College Station, TX

Meeting Agenda
City Council
1101 Texas Ave, College Station, TX 77840
Internet: www.microsoft.com/microsoft-teams/join-a-meeting
Meeting ID: 287 987 474 175 | Passcode: gZw5cS
Phone: 469-480-7460 | Phone Conference: 168 564 318#

May 28, 2026	4:00 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 third-party 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.

2. Executive Session Agenda.

Executive Session is closed to the public and will be held in the 1938 Executive Conference Room. The City Council may according to the Texas Open Meetings Act adjourn the Open Meeting during the Consent, Workshop, Regular, or Special Agendas and return into Executive Session to seek legal advice from the City Attorney regarding any item on the Workshop, Consent or Regular Agendas under Chapter 551, Texas Government Code.

2.1. **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:
a. The City of College Station v. The Public Utility Commission of Texas, Cause No. D-1-GN-24-005680 in the 200th District Court, Travis County, Texas.
b. Hopkins v. City of College Station, et al., Civil Action No. 4:25-CV-00473, in the U.S. District Court for the Southern District of Texas, Houston Division.

2.2. **Real Estate {Gov't Code Section 551.072}**;
Possible action. The City Council may deliberate the purchase, exchange, lease or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. After executive session discussion, any final action or vote taken will be in public. The following subject(s) may be discussed:
a. Approximately 8 acres of land located at 1508 Harvey Road.
b. Approximately 28 acres of land generally located at Midtown Drive and Corporate Parkway in the Midtown Business Park.
c. Property located within the Midtown Business Park.

2.3. **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. Council Self-Evaluation

2.4. **Economic Incentive Negotiations {Gov't Code Section 551.087};**
Possible action. The City Council may deliberate on commercial or financial information that the City Council has received from a business prospect that the City Council seeks to have locate, stay or expand in or near the city which the City Council in conducting economic development negotiations may deliberate on an offer of financial or other incentives for a business prospect. After executive session discussion, any final action or vote taken will be in public. The following subject(s) maybe discussed:

a. Economic development agreement for a development on the 28 acres of land generally located at Midtown Drive and Corporate Parkway in the Midtown Business Park.

b. Economic development agreement for a development within the Midtown Business Park relating to baseball fields.

c. Economic development agreement with College Station Town Center, LP.

d. Economic development agreement between the City and CS Science Park, LLC as assigned to OGC College Station Park, LP.

3. The Open Meeting will Reconvene No Earlier than 6:00 PM from Executive Session and City Council will take action, if any.

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

Speaker Protocol.

An individual who desires to address the City Council regarding any agenda item other than those items posted for Executive Session must register with the City Secretary two (2) hours before the meeting being called to order. Individuals shall 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. Please do not carry purses, briefcases, backpacks, liquids, foods or any other object other than papers or personal electronic communication devices to the lectern, nor advance past the lectern unless you are invited to do so. Comments should not personally attack other speakers, Council or staff. Each speaker’s remarks are limited to three (3) minutes. Any speaker addressing the Council using a translator may speak for six (6) minutes. The speaker’s microphone will mute when the allotted time expires and the speaker must leave the podium.

5. 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.

6. Consent Agenda.

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.

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

• May 18, 2026 Council Meeting

Sponsors: Tanya Smith

Attachments: 1. CCM051826 DRAFT Minutes

6.2. Presentation, discussion, and possible action on a sponsorship agreement with Texas A&M University for the USA Track & Field Lone Star Grand Prix on June 6, 2026 for an amount not to exceed $175,683.

Sponsors: Jeremiah Cook

Attachments: 1. Sponsorship Agreement Texas AM USATF TAMU_Executed
2. USATF Event Trust Fund Application
3. USATF Event Trust Fund Economic Impact Study
4. Event Trust Fund Application Approval Letter

6.3. Presentation, discussion, and possible action on an agreement with Texas A&M University for the Roadto26 soccer match at Kyle Field on June 6, 2026 for an amount not to exceed $500,000.

Sponsors: Jeremiah Cook

Attachments: 1. Sponsorship Agreement

6.4. Presentation, discussion, and possible action on the approval of a contract with DESIGNA Access Corporation in an amount not to exceed $962,805 for a Parking Access and Revenue Control System in the College Main Parking Garage.

Sponsors: Brian Piscacek

Attachments: 1. Contract

6.5. Presentation, discussion, and possible action on an amendment to a Construction Manager at Risk (CMAR) Contract with Garney Construction, Inc. accepting the Guaranteed Maximum Price (GMP) of $22,548,606.44 for all remaining electrical components and a micro-tunnel under the Little Brazos River, plus the City's contingency in the amount of $563,715 for a total appropriation of $23,112,321.44.

Sponsors: Jennifer Cain

Attachments: 1. Wells 10,11,12 and Collection Line Map
2. Amendment No. 5_25300059-GMP5-VendorSigned

6.6. Presentation, discussion, and possible action on an agreement granting Community Development Block Grant (CDBG) funds to Brazos Valley Community Action Programs (BVCAP) in the amount of $330,000 for the purchase and rehabilitation costs related to the acquisition of a single-family home located at 2402 Colgate Circle in order to create an affordable rental opportunity.

Sponsors: David Brower

Attachments: 1. CDBG Funding Ageement-Affordable Housing - BVAP 2402 Colgate Cir

6.7. Presentation, discussion, and possible action on a contract award to Freeit Data Solutions, Inc. for computer hardware, software licensing, and multi-year support services, not-to-exceed $334,794.14.

Sponsors: Glenn Gavit

Attachments: 1. 26300581--LKP (CC 05.28.26)

6.8. Presentation, discussion, and possible action on an Interlocal Agreement with the Bryan/College Station Metropolitan Planning Organization for the South College Avenue/University Drive Complete Streets Plan for an amount not to exceed $40,000.

Sponsors: Jason Schubert

Attachments: 1. ILA

7. Workshop Agenda.

7.1. Presentation, discussion, and possible action on an overview of the Harvey Road Corridor Redevelopment Plan, including processes and work to date.

Sponsors: Heather Wade

Attachments: None

8. Regular Agenda.

8.1. Presentation, discussion, and possible action on a resolution directing publication of notice of intention to issue Certificates of Obligation, Series 2026 and providing an effective date.

Sponsors: Michael DeHaven

Attachments: 1. Notice Resolution (May 28 2026) ver 1

8.2. Public Hearing, presentation, discussion, and possible action on Budget Amendment No. 2 amending Ordinance No. 2025-4612 amending the budget for the 2025-2026 Fiscal Year in the amount of $5,154,124.

Sponsors: Mary Ellen Leonard

Attachments: 1. FY26 Budget Amendment #2 Ordinance (1)

8.3. Public Hearing, presentation, discussion, and possible action regarding an ordinance 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 boundaries from R Rural and E Estate to RS Restricted Suburban for approximately 7.73 acres generally located southwest of the intersection of Sebesta Road and Foxfire Drive.

Sponsors: Gabriel Schrum

Attachments:
1. Ordinance
2. Aerial and Small Area Map
3. Applicant's Supporting Information
4. Background Information
5. Rezoning Exhibit
6. Existing Future Land Use Map
7. Rezoning Map

8.4. Public Hearing, presentation, discussion, and possible action on an ordinance amending the College Station Comprehensive Plan by expiring the Northgate Redevelopment Plan, the Revised Wolf Pen Creek Master Plan, the Northgate Redevelopment Implementation Plan, the Medical District Master Plan, and the Bicycle, Pedestrian, and Greenways Master Plan; and adding the Active Transportation Master Plan; and by amending the text in all chapters; and by amending Map 2.1 titled “Planning Areas Map” by removing the Medical District Master Plan, renaming the Harvey Road Redevelopment Area to the Harvey Road Corridor Redevelopment Plan; and by amending a Map 6.2 titled “Functional Classification & Context Map” by reclassifying Pebble Creek Parkway from Minor Arterial to a Major Collector.

Sponsors: Christine Leal, Jesse DiMeolo

Attachments:
1. Ordinance v2
2. Redlines - Comprehensive Plan Amended May 2026

9. Items of Community Interest and Council Calendar.

Items of Community Interest and Council Calendar: The Council may discuss upcoming events and 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.

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

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)

11. 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.

12. 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. Executive Session is closed to the public. The City Council may according to the Texas Open Meetings Act adjourn the Open Meeting during the Consent, Workshop or Regular or Special Agendas and return into Executive Session to seek legal advice from the City Attorney regarding any item on the Workshop, Consent or Regular or Special Agendas under Chapter 551, Texas Government Code

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 May 21, 2026 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.

May 28, 2026
Item No. 6.1.
May 18th Meeting Minutes

Sponsor: Tanya Smith, City Secretary

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action of minutes for:
• May 18, 2026 Council Meeting

Relationship to Strategic Goals:

- Good Governance

Recommendation(s): Recommends Approval.

Summary: N/A

Budget & Financial Summary: None

Attachments:
1. CCM051826 DRAFT Minutes

MINUTES OF THE CITY COUNCIL MEETING
IN-PERSON WITH TELECONFERENCE PARTICIPATION
CITY OF COLLEGE STATION
MAY 18, 2026

STATE OF TEXAS §
§
COUNTY OF BRAZOS §

Presiding:
John Nichols, Mayor

Council:
Mark Smith - absent
William Wright, Mayor ProTem
David White
Melissa McIlhaney
Bob Yancy
Scott Shafer

City Staff:
Bryan Woods, City Manager
Jeff Capps, Deputy City Manager
Adam Falco, City Attorney
Leslie Whitten, Deputy 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 Nichols via In-Person and Teleconference at 4:00 p.m. on May 18, 2026, in the Council Chambers of the City of College Station City Hall, 1101 Texas Avenue, College Station, Texas 77840.

2. Executive Session Agenda.

In accordance with the Texas Government Code §551.071-Consultation with Attorney, §551.072-Real Estate, §551.074-Personnel, §551.076-Security, and §551.087-Economic Development, and the College Station City Council convened into Executive Session at 4:01 p.m. on May 18, 2026, to continue discussing matters pertaining to:

2.1. Consultation with Attorney to seek advice regarding pending or contemplated litigation, to wit:

- The City of College Station v. The Public Utility Commission of Texas, Cause No. D-1-GN-24-005680 in the 200th District Court, Travis County, Texas.
- Hopkins v. City of College Station, et al., Civil Action No. 4:25-CV-00473, in the U.S. District Court for the Southern District of Texas, Houston Division.

2.2. Deliberation on the purchase, exchange, lease, or value of real property; to wit:

- Approximately 8 acres of land located at 1508 Harvey Road.

- Approximately 28 acres of land generally located at Midtown Drive and Corporate Parkway in the Midtown Business Park.
- Property located within the Midtown Business Park.

2.3. Deliberation on the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer; to wit:

- City Auditor
- City Attorney
- City Manager
- Council Self-Evaluation

2.4. Deliberation on deployment, or specific occasions for implementation, of security personnel or devices or a security audit; to wit:

- Computer network vulnerability and security assessment.

2.5. Deliberation on an offer of financial or other incentives for a business prospect that the Council seeks to have locate, stay or expand in or near the City; to wit:

- Economic development agreement for a development on the 28 acres of land generally located at Midtown Drive and Corporate Parkway in the Midtown Business Park.
- Economic development agreement for a development within the Midtown Business Park relating to baseball fields.
- Economic development agreement with College Station Town Center, LP.

3. The Open Meeting Will Reconvene No Earlier than 6:00 PM from Executive Session and City Council will take action, if any.

Executive Session recessed at 6:31 p.m.

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

Invocation given by Chaplain Mike Armstrong, College Station Fire Department.

5. PRESENTATION - PROCLAMATIONS, AWARDS, AND RECOGNITIONS.

5.1. Presentation proclaiming the week of May 17–23, 2026, as "National Public Works Week."

Mayor Nichols presented a proclamation to Emily Fisher, Public Works Director and staff, proclaiming the week of May 17–23, 2026, as "National Public Works Week."

6. Hear Visitors Comments.

Jane English from College Station stated her concerns about the use of Flock cameras which she believes violate citizens right to unwarranted surveillance. She also worries about potential expenses from wrongful arrest lawsuits and Flock's broad rights to analyze and sell city data without transparency. The city's agreement with Flock gives them ownership of any studies or results, and they are not required to disclose them, making it difficult to trust their handling of citizen information.

John Hamilton from College Station requested clarification on Flock's operations, emphasizing public safety support and data protection protocols. He requested information about demos, system tracking,

camera locations, and stored license plate photos, noting only 0.1% of Flock data relates to crimes. He urges Council to review Flock operations and provide accountability for residents.

7. 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.

Consent Item 7.2 was pulled for discussion and a separate vote.

Item *(7.3), (7.8) and (7.15)* were pulled for clarification.

(7.3) Mary Ellen Leonard, Finance Director, clarified that a transposed number was a clerical error and would not affect the finalized numbers.

(7.8) Jennifer Cain, Capital Projects Director, stated that this item initiates the construction manager at risk contract. The selected firm will be responsible for finalizing and reviewing design plans for Thomas Park and the adjacent projects, which have been consolidated under a single contract to optimize costs and logistics. The firm will verify cost estimates, oversee the bidding process, and provide at least one guaranteed maximum price prior to the commencement of construction. This represents the first stage in the process, with bidding anticipated later this summer or in early fall.

(7.15) Bryan Woods, City Manager, confirmed that agreement covers participation from both College Station and Bryan where appropriate.

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

- **April 23, 2026 Council Meeting**

7.2. Presentation, discussion, and possible action on a Hotel Occupancy Tax Grant agreement with Texas A&M AgriLife Extension Service for the 2026-2028 Texas 4-H Roundup in an amount not to exceed $150,000.

7.3. Presentation, discussion, and possible action on a contract award to Alexander's Contract Services, Inc. for water meter reading services, not-to-exceed $463,296.

7.4. Presentation, discussion, and possible action on an interlocal agreement with the Texas Municipal League Intergovernmental Risk Pool for group critical illness coverage.

7.5. Presentation, discussion, and possible action regarding a license agreement with the Sheriffs' Association of Texas for the installation and display of a sculpture, monument, and memorial at Veterans Memorial Park.

7.6. Presentation, discussion, and possible action on a contract award to C&G Electrical, LLC, for electric overhead distribution projects in the amount not to exceed $399,063.46.

7.7. Presentation, discussion, and possible action on a three-year professional services contract with McCord Engineering, Inc. for $1,800,000 for electrical engineering services.

7.8. Presentation, discussion, and possible action on a Construction Manager-at-Risk (CMAR) contract with Crain Group, LLC for Thomas Park and surrounding streets project, not-to-exceed the remaining project budget of $13,869,380 for this CMAR contract and other future project costs.

7.9. Presentation, discussion, and possible action regarding a construction contract with Brazos Paving, Inc for the construction of 3 crosswalks across Welsh Ave at A&M Consolidated High School in the amount of $287,337.98, plus the City's contingency in the amount of $28,730 for a total appropriation of $316,067.98. Approval of this item grants authority for the City Manager to authorize project expenditures up to the City's contingency amount.

Veronica Morgan, representing Mitchell and Morgan and College Station ISD, came before council to publicly thank staff. She stated that when it became clear that Welsh Ave raised crosswalks wouldn't be completed in time for A&M Consolidated High School's 2027 opening, Melissa Thomas, Randall Smith, and Jennifer Cain proactively worked with consultants and CSISD to separate and expedite the crosswalk project.

7.10. Presentation, discussion, and possible action on a landscape maintenance agreement with the Texas Department of Transportation (TXDOT) for the maintenance of landscape along State Highway 6 (SH 6).

7.11. Presentation, discussion, and possible action on a construction contract with Larry Young Paving, Inc. for the Southwest Parkway Drainage Project for $567,622.25 plus the City's contingency in the amount of $96,500 for a total appropriation of $664,122.25. Approval of this item grants authority for the City Manager to authorize project expenditures up to the City's contingency amount.

7.12. Presentation, discussion, and possible action on a design contract with Studio 16:19 for the design of the Splashpad Project at the Lincoln Center in the amount of $144,725 in Community Development Block Grant (CDBG) funds.

7.13. Presentation, discussion, and possible action on Ordinance No. 2026-4676 amending Chapter 38, "Traffic and Vehicles," Article VI "Traffic Schedules," Section 38-1014 "Traffic Schedule XIV, No Parking Here to Corner and No Parking Any Time" by removing parking on the northwest side of Cherry Street between Nagle Street and Tauber Street, of the code of ordinances of the City of College Station, Texas.

7.14. Presentation, discussion, and possible action on Resolution No. 05-18-26-7.14 approving an Advance Funding Agreement for Highway Safety Improvement Program Off-System between the City of College Station and the State of Texas, acting through the Department of Transportation for the City's participation in the installation of sidewalks along Holleman Drive and Anderson Street.

7.15. Presentation, discussion, and possible action on Resolution No. 05-18-26-7.15 approving an Advance Funding Agreement in the amount of $562,770.02 between the City of College Station and the State of Texas, acting through the Texas Department of Transportation (TXDOT) for the city's contribution for various aesthetic enhancements to the State Highway 6 Central Widening Project.

MOTION: Upon a motion made by Councilmember White and a second by Councilmember Shafer, the City Council voted six (6) for and none (0) opposed, to approve the Consent agenda, except for Item 7.2. The motion carried unanimously.

(7.2) **MOTION:** Upon a motion made by Councilmember McIlhaney and a second by Councilmember Wright, the City Council voted five (5) for and none (0) opposed, with Councilmember White abstaining, to approve a Hotel Occupancy Tax Grant agreement with Texas A&M AgriLife Extension Service for the 2026-2028 Texas 4-H Roundup in an amount not to exceed $150,000. The motion carried unanimously.

8. WORKSHOP ITEMS

8.1. Presentation, discussion, and possible action regarding the Public Works Facility Project.

Emily Fisher, Public Works Director, and Jennifer Cain, Capital Projects Director, outlined three programming options for the new Public Works Facility. Their briefing compared the William King Cole Drive and Rock Prairie sites, incorporating growth projections, site evaluations, cost estimates, and operational considerations. Mrs. Fisher reviewed the history of the current Public Works facility, highlighting expansions since 1978, significant personnel growth, and physical constraints posed by floodplain boundaries and insufficient space for fleet maintenance—factors that increasingly necessitate the development of a new site. Mrs. Cain described the evaluation of both City-owned and private properties, noting that geotechnical borings and environmental analysis confirmed the site on Rock Prairie as a suitable location for future construction. Council members engaged in discussion focusing on long-term planning, financial impacts, and logistical needs.

Three program options were presented:

- Program 1: 20-year growth, full build-out
- Program 2: 10-year growth, limited scope without administrative space
- Program 3: 10-year growth, relocation of all divisions to Rock Prairie
- The presentation included comparative costs and operational impacts for each scenario.

Program Comparison

	Existing Site	Program 1 (20 yr+)	Program 2 (10 yr+)	Program 3 (10yr+)
Budget		KT:$76M RP: $72.7M	KT:$41.1M RP:$42M	$49.95M
Fleet SF:	19,000 sf	41,400 sf	38,000 sf	27,250sf
Shops SF:	13,000 sf	25,750 sf	15,100 sf	22,200 sf
Admin SF:	9,500 sf	22,800 sf	Removed completely	16,000 sf
No. Bays heavy : auto	8 : 4	14 : 14	14 : 12	12 : 6
No. Work Stations	29	80	44	61
Parking Spaces:				
Visitors	10	30	15	15
Employees	140	200	150	150
Fleet City Vehicles	204	262	KT:200 RP: 144	226
Covered Parking/ Storage	14,000 sf	77,000 sf	No covered parking	No covered parking
Usable Acreage:	KT: 20	KT: 20 RP:55	KT:20 RP:55	RP: 25 of 55 (planned)
Number of FTE's	139	200 projected	170 projected	170 projected
Ability to Issue COs (debt):		Yes	No	Yes

*Program 2 Excludes Admin &Traffic

- KRENEK TAP APPRAISED VALUE FOR THE SITE IS $20.6M
- ALL OPTIONS INCLUDE PROGRAMMING & PRE-CONSTRUCTION SERVICES OF ARCHITECT AND CM@R TOTALING $517,319

The Council directed staff to proceed with Program 3, supporting the relocation of all Public Works divisions to the Rock Prairie site.

Program 3 – Rock Prairie



Program Comparison

	Existing Site	Program 1 (20 yr+)	Program 2 (10 yr+)	Program 3 (10yr+)
Budget		KT:$76M RP: $72.7M	KT:$41.1M RP:$42M	$49.95M
Fleet SF:	19,000 sf	41,400 sf	38,000 sf	27,250sf
Shops SF:	13,000 sf	25,750 sf	15,100 sf	22,200 sf
Admin SF:	9,500 sf	22,800 sf	Removed completely	16,000 sf
No. Bays heavy : auto	8 : 4	14 : 14	14 : 12	12 : 6
No. Work Stations	29	80	44	61
Parking Spaces:				
Visitors	10	30	15	15
Employees	140	200	150	150
Fleet City Vehicles	204	262	KT:200 RP: 144	226
Covered Parking/ Storage	14,000 sf	77,000 sf	No covered parking	No covered parking
Usable Acreage:	KT: 20	KT: 20 RP:55	KT:20 RP:55	RP: 25 of 55 (planned)
Number of FTE's	139	200 projected	170 projected	170 projected
Ability to Issue COs (debt):		Yes	No	Yes

*Program 2 Excludes Admin &Traffic

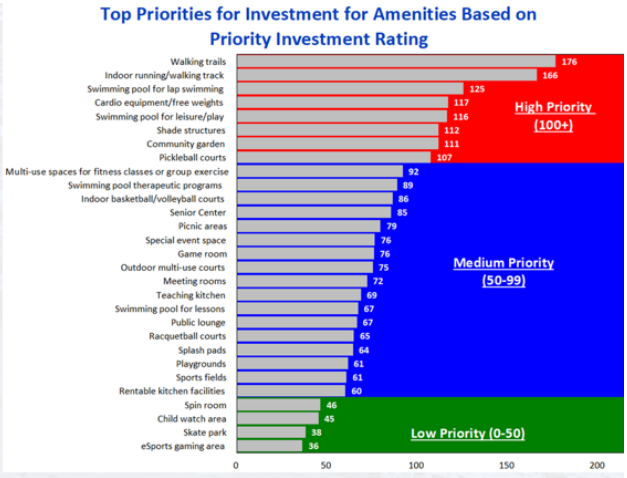
- KRENEK TAP APPRAISED VALUE FOR THE SITE IS $20.6M
- ALL OPTIONS INCLUDE PROGRAMMING & PRE-CONSTRUCTION SERVICES OF ARCHITECT AND CM@R TOTALING $517,319

8.2. Presentation, discussion and possible action regarding the Recreation Center Feasibility Study.

Kelsey Heiden, Parks and Recreation Director, summarized a contract approved in October 2023 with Brinkley, Sargent, Wiginton Architects and BerryDunn for evaluating a potential recreation center in College Station. Phase one findings, including a market analysis and needs assessment, and statistically valid survey were presented to the City Council in August 2024 and February 2025. Phase two, presented in August 2025, covered building program development, operations assessment, cost projections, and steering committee engagement. After the August 2025 meeting, the Steering Committee toured facilities and took part in an online survey, reconvening in March 2026 to discuss site and space recommendations. Mrs. Heiden stated that this workshop will present the Steering Committee feedback and outline possible next steps for Council review. She also explained that the committee supports proceeding with the 97,500 SF space program, including indoor aquatics,

prioritizing multi-purpose design. Public feedback shows strong community interest in aquatics, so the committee recommends keeping them in the plan but urges careful evaluation of lap lane swimming. Ideal aquatic spaces should serve a wide range of users to maximize cost recovery.

- **High Priority Indoor Amenities**
  - Indoor running/walking track
  - Swimming pool for lap swimming
  - Cardio equipment/free weights
  - Swimming pool for leisure/play
  - Pickleball Courts



Three sites were reviewed for suitability, supported by population density mapping:

- Post Oak Mall / Macy's Site
- Midtown City Business Center
- Victoria & W.D. Fitch (West and East parcels)

Post Oak Mall / Macy's was considered the top option due to its central location and high population density, with discussion noting student versus family composition may affect membership projections. Midtown City Business Center ranked second, valued for City-owned land, proximity to baseball development, trails, and future park. Victoria & W.D. Fitch placed third, highlighted for growth near College Station High School and its family-oriented demographics, fitting the recreation center's target audience.

	Option 1 Dry Side Only	Option 2 + Leisure Water	Option 3 +Leisure & Competitive Water
Square Footage	69,500 sf	86,827 sf	97,500 sf
Estimated Capital Cost*	$57M	$76M	$91M
Estimated Operating Cost	$2.8M	$3.8M	

*these are 2028 costs

PROPOSED MEMBERSHIP RATES AND HOURS (98% Cost Recovery)

	Resident Annual	Monthly
Adult	$408.00	$34.00
Senior	$288.00	$24.00
Youth	$288.00	$24.00
Family	$744.00	$62.00

	M - F	Sat	Sun	Weekly	Annually
Hours	5:00am - 9:00pm	7:00am - 7:00pm	10:00am - 6:00pm		
Total Hours	16	12	8	100	5000

Mayor Nichols opened for Citizen Comments.

John Crompton of College Station expressed concerns regarding the Recreation Center proposal, citing weak demand for the planned facilities, questionable consultant data, and insufficient justification for additional aquatic space. He noted that existing lap lanes in the community are rarely crowded and warned that a new indoor leisure pool could divert users from current outdoor facilities. Mr. Crompton also questioned the need for city-operated fitness amenities given the number of commercial fitness centers already available. He recommended the use of focused stakeholder groups, similar to the Grand Prairie Epic Center approach, and urged the Council to reassess the project based on demonstrated community needs.

Karl Mooney of College Station spoke in support of a Recreation Center focused on family swimming and noted past interest from USA Swimming if a competitive pool were built. Mr. Mooney highlighted the YMCA's potential role, citing local programs he oversees, and stated that a center could provide childcare and senior services.

Tre Watson of College Station recommended expanding Bachmann Center for better accessibility, especially for residents without cars, rather than building a new facility due to budget limits. This expansion would benefit both youth and seniors, address overcrowding at Lincoln Center, and reduce the city's dependence on outside venues for basketball tournaments.

Valen Cepak of College Station expressed support for pursuing partnerships in the Recreation Center effort, noting frequent successful collaborations with A&M and other organizations. Cepak highlighted comments emphasizing the YMCA's strength in providing camp scholarships and operating seasonal programs and stated that continued partnership with the YMCA would be beneficial. Mr. Cepak noted that prior cooperative efforts have been effective and encouraged greater mayoral involvement, stating that it is inefficient for the City to act alone when strong partners such as the YMCA are available.

There being no further comments, Citizen Comments was closed.

The Council directed staff to bring back refined language for a Bond Election in 2027 on a possible Recreation Center.

9. REGULAR ITEMS

9.1. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4677 amending the Comprehensive Plan by amending the Thoroughfare Plan and Bicycle, Pedestrian, and Greenways Master Plan to remove the future extension of Pavilion Avenue, a Minor Collector, between Sebesta Road and State Highway 6 South including associated future bike lanes and sidewalks.

Jason Schubert, Planning and Development, discussed changes around Pavilion Avenue, noting its 0.6-mile planned extension was added to the Thoroughfare Plan in 2007 to support future commercial access and reduce traffic through nearby residential streets. When car dealerships were built along State Highway 6's frontage road in 2018, they constructed gated parking lots with rear cross access and sidewalks, enabling circulation that fulfilled much of the plan's original intent. TxDOT's ongoing State Highway 6 project will install a shared use bicycle and pedestrian path between Sebesta Road and Woodcreek Drive, further improving connectivity and reflected in the upcoming Active Transportation Master Plan. The removal or completion of the Pavilion Avenue extension would minimally affect environmentally sensitive areas, as the zone is slated for commercial development. Infrastructure impacts, including water, wastewater, and drainage, are negligible. A traffic study showed minor differences in delays depending on whether the extension is built, with private cross access already mitigating commercial traffic in residential zones. The goals of the Comprehensive Plan are still met; removal of the extension from various master plans does not affect long-term transportation objectives because alternative connections now exist.

The Bicycle, Pedestrian, and Greenways Advisory Board considered this request at their April 13, 2026 meeting and recommended approval (6-0). The Planning & Zoning Commission considered this request at their April 16, 2026 meeting and recommended approval (4-1). Staff recommended approval of the request.

At approximately 9:30 p.m., Mayor Nichols opened the Public Hearing.

There being no further comments, the Public Hearing was closed at 9:30 p.m.

MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember Shafer, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4677, to amending the Comprehensive Plan by amending the Thoroughfare Plan and Bicycle, Pedestrian, and Greenways Master Plan to remove the future extension of Pavilion Avenue, a Minor Collector, between Sebesta Road and State Highway 6 South including associated future bike lanes and sidewalks. The motion carried unanimously.

Mayor Nichols recessed the meeting at 9:31 p.m.

The meeting resumed at 9:36 p.m.

9.2. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4678 vacating and abandoning a 0.103 acre 15-foot-wide Sewer Easement, said easement lying over, across, and upon Lot 'C' and Lot 'D' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas.

Items 9.2 through 9.10 were presented together.

9.3. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4679 vacating and abandoning two utility easements totaling 2,110 square feet, said easements lying over, across, and upon Lot 'C' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 2888, Page 337 of the Official Public Records of Brazos County, Texas.

9.4. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4680 vacating and abandoning a 301.5 square-foot utility easement, said easement lying over, across, and upon Lot 'C' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 2888, Page 337 of the Official Public Records of Brazos County, Texas.

9.5. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4681 vacating and abandoning a 0.096 acre portion of a 15-foot-wide Sewer Easement, said easement lying over, across, and upon Lot 'B' of the Tauber Addition and Lots 1 of the Matt Cooley Subdivision, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas.

9.6. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4682 vacating and abandoning a 0.096 acre portion of a 15-foot-wide Sewer Easement, said easement portion lying over, across, and upon Lot 'C' and Lot 'D' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas.

9.7. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4683 vacating and abandoning a 0.122 acre 15-foot-wide Sewer Easement, said easement lying over, across, and upon Lot 'B' of the Tauber Addition and Lots 1, 2, 3, and 4 of the Matt Cooley Subdivision, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas.

9.8. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4684 vacating and abandoning two utility easements totaling 0.261 acre, said easements lying over, across, and upon Lot 'C' and Lot 'D' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 2888, Page 337 of the Official Public Records of Brazos County, Texas.

9.9. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4685 vacating and abandoning a 974 sq-ft 15-ft-wide Utility Easement, said easement lying over, across, and upon Lots 1 of the Matt Cooley Subdivision, according to the instruments recorded in Volume 3865, Page 300 of the Official Public Records of Brazos County, Texas.

9.10. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4686 vacating and abandoning a 4,028 sq-ft 10-ft-wide Utility Easement, said easement lying over, across, and upon Lots 1, 2, 3, and 4 of the Matt Cooley Subdivision, according to the instruments recorded in Volume 177, Page 219 of the Official Public Records of Brazos County, Texas.

Lindsey Pressler from Planning and Development stated that these abandonments of the utility and sewer easements are being requested by the applicant in order to build an apartment complex over

existing easements on the site. The proposed layout necessitates relocating the easements and utility lines along Cherry St, Nagle St, and the northern lot lines of the Re-subdivision Final Plat of Lot 'C' and 'D', Tauber Addition, the Tauber Addition, and the Matt Cooley Subdivision.

- The utility easement is located approximately four hundred and twenty (420) feet southwest of the intersection of Cherry St and Nagle St.
- The utility easements are located approximately three hundred feet (300 ft) southwest from the intersection of Nagle and Cherry.
- The utility easement is located approximately four hundred feet (400 ft) southwest from the intersection of Nagle and Cherry.
- The utility easement is located approximately three hundred forty feet (340 ft) northwest from the intersection of Nagle and Cherry.
- The utility easement is located approximately four hundred and forty (440) feet west of the intersection of Cherry St and Nagle St.
- The utility easement is located approximately one hundred fifty feet (150 ft) southwest from the intersection of Nagle and Cherry.
- The utility easements are located approximately four hundred and twenty (420) feet southwest of the intersection of Cherry St and Nagle St.
- The utility easement is located approximately three hundred forty feet (340 ft) northwest from the intersection of Nagle and Cherry.
- The utility easement is located approximately one hundred fifty feet (150 ft) southwest from the intersection of Nagle and Cherry.

At approximately 9:40 p.m., Mayor Nichols opened the Public Hearing.

There being no further comments, the Public Hearing was closed at 9:40 p.m.

(9.2) MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember Yancy, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4678, to vacating and abandoning a 0.103 acre 15-foot-wide Sewer Easement, said easement lying over, across, and upon Lot 'C' and Lot 'D' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas. The motion carried unanimously.

(9.3) MOTION: Upon a motion made by Councilmember Yancy and a second by Councilmember McIlhaney, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4679, to vacating and abandoning two utility easements totaling 2,110 square feet, said easements lying over, across, and upon Lot 'C' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 2888, Page 337 of the Official Public Records of Brazos County, Texas. The motion carried unanimously.

(9.4) MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember White, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4680, to vacating and abandoning a 301.5 square-foot utility easement, said easement lying over, across, and upon Lot 'C' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 2888, Page 337 of the Official Public Records of Brazos County, Texas. The motion carried unanimously.

(9.5) MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember Yancy, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance

No. 2026-4681, to vacating and abandoning a 0.096 acre portion of a 15-foot-wide Sewer Easement, said easement lying over, across, and upon Lot 'B' of the Tauber Addition and Lots 1 of the Matt Cooley Subdivision, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas.. The motion carried unanimously.

(9.6) MOTION: Upon a motion made by Councilmember Yancy and a second by Councilmember McIlhaney, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4682, to vacating and abandoning a 0.096 acre portion of a 15-foot-wide Sewer Easement, said easement portion lying over, across, and upon Lot 'C' and Lot 'D' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas. The motion carried unanimously.

(9.7) MOTION: Upon a motion made by Councilmember Yancy and a second by Councilmember White, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4683, to vacating and abandoning a 0.122 acre 15-foot-wide Sewer Easement, said easement lying over, across, and upon Lot 'B' of the Tauber Addition and Lots 1, 2, 3, and 4 of the Matt Cooley Subdivision, generally located at 603 Cherry St, according to the instruments recorded in Volume 145, Page 333 of the Official Public Records of Brazos County, Texas.. The motion carried unanimously.

(9.8) MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember Yancy, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4684, to vacating and abandoning two utility easements totaling 0.261 acre, said easements lying over, across, and upon Lot 'C' and Lot 'D' of The Resubdivision Final Plat of Lot 'C' and 'D', Tauber Addition, generally located at 603 Cherry St, according to the instruments recorded in Volume 2888, Page 337 of the Official Public Records of Brazos County, Texas.. The motion carried unanimously.

(9.9) MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember Yancy, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4685, to vacating and abandoning a 974 sq-ft 15-ft-wide Utility Easement, said easement lying over, across, and upon Lots 1 of the Matt Cooley Subdivision, according to the instruments recorded in Volume 3865, Page 300 of the Official Public Records of Brazos County, Texas.. The motion carried unanimously.

(9.10) MOTION: Upon a motion made by Councilmember Wright and a second by Councilmember McIlhaney, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4686, to vacating and abandoning a 4,028 sq-ft 10-ft-wide Utility Easement, said easement lying over, across, and upon Lots 1, 2, 3, and 4 of the Matt Cooley Subdivision, according to the instruments recorded in Volume 177, Page 219 of the Official Public Records of Brazos County, Texas. The motion carried unanimously.

9.11. Public Hearing, presentation, discussion, and possible action regarding Ordinance No. 2026-4687 adopting the standards of care for the City's Parks and Recreation Department's elementary age (5-13) Recreational Program in compliance with the exemptions for childcare licensing according to Texas Human Resources Code Section 42.041(b)(14).

Kelsey Heiden, Parks and Recreation Director, explained that the Texas Human Resource Code, Section 42.041(b)(4), allows municipalities to exempt recreational day camps for children ages 5-13 from State childcare licensing if certain requirements are met. College Station Parks and Recreation

programs qualify for this exemption as they are recreational, not child-care facilities, and meet all legislative criteria. Municipalities must submit their Standards of Care, notice of a public hearing, and the adopting ordinance annually for exempt status. The Standards of Care set minimum guidelines, including:

- Staff ratios
- Staff qualifications
- Facility, health, and safety standards
- Monitoring and enforcement mechanisms
- Notice to parents that the day camp is not state licensed

At approximately 9:45 p.m., Mayor Nichols opened the Public Hearing.

There being no further comments, the Public Hearing was closed at 9:45 p.m.

MOTION: Upon a motion made by Councilmember McIlhaney and a second by Councilmember White, the City Council voted six (6) for and none (0) opposed, to adopt Ordinance No. 2026-4687, to adopt the standards of care for the City's Parks and Recreation Department's elementary age (5-13) Recreational Program in compliance with the exemptions for childcare licensing according to Texas Human Resources Code Section 42.041(b)(14). The motion carried unanimously.

10. Items of Community Interest and Council Calendar: The Council may discuss upcoming events and 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 Shafer reported on the Ride with Council bicycle event.

Bryan Woods, City Manager, reported on the Savanna Banana Baseball Event.

Mayor Nichols reported on the Legislative trip to Washington DC and Regional Economic Development.

11. 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)

Councilmember Yancy reported on Interlocal Government Committee Meeting.

12. 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 our decision about the subject of a request will be limited to a proposal to place the subject on the agenda for a subsequent meeting.

Councilmember Shafer requested that staff broaden the upcoming presentation on Southside neighborhood parking to include walking, biking, and micro-mobility concerns.

13. Adjournment.

There being no further business, Mayor Nichols adjourned the meeting of the City Council at 9.59 p.m. on Monday, May 18, 2026.

_____
John P. Nichols, Mayor

ATTEST:

_____
Tanya Smith, City Secretary

May 28, 2026
Item No. 6.2.
USATF Lone Star Grand Prix Sponsorship

Sponsor: Jeremiah Cook, Assistant Director - Tourism

Reviewed By CBC: Tourism Committee

Agenda Caption: Presentation, discussion, and possible action on a sponsorship agreement with Texas A&M University for the USA Track & Field Lone Star Grand Prix on June 6, 2026 for an amount not to exceed $175,683.

Relationship to Strategic Goals:
Diverse and Growing Economy

Recommendation(s): Staff recommends the council approve the contract.

Summary: This agreement is between the City of College Station and Texas A&M University System for the City's sponsorship of the USATF Lone Star Grand Prix, a track and field event scheduled for June 6, 2026, at E.B. Cushing Stadium in College Station, Texas. The purpose of the sponsorship is to support bringing the large-scale Track and Field event to College Station. In exchange for the City's financial sponsorship, Texas A&M University System will provide a package of broadcast, digital, and on-site recognition benefits. Attached is the approval of the Event Trust Fund from the state of Texas, as well as the economic impact projections provided as part of that application.

Budget & Financial Summary: Payments under this agreement will be funded through the City's Hotel Occupancy Tax fund. The City's total sponsorship commitment consists of two components: a direct cash sponsorship of $75,000.00, payable within 30 calendar days of the City's receipt of an invoice submitted by Texas A&M University System within seven calendar days of the event date; and a contingent additional cash sponsorship of $100,683.00, payable only if and when the City receives that amount as reimbursement from the Texas Office of the Governor through the Event Trust Fund program, making the maximum potential total $175,683.00. The $100,683.00 contingent amount is pass-through in nature; the City is not obligated to pay it unless State reimbursement is received, and any amount received from the Governor's office above $100,683.00 will be retained by the City to offset its local share payment previously made to the Office of the Governor.

Attachments:
1. Sponsorship Agreement Texas AM USATF TAMU_Executed
2. USATF Event Trust Fund Application
3. USATF Event Trust Fund Economic Impact Study
4. Event Trust Fund Application Approval Letter

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CITY OF COLLEGE STATION
SPONSORSHIP AGREEMENT

This Sponsorship Agreement ("Agreement") is executed by and between The City of College Station ("City"), a Texas home-rule municipal corporation, and Texas A&M University System (A&M"), an agency of the State of Texas.

WHEREAS, the City has adopted the "City of College Station Sponsorships and Support Requests Policies and Procedures" Policy ("Policy") setting forth guidelines for the City's sponsorship of events, programs and services in the community; and

WHEREAS, the USATF Lone Star Grand Prix on June 6, 2026 at E.B. Cushing Stadium in College Station ("Event") provides a unique form of entertainment and service to area residents; and

WHEREAS, the City desires to assist in the Event and providing such form of recreation and entertainment for the City and Brazos County, Texas and its visitors; and

WHEREAS, the City and A&M share a mutual purpose of attracting more visitors to the City; and

WHEREAS, the City's sponsorship of the Event, as described in this Agreement, is of general interest and relevance to City residents and the general public; and

WHEREAS, USA Track and Field, Inc. has selected College Station, Texas as the site for the Event and contracted with City in a separate Event Support Agreement; and

WHEREAS, the Event has been approved and certified by the Office of the Governor, Economic Development and Tourism Division as eligible for reimbursement under the Events Trust Fund pursuant to Texas Government Code Chapter 480, Events Trust Fund (and as further defined in Texas Administrative Code, Title 10, Part 5, and Chapter 184); and

WHEREAS, Texas Tax Code §§351.002 and 351.003(a) authorize City to levy by ordinance a municipal hotel occupancy tax ("hotel tax") not exceeding seven percent (7%) of the consideration paid by a hotel occupant; and

WHEREAS, by ordinance, City has provided for the assessment and collection of a municipal hotel occupancy tax in the City of College Station of seven percent (7%); and

WHEREAS, Tax Code §351.101(a) authorizes and limits the City to use revenue from its municipal hotel occupancy tax to promote tourism and the convention and hotel industry; and

WHEREAS, A&M is well equipped to perform those activities as referenced in Tax Code §351.101 (a); and

WHEREAS, Tax Code §351.101(c) authorizes City to delegate by contract with A&M; as an

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independent entity, the management or supervision of programs and activities of the type described hereinabove funded with revenue from the municipal hotel occupancy tax; and

WHEREAS, it is determined that the Event creates a local impact on City and directly promotes tourism, and the convention and hotel industry in the City; and

NOW, THEREFORE, for and in consideration of the terms and conditions set forth herein, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Event/program/service. The event, program or service which is the subject of this Agreement is as follows:

USATF Lone Star Grand Prix on June 6, 2026 at E.B. Cushing Stadium in College Station, Texas.

2. Sponsorship. City agrees to sponsor the above-described event, program, or service by being a Cash Sponsor for one initial sponsorship payment paid for with hotel occupancy tax revenue and one additional sponsorship payment contingent upon Event Trust Fund reimbursement, as further described below:

(a.) Initial Cash Sponsorship:

a. City shall be a Cash Sponsor in the amount of **Seventy-Five Thousand and 00/100 Dollars ($75,000.00)** ("Initial Sponsorship). A&M shall submit an invoice to City in an amount not to exceed the cash sponsorship amount listed above within seven (7) calendar days of the Event date requesting payment for activities, products and services provided. Payment(s) shall be made within thirty (30) calendar days of City's receipt of approved invoices.

(b.) Additional Cash Sponsorship Contingent upon Event Trust Fund Reimbursement:

a. City shall be a Cash Sponsor in the additional not-to-exceed amount of **One Hundred Thousand Six Hundred Eighty-Three and 00/100 Dollars ($100,683.00)** ("Additional Sponsorship") with said Additional Sponsorship amount being equal to the amount the City receives from the Texas Office of Governor ("OOG") as reimbursement for event expenditures associated with this Event under the State of Texas Event Trust Fund ("ETF") up to the not-to-exceed amount of $119,861.00 less the local match funds amount of $19,178.00 paid from the City to the OOG under the ETF. For example, if the City receives $100,000 from the OOG as reimbursement for event expenditures, then the Additional Sponsorship would be $80,822 ($100,000 - $19,178).

b. This Additional Sponsorship payment amount is contingent upon City receiving funding from the OOG under the ETF, and the parties agree that City will not be required to pay A&M the Additional Sponsorship if City does not receive any funding from the OOG under the ETF.

c. Payment of the Additional Sponsorship, if any, from City to A&M, will be made by December 31, 2026.

(c.) Total Cash Sponsorship:

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a. The Initial Sponsorship and Additional Sponsorship amounts together shall not exceed the amount of **One Hundred Seventy-Five Thousand Six Hundred Eighty-Three and 00/100 Dollars ($175,683.00)**.

3. Recognition. In recognition of City's sponsorship set forth in this Agreement, A&M agrees to provide the services provided for in Exhibit "A", "Texas A&M - Sponsorship and Recognition".

4. Event Expenditures.

(a.) A&M shall pay for the expenditures and costs associated with the Event ("Event Expenditures"): (i) expenditures to acquire facilities for the Event, (ii) costs of conducting the Event; and/or (iii) costs of preparations necessary or desirable to conduct the Event. These Event Expenditures are intended to include, but not be limited to the items described in Exhibit "B", "Event Expenditures".

(b.) A&M shall, within thirty (30) days after the last day of the Event, make commercially reasonable efforts to submit to City (i) a copy of any invoice, receipt, any other documentation as reasonably requested by City (subject to any confidentiality provisions), (ii) a description of how the expense pertains to the Event and (iii) a statement that A&M reasonably believes that the same constitutes an eligible expense for reimbursement in accordance with this Agreement and the laws and regulations applicable to the Event Trust Fund as informed of such requirements by City ("A&M's Required Submittal"). In conjunction with A&M's Required Submittal, A&M shall provide City with one (1) master invoice that includes all items contained within A&M's Required Submittal. Such documentation shall be submitted to: Jeremiah Cook, Assistant Director – Tourism, jcook@cstx.gov. A&M acknowledges that the failure to provide A&M's Required Submittal may prevent City from receiving disbursement from the Event Trust Fund.

5. Compliance. A&M agrees to adhere to all applicable laws, rules and regulations, including safety regulations.

6. Additional documents. A&M's application or other documentation, if any, shall be attached and made a part of this Agreement. In the event of a conflict, the provisions and information provided by City shall prevail over information provided by A&M; and the information dated later in time by the City shall prevail over earlier information provided by the City.

7. Indemnification. To the extent allowed by the laws and Constitution of the State of Texas, A&M shall indemnify, hold harmless, and defend the City, its officers, agents, employees and volunteers from and against any and all claims, losses, damages, causes of action, suits, and liability of every kind, including all expenses of litigation, court costs, and attorney's fees, for injury to or death of any person or for damage to any property arising out of or in connection with this Sponsorship Agreement. Such indemnity shall apply regardless of whether the claims, losses, damages, causes of action, suits, or liability arise in whole or in part from the negligence of the City, any other party indemnified hereunder, A&M, or any third party. It is the intent of the parties that this provision

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shall extend to, and include, any and all claims, causes of action or liability caused by the concurrent, joint and/or contributory negligence of the City, an alleged breach of an express or implied warranty by the City or which arises out of any theory of strict or products liability. There shall be no additional indemnification other than set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect. This section is applicable to A&M to the extent permitted by the laws and Constitution of the State of Texas.

8. Release. To the extent allowed by the laws and Constitution of the State of Texas, A&M hereby releases, relinquishes and discharges the City, its officers, agents, employees and volunteers from all claims, demands, and causes of action of every kind and character, including the cost of defense thereof, for any injury to or death of any person and any loss of or damage to any property that is caused by or alleged to be caused by, arising out of, or in connection with the this Sponsorship Agreement whether or not said claims, demands, or causes of action are covered in whole or in part by insurance. There shall be no additional release other than set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

9. Insurance. A&M is an agency of the State of Texas. As such, A&M is self-insured against the liabilities and other risks associated with its activities and obligations under this Agreement and for any which it is liable under the Texas Tort Claims Act. Following this limited exposure, A&M is protected by the doctrine of sovereign immunity. See Exhibit C hereto.

10. Term. This Agreement shall commence upon the Effective Date of this Agreement (as hereinafter defined) and shall terminate upon December 31, 2026, unless terminated by the parties earlier in accordance with this Agreement. This Agreement goes into effect when the Agreement is signed by the last signing party, as indicated by the date under that party's signature ("Effective Date").

11. Termination. This Agreement may be terminated by either party at any time prior to the expiration of the Agreement provided written notice is given to the other party thirty (30) days in advance.

12. Choice of Law. This Agreement has been made under and shall be governed by the laws of the State of Texas. The parties agree that performance and all matters related thereto shall be in Brazos County, Texas.

13. Verification No Boycott. To the extent applicable, this Contract is subject to the following:

(a.) Boycott Israel. If this Contract is for goods and services subject to § 2270.002 Texas Government Code, A&M verifies that it i) does not boycott Israel; and ii) will not boycott Israel during the term of this Contract;

(b.) Boycott Firearms. If this Contract is for goods and services subject to § 2274.002 Texas Government Code, A&M verifies that it i) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association; and ii) will not discriminate during the term of the contract against a firearm entity or firearm trade association; and

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(c.) Boycott Energy Companies. Subject to § 2274.002 Texas Government Code, A&M herein verifies that it i) does not boycott energy companies; and ii) will not boycott energy companies during the term of this Contract.

14. Amendment. This Agreement may only be amended by written instrument approved and executed by both parties.

15. Individual Parties. This Agreement shall never be deemed or construed to create a partnership or joint venture between the parties.

16. Waiver. Waiver of one provision or on one occasion with respect to this Agreement does not constitute waiver of other provisions or on other occasions. If any provision of this Agreement should be held to be invalid or unenforceable, the validity and enforceability of the remaining provisions of this Agreement shall not be affected thereby.

17. Public Information. City acknowledges that A&M is obligated to strictly comply with the Public Information Act, Chapter 552, Texas Government Code, in responding to any request for public information pertaining to this Agreement, as well as any other disclosure of information required by applicable Texas law. Upon A&M's written request, and at no cost to A&M, City will promptly provide specified contracting information exchanged or created under this Agreement for or on behalf of A&M in a non-proprietary format acceptable to A&M that is accessible by the public. City acknowledges that A&M may be required to post a copy of the fully executed Agreement on its Internet website in compliance with Section 2261.253(a)(1), Texas Government Code. The requirements of Subchapter J, Chapter 552, Texas Government Code, may apply to this Agreement and City agrees that this Agreement can be terminated if City knowingly or intentionally fails to comply with a requirement of that subchapter.

18. Non-Waiver Privileges and Immunities. A&M is an agency of the state of Texas and under the Constitution and the laws of the state of Texas possesses certain rights and privileges, is subject to certain limitations and restrictions, and only has authority as is granted to it under the Constitution and the laws of the state of Texas. City expressly acknowledges that A&M is an agency of the State of Texas and nothing in this Agreement will be construed as a waiver or relinquishment by A&M of its right to claim such exemptions, remedies, privileges, and immunities as may be provided by law, including the sovereign immunity of A&M.

19. Compliance with Laws. Each party hereto shall comply with all federal, state, and local laws, rules, and regulations applicable to the performance of its obligations under this Agreement.

20. Use of Name. Each party acknowledges that all rights in any trademarks, service marks, slogans, logos, designs, and other similar means of distinction associated with that party (its "Marks"), including all goodwill pertaining to the Marks, are the sole property of that party. Neither party may use the Marks of the other without the advance written consent of that party, except that each party may use the name of the other party in factual statements that, in context, are not misleading.

21. Assignment. This Agreement may not be assigned by a party without the written approval of the

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other. This Agreement does not and is not intended to confer any rights or remedies upon any person other than the parties.

22. Entire Agreement. This Agreement contains the entire agreement between the parties. There are no other written or oral agreements, contracts, or understandings between the parties.

23. Exhibits. All exhibits to this Agreement are incorporated and made part of this Agreement for all purposes, as shown below:

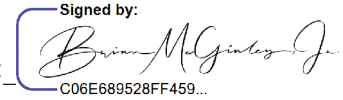
A. Texas A&M – Sponsorship and Recognition
B. Event Expenditures
C. Texas A&M Self-Insured Letter

[*Signatures Follow on Next Page*]

Docusign Envelope ID: 0C055D23-362C-4FBC-8165-99ECB5ED56A6

This Agreement shall become binding on the date of the last signature of the Authorized Representative, as identified in the signature blocks below.

TEXAS A&M UNIVERSITY

Signed by:
By: 
C06E689528FF459...

Name: Dr. Brian McGinley

Title: Assistant Vice President for Finance & UCO

Date: May 19, 2026 | 3:48:48 PM CDT

CITY OF COLLEGE STATION

By: _____

City Manager

Date: _____

APPROVED:

_____

City Attorney
Date: _____

_____

Assistant City Manager/CFO
Date: _____

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Exhibit A

Texas A&M - Sponsorship and Recognition

- On-Air Assets
  - Minimum number of in-broadcast mentions
  - Lower-third graphic: “Live from College Station, Texas”
  - At least one scripted host read referencing College Station as host destination
  - Inclusion in any event preview packages or promotional spots
  - Logo + Visual Placement on the track
  - 30-second destination feature or commercial

- Digital and Social
  - Logo + link on event website
  - Dedicated social post from USA Track & Field announcing College Station as host
  - Inclusion in email blasts to ticket buyers

- Other
  - 10 Tickets to the Event
  - B-roll capture rights for your future marketing use
  - On-site Visit College Station activation space

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Exhibit B
Event Expenditures

The Event Expenditures which A&M will pay for and provide City record of in accordance with the Agreement are intended to include, but not be limited to, the following:

a) Costs to rent event facilities;
b) On-site facility personnel necessary to operate the Event;
c) Purchase or rental of seating or other furnishings, supplies and equipment that are reasonable and necessary to conduct the event; including, but not limited to, chairs, tables, bleachers, benches, water jugs and cups, and court/venue lining materials/supplies;
d) Portable restrooms and sanitation necessities;
e) Temporary signs and banners;
f) Credentials for athletes, staff, and officials;
g) Food provided on-site for personnel directly related to the conduct of the event;
h) Costs related to utilization of third-party event management;
i) Transportation costs from the airport to lodging and from lodging to the venue for staff directly conducting the Event, who reside outside of the market area;
j) Travel expenses for Event staff (in accordance with State of Texas approved rates, excluding taxes) involved in conducting the Event;
k) Costs of labor related to technical crews, venue/court setup staff, announcers, camera crews, referees, tournament staff, security personnel, and medical staff;
l) Production crews and any costs related to online streaming of competition;
m) Purchase, shipping, and/or delivery costs of competition or event-specific equipment, signage, banners, awards, uniforms, promotional items, and supplies;
n) Internet services necessary to support event operations;
o) Water, ice, and sports drinks provided to staff, officials, volunteers, and personnel involved in conducting the Event;
p) Printing costs for event materials, signage, credentials, and promotional programs;
q) Awards and non-monetary prizes for participation or competitive performance that are reasonable and customary for the Event;
r) Cost for event-specific signage, including production, installation and removal;
s) Advertising and marketing costs directly attributable to the Event, including, but not limited to, billboard advertisements, paid digital advertising, social media advertising, print advertising, and/or other forms of advertising and marketing that are directly attributable to promoting the event;
t) Event-specific attire or uniforms for referees, staff, and officials;
u) Costs for promotional items created to promote the Event, including, but not limited to, branded wristbands, lanyards, bag tags, small giveaways, or merchandise provided to athletes, attendees, or staff;
v) Security and public safety expenses, including but not limited to police, fire, barriers, emergency operations staff, and traffic planning and mitigation;
w) Rental or temporary installation of metal detectors and handheld screening wands, and associated security checkpoint equipment required to ensure public safety at venue access points;

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x) Way-finding signage and staffing;
y) Photography or videography services documenting the Event;
z) Food for participants and essential personnel directly involved in the Event, provided on-site and not exceeding $36 per person per day;
aa) Lodging, mileage, rental car, and commercial airfare for non-local participants, coaches, referees, or judges, in accordance with State of Texas allowable travel rates.
bb) Compensation of contracted NCAA compliance event staff and contracted facility site directors and managers;
cc) Compensation for contracted media and scouts engaged in event coverage or promotion;
dd) Compensation for contracted staff performing event setup and load-in within a reasonable time prior to the Event;
ee) Market-area transportation and/or parking services, excluding personal travel; and,
ff) Contracted staff hired specifically to meet the objectives of the Event, including but not limited to those referenced in sections (aa) through (dd); such staff must be directly involved in preparing for or conducting the Event and include roles such as media, scouting, compliance, photography, videography, and site management.

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Exhibit C
A&M Self-Insured Letter



THE TEXAS A&M UNIVERSITY SYSTEM
System Risk Management

1/12/26

Texas A&M University

To Whom It May Concern:

The above-mentioned Member of The Texas A&M University System has requested we provide you with information regarding the insurance provisions of The Texas A&M University System.

The Texas A&M University System is self-insured for Workers' Compensation Insurance provided by Chapter 502 of the Texas Labor Code. Benefits are provided in accordance with the provisions of that law.

State-owned vehicles of universities and agencies of the Texas A&M University System are exempt from compulsory liability insurance requirements of the State of Texas. This exemption appears in Subtitle D Motor Vehicle Safety Responsibility; Chapter 601 Motor Vehicle Safety Responsibility Act; Subchapter A General Provisions; Section 007 Applicability of Chapter to Government Vehicle.

The liability of The Texas A&M University System for personal injury and property damage is controlled by the Texas Tort Claims Act, V.T.C.A. Civil Practice and Remedies Code, Chapter 101, Section 101.021. The limits of liability are $250,000 for each person, $500,000 for each single occurrence for bodily injury or death and $100,000 for each single occurrence for injury to or destruction of property. Following this limited exposure, the System as a state agency, is protected by the doctrine of sovereign immunity, and as such, is self-insured up to the aforementioned limits.

We trust the above information will provide the necessary insurance information needed by your organization. If we can be of any further assistance, please let us know.

Sincerely,

Charles A. Longoria, CRM
Director of Risk Management

301 Tarrow St., 5th Floor • College Station, Texas 77840
979.458.6330 • 979.458.6247 fax • www.tamus.edu Campus MS 1262

EVENTS TRUST FUND

Application

Office of the Governor
Economic Development and Tourism (EDT)

APPLICANT NAME: City of College Station

APPLICANT ADDRESS: PO Box 9960, College Station, TX 77842

EVENT NAME: 2026 USATF Lone Star Grand Prix

DATE(S) OF EVENT: June 6, 2026

EVENT LOCATION (CITY): College Station, TX

DATE APPLICATION SUBMITTED: February 6, 2026

Event Trust Funds Application

Events Trust Fund (ETF), Major Events Reimbursement Program (MERP) or Motor Sports Racing Trust Fund (MSRTF)

Please review the ETF Guidelines document and applicable Statutes and TAC Rules before submitting this application. Links can be found in the Program Documents section at https://gov.texas.gov/business/page/event-trust-funds-program.

An application is not complete until all required documents are submitted, except for the Event Support Contract and the Human Trafficking Prevention Plan (MERP only). See Section 8: Checklist for required documents.

Deadlines for application submission are as follows:

ETF & MSRTF: Not earlier than one year and no later than 120 days prior to the first day of the event.

MERP: Not earlier than one year and no later than 45 days prior to the first day of the event.
Not later than the 30th day before the first day of the event, a site selection organization must submit a plan to prevent the trafficking of persons in connection with the event to the Office of the Attorney General and the Chief of the Texas Division of Emergency Management (see Section 8: Checklist and ETF Guidelines document for trafficking plan submittal details).

Please submit all documents to eventsfund@gov.texas.gov.

Section 1: Endorsing Municipality or County

Name of Endorsing Municipality or County:	City of College Station
Municipality or County Contact Name:	Jeremiah Cook
Contact Title:	Assistant Director, Tourism
Contact Email:	jcook@cstx.gov
Contact Phone Number:	979-764-2619

1. Has the endorsing municipality or county reviewed the event and found that it meets all eligibility requirements as listed in Texas Government Code Chapter 478. Major Events Reimbursement Program, Chapter 479. Motor Sports Racing Trust Fund, or Chapter 480. Events Trust Fund?
   Yes ☒ **No** ☐

2. Has the endorsing municipality or county determined that it will contribute other local money ("local share") to the Trust Fund per Sec. 478.0153 or Sec. 480.0153, if established?
   Yes ☒ **No** ☐

   If "Yes", the local share must be received not later than the 90th after the last day of the event. Otherwise, the event will be deemed ineligible.

   If "No", EDT will notify the Comptroller to satisfy the local share amount per Sec. 478.0152 or Sec. 480.0152.

Section 2: Local Organizing Committee

1. Has the municipality or county authorized a *nonprofit* Local Organizing Committee (LOC) to enter into an agreement with the site selection organization to host the event on behalf of the municipality or county?
   Yes ☐ **No** ☒

2. If Question 1 is selected as "No", the municipality or county must directly enter into the Event Support Contract with the site selection organization.

   If "Yes", provide the following information for the LOC:

Name of LOC:	
LOC Contact Name:	
LOC Contact Title:	
Contact Email:	
Contact Phone Number:	

Is the LOC designated in the endorsing letter submitted with the application? **Yes** ☐ **No** ☐

Section 3: Site Selection Organization

Name of Site Selection Organization:	USA Track & Field
Site Selection Contact Name:	Max Siegel
Site Selection Contact Title:	CEO
Site Selection Contact Email:	
Contact Phone Number:	317-261-0500

*EDT reserves the right to contact the site selection organization, or any other organization directly related to this event.

Section 4: Fund Request Amount

Total Fund Amount Requested:	$139,039
State Share:	$119,861
Local Share:	$19,178

*In accordance with statute, the State Share must be no more than 6.25 times the Local Share. To calculate the Local Share, divide the State Share by 6.25. Total Fund = State Share + Local Share. Use whole numbers and round to the nearest dollar.

For MERP Applications only:

Estimated Direct Impact Total:	
Estimated Secondary Impact Total:	

*Direct Impact + Secondary Impact = State Share. Calculate the Total Fund, then determine the Local Share and State Share. Use whole numbers and round to the nearest dollar.

SECTION 5: EVENT INFORMATION

Official Event Name:	2026 USATF Lone Star Grand Prix
Event Fund being applied for: (ETF, MERP, or MSRTF)	ETF
Venue(s) of Event:	EB Cushing Stadium, Texas A&M University
Venue(s) Address:	977 Penberthy Blvd, College Station, TX 77840
Event Website:	https://www.usatf.org/events/2026/2026-usatf-lone-star-grand-prix-presented-by-44-fa
Date(s) of the Primary Event:	June 6, 2026
Location of Event for the previous 5 years: (List most recent year first) (City and State/Country)	**1.** **2.** **3.** **4.** **5.**
Source of information for previous Events:	No previous events
Other locations outside of Texas considered to host the event: (City and State/Country)	
Was the site selected as a part of a multi-year agreement? If yes, what years?	no
Will there be a fee charged by the Site Selection Organization, which must be paid as a condition to holding the event, including host fees, sanction fees, participation fees, or bid fees for the event?*	no
If yes, what is the **total** amount of the above referenced fee(s)?*	
Additional information:	

*Reimbursement will not be made for such a fee in excess of the amount listed. See TAC Rule § 184.45(18).

Section 6: Economic Impact Information

Please provide the following information. The information provided should align with the information provided in the Economic Impact Study.

Estimated Attendance Chart: Complete the supplemental Excel worksheet and include with the application submission. Instructions for completing the chart are in the worksheet.

Estimated Attendance Data: The information provided below should align with the information provided in the Estimated Attendance Chart.

Desired Market Area (area that will be affected by the economic impact of the event. This is usually the county in which the event is held and may sometimes include adjacent counties):	Brazos County
Primary event day(s) on which attendance will be measured and used for reporting attendance after the event:	June 4-6, 2026
Estimated Daily Average Attendance at Primary Event (average of the total estimated attendance from the day(s) listed above):	5,580

Spending Rates and Percentages: Provide the estimated daily average spending rates per person in the following categories for all attendees below. Include only taxable expenses (e.g. most food purchased at a store is not taxed and would not be included, but food purchased at a restaurant is taxed and may be included.)

Daily Spending Rate for Food & Non-Alcoholic Beverages:	$68.00
Daily Spending Rate for Shopping & Entertainment:	$64.00
Daily Spending Rate for Alcoholic Beverages:	$14.00
Daily Spending Rate for Hotel:	$157.17
On average, how many people per room?	2.54
Daily Spending Rate for Vehicle Rental:	$76.00
On average, how many people per vehicle?	2.57

Section 7: Attendance Requirement

In accordance with TAC Rule § 184.13(d), 184.23(d) and 184.30, no later than 45 days after the event, the *total actual attendance* and the estimated number of attendees that are not residents of Texas at the event must be provided to EDT. Supporting documentation must be submitted for verification. Please see TAC Rule for acceptable methods. Other methods may be approved by the OOG in its sole discretion prior to the first day of the event.

Please explain which of these methods or another method, subject to approval, that will be used:	Registration for athletes, coaches, officials, staff, and media. Ticket counts will be used for spectators.

SECTION 8: CHECKLIST

EDT must receive the following documents (except the Event Support Contract and Human Trafficking Prevention Plan) by the application deadline before it can issue an estimate of incremental taxes.

EDT is statutorily required to make a determination within 30 days after receiving a complete application. If an application is incomplete, it will not be processed until all required information is submitted. **Early submission is encouraged.**

- ❑ **Events Trust Fund Application** completed and signed by someone that the applying entity has determined is eligible to bind the entity.
- ❑ **Estimated Attendance Chart** completed with information that aligns with the Economic Impact Study.
- ❑ **Endorsement Documentation** from the endorsing municipality or endorsing county requesting participation in the trust fund program and signed by a person authorized to bind the municipality or county. The documentation should clearly indicate the municipality or county's endorsement of the event and the name of the LOC, if applicable. The information in the document should coincide with the Selection Letter.
- ❑ **Selection Letter** A signed letter from the site selection organization selecting the site in Texas that clearly indicates and describes a highly competitive selection process by which site selection occurred including the locations considered outside of Texas, and that the selection was based on an application by the endorsing municipality, county, or LOC. This selection letter must clearly indicate the selected LOC (if applicable), the selected municipality or county, and the event date(s). The event date(s) indicated in the letter must match in all submitted application documents.
- ❑ **Economic Impact Study** or other data sufficient for EDT to make the determination of the estimated incremental increase in tax revenue directly attributable to the preparation or presentation of the event, including data for any related activities. The Economic Impact Study should contain detailed information on the direct expenditures for the event in the requested market area relating to the economic activity of attendees and other persons associated with the event. It may also include information on taxable event expenditures in the market area, if applicable. For MERPs only, secondary impacts must be included and stated separately from the direct impact in order for these impacts to be considered in the EDT analysis.
- ❑ **Affidavit for Economic Impact** signed by the person(s) who prepared the Economic Impact Study for the application.
- ❑ **Affidavit of Endorsing Entity** signed by each endorsing municipality, county, and/or LOC.
- ❑ **Human Trafficking Prevention Plan (MERP Only)** No later than the 30th day before the first day of the event, the site selection organization must submit a plan to the trafficking of persons in connection with the event to the office of the attorney general and the chief of the Texas Division of Emergency Management. Plans shall be submitted to the following contacts or other designees as applicable:

  Sgt. Boone Cadwell – Office of the Attorney General boone.cadwell@oag.texas.gov

  Wes Rapaport, Blair Walsh – Texas Division of Emergency Management wes.rapaport@tdem.texas.gov, blair.walsh@tdem.texas.gov

- ❑ **Event Support Contract** is a contract by and between a site selection organization and a local organizing committee, an endorsing municipality, or an endorsing county setting out the representations and assurances of the parties with respect to the selection of a site in this state for the location of an event, and the requirements and costs necessary for the preparation or presentation of the event. The Event Support Contract is due before the first day of the event.

Note: Disclosure of Information under the Public Information Act. All documents submitted to the Office of the Governor (OOG) may be subject to disclosure under the Texas Public Information Act, Chapter 552 of the Texas Government Code ("the Act"), including, but not limited to, the application, event support contract, economic impact analysis, and all disbursement documentation submitted after the event, whether created or produced by the applicant or by any third-party. If it is necessary to include proprietary or otherwise confidential information in the documents submitted, that particular information should be clearly identified as such. **Merely making a blanket claim that all documents are protected from disclosure because they may contain some proprietary or confidential information is not acceptable and will not render the information confidential**. Any information that is not clearly identified as proprietary or confidential will be released in accordance with the Act.

I, the authorized representative of the applicant, certify that the representations made, the facts stated in this application and all supplemental documents are true and correct, and that no relevant facts have been intentionally omitted, as evidenced by my signature below. I hereby agree on behalf of the applicant, to comply with the reporting requirements and will provide other documentation as requested.

Jeremiah Cook

Signature

Jeremiah Cook

Name (Printed)

Assistant Director, Tourism

Title

2/6/26

Date

Economic Impact Study

2026 USATF Lone Star Grand Prix

College Station, TX

June 6, 2026

Submitted for consideration under the Events Trust Fund by the

City of College Station

February 6, 2026

Event Background

The 2026 USATF Lone Star Grand Prix is one of two gold-level meets on the inaugural USATF Tour, a collection of World Athletics-labeled meets throughout the country. This event, put on by the National Governing Body for Track and Field, allows competition from top athletes across the United States. After a competitive bid process, College Station and Texas A&M were selected due to the high-quality facilities at Texas A&M University, namely E.B. Cushing Stadium.

Table 1 outlines the expected schedule of events and the attendance of players, coaches, staff, officials, media/tv crews, friends, family, and spectators.

Table 1

Expected Schedule of Events and Total Attendance[1]

Date	Schedule	Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators	Total
6/4/2026	Load In	135		45		35	250	465
6/5/2026	Load In	135	25	45	35	140	2,500	2,880
6/6/2026	Event Day	135	25	45	35	140	5,200	5,580
								8,925

[1] Total attendance is determined based on estimates provided by the event organizer.

Total Economic Gain

The economic gain from events such as the 2026 USATF Lone Star Grand Prix, which is expected to bring in more than 120 athletes from around Texas and the United States to Texas is significant for the state and local economy. Events of this magnitude help generate state economic contributions by keeping expenditures in Texas that otherwise had left the state and bringing in outside expenditures from outside the state.

As detailed in Table 2, the 2026 USATF Lone Star Grand Prix should fill more than 2,915 hotel room nights and generate an estimated total spending by teams, media, staff, officials, and fans of $1,770,159. This gain is comprised of $458,217 in lodging expenditures, $504,499 in food and non-alcoholic beverage expenditures, $474,823 in entertainment and shopping expenditures, $80,837 in alcoholic beverage expenditures, and $251,783 in vehicle rental expenditures.

Table 2

Expenditure and Impact Summary

2026 USATF Lone Star Grand Prix

Total Hotel Room Nights	**2,915**
Hotel Expenditure	$458,217
Food and Non-Alcoholic Beverage	$504,499
Entertainment & Shopping	$474,823
Alcoholic Beverage	$80,837
Vehicle Rental	$251,783
Total Economic Impact	**$1,770,159**

Event Trust Fund Gain

In 2009, the Texas legislature established the Events Trust Fund to assist in attracting to Texas or retaining in Texas sporting and other events that could be moved or held outside the state. The provisions of this law allow the Comptroller to deposit into a trust fund established for a qualifying event by the Governor's Office of Economic Development and Tourism the amount of state hotel, sales, and use, motor vehicle rental, and alcohol taxes that can be attributed to the incremental gain in economic activity to the state from hosting the event. To qualify for reimbursement from the Trust Fund, the local sponsoring municipality or county must contribute matching tax revenues received from hosting the event at the rate of $1 local tax dollar for every $6.25 in state tax contributions.

Based on the attendance and schedule of events presented in Table 1, Appendix A estimates the incremental tax gain to the state and the City of College Station, as well as the surrounding area, from *out-of-state visitors* of the USATF Lone Star Grand Prix 2026. In addition, Appendix B estimates the incremental tax gain to the state and the City of College Station, as well as the surrounding area, from *Texas visitors originating from more than 50 miles away* from College Station, Texas. In total, this event is estimated to generate a total of $119,861 in state tax revenues, which could be deposited into a trust fund supporting this event. Appendices A and B also note that the total local tax gain to the City of College Station and the surrounding areas, is estimated to reach $19,178, which is required by the city to fully match the state funds for a maximum total trust fund level of $139,039 for this event.

The primary costs of presenting the USATF Lone Star Grand Prix 2026 are estimated to be in excess of $1,200,000 to include facility costs, temporary bleachers for increased capacity, transportation, housing, and food for workers and athletes. Since expected expenditures on this event are above expected allowable state and local tax gains under the Event Trust Fund statutes and rules, this report requests that the Governor's Office of Economic Development and Tourism approve a trust fund for this event under Texas Government Code Chapter 480. Events Trust Fund to receive $119,861 in state tax contributions, which, when matched by $19,178 in tax contributions by the City of College Station, account for a total Trust Fund level of $139,039.

Appendix A

Out-of-State Participants Only
Estimated Player, Coach, Fan and Other Attendance
2026 USATF Lone Star Grand Prix, June 6, 2026

Schedule	Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators	Total
Load In	100	0	36	0	21	119	275
Load In	100	20	36	20	85	1188	1448
Event Day	100	20	36	20	85	2472	2731
							4455

State & Local Tax and Expenditure Summary
2026 USATF Lone Star Grand Prix, June 6, 2026

Hotel Expenditures		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Persons per room	2	2	2	2	1	2.5		
	Percent Staying in hotel	100%	100%	100%	100%	100%	100%		
	Hotel Cost Per Night	$157.17	$157.17	$157.17	$157.17	$157.17	$157.17		
Day								**Total Spending**	**State Tax**
6/4/2026	**Load In**	$7,832	$0	$2,792	$0	$3,325	$7,470	$21,419	$1,285
6/5/2026	**Load In**	$7,832	$1,572	$2,792	$1,572	$13,299	$74,701	$101,768	$6,106
6/6/2026	**Event Day**	$7,832	$1,572	$2,792	$1,572	$13,299	$155,379	$182,445	$10,947
								$305,632	**$18,338**

Food and Beverage Expenditures		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$68	$68	$68	$68	$68	$68		
Day								**Total Spending**	**State Tax**
6/4/2026	**Load In**	$6,778	$0	$2,416	$0	$1,438	$8,080	$18,712	$1,170
6/5/2026	**Load In**	$6,778	$1,360	$2,416	$1,360	$5,754	$80,801	$98,468	$6,154
6/6/2026	**Event Day**	$6,778	$1,360	$2,416	$1,360	$5,754	$168,066	$185,733	$11,608
								$302,914	**$18,932**

Shopping and Entertainment Expenditures		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$64	$64	$64	$64	$64	$64		
Day								Total Spending	State Tax
6/4/2026	Load In	$6,379	$0	$2,274	$0	$1,354	$7,605	$17,611	$1,101
6/5/2026	Load In	$6,379	$1,280	$2,274	$1,280	$5,415	$76,048	$92,676	$5,792
6/6/2026	Event Day	$6,379	$1,280	$2,274	$1,280	$5,415	$158,180	$174,808	$10,925
								$285,095	**$17,818**

Alcoholic Beverages Expenditures (Mixed Beverage Tax)		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$14	$14	$14	$14	$14	$14		
	Percent Consuming	95%	100%	100%	100%	100%	75%		
Day								Total Spending	State Tax
6/4/2026	Load In	$1,326	$0	$497	$0	$296	$1,248	$3,367	$236
6/5/2026	Load In	$1,326	$280	$497	$280	$1,185	$12,477	$16,044	$1,123
6/6/2026	Event Day	$1,326	$280	$497	$280	$1,185	$25,951	$29,519	$2,066
								$48,930	**$3,425**

Alcoholic Beverages Expenditures (Title 5 ABC Tax)		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$14	$14	$14	$14	$14	$14		
	Percent Consuming	95%	100%	100%	100%	100%	75%		
Day								Total Spending	State Tax
6/4/2026	Load In	$1,326	$0	$497	$0	$296	$1,248	$3,367	$13
6/5/2026	Load In	$1,326	$280	$497	$280	$1,185	$12,477	$16,044	$64
6/6/2026	Event Day	$1,326	$280	$497	$280	$1,185	$25,951	$29,519	$118
								$48,930	**$196**

Vehicle Rental Tax[2]		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Percent Renting	79%	100%	100%	50%	40%	75%		
	Cost Per Day	$76	$76	$76	$76	$76	$76		
	Average People per Rental Car	2.00	2.00	1.50	1.50	1.50	2.50		
Day								**Total Spending**	**State Tax**
6/4/2026	**Load In**	$5,984	$0	$2,700	$0	$643	$6,773	$16,100	$1,610
6/5/2026	**Load In**	$5,984	$1,520	$2,700	$760	$2,572	$67,730	$81,267	$8,127
6/6/2026	**Event Day**	$5,984	$1,520	$2,700	$760	$2,572	$140,879	$154,416	$15,442
								$251,783	**$25,178**

[2] Based on average pre-tax prices of Expedia search of rental car companies at Bush Intercontinental Airport on February 6, 2024, for June 5-7, 2026. SUV, paid at pickup, no additional charges.

Appendix B

Texas Visitors (outside of 50 miles of College Station)
Estimated Player, Coach, Fan and Other Attendance
2026 USATF Lone Star Grand Prix, June 6, 2026

Schedule	Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators	Total
Load In	35	0	9	0	9	86	**139**
Load In	35	5	9	10	35	856	**951**
Event Day	35	5	9	10	35	1779	**1875**
							2964

State & Local Tax and Expenditure Summary
2026 USATF Lone Star Grand Prix, June 6, 2026

Hotel Expenditures		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Persons per room	2	2	2	2	1	2.5		
	Percent Staying in hotel	100%	100%	50%	100%	100%	75%		
	Hotel Cost Per Night[3]	$157.17	$157.17	$157.17	$157.17	$157.17	$157.17		
Day								**Total Spending**	**State Tax**
6/4/2026	**Load In**	$2,776	$0	$372	$0	$1,390	$4,034	$8,572	$514
6/5/2026	**Load In**	$2,776	$393	$372	$786	$5,560	$40,337	$50,224	$3,013
6/6/2026	**Event Day**	$2,776	$393	$372	$786	$5,560	$83,901	$93,788	$5,627
								$152,585	**$9,155**

Food and Beverage Expenditures		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$68	$68	$68	$68	$68	$68		
Day								**Total Spending**	**State Tax**
6/4/2026	**Load In**	$2,402	$0	$644	$0	$601	$5,817	$9,465	$592
6/5/2026	**Load In**	$2,402	$340	$644	$680	$2,406	$58,174	$64,646	$4,040
6/6/2026	**Event Day**	$2,402	$340	$644	$680	$2,406	$121,002	$127,474	$7,967
								$201,586	**$12,599**

[3] Based on the average daily rate of a similar event in College Station, the 2025 D1 Outdoor Track and Field Championships West First Round, May 28th-31st, 2025. The hotel data was provided by STR, of CoStar Group.

Shopping and Entertainment Expenditures		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$64	$64	$64	$64	$64	$64		
Day								Total Spending	State Tax
6/4/2026	Load In	$2,261	$0	$606	$0	$566	$5,475	$8,909	$557
6/5/2026	Load In	$2,261	$320	$606	$640	$2,264	$54,752	$60,843	$3,803
6/6/2026	Event Day	$2,261	$320	$606	$640	$2,264	$113,884	$119,976	$7,498
								$189,728	**$11,858**

Alcoholic Beverages Expenditures (Mixed Beverage Tax)		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$14	$14	$14	$14	$14	$14		
	Percent Consuming	95%	100%	100%	100%	100%	75%		
Day								Total Spending	State Tax
6/4/2026	Load In	$470	$0	$133	$0	$124	$898	$1,625	$114
6/5/2026	Load In	$470	$70	$133	$140	$495	$8,983	$10,291	$720
6/6/2026	Event Day	$470	$70	$133	$140	$495	$18,684	$19,992	$1,399
								$31,907	**$2,233**

Alcoholic Beverages Expenditures (Title 5 ABC Tax)		Competitors	Coaches	Staff	Officials	Media / TV Crew	Friends, Family, Spectators		
	Spending Rate	$14	$14	$14	$14	$14	$14		
	Percent Consuming	95%	100%	100%	100%	100%	75%		
Day								Total Spending	State Tax
6/4/2026	Load In	$470	$0	$133	$0	$124	$898	$3,367	$13
6/5/2026	Load In	$470	$70	$133	$140	$495	$8,983	$16,044	$64
6/6/2026	Event Day	$470	$70	$133	$140	$495	$18,684	$29,519	$118
								$31,907	**$128**

GOVERNOR GREG ABBOTT
ECONOMIC DEVELOPMENT & TOURISM

March 4, 2026

Mr. Bryan Woods
City Manager
City of College Station
1101 Texas Avenue
College Station, Texas 77840

Dear Mr. Woods:

Thank you for your interest in the establishment of an Event Trust Fund. The Office of the Governor has completed its review of the application and economic information submitted by the City of College Station for the establishment of an Event Trust Fund under Texas Government Code Chapter 480. Events Trust Fund relating to the 2026 USATF Lone Star Grand Prix (the "event"). Based on the representations and the information submitted and certified in the application, the event meets the eligibility requirements set by the Texas Legislature. Establishment of an Event Trust Fund is therefore required by law, and upon receipt of the local share, a fund will be established as follows:

Event:	2026 USATF Lone Star Grand Prix
Project Code:	260021
Location:	College Station, TX
Market Area:	Brazos County
Venue:	EB Cushing Stadium, Teas A&M University
Date:	June 6, 2026

The estimated incremental increase in tax revenue to the State of Texas is $119,861.00 or 6.25 times the amount of local revenue retained or remitted to the Texas Comptroller of Public Accounts as local funds from eligible endorsing municipalities.

Local funds required:	$19,178.00
Total contribution to the Event Trust Fund established for this event:	$139,039.00

Attendance metric used to estimate the incremental increase in tax revenue: 5,580 attendance on game day (June 6, 2026)

Following the event, you will need to complete and submit the Attendance Certification Form, which is enclosed for your convenience. The Attendance Certification Form and supporting documentation must be submitted no later than 45 calendar days after the conclusion of the event.

The local funds must be submitted no later than 90 calendar days after the conclusion of the event. If the funds for the local share amount are not submitted by the 90-day deadline, the Event Trust Fund will not be available for disbursement.

To initiate a disbursement from an Event Trust Fund, a Disbursement Request Form, Disbursement Request Worksheet and all supporting documentation must be submitted no later than 180 calendar days after the conclusion of the event. The establishment of an Event Trust Fund does not entitle or guarantee that disbursements from the fund will be available for the reimbursement of any particular expenditure relating to the event. All disbursements will be subject to the requirements of Chapter 480. Events Trust Fund, the Event Fund Program Administrative Rules under Title 10, Chapter 184 of the Texas Administrative Code, and the policies and guidelines of the Office of Economic Development & Tourism within the Office of the Governor, including timely submittal of the Event Support Contract, Attendance Certification Form, local funds, Disbursement Request Form, and other documentation as required.

This letter addresses only the establishment of an Event Trust Fund under Chapter 480. Events Trust Fund and does not constitute approval of the event for any other purpose or supersede any applicable laws, including executive orders.

If you have any questions or need further assistance, please contact Cody Cruz at cody.cruz@gov.texas.gov or (512) 936-0248. If you'd like to reach another member of the program staff, they can be reached at eventsfund@gov.texas.gov or (512) 936-0100.

Thank you for all that your organization does to support the Texas economy.

Sincerely,



Terry Zrubek
Deputy Executive Director
Economic Development & Tourism

TZ: cc

May 28, 2026
Item No. 6.3.
RoadTo26 Soccer Match Sponsorship

Sponsor: Jeremiah Cook, Assistant Director - Tourism

Reviewed By CBC: Tourism Committee

Agenda Caption: Presentation, discussion, and possible action on an agreement with Texas A&M University for the Roadto26 soccer match at Kyle Field on June 6, 2026 for an amount not to exceed $500,000.

Relationship to Strategic Goals:
Diverse and Growing Economy

Recommendation(s): Staff recommends the council approve the contract.

Summary: This Sponsorship Agreement is between the City of College Station and the Texas A&M University System (Texas A&M Athletics). The purpose of the Agreement is for the City to serve as a cash sponsor of the International Friendly Soccer Match between Argentina and Honduras, scheduled for June 6, 2026, at Kyle Field in College Station, Texas. Under the Agreement, the City is responsible for making the sponsorship payments, while Texas A&M University System is responsible for delivering the sponsorship recognition benefits detailed in Exhibit A, which include broadcast mentions, in-stadium logo placement, a branded fan activation space at Kyle Field, and post-event sharing of ticket sales data with the City.

Budget & Financial Summary: The contract is funded through the City's Hotel Occupancy Tax Fund. The total contract value shall not exceed $500,000.00, structured in two parts: an Initial Cash Sponsorship of $250,000.00, invoiced upon event completion; and an Additional Cash Sponsorship of up to $250,000.00, contingent on hotel occupancy tax revenue generated within College Station city limits on June 5 and June 6, 2026, with the additional amount calculated as double the estimated hotel occupancy tax revenue minus the Initial Sponsorship. If the formula yields zero or a negative number, no additional payment will be made.

Attachments:
1. Sponsorship Agreement

CITY OF COLLEGE STATION
SPONSORSHIP AGREEMENT

This Sponsorship Agreement ("Agreement") is executed by and between The City of College Station ("City"), a Texas home-rule municipal corporation, and Texas A&M University System ("A&M"), an agency of the State of Texas.

WHEREAS, the City has adopted the "City of College Station Sponsorships and Support Requests Policies and Procedures" Policy ("Policy") setting forth guidelines for the City's sponsorship of events, programs and services in the community; and

WHEREAS, the International Friendly Soccer Match (Argentina vs. Honduras) on June 6, 2026 at Kyle Field in College Station ("Event") provides a unique form of entertainment and service to area residents; and

WHEREAS, the City desires to assist in the Event and providing such form of recreation and entertainment for the City and Brazos County, Texas and its visitors; and

WHEREAS, the City and A&M share a mutual purpose of attracting more visitors to the City; and

WHEREAS, the City's sponsorship of the Event, as described in this Agreement, is of general interest and relevance to City residents and the general public; and

WHEREAS, Texas Tax Code §§351.002 and 351.003(a) authorize City to levy by ordinance a municipal hotel occupancy tax ("hotel tax") not exceeding seven percent (7%) of the consideration paid by a hotel occupant; and

WHEREAS, by ordinance, City has provided for the assessment and collection of a municipal hotel occupancy tax in the City of College Station of seven percent (7%); and

WHEREAS, Tax Code §351.101(a) authorizes and limits the City to use revenue from its municipal hotel occupancy tax to promote tourism and the convention and hotel industry; and

WHEREAS, A&M is well equipped to perform those activities as referenced in Tax Code §351.101 (a); and

WHEREAS, Tax Code §351.101(c) authorizes City to delegate by contract with A&M; as an independent entity, the management or supervision of programs and activities of the type described hereinabove funded with revenue from the municipal hotel occupancy tax; and

WHEREAS, it is determined that the Event creates a local impact on City and directly promotes tourism, and the convention and hotel industry in the City; and

NOW, THEREFORE, for and in consideration of the terms and conditions set forth herein, the

receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Event/program/service. The event, program or service which is the subject of this Agreement is as follows:

International Friendly Soccer Match (Argentina vs. Honduras) on June 6, 2026 at Kyle Field in College Station, Texas.

2. Sponsorship. City agrees to sponsor the above-described event, program, or service by being a Cash Sponsor for one initial sponsorship payment and one additional sponsorship payment contingent upon hotel occupancy tax revenue generated, as further described below:

(a.) Initial Cash Sponsorship:

a. City shall be a Cash Sponsor in the amount of **Two-Hundred Fifty Thousand and 00/100 Dollars ($250,000.00)** ("Initial Sponsorship"). A&M shall submit an invoice to City in an amount not to exceed the cash sponsorship amount listed above between June 7, 2026 and June 14, 2026 requesting payment for activities, products and services provided. Payment(s) shall be made within thirty (30) calendar days of City's receipt of approved invoices.

(b.) Additional Cash Sponsorship Contingent on Hotel Revenue:

a. City shall be a Cash Sponsor in the additional not-to-exceed amount of **Two-Hundred Fifty Thousand and 00/100 Dollars ($250,000.00)** ("Additional Sponsorship") with said Additional Sponsorship being equal to double the amount of the City's estimated hotel occupancy tax revenue, less the Initial Sponsorship of $250,000, generated by hotels located within the municipal limits of College Station on Friday June 5, 2026 and Saturday June 6, 2026. For example, if the hotel revenue generated for June 5th and June 6th was $3,000,000, then the Additional Sponsorship would be $170,000 (($3,000,000 x .07)(2) - $250,000)).

b. The hotel revenue generated will be determined by the City using CoStar reporting.

c. For the avoidance of doubt, if the Additional Sponsorship amount is zero (0) or less, then no Additional Sponsorship payment will be made, and if the Additional Sponsorship amount is greater than $250,000, the City will only pay up to $250,000 for the Additional Sponsorship.

d. Payment of the Additional Sponsorship, if any, from City to A&M, will be made by August 31, 2026.

(c.) Total Cash Sponsorship:

a. The Initial Sponsorship and Additional Sponsorship amounts together shall not exceed the amount of **Five Hundred Thousand and 00/100 Dollars ($500,000.00)**.

3. Recognition. In recognition of City's sponsorship set forth in this Agreement, A&M agrees to provide

the services provided for in Exhibit "A", "Texas A&M - Sponsorship and Recognition".

4. Additional documents. A&M's application or other documentation, if any, shall be attached and made a part of this Agreement. In the event of a conflict, the provisions and information provided by City shall prevail over information provided by A&M; and the information dated later in time by the City shall prevail over earlier information provided by the City.

5. Indemnification and Release.

a) Indemnification by A&M. To the extent authorized by the Constitution and Laws of the State of Texas and without waiving its sovereign immunity, A&M shall indemnify, hold harmless, and defend City, its elected officials, officers, agents, volunteers, and employees, from and against any and all claims, losses, damages, causes of action, suits, and liability of every kind, including all expenses of litigation, court costs, and attorneys' fees, for injury to or death of any person or for damage to any property arising out of or in connection with the Event. Such indemnity shall apply regardless of whether the claims, losses, damages, causes of action, suits, or liability arise in whole or in part from the negligence of the City, any other party indemnified hereunder, A&M, or any third party. There shall be no additional indemnification other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

b) Indemnification by the City. To the extent authorized by the Constitution and Laws of the State of Texas and without waiving its sovereign immunity, City shall indemnify, hold harmless, and defend A&M, its officers, agents, volunteers, and employees, from and against any and all claims, losses, damages, causes of action, suits, and liability of every kind, including all expenses of litigation, court costs, and attorneys' fees, for injury to or death of any person or for damage to any property arising out of or in connection with the Event. Such indemnity shall apply regardless of whether the claims, losses, damages, causes of action, suits, or liability arise in whole or in part from the negligence of A&M, any other party indemnified hereunder, the City, or any third party. There shall be no additional indemnification other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

c) Mutual Release. To the extent authorized by the Constitution and Laws of the State of Texas and without waiving its sovereign immunity, the Parties assume full responsibility for their respective work to be performed hereunder and hereby release, relinquish, and discharge each other, their officers, elected officials, agents, volunteers, and employees from all claims, demands, and causes of action of every kind and character, including the cost of defense thereof, for any injury to or death of any person and any loss of or damage to any property that is caused by, alleged to be caused by, arising out of, or in connection with either Party's work to be performed hereunder. This release shall apply regardless of whether said claims, demands, and causes of action are covered in whole or in part by insurance and regardless of whether such injury, death, loss, or damage was caused in whole or in part by the negligence of either Party, any other party released hereunder, or any third party. There shall be no additional indemnification other than as

set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

6. Insurance. A&M is an agency of the State of Texas. As such, A&M is self-insured against the liabilities and other risks associated with its activities and obligations under this Agreement and for any which it is liable under the Texas Tort Claims Act. Following this limited exposure, A&M is protected by the doctrine of sovereign immunity. See Exhibit B hereto.

7. Term. This Agreement shall commence upon the Effective Date of this Agreement (as hereinafter defined) and shall terminate upon August 31, 2026, unless terminated by the parties earlier in accordance with this Agreement. This Agreement goes into effect when the Agreement is signed by the last signing party, as indicated by the date under that party's signature ("Effective Date").

8. Termination. This Agreement may be terminated by either party at any time prior to the expiration of the Agreement provided written notice is given to the other party thirty (30) days in advance.

9. Choice of Law. This Agreement has been made under and shall be governed by the laws of the State of Texas. The parties agree that performance and all matters related thereto shall be in Brazos County, Texas.

10. Verification No Boycott. To the extent applicable, this Contract is subject to the following:

(a.) Boycott Israel. If this Contract is for goods and services subject to § 2270.002 Texas Government Code, A&M verifies that it i) does not boycott Israel; and ii) will not boycott Israel during the term of this Contract;

(b.) Boycott Firearms. If this Contract is for goods and services subject to § 2274.002 Texas Government Code, A&M verifies that it i) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association; and ii) will not discriminate during the term of the contract against a firearm entity or firearm trade association; and

(c.) Boycott Energy Companies. Subject to § 2274.002 Texas Government Code, A&M herein verifies that it i) does not boycott energy companies; and ii) will not boycott energy companies during the term of this Contract.

11. Amendment. This Agreement may only be amended by written instrument approved and executed by both parties.

12. Individual Parties. This Agreement shall never be deemed or construed to create a partnership or joint venture between the parties.

13. Waiver. Waiver of one provision or on one occasion with respect to this Agreement does not constitute waiver of other provisions or on other occasions. If any provision of this Agreement should be held to be invalid or unenforceable, the validity and enforceability of the remaining provisions of this

Agreement shall not be affected thereby.

14. Public Information. City acknowledges that A&M is obligated to strictly comply with the Public Information Act, Chapter 552, Texas Government Code, in responding to any request for public information pertaining to this Agreement, as well as any other disclosure of information required by applicable Texas law. Upon A&M's written request, and at no cost to A&M, City will promptly provide specified contracting information exchanged or created under this Agreement for or on behalf of A&M in a non-proprietary format acceptable to A&M that is accessible by the public. City acknowledges that A&M may be required to post a copy of the fully executed Agreement on its Internet website in compliance with Section 2261.253(a)(1), Texas Government Code. The requirements of Subchapter J, Chapter 552, Texas Government Code, may apply to this Agreement and City agrees that this Agreement can be terminated if City knowingly or intentionally fails to comply with a requirement of that subchapter.

15. Non-Waiver Privileges and Immunities. A&M is an agency of the state of Texas and under the Constitution and the laws of the state of Texas possesses certain rights and privileges, is subject to certain limitations and restrictions, and only has authority as is granted to it under the Constitution and the laws of the state of Texas. City expressly acknowledges that A&M is an agency of the State of Texas and nothing in this Agreement will be construed as a waiver or relinquishment by A&M of its right to claim such exemptions, remedies, privileges, and immunities as may be provided by law, including the sovereign immunity of A&M.

16. Compliance with Laws. Each party hereto shall comply with all federal, state, and local laws, rules, and regulations (including safety regulations) applicable to the performance of its obligations under this Agreement.

17. Use of Name. Each party acknowledges that all rights in any trademarks, service marks, slogans, logos, designs, and other similar means of distinction associated with that party (its "Marks"), including all goodwill pertaining to the Marks, are the sole property of that party. Neither party may use the Marks of the other without the advance written consent of that party, except that each party may use the name of the other party in factual statements that, in context, are not misleading.

18. Assignment. This Agreement may not be assigned by a party without the written approval of the other. This Agreement does not and is not intended to confer any rights or remedies upon any person other than the parties.

19. Entire Agreement. This Agreement contains the entire agreement between the parties. There are no other written or oral agreements, contracts, or understandings between the parties.

20. Exhibits. All exhibits to this Agreement are incorporated and made part of this Agreement for all purposes, as shown below:

A. Texas A&M – Sponsorship and Recognition
B. Texas A&M Self-Insured Letter

This Agreement shall become binding on the date of the last signature of the Authorized Representative, as identified in the signature blocks below.

TEXAS A&M UNIVERSITY

By:_____

Name: _____

Title: _____

Date: _____

CITY OF COLLEGE STATION

By:_____

City Manager

Date:_____

APPROVED:

_____

City Attorney

Date: _____

_____

Assistant City Manager/CFO

Date: _____

Exhibit A

Texas A&M - Sponsorship and Recognition

In recognition of City's sponsorship set forth in this Agreement, A&M agrees the services and benefits set forth in the following Unified Events term sheet will be provided to City for the Event.

CITY OF COLLEGE STATION x ROAD TO ’26
OFFICIAL PARTNERSHIP TERM SHEET

Presented to: City of College Station
Event: Road to ’26 (National Team Soccer Series)
Match: Argentina v. Honduras
Date: Saturday, June 6, 2026
Venue: Kyle Field (Texas A&M University) — College Station, TX

A CELEBRATION OF ENERGY, CULTURE, COMMUNITY AND REGIONAL IMPACT

This partnership connects the City of College Station with a premier Road to ’26 international soccer match in College Station, serving as a strategic platform to drive community engagement, regional visibility, tourism impact, and civic pride in the lead-up to the 2026 FIFA World Cup.

Centered around Argentina v. Honduras at Kyle Field, this match represents a high-profile opportunity to showcase College Station on an international stage while welcoming fans, visitors, media, and stakeholders from across Texas and beyond.

Key Benefits Include:

- Twenty (20) premium lower bowl tickets
- One (1) hospitality suite for a minimum of twelve (12) guests
- Custom post-event content recap for marketing, PR, tourism, and stakeholder use

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MATCH DETAILS

- Argentina v. Honduras
- Saturday, June 6, 2026
- Kyle Field — Texas A&M University, College Station, TX
- 8:00 p.m. ET

BROADCAST AND DISTRIBUTION

English Language:

- ESPN

Spanish Language:

- ESPN Deportes

Media Rights:

- Unified Events manages all U.S. language rights and integrations

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TERM AND CATEGORY

Term:

- Upon signature through the conclusion of the event

Category:

- City / Regional Promotion

Exclusivity:

- Exclusive within College Station municipal category

Territory:

- United States (with emphasis on Texas)

PARTNERSHIP DESIGNATION

Title:

- “Official Partner of Road to ’26”

Rights Include:

- Use of official designation across marketing and communications
- Custom lock-up logo featuring event mark and City branding

INTELLECTUAL PROPERTY RIGHTS

- Use of player imagery (Rule of Three)
- Use of event and designation marks
- All creative subject to Unified Events and federation approval

MARKETING AND PUBLIC RELATIONS

- Integration across event and City channels
- Inclusion in regional promotional efforts tied to the event
- Alignment with City of College Station tourism and community initiatives

MATCH FOOTAGE AND CONTENT RIGHTS

- Up to two (2) minutes of post-match footage (available 24 hours post-match)
- On-site branded content capture (excluding live match play)

SIGNAGE AND IN-VENUE VISIBILITY

- Two (2) minutes of LED field signage (in :30 increments)
- One (1) :30 videoboard feature with audio

ACTIVATION AND FAN ENGAGEMENT

- One (1) 20x20 fan zone footprint
    - Larger footprint available upon request
    - Additional high-traffic locations available throughout the venue

City of College Station Fan Experience:

- Community engagement zone
- Tourism and destination storytelling
- Local business and civic integration opportunities
- Interactive fan activations

CITY OF COLLEGE STATION STRATEGIC EXTENSIONS (ADDED VALUE)

- Platform to promote College Station tourism, hospitality, and community initiatives leading up to and following the event
- Integration of College Station messaging across in-stadium and digital assets
- Opportunity to capture content highlighting the city, local culture, and fan experience
- Stakeholder and civic leader hosting platform surrounding the event
- Data capture and fan engagement opportunities (subject to approvals)

TICKETS AND HOSPITALITY

- Twenty (20) premium lower bowl tickets
- Four (4) pregame field passes
- One (1) hospitality suite for a minimum of twelve (12) guests

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SOCIAL AND CONTENT EXTENSIONS

- Custom city content integration
- Behind-the-scenes access
- In-stadium recognition (fan cam, videoboard)
- Amplification across event and partner channels

Exhibit B
A&M Self-Insured Letter

May 28, 2026
Item No. 6.4.
College Main Parking Garage Access and Revenue Control System

Sponsor: Brian Piscacek, Assistant Director - Economic Development

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on the approval of a contract with DESIGNA Access Corporation in an amount not to exceed $962,805 for a Parking Access and Revenue Control System in the College Main Parking Garage.

Relationship to Strategic Goals:

- Diverse & Growing Economy

Recommendation(s): Staff recommend that Council approve the contract.

Summary: The current parking access and revenue control system (PARCS) in the College Main Parking Garage was installed in 2019. While the existing equipment is currently functional, staff has identified numerous mechanical elements that are outdated and intermittently defective, leading to operational inefficiencies and potentially a frustrating experience for parking customers. A Request for Proposals was released in January 2026 to solicit interest from vendors to furnish and install a new PARCS system. Six proposals were received for RFP #26-043.

The proposed DESIGNA PARCS system design resembles the existing mechanical layout, but the new updated elements will allow for a significantly more efficient revised operational model which will provide several new options for our garage users. The system meets all new credit card EMV readers and associated information technology and business security standards. This also includes new technology that allows patrons to scan a QR code on the bottom of ticket or displayed in the garage to pay using their mobile device.

The proposed system replaces the following equipment:

Complete replacement of all access and exit components along with all associated mechanical equipment. This includes new entry and exit gates (2 entry, 2 exit, and one reversible), gate ticket dispensers, exit verifiers, gate control boxes, gate arms, walk-up credit/debit card only pay stations (4), and an upgraded call-forward capable intercom system with integrated security cameras to better insure patron safety and assist Northgate Parking staff in monitoring and preventing vandalization of all new system components.

The proposed system will also include three alternate bids:

1. The supply and installation of protective aluminum canopies over selected equipment to provide weather protection and improve equipment longevity.
2. Restriping and repainting of key parking garage markings and protective elements to improve safety and visibility.
3. An INDECT Automated Parking Guidance System utilizing ultrasonic mini-sensors and Upsolut multi-space sensors to provide real-time parking space detection and guidance throughout the garage. This also includes LED matrix signs at garage entrances and interior

guidance displays at key decision points. These signs provide clear parking availability information and directional guidance to drivers, reducing circulation time and improving garage safety and efficiency.

Finally, all related installation materials, peripherals, labor costs, system configuration and training are included in the contract and will be provided by DESIGNA, as is a 4-year extended preventive maintenance and support agreement. There is limited expected downtime for our patrons as we will have the capability of operating both the old and new systems concurrently during the project installation, which will begin shortly after contract execution and be completed prior to the fall 2026 semester.

Budget & Financial Summary: Funding for this project comes from the Northgate Parking Fund.

Attachments:

1. Contract

CONTRACT & AGREEMENT ROUTING FORM

CONTRACT#: 26300541 PROJECT #: N/A BID/RFP/RFQ#: 26-043

Project Name / Contract Description: Parking Access and Revenue Control System (PARCS) in the College Main Parking Garage

Name of Contractor: DESIGNA Access Corporation

CONTRACT TOTAL VALUE: $ 962,805.00 **Grant Funded** Yes ☐ No ☒

If yes, what is the grant number: ☐

Debarment Check ☐ Yes ☐ No ☒ N/A
Section 3 Plan Incl. ☐ Yes ☐ No ☒ N/A
Davis Bacon Wages Used ☐ Yes ☐ No ☒ N/A
Buy America Required ☐ Yes ☐ No ☒ N/A
Transparency Report ☐ Yes ☐ No ☒ N/A

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

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

On March 12th, six (6) responses were received for referenced project. A committee of representatives from EDS, IT, and Fiscal Services reviewed, evaluated and scored all responsive proposals based on the established criteria within the RFP. Following interviews with the top two firms, referenced firm was selected for award of contract. This contract is for one year for an amount of $803,889 with 4 years of Preventative Maintenance + Alternate Annual Fees for an annual amount of $39,729 for each year. Funding Account: 52020621 - 5399

*(If required)**

CRC Approval Date*: 1/29/26 **Council Approval Date*:** 5/28/26 **Agenda Item No*:** _____

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

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

SIGNATURES RECOMMENDING APPROVAL

Michael Ostrowski — 5/21/2026
DEPARTMENT DIRECTOR/ADMINISTERING CONTRACT — DATE

[signature] — 5/21/2026
ASST CITY MGR – CFO — DATE

Aaron Longoria — 5/21/2026
LEGAL DEPARTMENT — DATE

APPROVED & EXECUTED

_____ — _____
CITY MANAGER — DATE

N/A — _____
MAYOR (if applicable) — DATE

N/A — _____
CITY SECRETARY (if applicable) — DATE

9.12.23 UPDATED

TECHNOLOGY SERVICES CONTRACT

This Contract is by and between the **City of College Station**, a Texas Municipal Home-Rule Corporation (the "City") and DESIGNA Access Corporation, a Texas Corporation (the "Consultant"), whereby Consultant agrees to perform and the City agrees to pay for the work described herein.

ARTICLE I
SCOPE OF SERVICE

1.01 This Contract is for Parking Access and Revenue Control System (PARCS) in the College Main Parking Garage; as described in RFP 26-043 (the "Project"). The scope and details of the work to be provided to the City by Consultant for the Project are set forth in **Exhibit "A"** to this Contract and are incorporated as though fully set forth herein by reference (the "Work"). Consultant agrees to perform or cause the performance of all the work described in **Exhibit "A."**

1.02 Consultant agrees to perform the work described in **Exhibit "A"** hereto and the City agrees to pay Consultant a fee based on the rates set forth in **Exhibit "B"** to this Contract for the Work performed by Consultant. The invoices shall be submitted to the City following the 15th day and the last day of each month. The payment terms are net payable within thirty (30) calendar days of the City's receipt of the invoice. Upon termination of this Contract, payments under this paragraph shall cease, provided, however, that Consultant shall be entitled to payments for work performed in accordance with this Contract before the date of termination and for which Consultant has not yet been paid.

ARTICLE II
PAYMENT

2.01 The total amount of payment, including reimbursements, by the City to Consultant for all Work to be performed under this Contract may not, under any circumstances, exceed Nine Hundred Sixty-Two Thousand Eight Hundred Five and 00/100 Dollars ($962,805.00).

ARTICLE III
CHANGE ORDERS

3.01 The City may from time to time request changes in the scope and focus of the Work to be conducted by Consultant pursuant to this Contract, provided, however, that any such change that in the opinion of Consultant, the City Manager, or the City's Project Manager varies significantly from the scope of the work set out herein and would entail an increase in cost or expense to the City shall be mutually agreed upon in advance in writing by Consultant and the City's Project Manager.

(a) When the original Contract amount plus all change orders is $100,000 or less, the City Manager or his designee may approve the written change order provided the change order does not increase the total amount set forth in the Contract to more

than $100,000. For such contracts, when a change order results in a total contract amount that exceeds $100,000, the City Council of the City must approve such change order prior to commencement of the services or work; and

(b) When the original contract amount plus all change orders is greater than $100,000, the City Manager or his designee may approve the written change order provided the change order does not exceed $50,000 and provided the sum of all change orders does not exceed 25% of the original contract amount. For such contracts, when a change order exceeds $50,000 or when the sum of all change orders exceeds 25% of the original contract amount, the City Council of the City must approve such change order prior to commencement of the services or work. Thereafter, any additional change orders exceeding $50,000 or any additional change orders totaling 25 percent following such council approval, must be approved by City Council; and

(c) **Any request by the Consultant for an increase in the Scope of Work and an increase in the amount listed in paragraph two of this Contract shall be made and approved by the City prior to the Consultant providing such work or the right to payment for such additional work shall be waived.** If there is a dispute between the Consultant and the City respecting any service provided or to be provided hereunder by the Consultant, including a dispute as to whether such Work is additional to the Scope of Work included in this Contract, the Consultant agrees to continue providing on a timely basis all work to be provided by the Consultant hereunder, including any Work as to which there is a dispute.

ARTICLE IV
TIME OF PERFORMANCE

4.01 Except as provided in Article XI herein below, the term of this Contract shall be for one (1) year from the effective date of this Contract. Thereafter, upon the mutual consent of both parties, including budget approval by the City, this Contract may be renewed on an annual basis, under the same terms and conditions, for up to four (4) additional years (five (5) years total). If, for any reason, funds are not appropriated to continue the contract, the contract shall become null and void and shall terminate.

4.02 Time is of the essence of this Contract. The Consultant shall be prepared to provide the Work in the most expedient and efficient manner possible in order to complete the work by the times specified.

4.03 Consultant promises to work closely with the City Manager or his designee (the "Project Manager") or other appropriate City officials. Consultant agrees to perform any and all Project-related tasks reasonably required of it by the City in order to fulfill the purposes of the Work to be performed. The Work of Consultant under this Contract may be authorized by the Project Manager in various phases as set forth in **Exhibit "A."**

ARTICLE V

INDEPENDENT CONTRACTOR AND NONSOLICITATION

5.01 Independent Contractor. In all activities or work performed hereunder, the Consultant is an independent contractor and not an agent or employee of the City. The Consultant, as an independent contractor, shall be responsible for the final product contemplated under this Contract. Except for materials furnished by the City, the Consultant shall supply all materials, equipment and labor required for the execution of the Work on the Project. The Consultant shall have ultimate control over the execution of the Work under this Contract. The Consultant shall have the sole obligation to employ, direct, control, supervise, manage, discharge, and compensate all of its employees and subcontractors, and the City shall have no control of or supervision over the employees of the Consultant or any of the Consultant's subcontractors except to the limited extent provided for in this Contract. Consultant shall be liable for any misrepresentations. Any negotiations by the Consultant on the City's behalf are binding on the City only when within the Scope of Work contained herein and approved by the City.

5.02 Nonsolicitation. Consultant recognizes and understands that it will be interacting with City employees when performing Work under this Contract, and that it may cause irreparable harm to the City should one or more City employees perform work for Consultant either directly or indirectly. Because of this, Consultant agrees that it shall not directly or indirectly, personally or through others, solicit or encourage, or attempt to solicit or encourage on Consultant's own behalf or on behalf of any other person or entity for hire or use the work of any employee or other consultant of the City or any of City's agents or officials. Consultant agrees to adhere to this requirement for a minimum of one year following termination of this Contract. This provision shall survive termination of this Contract.

ARTICLE VI
AUTHORIZATION

6.01 The City shall direct Consultant to commence Work on the Project by sending Consultant a "letter of authorization" to begin Work on the Project.

6.02 Upon receipt of the letter of authorization to begin Work on the implementation of the Project, Consultant shall meet with the City for the purpose of determining the nature of the Project, including but not limited to the following: meeting with the City's staff to coordinate Project goals, schedules, and deadlines; coordinating data collection; briefing the City's management staff; documenting study assumptions, methodologies and expectations; devising the criteria to be met for both interim goals and final completion of the Work.

6.03 Consultant shall consult with the City and may, in some limited circumstances, act as the City's representative, but it is understood and agreed by the parties that for all purposes related to this Contract, Consultant shall be an independent consultant at all times and is not to be considered either an agent or an employee of the City.

ARTICLE VII
WARRANTY

7.01 As an experienced and qualified professional, Consultant warrants that the Work provided by Consultant reflects high professional and industry standards, procedures, and performances. Consultant warrants the design, preparation of drawings, the designation or selection of materials and equipment, the selection and supervision of personnel, the fitness and operation of its recommendations, and the performance of other work under this Contract, pursuant to a high standard of performance in the field in which Consultant works. Consultant warrants that it will exercise diligence and due care and perform in a good and workmanlike manner all of the work pursuant to this Contract. Approval or acceptance by the City of any of Consultant's work product under this Contract shall not constitute, or be deemed, a release of the responsibility and liability of Consultant, its employees, agents, or associates for the exercise of skill and diligence necessary to fulfill Consultant's responsibilities under this Contract. Nor shall the City's approval or acceptance be deemed to be the assumption of responsibility by the City for any defect or error in the Project's Work products prepared by Consultant, its employees, associates, agents, or subconsultants.

7.02 Consultant shall keep the City informed of the progress of the Work and shall guard against any defects or deficiencies in its work.

7.03 Consultant shall be responsible for using due diligence to correct errors, deficiencies, or unacceptable Work. Consultant shall, at no cost to the City, remedy any errors, deficiencies or any Work found unacceptable, in the City's sole discretion, as soon as possible, but no longer than fifteen (15) calendar days after receiving notice of said errors, deficiencies or unacceptable Work.

7.04 Consultant's work product shall be the exclusive property of the City. Upon completion or termination of this Contract, Consultant shall promptly deliver to the City all records, notes, data, memorandum, models, and equipment of any nature that are within Consultant's possession or control and that are the City's property or relate to the City or its business.

ARTICLE VIII
INDEMNIFICATION AND RELEASE

8.01 Indemnity. The Consultant agrees to indemnify, defend, and hold harmless the City, its officers, employees, volunteers and agents (separately and collectively referred to in this paragraph as "Indemnitee"), from and against any and all claims, losses, damages, causes of action, suits, judgments, settlements made by Indemnitee, and liability of every kind, including all expenses of litigation, court costs, attorney's fees, and other reasonable costs for damage to or loss of use of any property, for injuries to, or sickness or death of any person, including but not limited to Consultant, any of its subconsultants of any tier, or of any employee or invitee of Consultant or of any such subconsultants, that is caused by, arises out of, related to, or in connection with, the negligence of and/or negligent performance of this Contract by Consultant or by any such subconsultants of any tier, under this Contract. There shall be no additional indemnification other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

8.02 It is agreed with respect to any legal limitations now or hereafter in effect and affecting the validity or enforceability of the indemnification obligation under Paragraph 8.01, such legal limitations are made a part of the indemnification obligation and shall operate to amend the indemnification obligation to the minimum extent necessary to bring the provision into conformity with the requirements of such limitations, and as so modified, the indemnification obligation shall continue in full force and effect.

8.03 Release. The Consultant releases, relinquishes, and discharges the City, its officers, agents, volunteers and employees from all claims, demands, and causes of action of every kind and character, including the cost of defense thereof, for any injury to, sickness or death of the Consultant or its employees and any loss of or damage to any property of the Consultant or its employees that is caused by or alleged to be caused by, arises out of, or is in connection with the Consultant's work to be performed hereunder. Both the City and the Consultant expressly intend that this release shall apply regardless of whether said claims, demands, and causes of action are covered, in whole or in part, by insurance and in the event of injury, sickness, death, loss, or damage suffered by the Consultant or its employees, but not otherwise, this release shall apply regardless of whether such loss, damage, injury, or death was caused in whole or in part by the City, any other party released hereunder, the Consultant, or any third party. There shall be no additional release or hold harmless provision other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

ARTICLE IX
INSURANCE

9.01 General. The Consultant shall procure and maintain at its sole cost and expense for the duration of this Contract insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, volunteers, employees or subconsultants. The policies, limits and endorsements required are as set forth below**:**

9.02 Types. During the term of this Contract Consultant's insurance policies shall meet the minimum requirements of this section.

- **(a)** Commercial General Liability.
- **(b)** Business Automobile Liability.
- **(c)** Workers' Compensation/Employer's Liability.
- **(d)** Professional Liability.
- **(e)** Cyber Liability.

9.03 Certificates of Insurance. For each of these policies, the policy shall be endorsed to show the Consultant's insurance coverage as primary with respect to the City, its officials, agents, employees, and volunteers. Any insurance or self-insurance carried or obtained by the City, its

officials, agents, employees, or volunteers, shall be considered in excess of the Consultant's insurance and shall not contribute to it. No term or provision of the indemnification provided by the Consultant to the City pursuant to this Contract shall be construed or interpreted as limiting or otherwise affecting the terms of the insurance coverage. All Certificates of Insurance and endorsements shall be furnished to the City's Representative at the time of execution of this Contract, on the most current State of Texas Department of Insurance-approved forms, attached hereto as **Exhibit C**, and approved by the City *before* work commences.

9.04 Additional Insurance. The Consultant shall include all subconsultants as Additional Insureds under its policies or shall furnish separate certificates and endorsements for each subconsultant. Coverages for subconsultants shall be subject to all requirements stated herein.

9.05 General Requirements Applicable to All Policies. The following General requirements applicable to all policies shall apply:

(a) Only licensed insurance carriers authorized to do business in the State of Texas shall be accepted.

(b) Deductibles shall be listed on the certificate of insurance and are acceptable only on an "occurrence" basis.

(c) "Claims made" policies are not accepted, except for Professional Liability insurance.

(d) Coverage shall not be suspended, voided, canceled, or reduced in coverage or in limits of liability except after thirty (30) calendar days written notice has been given to the City of College Station.

(e) The Certificates of Insurance shall be prepared and executed by the insurance company or its authorized agent. Each certificate shall contain the following provisions and warranties:

i. The licensed insurance company is authorized to do business in the State of Texas

ii. The insurance policy is underwritten on forms provided by the Texas State Board of Insurance or ISO

iii. All endorsements and coverages are included according to the requirements of this Contract

iv. The form of notice of cancellation, termination, or change in coverage provisions is specified in this attachment

(f) The City of College Station, its officials, agents, employees, and volunteers are to be named as Additional Insureds on the Commercial General Liability and Business Automobile Liability Policies. The coverages shall contain no special limitations on the scope of protection afforded the City, its officials, agents, employees, and volunteers.

9.06 Commercial General Liability requirements. The following Commercial General Liability requirements shall apply:

(a) Coverage shall be written by a carrier rated "A: VIII" or better in accordance with the current A. M. Best Key Rating Guide.

(b) Minimum limits of liability of $1,000,000 per occurrence per project with a $2,000,000 annual aggregate limit.

(c) Coverage shall be at least as broad as Insurance Service's Office (ISO) Number CG 00 01.

(d) No coverage shall be excluded from the standard policy without notification of individual exclusions being attached for the City's review and acceptance.

(e) The coverage shall not exclude: premises/operations; independent contracts; products/completed operations; contractual liability (insuring the indemnity provided herein); and Host Liquor Liability.

(f) The City shall be named as Additional Insured and policies endorsed to waive rights of subrogation and to be primary and non-contributory with regard to any self-insurance or insurance policy held by the City.

9.07 Business Automobile Liability requirements. The following Business Automobile Liability requirements shall apply:

(a) Coverage shall be written by a carrier rated "A:VIII" or better in accordance with the current A.M. Best Key Rating Guide.

(b) Minimum Combined Single Limit of $1,000,000 per occurrence for bodily injury and property damage.

(c) The Business Auto Policy must show Symbol 1 in the Covered Autos portion of the liability section in Item 2 of the declarations page.

(d) The coverage shall include owned, leased, or rented autos, non-owned autos, any autos and hired autos.

9.08 Workers' Compensation/Employer's Liability Insurance requirements. The Workers' Compensation/Employer's Liability insurance shall include the following terms:

(a) Employer's Liability limits of $1,000,000 for each accident is required.

(b) "Texas Waiver of Our Right to Recover from Others Endorsement, WC 42 03 04" shall be included in this policy.

(c) Texas must appear in Item 3A of the Workers' Compensation coverage or Item 3C must contain the following: All States except those listed in Item 3A and the States of NV, ND, OH, WA, WV, and WY.

9.09 Professional Liability requirements. The following Professional Liability requirements shall apply:

(a) Coverage shall be written by a carrier rated "A:VIII" or better in accordance with the current A. M. Best Key Rating Guide.

(b) Minimum limits of liability of $1,000,000 per occurrence and $2,000,000 aggregate, with a maximum deductible of $100,000 unless otherwise agreed in writing by both parties. Financial statements shall be furnished to the City upon request.

(c) Consultant must continuously maintain professional liability insurance with prior acts coverage for a minimum of two years after completion of the Project or termination of this Contract, as may be amended, whichever occurs later. Coverage under any renewal policy shall include a retroactive date that precedes the earlier of the effective date of this Contract or the first performance of work for the Project. The purchase of an extended discovery period or an extended reporting period on this policy will not be sufficient to comply with the obligations hereunder.

9.10 Cyber Liability. Minimum limits of $5,000,000 for third party losses. Coverage must include:

(a) Event Management;

(b) Unauthorized Access/use;

(c) Computer Virus;

(d) Denial of Service Attack;

(e) Libel, Cyber-libel, Slander, Product Disparagement;

(f) Violation of Right of Privacy;

(g) Regulatory Costs;

(h) Privacy Costs- Privacy Injury and Identity Theft;

(i) Programming Errors & Omissions Liability;

(j) Replacement or Restoration of Electronic Data (First Person);

(k) Extortion Threats;

(l) Business Income and Extra Expense (to $1 million);

(m) Public Relations Expense; and

(n) Security Breach Expense.

ARTICLE X
TECHNOLOGY REQUIREMENTS

10.01 Cloud Provider. When some or all of the Consultant's Work involve being a Cloud Provider, the following shall apply:

(a) **Security Policies and Procedures.** The Consultant shall provide the City with copies of its information security policies and procedures within three (3) business days upon City's request covering:

i. Data Classification and privacy;

ii. Security training and awareness;

iii. Systems administration, patching and configuration;

iv. Incident response;

v. Managing workstations, mobile devices, and antivirus applications;

vi. Backups, disaster recovery and business partners and contractors;

vii. Audit and testing schedules;

viii. Requirements for third-party business partners and contractors;

ix. Compliance with information security or privacy laws, rules, regulations, or standards;

x. Evidence of background checks that support security of sensitive or confidential information;

xi. Disclosure of previous data breaches; and

xii. Any other relevant information regarding security policies or procedures.

(b) **Industry Best Practices.** Consultant must provide all services using the best commercially-available security technology and techniques according to industry best practices and standards; the City's security standards, policies and procedures including those relating to fraud prevention and detection and any other inappropriate system and network use or access, including:

i. Providing secure (SSL, HTTPS, or similar) access to all levels of users as defined by the City via the internet;

ii. Having controls meeting applicable laws and the latest Framework for Improving Critical Infrastructure Cyber security from National Institute of Standards and Technology (NIST) or compatible industry security frameworks;

iii. Completely testing and applying patches for hardware bios/firmware, bare metal operating systems (e.g., VMware ESXi), virtualized server operating systems, and software products before release; and

iv. Having all servers providing work to the City solely physically located within the continental United States of America. Contractor must house all

servers and equipment in an operational environment meeting industry standards including a climate-controlled room with a fire and security hazard detection system and a network and electrical redundancy system, including backup Uninterruptable Power Supply (UPS) and automatic fail-over stand-by generators and physical security.

(c) Data Breach.

i. **Notice.** Consultant must immediately notify the City by telephone and email no later than twenty-four (24) hours if there is a reasonable probability of a data security incident. Consultant must send a written letter following up on the data security incident within forty-eight (48) hours following a data breach. The Consultant must:

1. Cooperate with the City's request to investigate and resolve the incident in a timely manner;
2. Promptly implement necessary remedial measures; and
3. Document responsive actions taken related to the data breach, including any post-incident review and actions taken to make changes in business practices in providing the work, if necessary.

ii. Consultant Agreement Breach. If a data breach results from Consultant's breach of the Contract, Consultant must:

1. Bear any costs associated with the investigation and resolution of the data breach
2. Notify individuals, regulators and all others required by Identity Theft Enforcement and Protection Act in the Texas Business and Commerce Code Chapter 521 Unauthorized Use of Identifying Information;
3. Engage a credit monitoring service or identity protection service;
4. Publish a website or toll-free number and call center for affected individuals as required by state or federal law;
5. Complete all corrective actions as reasonably determined based on root cause; and
6. Send the City written findings and remedial measures from the data breach.

(d) Preventive Security Procedures. Consultant must:

i. Provide on-going software updates as they become available complying with the defined maintenance windows. The Consultant must completely test updates; including any bug fixes, patches, and other improvements;

ii. Monitor system and error logs and perform preventive maintenance to minimize and predict system problems, including initiating and completing an appropriate response;

iii. Conduct a third-party independent security/vulnerability assessment at its own expense at least annually and submit the results of such assessment to the City;

iv. Agree to third-party application and vulnerability security scans and schedules;

v. Comply with the City's directions/resolutions to remediate security/vulnerability assessment results aligning with City Security Vulnerability Assessment Standards;

vi. Limit logical and physical access to all system components and provide access only to those individuals with a business need for work provided. Individuals who have access to systems and data must have a criminal background check;

vii. Annually audit the data center through an independent third-party auditor. Audit results must form part of the Consultant's applicable Service Organization Control (SOC) report. The audit results must comply with industry standard controls for data security and disaster recovery that the Consultant shall report to the City in writing; and

viii. Take all necessary measures to protect the data and encryption keys including, but not limited to the off-site servers daily backup according to industry best practices and encryption techniques.

(e) Disaster Recovery. Consultant must comply with any and all City disaster recovery and resiliency protocols to prevent system interruption. In the event of system breach, Consultant shall notify the City and restore the system within twenty-four (24) hours from discovery of breach.

(f) Closeout.

i. Agreement Expiration. When the Agreement term expires or terminates, and at any other time at the City's written request, Consultant must promptly return to the City all intellectual and physical property subject to the Agreement including, but not limited to system configuration data and information in file or document formats in the Contractor's possession or control.

ii. Access. The City will have access to export and retrieve its data for no less than ninety (90) days after the Agreement expiration or termination date. The City must be able to access its data at any time during the Agreement term in a readily readable, structured, and documented format, such as CSV-format or some other standard format offered by the Consultant. The Consultant must provide the City transition work after Agreement expiration or termination at Consultant's then-current and generally-charged hourly rates.

iii. Data Removal. At the City's request upon Agreement expiration or termination, the Consultant must remove, delete, purge, overwrite or otherwise render inaccessible within a reasonable time, all City data

remaining on Consultant's servers to the extent possible based on the then-current technology available. Contractor must provide the City a written and signed statement confirming data has been deleted, purged, overwritten, or otherwise rendered inaccessible. The Consultant will not otherwise delete the City's data without City's prior written consent.

10.02 Premise Solutions. When some or all of the Consultant's Work involve providing Premise Solutions, the following shall apply:

(a) Requirements: Contract must:

i. Provide the City with its security architecture. The security architecture must at a minimum meet applicable laws and the latest Cybersecurity Framework for Improving Critical Infrastructure from National Institute of Standards and Technology (NIST) or compatible industry security frameworks;

ii. Have data access limited to only required support service;

iii. Evidence of background checks that support security of the City's sensitive or confidential information;

iv. Notify the City within twenty-four (24) hours when any patches resulting from security vulnerability and threats become available;

v. Provide City with all applicable security assessments, audits and certifications related to system security annually;

vi. Train City staff on security-related procedures regarding system operation and maintenance; and

vii. Take all necessary measures to protect the City's data and data encryption when applicable.

(b) Data Breach.

i. **Notice.** Consultant must immediately notify the City by telephone and email no later than twenty-four (24) hours if there is a reasonable probability of a data security incident. Consultant must send a written letter following up on the data security incident within forty-eight (48) hours following a data breach. The Consultant must:

1. Cooperate with the City's request to investigate and resolve the incident in a timely manner;

2. Promptly implement necessary remedial measures; and

3. Document responsive actions taken related to the data breach, including any post-incident review and actions taken to change business practices in providing the work, if necessary.

ii. **Consultant Agreement Breach.** If a data breach results from Consultant's breach of this Agreement, Consultant must:

1. Bear any costs associated with the investigation and resolution of the data breach;
2. Notify individuals, regulators and all others required by Identity Theft Enforcement and Protection Act in the Texas Business and Commerce Code Chapter 521 Unauthorized Use of Identifying Information;
3. Engage a credit monitoring service;
4. Publish a website or a toll-free number and call center for affected individuals as required by state or federal law;
5. Complete all corrective actions as reasonably determined based on root cause; and
6. Send the City written findings and remedial measures from the data breach.

(c) Data Removal. At the City's request upon Agreement expiration or termination, the Consultant must remove, delete, purge, overwrite or otherwise render inaccessible within a reasonable time, all City data remaining on Consultant's servers to the extent possible based on the then-current technology available. Consultant must provide the City a written and signed statement confirming data has been deleted, purged, overwritten, or otherwise rendered inaccessible. The Consultant will not otherwise delete the City's data without City's prior written consent.

10.03 Background Checks. The Consultant agrees to assume all responsibility for and to perform background checks on all its employees, agents and assigns working on the Project. Such background checks include but are not limited to, criminal records and civil judgments, professional license verifications, motor vehicle records, social security number, court records, military service records, other public records reports, and verifications of employment, and education. This must be done prior to such individuals commencing their work on the Project. Consultant agrees to produce any and all background checks information as described herein when requested to the City. To the degree allowed by applicable law, City agrees to keep such information confidential.

10.04 Change Management. Any major change to the system shall be authorized and approved by the City. The changes will follow the change management process outlined by the City and in accordance with this Contract. All enhancements and upgrades shall be included in the change management scope of work. All changes will be reasonably tested by the vendor in accordance with the requirements of the City. All major upgrades with exception to emergency upgrades, such as to address a vulnerability, will be scheduled on a calendar and back-out plans presented to the City.

10.05 Work Completion. Unless explicitly provided for otherwise in this Contract or expressly mutually agreed upon by the parties in writing, the Work will be considered complete when it functions in the City's current technology environment.

ARTICLE XI
TERMINATION

11.01 At any time, the City may terminate the Project for convenience, in writing. At such time, the City shall notify Consultant, in writing, who shall cease work immediately. Consultant shall be compensated for the work performed. In the event that the City terminates this Contract for convenience, the City shall pay Consultant for the work performed and expenses incurred prior to the date of termination.

11.02 No term or provision of this Contract shall be construed to relieve the Consultant of liability to the City for damages sustained by the City or because of any breach of contract by the Consultant. The City may withhold payments to the Consultant for the purpose of setoff until the exact amount of damages due the City from the Consultant is determined and paid.

ARTICLE XII
MISCELLANEOUS TERMS

12.01 Venue and Applicable Law. This Contract has been made under and shall be governed by the laws of the State of Texas. The parties agree that performance and all matters related thereto shall be in Brazos County, Texas.

12.02 Notices. Notices shall be mailed to the addresses designated herein or as may be designated in writing by the parties from time to time and shall be deemed received when sent postage prepaid U.S. Mail to the following addresses:

CITY:	**CONSULTANT:**
City of College Station	DESIGNA Access Corporation
Attn:Jennifer Luna	Attn: Sean Neasi
P.O. Box 9960	5050 Westway Park Boulevard, Ste 175
College Station, Texas 77842	Houston, TX 77041
jluna @cstx.gov	sean.neasi@us.designa.com

12.03 Performance of Work. Consultant, its employees, associates or subconsultants shall perform all the Work hereunder. Consultant agrees that all of its associates, employees, or subconsultants who work on this Project shall be fully qualified and competent to do the Work described hereunder. Consultant shall undertake the Work and complete it in a timely manner.

12.04 Compliance. The Consultant shall comply with all applicable federal, state, and local statutes, regulations, ordinances, and other laws, including but not limited to the Immigration Reform and Control Act (IRCA). The Consultant may not knowingly obtain the labor or work of an unauthorized alien. The Consultant, not the City, must verify eligibility for employment as required by IRCA.

12.05 Waiver. No waiver by either party hereto of any term or condition of this Contract shall be deemed or construed to be a waiver of any other term or condition or subsequent waiver of the same term or condition.

12.06 Assignment. This Contract and all rights and obligations contained herein may not be assigned by Consultant without the prior written approval of the City.

12.07 Invalidity. If any provision of this Contract shall be held to be invalid, illegal, or unenforceable by a court or other tribunal of competent jurisdiction, the validity, legality, and enforceability of the remaining provisions shall not in any way be affected or impaired thereby. The parties shall use their best efforts to replace the respective provision or provisions of this Contract with legal terms and conditions approximating the original intent of the parties.

12.08 Prioritization. Consultant and City agree that City is a political subdivision of the State of Texas and is thus subject to certain laws. Because of this there may be documents or portions thereof added by Consultant to this Contract as exhibits that conflict with such laws, or that conflict with the terms and conditions herein excluding the additions by Consultant. In either case, the applicable law or the applicable provision of this Consultant excluding such conflicting addition by Consultant shall prevail. The parties understand this section comprises part of this Contract without necessity of additional consideration.

12.09 Entire Agreement. This Contract represents the entire and integrated agreement between the City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. This Contract may only be amended by written instrument approved and executed by the parties.

12.10 Bound by Terms. The parties acknowledge that they have read, understood, and intend to be bound by the terms and conditions of this Contract.

12.11 Effective. This Contract goes into effect when duly approved by all the parties hereto.

12.12 No Boycott Israel. To the extent applicable, this Contract is subject to the following:

(a) Boycott Israel. If this Contract is for goods and services subject to § 2270.002 Texas Government Code, Consultant verifies that it i) does not boycott Israel; and ii) will not boycott Israel during the term of this Contract;

(b) Boycott Firearms. If this Contract is for goods and services subject to § 2274.002 Texas Government Code, Consultant verifies that it i) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm

trade association; and ii) will not discriminate during the term of the contract against a firearm entity or firearm trade association; and

(c) Boycott Energy Companies. Subject to § 2274.002 Texas Government Code Consultant herein verifies that it i) does not boycott energy companies; and ii) will not boycott energy companies during the term of this Contract.

List of Exhibits

- **A.** Scope of Work
- **B.** Payment Schedule
- **C.** Certificates of Insurance

DESIGNA ACCESS CORPORATION

By: Sean Neasi

Printed Name: Sean Neasi

Title: General Manager

Date: 5/20/2026

CITY OF COLLEGE STATION

By: _____

City Manager

Date: _____

APPROVED:

Aaron Longoria

City Attorney

Date: 5/21/2026

Assistant City Manager/CFO

Date: 5/21/2026

Exhibit A
Scope of Work

Contract is for the Parking Access and Revenue Control System (PARCS) in the College Main Parking Garage; as fully described in RFP 26-043.

Reference attached full scope document. Two voluntary optional technologies and all three alternate bids are included in the Scope of Work.

DESIGNA will be performing the scope of the full RFP response provided, in addition to the confirmation of two voluntary optional technologies (listed on page 15) and all 3 Alternate Bids (listed on page 22 and 23) of their response.

Optional Technology

DESIGNA Control Center: Centralizes operations of DESIGNA, Parkmobile, and Parking Guidance System into a single user interface with unified reporting.

DESIGNA PAY Mobile: Allows patrons to scan QR code on bottom of ticket or displayed in garage to pay using their mobile device.

Alternate Bids

Alternate Bid 1: Parking Guidance System (PGS): This alternate includes the deployment of an INDECT Automated Parking Guidance System utilizing ultrasonic mini-sensors and Upsolut multi-space sensors to provide real-time parking space detection and guidance throughout the garage. Ceiling-mounted ultrasonic sensors deliver highly accurate single space detection with up to 99.98% accuracy, while the Upsolut multi-space sensors monitor up to six parking spaces per device using a combination of infrared detection, camera analytics, and advanced onboard processing. The system supports license plate recognition (LPR), vehicle tracking, and integrated surveillance capabilities while maintaining low maintenance requirements through sealed IP67-rated hardware designed for parking garage environments. Real-time occupancy data is communicated to dynamic wayfinding signage, including LED matrix signs at garage entrances and interior guidance displays at key decision points. These signs provide clear parking availability information and directional guidance to drivers, reducing circulation time and improving garage safety and efficiency. The system also includes INDECT's software platform with a browser-based graphical interface for monitoring occupancy, generating reports, managing alerts, and administering license plate inventories, allow/block lists, and enforcement zones. Historical data and customizable reports provide actionable insights to help the City optimize parking utilization and operational decision-making. The platform supports open API integration and allows unlimited user access without recurring software license fees. The proposed project schedule does include installation of PGS with the assumption that the City is providing all required electrical and network infrastructure to support PGS implementation. If this is not the cause, and turnkey implementation is required, installation of PGS will take 14-15 weeks dependent on which technology the city selects.

Note: We have accounted for the $50,000 cost in the payment terms for DESIGNA to perform installation of electrical and network infrastructure. This is also listed in the cost proposal. It is clear that DESIGNA will be running the PGS contract.

Alternate Bid 2: Striping and Bollards: This alternate includes restriping and repainting of key parking garage markings and protective elements to improve safety and visibility. Work includes pressure washing and repainting ADA handicap symbols, van accessible aisles with “NO PARKING” markings, “Small Car Only” stall markings, directional arrows in entry and exit lanes, and repainting of existing yellow protective bollards using durable traffic-grade coatings.

Alternate Bid 3: Equipment Canopies: This alternate includes the supply and installation of protective aluminum canopies over selected PARCS equipment locations to provide weather protection and improve equipment longevity. The proposed system consists of cantilevered aluminum canopy structures with powder-coated finishes designed to shield the equipment while maintaining a clean and durable appearance consistent with the garage environment.

SPECIAL PROVISIONS

Financial Condition
Contractor must provide audited financial statements within 30 days, if requested, to the City.

Pre-Proposal Meeting
A Pre-Proposal Meeting will be held at the **College Main Parking Garage located at 309 College Main, College Station, TX 77840 at 2:00 p.m. CST on Thursday, February 05, 2026.** This meeting is not mandatory, but attendance is highly recommended. A formal site visit will be provided after the meeting.

The Proposer is responsible for becoming familiar with local conditions that may affect cost, progress, performance or furnishing of the Work. The City encourages Proposers to also visit the College Main Parking Garage during the peak usage times that are generally 10:00 PM to 3:00 AM on Thursday, Friday, and Saturday nights and 10:00 AM to 2:00 PM on Sundays. All travel accommodations (vehicles, lodging, food, etc.) are the responsibility of the Proposer.

SCOPE OF WORK

It is the City's intent that the successful firm will be involved for the full duration of the project.

General Requirements

1. Proposer shall provide all equipment and services related to the removal and disposal of the existing equipment, in addition to the design, installation, setup, testing, and preventive maintenance and support of the new parking access and revenue control system for the College Main Parking Garage.
2. Proposer shall provide all necessary civil, electrical, mechanical, and administrative services, as well as equipment and other hardware necessary to deliver a fully functioning system. This includes, but is not limited to, removal and disposal of the existing PARCS equipment, all electrical and communication wiring and conduit within the facility and in the parking office, servers, computers, equipment, installation, concrete work, wire terminations, training, testing, programming, set-up services, and regularly scheduled preventive maintenance and support services.
3. The City is requesting that the new PARCS use a barcode or QR code on a durable thermal printer paper receipt instead of the traditional gate tickets. ***Note: When the word ticket is used throughout this RFP Scope of Work, it refers to a barcode or QR code, thermal printed paper. QR code is the preferred method.***
4. No part of the currently installed system shall be reused for the implementation of the proposed system. This includes, but is not limited to, gates, ticket dispensing devices, exit verifiers, gate arm boxes, ticket and card readers, computers, Pay-on-Foot stations, software, communication and control wiring, etc. The system shall be a completely new turnkey solution and needs to be installed once the 2026 Texas A&M spring semester ends. The project would need to commence on Monday, May 11, 2026, and be completed no later than Thursday, June 11, 2026. The proposer shall remove and dispose of old equipment.
5. All parking control system equipment components shall be linked to the parking office located in the North-east corner of the College Main Parking Garage. The parking office will be the focal point for day-to-day monitoring, operational management, maintenance, and customer support. All components of the system shall communicate in real time to a Facility Management Computer located within the office and securely remotely accessible from outside the garage.
6. The Proposer will also be responsible for coordinating with the City's IT department as needed regarding the acquisition, installation, activation, and troubleshooting of any necessary computer hardware and software.

7. The system must be highly intuitive and user-friendly. This is critical as most patrons will have different comfort levels and familiarity with the technology associated with such systems. The system must allow patrons to clearly determine the amount owed and the procedure by which they must remit payment. Additionally, the system must be designed to quickly cycle patrons through a credit/debit **card-only** payment process available at the exit gates and Pay-on-Foot stations located within the garage, ensuring a smooth and efficient flow of pedestrian and vehicle traffic.
8. The City reserves the right to negotiate the details of each proposed plan with the selected vendor. The submitted proposal should not be viewed as a final offer but rather a starting point for developing a solid parking and revenue control system that provides optimal customer service excellence to the patrons at Northgate and the residents of College Station.
9. The included Parking Access and Revenue Control System (PARCS) College Main Parking Garage Proposed Pricing spreadsheet must be completed fully and submitted as part of the proposal. This must include all ongoing software, preventive maintenance, and support fees. The sheet is not all-inclusive, and the Proposer may add additional information if so desired.

Payment Card Security

To ensure the security of credit card data, the entire system, including equipment and software, shall comply with all Payment Card Industry Data Security Standards (PCI DSS), FACTA regulations, and credit card PCI Software Security Framework (SFF) rules and practices, including the Visa CISP program, Mastercard's CSIP program, and Discover's DISC program. The City of College Station currently uses Open Edge as its credit card payment processor; however, it is open to other providers. The City accepts Visa, MasterCard, and Discover. We would also like to accept American Express (AMEX). AMEX's data security program is DSOP. The proposal must explain the process for a transaction to get from the payment terminals (pay stations and exit gates) to the credit card processor. Make sure to include gateways or special software required for these authorizations and any associated costs. The credit card reader shall feature a security chip reader, a slide-to-swipe function, and a tap-to-pay capability (NFC). **We are also interested in open wallets such as Apple and Google Pay.**

The **Payment Card Industry Data Security Standard (PCI DSS)** is the primary, mandatory standard for any entity that stores, processes, or transmits cardholder data. It is developed and maintained by the PCI Security Standards Council (PCI SSC), which includes major payment brands like Visa, Mastercard, American Express, and Discover. The 12 main requirements of PCI DSS are:

- **Build and maintain a secure network:** This involves using firewalls and not using vendor-supplied defaults for system passwords.
- **Protect cardholder data:** This requires encrypting stored data and using encryption when transmitting data over public networks.
- **Maintain a vulnerability management program:** Implement anti-virus and anti-malware software and develop and maintain secure systems and applications.
- **Implement strong access control measures:** Restrict access to cardholder data based on "need to know" and assign a unique ID to every person with computer access.
- **Regularly monitor and test networks:** Track and monitor all access to network resources and cardholder data and regularly test security systems and processes.
- **Maintain an information security policy:** Establish a policy that addresses information security for all personnel.

PCI Software Security Framework (SSF)

The **PCI SSF** is the modern replacement for the retired **Payment Application Data Security Standard (PA-DSS)**. For companies using or developing payment software, compliance is achieved through the SSF, which includes two standards:

- **PCI Secure Software Standard:** Focuses on the security of the payment software itself.
- **PCI Secure Software Lifecycle (Secure SLC) Standard:** Focuses on the software vendor's process for developing, maintaining, and managing software securely throughout its lifecycle.

Fair and Accurate Credit Transactions Act (FACTA)
FACTA is the U.S. federal law enacted to combat identity theft. Key provisions related to credit card data include:

- **Truncation of card numbers:** Electronically printed receipts at the point of sale must not show more than the last five digits of a card number or the expiration date.
- **Disposal Rule:** Businesses must take reasonable measures to protect sensitive consumer information from unauthorized access during its disposal.
- **Red Flags Rule:** Financial institutions and creditors are required to implement written identity theft prevention programs to detect and prevent identity theft.

Auditing

The proposed system must enable staff to perform daily audits to track revenue and determine a precise history of transactions for daily reconciliation between the parking system reports and the revenue deposited into City bank accounts. The ideal system should automatically generate a report for staff that provides the total amount of revenue and transactions collected by the system each day, allowing for audits in accordance with established City policy. The user must specify the length of the reporting day. It must allow for a specific time and date range. It must not be just one 24-hour day.

Reports

Types of reports shall include, but are not limited to:

- Daily, Event, Weekly, and Monthly Reports – A summary of daily, event, weekly, or monthly activity. The report shall provide but is not limited to: (1) A revenue total, (2) A summary revenue by transaction, type, rate, and device, (3) A summary of non-revenue by transaction type and device (i.e. during free period time and exiting during 15 minute entrance grace period), and (4) A summary of the number of transactions by type (broken down by credit/debit card type, within entrance grace and free periods).
- Debit/Credit card reports by device, type, date, and time, and transaction total.
- An occupancy statistics and revenue report that can be broken down or shows the following: (1) Parking Spaces without reservation, (2) Parking Spaces with reservation, and (3) Parking Spaces with and without reservation. Must be able to generate statistics for core times. The desired statistics shall allow for the following: (1) Annual (per days), (2) Monthly (per days), (3) Weekly (per days and hours), (4) Daily (per days and hours), (5) Average week (peak times), and (6) Average week (non-peak).
- Daily Alarm or System Event Log – Facility lane and POF equipment alarms (i.e. illegal forwards, illegal reverses, broken gate arms, Group blocked, licensee (RFID) account expired, I/O check faults, licensee (RFID) & transient back-outs, thermal receipt paper low or out, credit card jam, credit card type not allowed, etc.), communication messages, and system log on/offs.
- Monthly Lane Volume Report – Shall provide entrance and exit counts by date and time.
- Credential History (AVI/RFID) – Activities of contract holders, e.g., date and time of when they enter and exit the facility, pass-back denied messages, invalid ID/time, etc.
- Transient Tracking: (1) a report that provides a complete sequence of transactions related to individual tickets (i.e. information about how and when the barcoded or QR code paper ticket was issued shall be tied to how and when it was processed at exit), (2) outstanding ticket report – provide a listing of tickets that have been issued but are not yet processed at an exit.
- All reports should have the capability of being exported to Excel and PDF formats.

Vendor will work with the City to ensure that all desired reports will be available for access at any given time.

Specification for Transient Daily Parker Entrance/Exit Process

1. During hours of operation, daily patrons will be permitted entrance to the College Main Parking Garage via the use of a barcode or QR code technology. Entry Stations shall be equipped with a push-button-activated ticket dispenser. Once a vehicle pulls into the lane, the Entry Station will perform the following checks as part of the entrance process:
    a. Vehicle must be present on loops.
    b. The push-button must be depressed while the vehicle is on the loops if a barcode or QR code ticket is desired.

If all conditions have been met, the Entry Station shall permit entrance to the College Main Parking Garage in the following manner:

Issuance of a time and date encoded ticket to the transient patron. The time and date, along with a device and fee number, shall be encoded on the ticket in both the manual and machine-readable formats. Once the patron pulls the ticket from the dispenser, the barrier gate shall rise. As the vehicle pulls forward and passes through the lane, the barrier gate arm shall lower. If any of the conditions are not met, the Entry Station shall not issue a ticket.

2. In the event that a patron pushes the barcode or QR code ticket issuance button but then backs out of the lane w/o pulling the ticket, the count and monitoring system shall report a back-out with a ticket in throat alarm message on the Facility Management system. Tickets accessed in this scenario must be retracted by the system (ticket gobbler system – eats the ticket and voids it).
3. In the event that a patron backs out of the lane before pressing the button for a ticket, this event shall be recorded as a back-out w/o a ticket on the central count and monitoring system.
4. In the event that a patron holds down the push-button for an extended period of time while pulling a ticket from the dispenser, a second ticket shall not be issued.
5. When a transient daily patron (as opposed to a contract RFID/AVI holder) wishes to exit the College Main Parking Garage, the patron pays for the parking fee in the following method:

    a. The parker or patron approaches the Automated POF (Automated Pay-on-Foot) on foot and scans their barcode or QR code at the kiosk's scanner. The POF shall automatically calculate and display the parking duration and required fee. The parker completes the payment via debit/credit card. The system shall accept and authorize the payment. However, if the patron's bank account has insufficient funds, it shall decline the attempted payment. Once payment is accepted, the APS shall update the ticket's payment status in the system. Once at the exit station, the system will recognize the validated ticket upon scanning. A patron receipt shall be issued only upon demand. All transactions made shall be recorded and available for retrieval if needed. Upon completion of payment at the APS, the patron has a pre-programmed amount of time ("grace period") to present the paid ticket at the Exit Station located at the daily exit lanes. If the patron does not show the ticket to the Exit Station within the allotted grace time, the Exit Station will not accept the ticket, and the patron will need to pay any additional fees. The allotted exit grace time shall be 15 minutes and should be programmable or modifiable by City Staff.

6. The fee computer processor shall have the capability of processing and reporting separately numerous transactions, including, but not limited to, the following:

    a. Normal transaction.
    b. Lost ticket transaction.
    c. Insufficient funds transaction.
    d. Mutilated or unreadable ticket transaction.
    e. Non-revenue (no charge) transaction.
    f. Blank or used ticket transaction.
    g. Validation transaction.

7. As the vehicle approaches the exit lane and stops at the Exit Station, the loop must be covered by a vehicle allowing the Exit Station to be activated, accept the barcode or QR code ticket, and debit/credit card. The parker or patron scans their entry ticket's barcode or QR code. If a fee is due, the screen will display the amount. The parker then pays via debit/credit card. If payment was already made at a Pay-on-Foot station, the system will recognize the validated ticket upon scanning. If the above conditions are met at the Exit Station, the debit/credit card is returned to the patron if they use the chip reader, and the Exit Station then signals the gate arm to rise. Suppose the conditions above have not been met. In that case, the Exit Station will return the debit/credit card to the patron, exit will be denied, and the patron will need to make additional payment as required if the barcode or QR code ticket was paid: (1) immediately after parking or (2) the parker stays past the paid grace time.
8. All transaction data from the fee computer processor terminals shall be transmitted to an online revenue data collection system (Facility Management System). All information recorded locally on the fee computer and parking ticket shall be included in the transaction stream. This information shall include, but not be limited to:

    a. Device number.
    b. Fee computer ID number.
    c. Transaction number.
    d. Date and time of the entrance ticket issue.
    e. Date and time of exit.
    f. Rate structure applied to ticket.
    g. Fee amount.

9. Facility Management System (FMS) shall enable City staff to have the ability to control the operation of the lane equipment, e.g., open/close/remote-vend gates, open/close reverse lanes.
10. In the event that a system component, including a failure of the Facility Management computer, the security of the revenue control system shall not be compromised (i.e., if the system goes offline, the PARCS must have offline functionality and store at a minimum, 1,000 offline credit card txns that can be processed once online functionality is restored).

RFID/AVI Toll Tag – Based Parking Access Control System (or Equivalent)

1**. Introduction**

As part of the new Parking Access Control System, the selected vendor shall provide RFID/AVI (Automatic Vehicle Identification) technology, modeled after the **Texas Toll Tag system** (e.g., TxTag, NTTA, EZ TAG). The system must support hands-free, automated vehicle access and integrate with a centralized parking management platform for access control, monitoring, and revenue tracking. The system will be based on entrance and exit tracking, with full support for anti-passback, time-based access, and pass validation.

2**. Project Scope**

2.1 **System Design**

- Conduct a comprehensive site assessment to determine optimal placement of RFID/AVI readers, gate equipment, and supporting infrastructure.
- Ensure the system supports **monthly**, **six-month**, and **annual parking passes**, with configurable access rights and expiration dates.

2.2 **Equipment and Installation**

- Furnish and install:
    - RFID/AVI readers capable of reading windshield-mounted toll tags.

        - Vehicle detection loops or sensors for gate actuation.
        - Entry/exit barrier gates with safety features.
        - Lane controllers and communication hardware.
    - All equipment must be outdoor-rated, tamper-resistant, and ADA-compliant.
    - **Read-zone performance must achieve a minimum of 99.5% first-pass read rate per lane, based on 100 consecutive vehicles.**

2.3 **Software and Integration**

- Provide a centralized software platform for:
    - Credential management (tag registration, user profiles, pass durations).
    - Real-time access control and event logging.
    - Reporting and analytics for occupancy and revenue.
- System must be **entrance/exit-based**, tracking each vehicle's movement to:
    - Enforce **anti-passback** (no re-entry without exit, and vice versa).
    - Validate time-based access windows (e.g., 24/7 or 5:00 AM–10:00 PM).
    - Support accurate billing.
- Support **privileged access levels**, allowing designated users (e.g., City staff, emergency vehicles, VIPs) to bypass standard restrictions.
- **User account management** must include:
    - Full name
    - Physical address
    - Email address
    - Phone number
    - Vehicle make and model
    - License plate number
    - **EZ Tag number** associated with the RFID/AVI credential
- System must:
    - Accept **only on-line payments** for parking passes. No in-person payment.
    - **Automatically activate** the user's AVI credential upon successful payment.
    - **Automatically deactivate** the AVI credential when the account expires or payment lapses.
    - Send a **standard automated email notification** to users prior to account expiration (configurable notice period, e.g., seven days before expiration).

2.4 **Testing and Commissioning**

- Perform full system testing, including:
    - Tag read accuracy and reliability.
    - Gate operation and safety compliance.
    - Anti-passback enforcement and logging.
    - **Verification of 99.5%+ first-pass read rate across 100 consecutive vehicles per lane.**
    - Time-based access control and privileged access functionality.
    - Payment processing and automated credential activation/deactivation.
- Conduct User Acceptance Testing (UAT) with designated staff and test vehicles.

2.5 **Training and Documentation**

- Provide on-site training for system administrators and parking operations staff.
- Deliver comprehensive documentation, including:
    - System diagrams and configuration files.
    - User manuals and maintenance procedures.
    - Troubleshooting and escalation protocols.

2.6 **Support and Maintenance**

- Provide a minimum one-year warranty on all equipment and software.
- Offer optional service-level agreements (SLAs) for ongoing support, preventive maintenance, and software updates.

3. **Deliverables**

- Fully operational RFID/AVI-based Parking Access Control System with:
  - Entrance/exit-based tracking.
  - Anti-passback enforcement.
  - Privileged access support.
  - Configurable pass durations (monthly, six-month, annual).
  - Time-based access control (24/7 and 5:00 AM–10:00 PM).
  - Payment processing and automated credential management.
  - User account database with required fields and EZ Tag number association.
  - Automated expiration notifications.
- The system must be capable of managing 1,500+ active credentials without performance degradation.
- RFID/AVI Entry/Exit must be near-instantaneous recognition.
- All hardware and software components installed and configured.
- Training sessions completed and documentation delivered.
- Final commissioning report with test results, including read-rate performance validation.

Specification for a Standard Facility Count & Monitoring System

1. The College Main Parking Garage shall be provided with a facility count/monitoring system and shall be displayed on the FMS system. This system shall record the following information in real time:

    a. The total number of vehicles crossing the gate loops in each controlled entrance and exit lane (count to be obtained regardless of the status of the equipment, e.g., gate arm raised).
    b. The total number of legal contract access (RFID/AVI) vehicles for each controlled entrance and exit lane.
    c. The total number of daily vehicles (transient) for each controlled entrance and exit lane.
    d. The number of illegal forward and illegal reverse vehicles for each controlled access lane. An illegal vehicle is defined as a directional movement through a lane for which no gate vend signal was detected.

2. The count/monitoring system shall provide a real-time count of vacancies/occupancies of the parking facility for both transient and contract access (RFID/AVI) patrons by adding/subtracting numbers for vehicle entrance and exit. These count totals are to be obtained regardless of the status of equipment components (e.g., gate arm raised). This is necessary to control the occupancy of the parking facility for transient and contracted parkers.

3. Two dynamic facility count signs are to be located on the College Main and Second Street side of the parking garage to alert customers of available parking. Once the garage is at maximum capacity, the sign shall indicate "FULL or CLOSED." When the parking garage is not at full capacity, it shall indicate "OPEN." Signs shall be clear and visible to all motorists.

System Components – Performance Specifications

Barrier Gates

The automatic barrier gates shall meet the following specifications and are not limited to:

1. Barrier gates shall be installed and shall provide an effective barrier to vehicles in entrance and exit lanes. Barrier arms shall retract quickly in a vertical plane on command signal from the Entry/Exit Station, fee computer, and RFID reader, and return to lower position upon signal from the inductive loop beyond the gate location.
2. Each gate shall be equipped with a straight (breakaway) gate arm constructed of aluminum and finished in diagonal strips of black and white, yellow, or orange. Gate arms shall have caution and warning indicators of possible injury to pedestrians, bicyclists, and motorists. **The City does not want folding barrier arms**.
3. Each gate shall support a gate arm of up to ten (10) feet. The City would like the entry gate arms to measure at 7'5" feet for clearance purposes. The gate arms shall be cut by the vendor before installation and future order deliveries.
4. Minimum of three vend inputs (transient, contract, and misc.).
5. Ability to have a loop configuration (if applicable).
6. Ability to support a straight arm.
7. Ability for Staff to operate as a free gate from FMS.
8. Ability to support multiple devices in one lane (e.g., card reader for RFID/AVI tags if they can't be read, barcode or QR code ticket dispenser, and exit terminal (QR code infrared reader and credit card reader – pay at exit). **The reason for the RFID/AVI reader is that many Tesla and Land Rover models, tags for things like toll passes or parking garages, do not work well due to radio-frequency (RF) shielding integrated into the vehicle. In newer Range Rovers, this is part of advanced anti-theft security, while in Tesla's, it is often a side effect of the glass composition**.
9. In the College Main Reverse lane where two devices reside (Entry/Exit), the device not processing the transaction must be disabled so that the system cannot be manipulated.
10. Each gate shall have a sensory unit that will ensure that the gate arm will automatically reverse its direction should an object (e.g., bicycle, car, or pedestrian) be struck by the gate arm during its descent (and notify the alarm system of a gate rebound).
11. The gate motor shall be equipped with a reset motor overload button.
12. Gate shall be equipped with an Auto-Manual-Up switch to test the motor and to raise the gates manually. Battery backup shall be provided for barriers to be raised in the event of a power failure in the College Main Parking Garage.

Entry Stations
Three Total:
Two on the College Main Side (one is reversible)
One on the Second St. Side

The Entry Stations shall meet the following specifications and are not limited to:

1. LED display. **Display must be bright, easily readable instruction screen visible in day and night conditions**.
2. Minimum capacity of 4,000 – 6,000 barcode or QR code durable thermal paper ticket (10,000 preferred).
3. Ability to be programmed remotely.
4. Alert the parking office in the event of a malfunction or low thermal paper.
5. Ability to report a back-out or illegal lane of travel alarm to the Facility Management System PC.
6. Ability to retract a back-out thermal paper ticket.
7. Each machine must contain an IP camera and be compatible with the City's existing Avigilon camera system.
8. Each machine must contain an IP intercom system to communicate with the parking garage office.
9. AVI/RFID tag reading. A card reader for an RFID tag if it can't be read.
10. Capability to communicate with Facility Management computer.
11. Entry station shall issue a thermal paper ticket within 1.5 seconds after activation by depression of the designated button.
12. Dispense a barcode or QR code ticket.
13. The dispenser must have the capability to dispense barcode or QR code tickets by push button.
14. A dispensed barcode or QR code ticket must have the following information visible and encoded in the ticket:

    a. System ticket number

b. Fee/Rate Code
c. Device Number
d. Time
e. Date
f. Facility

15. The following types of conditions and transactions shall be recorded and reported to the Facility Management System's PC:

    a. A current barcode or QR code ticket was issued.
    b. A thermal paper ticket jam occurred.
    c. A thermal paper ticket was retracted.
    d. Barrier gate not operational.
    e. The Entry Station is not in operation (i.e., Terminal is out of Service).
    f. Low thermal paper ticket supply.
    g. Out of thermal paper tickets.

16. Each Entry Station is to have the capacity to be programmed with multiple-rate structures. Each rate could be different in time increments, on different hours of the day and different days of the week. Fees may be both variable and fixed within one structure. The fee structure shall be initially set up by Proposer/Installer to the City's requirements. Subsequent changes to the fee structure and/or allocated grace time shall be completed by the Proposer as requested.
17. Signage to display "Open" and "Garage Full or Closed" LED display.
18. Entry Stations must have decals that plainly and clearly read:

    a. Press for Assistance
    b. Push for barcode or QR code ticket.
    c. Access Card Reader for AVI/RFID tags (in case of an AVI/RFID tag not being readable by the AVI reader).
    d. 24-hour assistance number

19. Battery backups shall be provided for Entrance Stations so they can continue dispensing barcoded or QR coded tickets in the event of power failure in the College Main Parking Garage. And the reader must be able to read AVI/RFID passes in case the AVI system goes offline.
20. The Entry Stations must be weather-resistant and corrosion-resistant housing. It shall have heating and cooling components (temperature controlled). Reliable operation during high-volume traffic conditions and designed for 24/7 continuous use.

Exit Stations
Three Total:
Two on the College Main Side (one is reversible)
One on the Second St. Side

The Exit Stations shall meet the following specifications and is not limited to:

1. LED display. **Display must be bright, easily readable instruction screen visible in day and night conditions**. Clear prompts for scanning QR codes and completing payments. Real-time feedback such as "Approved"," "Declined," "Invalid QR Code Ticket," and "Please Try Again."
2. Exit station must have the capability to dispense receipts upon request and alert the parking office in the event of low receipt paper.
3. Point of sale - ability to accept debit/credit cards and process in less than 4-6 seconds.
4. Meet "chip" and tap to pay (NFC) compliancy (EVM ready).

5. Meet Payment Card Industry Data Security Standards (PCI DSS), FACTA and PCI Software Security. Framework (SFF) compliance standards and practices.
6. Ability to report a back-out alarm to the Facility Management PC.
7. Ability to report an illegal lane of travel alarm to the Facility Management PC.
8. Each machine must contain an IP camera and be compatible with the existing City's Avigilon camera system.
9. Each machine must contain an IP intercom system to communicate with the parking garage office.
10. Each machine must contain an AVI/RFID card reader.
11. Capability to communicate with the Facility Management computer.
12. Ability to read a barcode or QR code ticket and calculate fee. **QR code scanning must be high-speed, reliable scanner capable of reading QR codes under various lighting conditions**.
13. Ability to take transactions in the event of a communication failure (credit card gateway goes down or PARCS system goes offline). Minimum storage capacity of 1,000 transactions. Able to process transactions once communication is restored.
14. Ability to accept voucher/validation barcode or QR code tickets.
15. Ability to accept a grace/lag period barcode or QR code ticket which was paid at a pay station.
16. Each Exit Station must have a "Lost Ticket" button and capability.
17. Each Exit Station to have capacity to be programmed with multiple rate structures. Each rate could be different in time increments, on different hours of the day and different days of the week. Fees may be both variable and fixed within one structure. The fee structure shall be initially set up by Proposer/Installer to the City's requirements. Subsequent changes to the fee structure and/or allocated grace time shall be completed by the Proposer as requested.
18. Exit Station to generate a variety of reportable data, including but not limited to financial and statistical reports.
19. Exit Stations must have decals that plainly and clearly read:

    a. Lost Ticket
    b. Cancel
    c. Scan barcode or QR code ticket here
    d. Credit Card Here w/accepted credit card logos (VISA, MC, DISCOVER, and AMEX)
    e. Press for Assistance
    f. Access AVI/RFID Reader Identifier
    g. 24-hour assistance number

21. Battery backups shall be provided for Exit Stations so they can continue reading barcoded or QR-coded tickets and process credit card payments in the event of a power failure in the College Main Parking Garage. And the reader must be able to read AVI/RFID passes in case the AVI system goes offline.
22. The Exit Stations must be weather-resistant, vandal-resistant, and corrosion-resistant housing. It shall have heating and cooling components (temperature controlled). Reliable operation during high-volume traffic conditions and designed for 24/7 continuous use.

Automated Pay-on-Foot Station (Debit/Credit Card Only)
Four Total:
Two on College Main Side (SE Corner)
Two on the Second St. Side (SW Corner)

The Automated Pay-on-Foot shall meet the following specifications and is not limited to:

Automate Pay-on-Foot shall be an unmanned debit/credit card only station that calculates the required parking fee to be paid upon scanning barcode or QR code ticket scanning. Once the debit/credit card is inserted into the device, is swiped or the tap-to-pay feature is used, the system shall accept and authorize the payment. However, if the parker's bank account has insufficient funds it shall decline the attempted payment. Once payment is accepted, the APS shall validate the barcode or QR code ticket within the FMS, allowing the parker to use the paid barcoded or QR ticket to exit the garage.

1. The automated POF shall perform the following functions:

    a. Read and validate the barcoded or QR code ticket. **QR code scanning must be high-speed, reliable scanner capable of reading QR codes under various lighting conditions**
    b. Point of sale - ability to accept debit/credit cards and process in less than 4-6 seconds.
    c. Issue a receipt upon request.
    d. Read bank debt/credit cards.
    e. Credit card processing capability with the ability to complete a transaction in under 6 seconds.

2. POF to generate a variety of reportable data, including but not limited to financial and statistical reports.
3. POF to provide a visual display to prompt the customer through the transaction and to advise of the parking fee. User display and instructions shall be LED - a bright, clear display screen that provides step-by-step instructions.
4. Shall have an IP intercom speaker with a "Press for Assistance" button.
5. Meet "chip" (EVM ready) and tap to pay compliancy (NFC).
6. Meet Payment Card Industry Data Security Standards (PCI DSS), FACTA, and PCI Software Security Framework (SFF) compliance standards and practices. Shall only show the last four digits of the card used.
7. Ability to take transactions in the event of a communication failure (credit card gateway goes down or PARCS system goes offline). Minimum storage capacity of 1,000 transactions. Able to process transactions once communication is restored.
8. Ability to report a back-out alarm to the Facility Management PC.
9. Each Pay-on-Foot is to have capacity to be programmed with multiple rate structures. Each rate could be different in time increments, on different hours of the day, and on different days of the week. Fees may be both variable and fixed within one structure. The fee structure shall be initially set up by Proposer/Installer to the City's requirements. Subsequent changes to the fee structure and/or allocated grace time shall be completed by the Proposer as requested.
10. POF must have a "Lost Ticket" button and capability.
11. POF must have decals that plainly and clearly read:

    a. Lost Ticket
    b. Press for Assistance
    c. Receipt
    d. Cancel
    e. Scan ticket here
    f. Credit Card Here w/accepted credit card logos (VISA, MC, DISCOVER, and AMEX)
    g. 24-hour assistance number

12. Battery backup shall be provided for Pay-on-Foots so they can continue to take payments and validate barcoded or QR-coded tickets in the event of power failure in the College Main Parking Garage.
23. POF must be weather-resistant, vandal-resistant, and corrosion-resistant. It shall have heating and cooling components (temperature controlled). Reliable operation during high-volume traffic conditions and designed for 24/7 continuous use.

Cashier Station (1)

Cashier station shall meet the following specifications, and is not limited to:

1. Support a fee display and validator/ticket reader.
2. Credit card processing capability with the ability to complete a transaction in under 6 seconds.
3. Meet "chip" and tap to pay compliancy (EVM ready).
4. Meet Payment Card Industry Data Security Standards (PCI DSS), FACTA, and PCI Software Security Framework (SFF) compliance standards and practices.

5. Cashier Station is to have the capacity to be programmed with multiple rate structures. Each rate could be different in time increments, on different hours of the day, and on different days of the week. Fees may be both variable and fixed within one structure. The fee structure shall be initially set up by Proposer/Installer to the City's requirements. Subsequent changes to the fee structure and/or allocated grace time shall be completed by the Proposer as requested
6. Cashier Station to have a programmable lost ticket button.
7. Cashier Station to have a programmable broken gate arm button.
8. Provide financial reports, e.g., cashier report, daily lane report.
9. Ability to create specialty passes (i.e., congress or VIP passes that will allow a customer to enter and exit the facility with no fee associated with the pass. Passes must have at a minimum, a 1-10 trip capability that can be adjusted by City staff. One trip consists of an entrance followed by an exit.
10. Ability to take transactions in the event of a communication failure (credit card gateway goes down or PARCS system goes offline). Minimum storage capacity of 1,000 transactions. Able to process transactions once communication is restored.
11. Battery backup shall be provided for the Cashier Station Pay so it can continue to take payments and validate barcoded or QR coded tickets in the event of power failure in the College Main Parking Garage.

Special Event Pre-Paid Parking

There is an average of seven to eight Texas A&M home football games a year, as well as several other special events that take place in the Northgate District. The new system must have the capability of providing customized Special Event parking and pre-paid validated parking as needed. City Staff must be able to set up determined dates/times and fees as needed.

Vehicle Detection Loops

Vendor must test all existing loops in each lane. New vehicle detection loops were installed in December 2019, and they are still fully functional with zero issues. However, if the Proposer determines new detectors require installation for the detection of vehicle presence essential to equipment component operation and facility entrance/exit count totals, they must submit a detailed report or summary to the City as to why. If new loops are required, the loop detectors shall be solid-state electronic devices with fully self-tuning and self-scanning features.

1. Vehicle detector loops (arming and closing) installed at all entrance/exit equipment lanes shall provide complete facility entrance/exit count totals, regardless of the status of the equipment component (e.g., gate arm raised).
2. A minimum of two (2) switch-selectable operating frequencies is required.
3. The loop detector shall be integrated into the overall vehicle count control system. The detector shall be of sufficient speed and reliability to permit accurate operation of the system.
4. Ability for City Staff to "tune" loops as needed.
5. Ensure integration or synchronization with QR code scanner, AVI/RFID readers, payment devices and gate arm controllers.

Intercoms

Intercom shall be an IP-based Intercom System (Voice Over Internet Protocol) to allow patrons to communicate with the parking office during regular business hours and can be programmed to forward to a phone number in the event no one is in the office. All devices (Entry/Exit Stations and Automated Pay Stations) shall have IP-based intercoms. The same applies to after-hours (when no staff are on duty). The staff must be able to send commands to the parking garage devices through their cellular device (send a remote gate vend with a specific numerical and special character code). The assistance intercom alarm or sound must be programmable or automatically deactivate within two to three minutes of activation. The audio quality and performance must support high-quality audio with minimal latency, ensure clarity for both the patron and staff, and provide automatic volume adjustment based on ambient noise levels. The intercom-based phone must display the lane or device identification when a call is initiated.

Remote Access/Management

City staff must have the ability to maintain 24/7 access to the management system controlling parking operations. Staff must be able to remotely bring the system back to operational status in case of a system failure with minimal loss of revenue.

Desktop Client for PARCS Garage City Computers

The proposed Parking Access and Revenue Control System shall include a desktop client application installed on designated City-owned desktops. The client PC is necessary to provide City staff with direct operational control, reporting, and oversight capabilities (e.g., alarms, facility counts, etc.).

- **General Requirements**
  1. The PARCS solutions shall include a desktop client application compatible with City IT standards (Windows 11, City-managed domain environment).
  2. The desktop client shall provide secure SSO User authentication for City staff to access garage operations and revenue data.
  3. The vendor shall be responsible for the installation, configuration, and testing of the desktop client on designated computers.

- **Functional Requirements**
  1. System monitoring: The desktop client shall provide real-time visibility of entry/exit lanes, Pay-on-Foot stations, gate status, occupancy counts, alarms, and equipment diagnostics.
  2. Transaction & Revenue Management: The desktop client shall allow staff to:
     a. Access transaction logs and payment history.
     b. Generate and export revenue and audit reports.
     c. Reconcile daily, weekly, and monthly revenue activity.
  3. Credential & Access Control: The desktop client shall allow authorized staff to issue, modify, and deactivate RFID/AVI tags.
  4. Exception Handling: The desktop client shall provide functionality for lost tickets, misreads, equipment overrides, and other manual interventions.
  5. Customer Service Tools: The desktop client shall allow staff to resolve customer issues in real time, including validations, fee adjustments, and gate operations.

- **Security & Compliance Requirements**
  1. The desktop client shall operate within the City's IT security policies, including Active Directory authentication and role-based access control. SSO/SAML Authentication is required.
  2. All data accessed via the desktop client shall be encrypted in transit and at rest, following City cybersecurity standards.
  3. The desktop client shall maintain full audit logging of user activity, available by City admin.

- **Maintenance and Support Requirements**
  1. Vendor shall provide all software updates, patches, and upgrades to desktop client at no additional cost during the maintenance terms.
  2. Vendor shall provide documentation and training for City IT staff on installation, configuration, and troubleshooting of the desktop client.
  3. Vendor shall ensure the desktop client remains compatible with future PARCS server upgrades and City IT operating environments.

Barcode or QR Code Thermal Paper (Ticket)

Proposer shall get with the City on the design and language/wording for the Barcode or QR Code thermal paper tickets. Facility Management System must allow for ticket batches to be cleared (open and closed tickets). Once cleared, no "open" tickets that were deleted shall work again in any of the automated pay stations, exit gates, or cashier stations. On the back of the thermal paper, the City would like the following: (1) LOST OR STOLEN TICKETS CUSTOMER'S RESPONSIBILITY, (2) CUSTOMERS HAVE 15 MINUTES TO EXIT THE GARAGE AFTER PAYMENT, and (3) THE CITY OF COLLEGE STATION IS NOT RESPONSIBLE FOR DAMAGE OR LOSS TO VEHICLE OR CONTENTS. The barcode of QR code ticket must print on high-quality, be both heat-resistant and water-resistant, and fade-resistant thermal stock.

Implementation

Upon selection, Proposer shall provide an installation schedule based on the priority of the parking needs and operation. The schedule must include the time for the complete project, including but not limited to start date, site construction, electrical, training, testing, etc. The successful Proposer shall meet with City of College Station staff to determine the parking needs during installation. Installation time frame **must** commence on Monday, May 11, 2026 (when Texas A&M spring semester ends), and be completed no later than Thursday, June 11, 2026. **The project must be completed in phases so contract or licensee motorists can continue to use the parking garage w/o disruption of service as well as transient parkers and so the City does not completely lose its revenue stream. If the successful Proposer does not meet the end deadline date, it will result in a monetary penalty agreed upon between the vendor and City of College Station.**

Project Management

The proposer must designate a Project Manager who will:

- Serve as the primary point of contact.
- Coordinate all vendor and subcontractor activities.
- Provide project updates to the City both verbally and in email.
- Lead status meetings.
- Ensure the project remains on schedule.
- Resolve any issues that may affect progress or performance.

The designated Project Manager is expected to remain assigned to the project for its entirety, unless a reassignment is necessitated by an unforeseen emergency.

Delivery, Storage and Handling of New Equipment

1. The equipment shall be delivered to the site packaged to prevent damage and marked for easy identification of each component when ready to install.
2. The equipment shall be stored in a clean, dry location provided by the City of College Station.
3. Damaged equipment shall be replaced at no cost to the City of College Station.
4. Proposal will include all cost for freight charges for delivery of the new system to site.
5. Proposer will provide the means to unload shipped boxes/containers from freight carriers to location provided by the City of College Station. **City of College Station staff are not responsible for unloading any of the shipment boxes or containers**.

Spare Parts

Each equipment system will be unique in design and therefore each will have different internal components. Proposer shall provide itemized pricing for recommended spare parts. Proposer shall determine the type and quantity of spare parts that are essential for maintaining the system. **If credit card readers are upgraded later to new industry standards, the**

successful Proposer shall give advance notice to the City in writing; so, we can budget ahead of time and allocate funds. At least six months' notice shall be given, failure to do so will result in no cost to the City for the upgrade in credit card readers.

Testing and Acceptance

The system acceptance test shall be conducted by the Proposer as a demonstration to the City that the installed equipment is performing correctly. **Proposer must provide an on-site technician for at least the first three peak nights: that being Thursday, Friday and Saturday at night peak times, 11:00 PM – 3:00 AM. This is to be scheduled with City staff after system go-live.**

Service

Proposer shall define normal business hours, days, as well as holiday schedule for service calls. Proposer shall also provide the published hourly service rate and trip charge (if any) for normal business hours, holidays, weekends etc. not covered by warranty/maintenance agreement.

Maintenance & Customer Service/Technical Support

Proposer shall provide the cost details for providing System Warranty and Support Services. This includes all equipment, hardware, software and services. Proposer shall describe manufacturer and installer warranties that are provided as part of your proposal. Any required maintenance of the system during the warranty period shall be detailed. Maintenance responsibilities and services with related costs should also be detailed. It is important the successful Proposer provide 24/7/365 customer/technical support. If the City does not have the capability to repair the malfunction, a support system is required that will enable us to have the system repaired without lost revenue.

1. Response time (that being a call from support) **must be 30 minutes or less**. Failure to do so will result in no cost accrued to the City for any after-hours work. A written explanation of why support did not respond within the 30-minute timeframe will be required by the City. On-site response time if required **shall be no longer than three hours**.
2. Preventative maintenance is to be carried out on a monthly basis. Documentation/reports shall be made available for customer inspection on site.
3. A detailed report on maintenance actions shall be provided no later than 72 hours upon completion of the preventative maintenance.
4. City shall be notified 72 hours in advance of a pending PM (preventative maintenance).
5. Business hours are normally 8:00 AM to 5:00 PM Monday-Friday.
6. Equipment or parts to be excluded from the maintenance contract are to be defined, together with estimates of operational life and replacement costs.
7. Annual Service and support must be provided for years two-five (2-5).

Preventive Maintenance tasks for each PM visit must include the follow tasks, at minimum

- Cleaning and inspection of QR code scanners.
- Cleaning and testing of thermal printers.
- Cleaning internally of devices (cobwebs/spiderwebs, dirt, etc.) and externally (outside shall be disinfected and free of dirt and dust).
- Replacement of worn print heads (as required).
- Testing of EMV (chip-reader), NFC, and mag-stripe card readers.
- Inspection of gate arm mechanisms and safety sensors.
- Testing of vehicle detection loops and RFID/AVI system.
- Verification of intercom audio quality.
- Inspection of wiring and conduit.

- Ensuring all device enclosures are secure.
- Firmware and software updates.
- Backup verification and system health checks.
- Review of alarm logs and device errors.
- Testing of UPS or backup power systems.

Training

Proposer shall provide adequate training to City staff on system operation, troubleshooting, device maintenance, payment processing, reporting tools, special event programming, and AVI/RFID credential management. Training shall be delivered on-site. Staff included in the training will be: (1) District Enforcement Specialists and Management, (2) City Training manual/materials must be provided. Total hours of training must be 40 hours. The proposer must provide complete documentation, including: (1) system manuals, (2) installation guides, (3) user guides, (4) network diagrams, (5) as-built drawings and (6) warranty documentation. All documentation must be provided in both electronic (PDF) and printed form.

Warranty

1. The warranty period will start once the equipment is installed, operational, and approved ***in writing*** by the City and shall be provided by the Proposer, and not by a third party.
2. Proposer shall provide extended parts and labor warranty for years two, three, four, and five. The City would prefer a four-year extended parts and labor warranty over yearly renewals.
3. During the warranty period, software modifications (updates) that improve the functionality of the system shall be provided to the City at no additional cost.

IT Requirements

Garage Central Office – Central Computer (Facility Management System)

In coordination with the City's IT department, replace one fee computer (manual cashiering station) and all associated peripheral equipment and necessary software licenses. Central office renovation also involves the replacement of the two uninterrupted power supply units and surge protectors for the revenue control system, as well as the installation of a new assistance intercom system. The cashiering station computer, along with all software and necessary applications/peripherals included, must be compatible with the Windows 11 operating system.

Software/Hardware:

The vendor must provide a detailed specification list for all hardware required for successful implementation. Any proprietary hardware will be purchased from the solution vendor, but for any non-proprietary computer hardware, the City IT department will purchase it separately. The server hardware operating system must be Windows-based, with a minimum requirement of Windows 2022 and be VMWare compatible. Oracle and Linux will not be supported in the City environment. Vendor software that will need to be installed in the City's environment will need to be completed by the vendor and City IT personnel. For any system maintenance that the Vendor needs to complete, including but not limited to system updates/upgrades, operating system, and database management, must be coordinated first with City staff, including City IT personnel. City IT prefers to have a testing environment and a production environment established for users and IT to test the system upgrades and subsequent new features without affecting ongoing production. The software installation process and requirements will be thoroughly documented by the vendor and will be available to the City for review and acceptance prior to installation. Technical and end-user administrator knowledge transfers will be performed to ensure that the City IT personnel can maintain the installation or perform a re-install if necessary.
A Disaster Recovery environment should be considered. The software installation process and requirements will be thoroughly documented by the vendor and be available to the City for review and acceptance prior to the actual installation. Additionally, criteria demonstrating a successful installation will be itemized and available for the City to review and approve.

Technical and end-user administrator knowledge transfers will be performed to ensure that the City can maintain the installation or perform a re-install if necessary, and that the end user can sufficiently maintain business rules and mandates. If the solution is a Cloud-based solution, the vendor must provide the Data Center Security standards followed and the SOC II compliance.
All cameras must be compatible with the City's current camera system, Avigilon.

Data/Database Management:

For on premise solutions, database platform for applications must be at a minimum Microsoft SQL Server 2022. Oracle and Linux will not be supported in the City's environment. Vendor must provide detailed data backup recommendation/plan for City data. Methods of backup the City supports are Rubrik and SQL. Any proposed backup plans from vendor must be compatible with both or either of these. Vendor will need to work closely with City IT personnel to complete maintenance plans set up. Existing historical data and all other related data supporting current systems will be cleaned, converted where required and imported/migrated into new system for at least six (6) months of data. This imported historical information will be accessible for viewing and reporting in for vendor hosted solutions, data needs to be easily accessible to City staff and should be backed up periodically to ensure no loss of data in case of outage. System should offer no degradation of service during system backup and maintenance functions.

System Redundancy:

For on premise solutions, the successful vendor should provide detailed recommendations/action plans and support for City staff to be able to keep systems up and running in case of any outage or downtime. For vendor hosted solutions, the successful vendor should describe specific actions and policies that they follow to ensure that all systems stay up and operating in case of any outage or downtime.

Go-Live Support

Full implementation support must be described, including the respondent's plan for on-site startup assistance and support for the application.

Financial Data Export: (Both for IT & Finance)

With the current system, the City currently has a batch file exported with financial data that gets imported into the City's Tyler Munis ERP system. The successful vendor should be able to create an interface where users can extract this data or create a similar type of file for staff to be able to import financial data into the ERP system.

Finance Requirements

1. **Credit/Debit Card Processing**
   - The City's preference is to have an integrated processor/gateway within the software.
   - PCI Compliance: Require the PARCS system to be PCI DSS compliant and to use Point-to-Point Encryption (P2PE) or EMV chip readers.
   - Acceptance Rules: Define which card brands (Visa, MC, Amex, Discover) and mobile wallets (Apple Pay, Google Pay, NFC contactless) will be accepted.
   - Transaction Types: Approvals must support both real-time authorization and offline fallback if the network drops.
   - All fees need to be charged separately on a monthly basis through the City's bank account.

2. **Revenue & Reconciliation**
   - Daily Reconciliation Reports: Finance should define the reporting needs by certain characteristics needed by the system.
   - Exception Reporting: Reports for unpaid tickets, lost tickets, voids, discounts, validations, etc.

- Integration: The City would prefer to have a downloadable GLDL batch for Tyler Enterprise ERP System. Each Revenue type and Tax will need to be configured in downloadable batch with separate GL account.
- Audit Trail: Require detailed transaction logs for revenue assurance.

3. **Taxation & Fees**
   - Sales Tax Settings: Finance needs to specify local/state tax rates.

4. **Refunds & Chargebacks**
   - Refund Process: Define whether refunds are done via PARCS, the finance-only portal, or manually through the processor.
   - Chargeback Handling: Who monitors disputes and provides evidence (PARCS should retain transaction records).

5. **Security & Compliance**
   - PCI DSS Attestation: Finance should confirm that both PARCS and the payment processor maintain current PCI compliance.
   - SOX / Internal Controls: Define separation of duties between operations and finance (reconciliation).
   - Data Retention: Specify how long financial records are kept.

Alternate Bids

The City reserves the right to select any, all, or none of the alternate bids submitted as part of this Request for Proposals. The selection of alternates will be made at the sole discretion of the City and may include:

- Acceptance of all alternate bids,
- Acceptance of one or more alternate bids, or
- Rejection of all alternate bids.

The final contract award may reflect any combination of base bid and selected alternates, as determined to be in the best interest of the City.

Alternate Bid 1: Smart Real-Time Parking System (IoT-Based)

1. **Introduction**

The City would also like, as part of this RFP, an alternate bid for the design, installation, and support of a Smart Real-Time Parking System utilizing Internet of Things (IoT) technologies or an equivalent to IoT. This system is to enhance parking management through real-time space monitoring, data analytics, and optional user-facing applications.

2. **Project Objectives**
   - Improve parking space utilization and turnover.
   - Provide real-time occupancy data to facility managers and parkers.
   - Enable data-driven decision-making through analytics.
   - Ensure scalability for future expansion if the garage is added onto vertically (additional garage floors).

3. **Scope of Work**

3.1 **Occupancy Detection**

Vendors shall propose one or both of the following technologies:
- **In-ground sensors** (e.g., magnetic, ultrasonic) for individual space detection.
- **Overhead cameras** with AI-based image recognition for space monitoring.

The system must:

- Accurately detect vehicle presence.
- Operate reliably in various environmental conditions.
- Provide real-time updates to the central system.

3.2 **Data Transmission and Integration**

- Use secure wireless communication protocols (e.g., LoRaWAN, NB-IoT, LTE-M, Wi-Fi).
- Transmit real-time occupancy data to the Facility Management System (FMS).
- Integrate with digital signage at garage entrances to display space availability.
- Provide APIs for integration with third-party systems.

3.3 **Optional User Interface**

Vendors may include a mobile app or web portal that:

- Displays real-time parking availability.
- Offers navigation to available spaces.
- Supports user account management.

3.4 **Analytics and Reporting**

The system must include a dashboard and reporting tools that provide:

- Occupancy rates and turnover metrics.
- Peak usage analysis and demand forecasting.
- Customizable reports are exportable in standard formats (CSV, PDF, Excel).

3.5 **Scalability**

- The system must support phased deployment and future expansion.
- Support remote firmware and software updates.

3.6 **Installation and Commissioning**

- Conduct site surveys and infrastructure assessments.
- Install sensors, cameras, and signage.
- Configure and calibrate the system.
- Perform system testing and validation.
- Provide training for garage staff.

3.7 **Maintenance and Support**

- Include warranty coverage for all hardware.
- Provide SLA-based technical support and preventive maintenance.
- Enable remote diagnostics and troubleshooting.

3.8 **Compliance and Security**

- Ensure compliance with applicable regulations (e.g., FCC, ADA).
- Implement data privacy and cybersecurity best practices (e.g., GDPR, ISO 27001).
- Include secure authentication and role-based access control.

****NOTE**: The real-time parking equipment system, including lights and associated hardware, shall be installed at a height sufficient to prevent tampering, vandalism, or interference from pedestrians. The mounting height **must** be above the reach of individuals attempting to hang on, strike, or damage the equipment. This is because of potential intoxicated patrons due to nearby bars. Equipment should also be designed and positioned to discourage climbing or grabbing, while remaining accessible for authorized maintenance technicians and City staff.****

Alternate Bid 2: Repainting of Handicap Spaces, Van Access Aisles, Small Car Spaces, and Garage Bollards/Railings

Scope of Work:
Contractor shall provide all labor, materials, and equipment necessary to repaint the following:

1. Handicap Parking Spaces: Repaint all existing handicap space international symbols (wheelchair) and associated blue & white pavement markings to meet ADA standards.

2. Van Accessible Aisles (Cross Hatch Areas): Repaint all x-hatch striped access aisles adjacent or next to ADA spaces, including bold white striping and "NO PARKING" lettering in each aisle.

3. Small Car Spaces: Repaint all designated "SMALL CAR" stalls with fresh stall striping and legible "SMALL CAR" wording inside each space.

4. Yellow Protective Bollards and Railings: Re-paint of all yellow protective bollards and railings in the parking garage. ****Note: There are bollards located near the Pay-on-Foot devices.****

5. Garage Entry and Exit Laneways: Repaint all existing directional arrows in white reflective pavement marking paint.

Specs.:
- Use durable, traffic-grade, and reflective pavement marking paint.
- Use durable, traffic-grade, and reflective yellow paint.
- Colors shall meet ADA and MUTCD compliance blue/white for handicap, white for x-hatch marks, and white for standard small car stalls.
- Lettering must be sharp, legible, and consistent across all stalls.
- Contractor shall verify the # of spaces, aisles, and yellow bollards/railings prior to work for accurate pricing.

Deliverables:
- Completed repainting of all identified spaces, aisles, bollards & railings, and directional arrows (entry and exit lanes).
- Cleaned work areas free of paint splatter or debris.
- Work shall be performed during low traffic hours to minimize disruptions and allow for maximum drying times.

Proposal Requirements:
- Unit pricing for repainting each stall & aisle type, bollards & railings, and directional arrows in the entry & exit lanes. Provide a lump sum.
- ET for completion.
- Warranty information on paint products and workmanship.

Alternate Bid 3: Entry Station Weather Protection
The City of College Station's Entry Station (College Main side) in our PARCS garage is exposed to inclement weather conditions, including intense heavy rains and winds. At times, this exposure or weather allows water to penetrate the machine, which has led to malfunctions in the equipment and wet tickets. This has resulted in disruptions to customer service. To mitigate this risk and ensure reliable device operation, we would like one of three protective measures:

1. **Protective Canopy or Overhang**:

- Install a weather-resistant canopy or overhang above the **College Main** and **Reverse Entry** Station to shield the unit from direct rainfall and wind-driven precipitation, as rainwater currently just pools on top of the Entry Stations and eventually leaks through the top seals.
- The canopy should extend far enough outward and to the sides to prevent rain from entering the machine at an angle. However, the canopy cannot protrude too far out, as we have some large trucks (parkers) with side mirrors that may cause damage to their trucks or the canopy itself.

2. **Wind Barriers**:

   - Install side panels or partial wind screens integrated with the canopy structure to provide additional protection.

3. **Weather Gaskets and Seals**:

   - Reinforce gaskets and seals to vulnerable points on the Entry Station (barcode or QR code thermal ticket slot, etc.) to minimize water intrusion.

Provide the cost for material and labor with the best recommended solution. Contractor and the successful parking vendor must ensure that the proposed solution will not impact on the functionality of the Entry Station.

Exhibit B
Payment Terms

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

Schedule of Payment for each phase:

Cost Proposal	$314,748.00
+ Alternates	$489,141.00
Year 1 Total	$803,889.00

Preventative Maintenance/Software Fees + Alternate Annual Fees:

Year 2 Total	$39,729.00
Year 3 Total	$39,729.00
Year 4 Total	$39,729.00
Year 5 Total	$39,729.00

TOTAL COST: $962,805.00

Reference Final Cost Proposal Attached

DESIGNA (Cloud)							
	Year 1	Year 2	Year 3	Year 4	Year 5	Total	
PARCS Equipment	$224,948	-	-	-	-	$224,948	
Barrier Gates	included	-	-	-	-	$0	
Entry Stations	included	-	-	-	-	$0	
Exit Stations	included	-	-	-	-	$0	
Pay-on-Foot Stations	included	-	-	-	-	$0	
Cashier Station	included	-	-	-	-	$0	
RFID AVI System	included	-	-	-	-	$0	
RFID Windshield Tags	$12,500	-	-	-	-	$12,500	
Credential Management Software	included	-	-	-	-	$0	
Facility Management System	included	-	-	-	-	$0	
Dynamic Count Signs	included	-	-	-	-	$0	
Spare Parts	included	-	-	-	-	$0	
Installation	included	-	-	-	-	$0	
Freight/Delivery	included	-	-	-	-	$0	
Extended Warranty (Years 2-5)	$77,300	-	-	-	-	$77,300	
Preventative Maintenance/Software Fees	included	$10,560	$10,560	$10,560	$10,560	$42,240	
Other: Equipment wrapped in Aggie Maroon	included	-	-	-	-	included	
Cost Proposal	$314,748	-	-	-	-	$356,988	
Optional: DESIGNA Control Center	$12,468	$15,000	$15,000	$15,000	$15,000	$72,468	Centralizes operations of DESIGNA, Parkmobile, and Parking Guidance System into a single user interface with unified reporting.
Optional: DESIGNA PayMobile	$2,500	$3,384	$3,384	$3,384	$3,384	$16,036	Allows patrons to scan QR code on bottom of ticket or displayed in garage to pay using their mobile device.
Total Cost Proposal	**$329,716**					**$445,492**	
Alternate 1: Smart Real-Time Parking	$430,658	$10,785	$10,785	$10,785	$10,785	$473,798	
Alternate 2: Repainting (ADA, Small Car, Bollards, Arrows)	$10,135	-	-	-	-	$10,135	
Alternate 3: Entry Station Weather Protection	$33,380	-	-	-	-	$33,380	
Total w/ Alternates	**$803,889**					**$962,805**	

City of College Station - Purchasing Division
RFP 26-043
Parking Access and Revenue Control System
in the College Main Parking Garage
Opening: (Revised Per Addendum 2) Thursday, March 12, 2026 @ 2:00 p.m.

Main Proposal

Category / Item Description	Notes	Qty	Unit Cost	Total Cost	Yes / No
Demolition & Disposal	Removal/disposal of existing PARCS equipment	1	*(N/A)*	*(N/A)*	Yes
Civil/Electrical/Mechanical	Site prep, wiring, conduit, concrete, painting	1		Included	Yes
PARCS Equipment	Complete new system (no reuse of old system) – Base price	1	*(N/A)*	224948	Yes
Barrier Gates	Automatic, breakaway, straight arms, battery backup	6		Included	Yes
Entry Stations	Barcode/QR code ticket dispensers, IP camera/intercom	3		Included	Yes
Exit Stations	Receipt dispensers, debit/credit card only readers, barcode/QR/RFID readers, lost ticket button, decals, IP camera/intercom	3		Included	Yes
Pay-on-Foot Stations	Debit/credit only readers, barcode/QR readers, lost ticket button, decals, receipt, IP camera/intercom	4		Included	Yes
Cashier Station	Manual cashiering, fee display, validator, debit/credit card only readers	1		Included	Yes
Credit Card Readers	Visa, MC, Discover, AMEX, Apple Pay, Google Pay (EMV, NFC)	8	*(N/A)*	*(N/A)*	Yes
RFID AVI System or Equivalent	EZ TAG-style system: UHF readers, antennas, controllers, credential management, anti-passback, online-only activation. Must support 24/7 and 5:00 AM – 10:00 PM access windows for monthly, six-month, and annual passes.	1		Included for all 6 lanes. LPR proposed as Alternate on separate form.	Yes
RFID Windshield Tags	Minimum of 1,000 tags for contract parkers (EZ TAG compatible)	1,000	12.5	12500	Yes
Credential Management Software	Online payment, auto-activation/deactivation, expiration alerts, user database	1		Included	Yes

Privileged Access Configuration	**Set-up for City staff and emergency vehicles (i.e. CSPD, Fire, etc.)**	**1**		**Included**	Yes
Facility Management System	**Central computer, software, reporting, export tools**	**1**		Included	Yes
Dynamic Count Signs	**"OPEN/FULL" LED signs for entrances**	**2**		Included	Yes
Intercom System	**IP-based, all stations, CFWD capability**	**1**		Included	Yes
Special Event Programming	**Ability for City staff to create special event programming for Texas A&M home football games, Congress or VIP passes, etc.**	**—**	**(*N/A*)**	**Included**	Yes
Vehicle Detection Loops	**New loops were installed in 2019. Are current loops compatible with new system? If not provide cost to replace.**			**Reuse existing**	Yes
Alarm Management	**Illegal Exits, tag holders and transient back-outs, tag holder anti-passback, barrier gate arm broken, device offline, etc.**	**—**	**(*N/A*)**	**(*N/A*)**	Yes
Spare Parts	**Recommended spares for maintenance including windshield tags, receipt paper, thermal paper/ticket, etc. (provide a separate spare parts itemized list with unit cost)**	**—**		Includes 6 spare straight arms, 20k barcode tickets, 32 rols of receipt paper.	Yes
Installation	**Labor, setup, testing, training, documentation**	**—**		Included	Yes
Freight/Delivery	**Shipping, unloading, storage**	**—**		Included	Yes
Warranty (Year 1)	**Parts & labor, software updates**	**1**	***(N/A)***	***(N/A)***	Yes
Extended Warranty (Years 2–5)	**Parts & labor, software updates**	**4**	19325	77300	Yes
Preventive Maintenance (annual service + support)	**Monthly PM, documentation, technician reports (include years 2-5 support)**	**12**	Included in Extended Warranty	Included in Extended Warranty	Yes
Customer/Tech Support	**24/7/365, response times, on-site support, trip charge (Provide a cost breakdown)**	**—**	Included in Extended Warranty	Included in Extended Warranty	Yes
Meet Installation Deadline	**Monday, May 11, 2026 – Thursday, June 9, 2026**	**—**	**(*N/A*)**	**(*N/A*)**	Yes Yes
Acceptance of Post go-live Visit	**On-site technician from Thursday – Saturday night (5 PM – 4 AM)**	**—**	**(*N/A*)**	**Included**	Yes

Training	**On-site, manuals/materials (Must be 40 hours)**	**—**		Included	Yes
Sample out of Box Reports Provided	**Reports exportable to Excel/PDF (provide sample reports)**	**—**	**(*N/A*)**	**(*N/A*)**	Yes
Offline Transaction Support	**Minimum 1,000 offline transactions with auto-sync**	**—**	**(*N/A*)**	**(*N/A*)**	Yes
Software/Hardware Licenses	**All required licenses**	**—**		Included	Yes
IT Integration	**ERP export, backup, disaster recovery, redundancy**	**—**		Included	Yes
Other	**Any additional items**	**—**	Equipment wrapped in Aggie Maroon	Included	

City of College Station - Purchasing Division
RFP 26-043
Parking Access and Revenue Control System
in the College Main Parking Garage
Opening: (Revised Per Addendum 2) Thursday, March 12, 2026 @ 2:00 p.m.

Ongoing Fees

Category / Item Description	Notes	Qty	Unit Cost	Total Cost	Yes / No
Software Fees	Annual/monthly software/support (include licensing, updates)	12 (months)	880	10560	Yes
Preventive Maintenance	Monthly/annual PM fees, documentation, reports	12 (months)		Included in Base Bid	Yes
Support Fees	24/7/365 support, response time ≤ 30 min, on-site ≤ 3 hrs	12 (months)		Included in Base Bid	Yes
Other	Any additional ongoing fees (e.g., cloud hosting, backups)	—		Included in Base Bid	

City of College Station - Purchasing Division
RFP 26-043
Parking Access and Revenue Control System
in the College Main Parking Garage
Opening: (Revised Per Addendum 2) Thursday, March 12, 2026 @ 2:00 p.m.

IT Requirements

IT Requirement Area	Description	Included? (Yes/No)	Notes / Cost (if applicable)
System Architecture	Supports on-premise (Windows Server 2022, VMWare) and/or cloud-hosted (SOC II compliant)	Yes	Included in base bid
Client Compatibility	Desktop client compatible with Windows 11, SSO/SAML authentication	Yes	Included in base bid
Active Directory User Group	Admin/Supervisor/Tech, etc.	Yes	Included in base bid
Data Security	Encryption at rest and in transit, full audit logging	Yes	Included in base bid
Disaster Recovery	Documented DR plan; no service degradation during backup	Yes	Included in base bid
Database Platform	Microsoft SQL Server 2022 (Oracle/Linux not supported)	Yes	Included in base bid
Backup Compatibility	Supports Rubrik and SQL-based backups	Yes	Included in base bid
Testing Environment	Separate test and production environments for upgrades	Yes	Included in base bid
Remote Access	24/7 remote access for City staff to manage/restore system	Yes	Included in base bid
Camera Compatibility	All IP cameras compatible with Avigilon	Yes	Included in base bid
Software Maintenance	All patches, updates, and upgrades included during term	Yes	Included in Cloud Deployment
IT Training & Documentation	Admin training, install/reinstall guides, knowledge transfer	Yes	Included in base bid

Finance Requirements

Finance Requirement Area	Description	Included? (Yes/No)	Notes / Cost (if applicable)
Credit/Debit Card Acceptance	Visa, MC, Discover, AMEX, Apple Pay, Google Pay (EMV, NFC)	Yes	Same as existing system
PCI Compliance	PCI DSS, P2PE, SSF, FACTA, DSOP (AMEX)	Yes	Same as existing system
Offline Transaction Support	Minimum 1,000 offline transactions with auto-sync	Yes	Same as existing system
Revenue Reporting	Daily, weekly, monthly, event-based, and occupancy reports (provide sample reports)	Yes	Same as existing system
Audit Trail	Logs for lost/voided tickets, validations, chargebacks	Yes	Same as existing system
ERP Integration	Tyler Munis GLDL batch export with revenue/tax mapping	Yes	Same as existing system
Refunds & Chargebacks	Defined workflows; transaction record retention	Yes	Same as existing system
Internal Controls	SOX-compliant separation of duties (Ops vs. Finance)	Yes	Same as existing system
Tax Configuration	Local/state tax rates configurable	Yes	Same as existing system

City of College Station - Purchasing Division
RFP 26-043
Parking Access and Revenue Control System
in the College Main Parking Garage
Opening: Thursday, February 26, 2026 @ 2:00 p.m.

Alternate Bid 1 – Smart Real-Time Parking System (IoT-Based)

Category / Item Description	Notes	Qty	Unit Cost	Total Cost	Yes / No
Occupancy Sensors	In-ground or overhead camera sensors	539		380658.35	
Data Transmission	Wireless protocols (LoRaWAN, NB-IoT, etc.)				
Digital Signage	Real-time space availability displays	9	2 Monument + 7 Interior	Included	
Mobile/Web App	User interface, navigation, account management				
Analytics Dashboard	Reporting tools, exportable reports				
Installation	Site survey, setup, calibration				
Maintenance/Support	Warranty, SLA, remote diagnostics	2 Year		Included	
Compliance/Security	FCC, ADA, GDPR, ISO 27001				
Other	Additional items	Installation of electrical and network infrastructure if not provide by The City		50,000	

City of College Station - Purchasing Division
RFP 26-043
Parking Access and Revenue Control System
in the College Main Parking Garage
Opening: Thursday, February 26, 2026 @ 2:00 p.m.

Alternate Bid 2 – Repainting (ADA, Small Car, Bollards, Arrows)

Category / Item Description	Notes	Qty	Unit Cost	Total Cost	Yes / No
Handicap Spaces	Repaint symbols, blue/white markings (ADA compliant)	16		5400	Yes
Van Access Aisles	Repaint cross-hatch, “NO PARKING”	16		Included Above	Yes
Small Car Spaces	Repaint striping, wording	61		Included Above	Yes
Bollards/Railings	Repaint all yellow bollards/railings on first floor of the garage	69		4735	Yes
Directional Arrows	Repaint entry/exit lane arrows (reflective paint)	5		Included Above	Yes
Warranty	Paint/workmanship warranty (one year)	—	—	Included for all	Yes
Other	Additional items				

City of College Station - Purchasing Division
RFP 26-043
Parking Access and Revenue Control System
in the College Main Parking Garage
Opening: Thursday, February 26, 2026 @ 2:00 p.m.

Alternate Bid 3 – Entry Station Weather Protection

Category / Item Description	Notes	Qty	Unit Cost	Total Cost	Yes / No
Protective Canopy/Overhang	Weather-resistant canopy for entry stations	2	16690	33380	Yes / No
Wind Barriers	Side panels/wind screens		Included		
Weather Gaskets/Seals	Reinforce entry station seals		Included in Base		
Installation	Labor/materials		Included		
Other	Additional items				

Voluntary Alternates (LPR, Value-added Software modules) - BAFO
CLOUD

Optional Technology	Quantity	One-time Cost	Annual Software Cost	Annual Support Cost	Description
DESIGNA Control Center	1	$ 12,468.00	$ 15,000.00	$ -	Centralizes operations of DESIGNA, Parkmobile, and Parking Guidance System into a single user interface with unified reporting.
DESIGNA PAY Mobile	1	$ 2,500.00	$ 3,384.00	$ -	Allows patrons to scan QR code on bottom of ticket or displayed in garage to pay using their mobile device.

Exhibit C
Certificates of Insurance

DESIACC-01 BSTIERWALT

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 5/11/2026

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	CONTACT NAME: Barbara Stierwalt
Berger Briggs Insurance & Risk Solutions, LLC An ISU Network Member 4333 Pan American Fwy NE, Suite A Albuquerque, NM 87107	PHONE (A/C, No, Ext): (505) 962-2654 FAX (A/C, No): E-MAIL ADDRESS: bstierwalt@bbirs.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Transportation Insurance Co.	20494
INSURER B : Continental Insurance Co	35289
INSURER C : American Casualty Company of Reading Pennsylvania	20427
INSURER D : Certain Underwriters at Lloyds	
INSURER E : Lloyd's	
INSURER F :	

INSURED

Designa Access Corporation
Wescor Parking Control
5050 Westway Park Blvd. #175
Houston, TX 77041

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR X Owner?s & Contractor GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT X LOC OTHER:		X	7040206766	9/1/2025	9/1/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1,000,000 $ 100,000 $ 15,000 $ 1,000,000 $ 2,000,000 $ 2,000,000
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS HIRED AUTOS ONLY NON-OWNED AUTOS ONLY		X	7036614847	9/1/2025	9/1/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
B	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED X RETENTION $ 10,000			7036614850	9/1/2025	9/1/2026	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	7036614864	9/1/2025	9/1/2026	X 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
D	Cyber E&O Liability			PF00422C25	11/1/2025	11/1/2026	Aggregate	2,000,000
E	Professional Liab.			ANE5618455.25	12/4/2025	12/4/2026	Agg., Claims Made	2,000,000

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

RE: Contract #26300541; Technology Services Contract

Cyber Excess Policy #01MRCT0000376-01 Policy term 11/1/25 - 11/1/26 Limit $3,000,000 Agg

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SEE ATTACHED ACORD 101

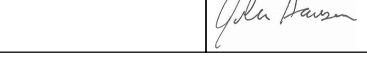
CERTIFICATE HOLDER

City of College Station
1101 Texas Avenue
College Station, TX 77842

CANCELLATION

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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AGENCY CUSTOMER ID: DESIACC-01 BSTIERWALT

LOC #: 1

ADDITIONAL REMARKS SCHEDULE

AGENCY	NAMED INSURED
Berger Briggs Insurance & Risk Solutions, LLC An ISU Network Member	Designa Access Corporation Wescor Parking Control 5050 Westway Park Blvd. #175 Houston, TX 77041
POLICY NUMBER SEE PAGE 1	
CARRIER: SEE PAGE 1 / NAIC CODE: SEE P 1	EFFECTIVE DATE: SEE PAGE 1

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance

Description of Operations/Locations/Vehicles:

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The City of College Station is added as Additional Insured as required by written contract. 30 Day Notice of Cancellation Applies.
The general liability & auto liability includes a blanket additional insured endorsement (or provision) that provides additional insured status to the certificate holder only when there is a written contract between the named insured and certificate holder that requires such status.
The general liability, auto liability & workers' compensation includes a blanket waiver of subrogation endorsement (or provision) that provides waiver of subrogation status to the certificate holder only when there is a written contract between the named insured and certificate holder that requires such status. Primary and Non-contributory with regards to the General Liability
See forms attached.

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May 28, 2026
Item No. 6.5.
Wells 10,11,12 CMAR Contract Amendment No. 5

Sponsor: Jennifer Cain, Director Capital Projects

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on an amendment to a Construction Manager at Risk (CMAR) Contract with Garney Construction, Inc. accepting the Guaranteed Maximum Price (GMP) of $22,548,606.44 for all remaining electrical components and a micro-tunnel under the Little Brazos River, plus the City's contingency in the amount of $563,715 for a total appropriation of $23,112,321.44.

Relationship to Strategic Goals:
Core Services and Infrastructure

Recommendation(s): Staff recommends approval.

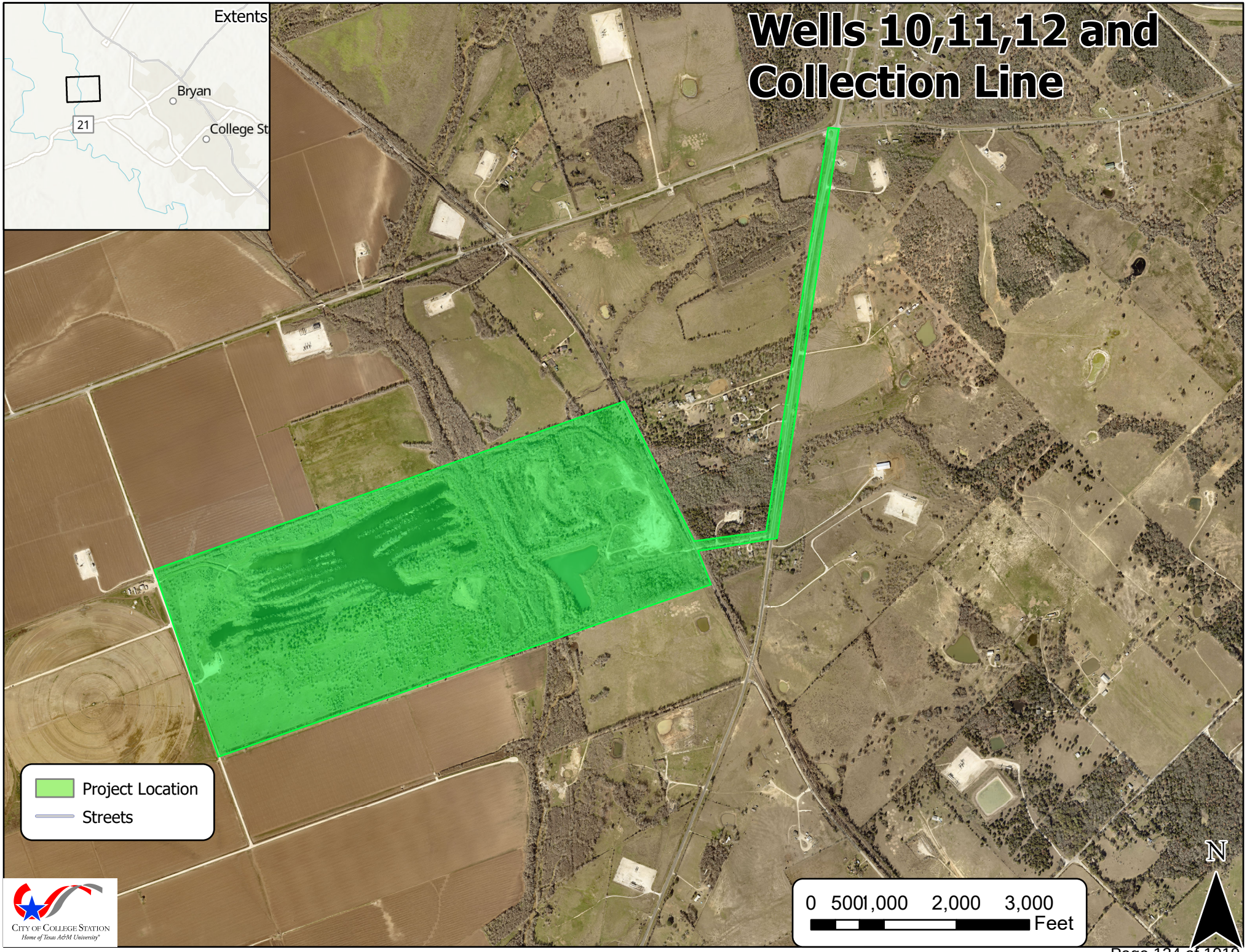
Summary: This 5th amendment to the current construction manager at risk contract with Garney Construction includes installation of electrical items and micro-tunnel under the Little Brazos River for the well collection line. This amendment includes the final scopes of work for the project.

This project involves the design and construction of three new water wells and a collection line in the well field. Each well will have a pumping capacity of 3,300 gpm and will be operated using Motor Control Cabinet, Variable Frequency drive, and a generator for backup power. The project will also build internal access roads and power distribution. The project will also build approximately 12,000 linear feet of collection line between the three wells and the tie in point along Sandy Point Road. Coordination with BTU, Union Pacific and TxDot is needed for power, access, and utility work. Land acquisition will be needed for easements.

Garney Construction is providing pre-construction services (construction reviews, materials coordination, cost estimating, etc.) during the design phase. Garney is also providing construction phase services. Construction will be bid out through the CMAR and presented to City Council for approval as a Guaranteed Maximum Price (GMP) for each construction phase(s) of the project. The project began construction in 2025 and will be complete before August 2028.

Budget & Financial Summary: A budget of $78,489,000 is available in the Water Capital Improvement Projects Fund. A total of $53,297,598 has been expended or encumbered to date, leaving a balance of $25,191,402 for this CMAR Contract and any remaining project expenses.

Attachments:
1. Wells 10,11,12 and Collection Line Map
2. Amendment No. 5_25300059-GMP5-VendorSigned


Wells 10,11,12 and Collection Line
Extents
Bryan
College St
21
Project Location
Streets
0 500 1,000 2,000 3,000
Feet
N
City of College Station
Home of Texas A&M University®

CONTRACT & AGREEMENT ROUTING FORM

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

CONTRACT#: 25300059 PROJECT#: WA2400 BID/RFP/RFQ#: 24-084

Project Name / Contract Description: Amendment No.5/GMP No. 5 to Garney contract for construction services.

Name of Contractor: Garney Companies, Inc

CONTRACT TOTAL VALUE: $ 22,548,606.44 **Grant Funded** Yes ☐ No ☐
If yes, what is the grant number: ☐

Debarment Check ☐ Yes ☐ No ☐ N/A
Section 3 Plan Incl. ☐ Yes ☐ No ☐ N/A
Davis Bacon Wages Used ☐ Yes ☐ No ☐ N/A
Buy America Required ☐ Yes ☐ No ☐ N/A
Transparency Report ☐ Yes ☐ No ☐ N/A

☐ **NEW CONTRACT** ☐ **RENEWAL #** ____ ■ **CHANGE ORDER #** 5 ☐ **OTHER** ____

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

A budget of $78,489,000 is available in the Water Capital Improvement Projects Fund. A total of $53,297,598 has been expended or committed to date, leaving a balance of $25,191,402 for this CMAR Contract and any remaining project expenses.

*(If required)**

CRC Approval Date*: ____ **Council Approval Date*:** 05/28/2026 **Agenda Item No*:** 6.5

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

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

SIGNATURES RECOMMENDING APPROVAL

Jennifer Cain — 5/21/2026
DEPARTMENT DIRECTOR/ADMINISTERING CONTRACT — DATE

ASST CITY MGR – CFO — DATE

LEGAL DEPARTMENT — 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 ____*

GUARANTEED MAXIMUM PRICE AMENDMENT NO. 5
TO THE STANDARD FORM OF AGREEMENT
BETWEEN CITY AND CONSTRUCTION MANAGER AT RISK

This Guaranteed Maximum Price Amendment No. 5 to the Standard Form of Agreement Between City and Construction Manager At Risk ("Amendment No. 5" or "GMP No. 5") is entered into by and between the City of College Station, Texas ("City" or "Owner") and Garney Companies, Inc., ("Construction Manager") for the construction of the following City Project: New Water Wells 10, 11, 12, Access Roads and Pipelines (the "Project"). This Amendment No. 5 amends the one certain Standard Form of Agreement Between the City and Construction Manager At Risk (the "Agreement") entered into by and between the City of College Station, Texas and Construction Manager, dated October 25, 2024 (Contract No. 25300059), as further amended by Amendment No. 1, dated May 25, 2025, Amendment No. 2, dated June 27, 2025, Amendment No. 3, dated September 12, 2025, and Amendment No. 4, dated March 26, 2026, and said Amendment No. 5 further establishes a Guaranteed Maximum Price ("GMP") for the construction of the following parts of the Project:

1. Bid Package 3.03 – Electrical and Fiber Optic Installations
2. Bid Package 4.01 – Little Brazos River Crossing – Collection Line Micro Tunnel

RECITALS

WHEREAS, City and Construction Manager entered into the Agreement dated as of October 25, 2024, for the construction of the City's New Water Wells 10, 11, 12, Access Roads and Pipelines Project, as amended; and

WHEREAS, unless clearly provided otherwise herein, all terms, conditions, and phrases used herein shall have the same meaning as the terms, conditions, and phrases used in the Agreement, as amended; and

WHEREAS, Sections 23.03 and 26.02 of the Agreement contemplates the delivery of a Construction Manager's GMP Proposal or Proposals if the Project is split up into multiple GMP phases to City; and

WHEREAS, Sections 23.03 and 26.02 of the Agreement requires that said proposal contain certain representations and documentation; and

WHEREAS, Sections 23.03 and 26.02 of the Agreement provides that in the event City timely accepts the Construction Manager's GMP Proposal, this GMP Amendment shall be executed; and

WHEREAS, the Construction Manager has delivered a Construction Manager's GMP Proposal to City; and

WHEREAS, City desires to accept the Construction Manager's GMP Proposal, subject to any amendments or revisions as set forth above and herein.

NOW, THEREFORE, in consideration of the mutual covenants set forth herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, City and Construction Manager agree to modify and amend the Agreement as follows:

1. **Acknowledgments**. The Construction Manager acknowledges that this Amendment No. 5 does modify the original Project scope, budget, and time for completion set forth in the Agreement.

2. **Amendment is Cumulative**. The Construction Manager acknowledges that this Amendment No. 5 is cumulative and includes the costs for the payment bond, performance bond, any applicable bond riders,

insurance, general and administrative costs.

3. **GMP Proposal**. City hereby accepts the Construction Manager's detailed GMP Proposal for GMP Amendment No. 5 submitted by Construction Manager, dated May 6, 2026, a true and complete copy of which is attached hereto and incorporated herein by reference, marked as: Exhibit "A" and sub–Exhibits A-1 through A-8.

4. **Cost of Work for GMP No. 5**. Construction Manager's GMP for the Cost of the Work for this GMP No. 5 is: **Nineteen Million Two Hundred Seventy-Two Thousand Three Hundred Thirteen and 20/100 Dollars ($19,272,313.20)**, subject to additions and deductions by Change Order as provided in the Contract Documents as agreed by City and Construction Manager. GMP No. 5 is an amount that the Cost of the Work shall not exceed and is based on and detailed in the attached Exhibit "A" and sub-Exhibits A-1 through A-8.

5. **CMAR General Conditions for GMP No. 5**. The Construction Manager's General Conditions for GMP No. 5 are stipulated at **8%** of the Cost of the Work. The sum of the General Conditions for GMP No. 5 is: **One Million Five Hundred Forty-One Thousand Seven Hundred Eighty-Five and 06/100 Dollars ($1,541,785.06)**.

6. **CMAR Construction Services Fee for GMP No. 5**. The Construction Manager's Fee (Construction Services Fee) for the Construction of the Work in GMP No. 5 is hereby established in the sum of: **One Million Seven Hundred Thirty-Four Thousand Five Hundred Eight and 19/100 Dollars ($1,734,508.19)**, based on the product of **9%** multiplied by the Cost of the Work.

7. **Total GMP No. 5 Amount**. The total amount for GMP No. 5 is: **Twenty-Two Million Five Hundred Forty-Eight Thousand Six Hundred Six and 44/100 Dollars ($22,548,606.44)**.

8. **All Costs Included in CMAR Fee**. All costs and expenses for those General Conditions, identified by the Construction Manager in its response to the RFP, as well as all overhead expenses and Cost of the Work for the construction are included in the above GMP totals. The Construction Manager acknowledges and agrees that City shall have no liability for any General Condition expenses beyond payment of the above noted amount, and Construction Manager agrees that it shall not be entitled to receive any additional compensation from City for the General Conditions beyond this amount unless expressly adjusted by a Change Order authorized in writing by the City.

9. **Agreement Terms and Conflict**. Except as modified herein, the terms and conditions of the Agreement, as amended, remain unchanged. In the event of a conflict between the terms of this Amendment and those of the Agreement, as amended, City and Construction Manager agree that the terms of this Amendment shall take precedence.

Signature Page Immediately Follows

IN WITNESS WHEREOF, the parties have executed this Amendment to be effective as of the last date making it fully executed.

GARNEY COMPANIES, INC.

By: BILL WILLIAMS

Printed Name: BILL WILLIAMS

Title: Executive Vice President

Date: 5/21/2026

CITY OF COLLEGE STATION

By: _____
City Manager
Date: _____

APPROVED:

_____
City Attorney
Date: _____

_____
Assistant City Manager/CFO
Date: _____

List of Exhibits:

Exhibit "A" – Construction Manager's GMP No. 5 Proposal
- Exhibit "A-1" – GMP No. 5 – Submittal Letter, Executive Summary, & Supporting Documents
- Exhibit "A-2" – GMP No. 5 – Cost Summary
- Exhibit "A-3" – GMP No. 5 – Plans
- Exhibit "A-4(a)" – GMP No. 5 – Bid Package 3.03
- Exhibit "A-4(b)" – GMP No. 5 – Bid Package 3.03 – Addendum No. 1
- Exhibit "A-4(c)" – GMP No. 5 – Bid Package 3.03 – Addendum No. 2
- Exhibit "A-4(d)" – GMP No. 5 – Bid Package 3.03 – Addendum No. 3
- Exhibit "A-4(e)" – GMP No. 5 – Bid Package 4.01
- Exhibit "A-4(f)" – GMP No. 5 – Bid Package 4.01 – Addendum No. 1
- Exhibit "A-5" – GMP No. 5 – Assumptions and Exclusions
- Exhibit "A-6(a)" – GMP No. 5 – Electrical and Fiber Optic Installations (SOV 3.03)
- Exhibit "A-6(b)" – GMP No. 5 – Little Brazos River Micro Tunnel (SOV 4.01)
- Exhibit "A-7" – GMP No. 5 – Schedule
- Exhibit "A-8" – GMP No. 5 – Bond Rider(s) for Payment and Performance Bonds GMP No. 5

Exhibit "A"

Construction Manager's GMP No. 5 Proposal

Exhibit A-1 GMP No. 5

Submittal Letter, Executive Summary, and Supporting Documents

1700 Swift Street, North Kansas City, MO 64116
Phone: 816.741.460
Fax: 816.741.4488
www.garney.com

Casey Rhodes, PE
City of College Station
300 Krenek Tap Road
College Station, TX 77840

05/06/2026

RE: Wells 10, 11, 12 and Collection Line Bid Package 3.03 and 4.01 – Work Packages Recommendation No. 5

Mr. Rhodes-

In accordance with the Agreement between Garney Companies, Inc. and the City of College Station, Garney is pleased to provide the below information and attached documentation to support pricing for Bid Package 3.03 and 4.01 – Work Procurement – Electrical and Fiber Optic Installation and Little Brazos River Micro Tunnel Installation Procurement for the Wells 10, 11, 12 and Collection Line project.

Garney recommends to establish the pricing for this Amendment at **$22,548,606.44.** The new Contract total and GMP would be **$66,798,034.93**. The new Contract total and GMP value is inclusive of a reduction in Contingency from 5% to 2% considering design has reached 100%. This 2% Contingency will serve as the CMAR Contingnecy while the Owner/Design Contingency has been reduced to 0%. The scope of work included in this Bid Package 3.03 and 4.01 for Work Procurement recommendation includes the procurement of the following Scopes of Work to support the final GMP proposal and the installation of the electrical and fiber optic components and Little Brazos River micro tunnel.

SOV 3.03 – Electrical and Fiber Optic Installation
SOV 4.01 – Little Brazos River Micro Tunnel

This bid package pricing recommendation is for materials and construction services associated with the above-mentioned scopes. The above services will be paid for by Garney Construction within the requirements of the Agreement for the CMAR Project.

The scope included in this recommendation includes the above materials and construction services as identified in the plans and specifications made available to Garney for the purpose of Electrical and Fiber Optic Installation and Little Brazos River micro tunnel installation procurement and bidding. The plans and specifications made available for the Bid Package 3.03 Work Procurement are generally referred to as the "Construction Plans for Wells 10, 11, 12 and Collection Line Procurement Package" dated December of 2025 and "Technical Specifications for Wells 10, 11, 12 and Collection Line Procurement Package" dated December of 2025. The plans and specifications made available for the Bid Package 4.01 Work Procurement are generally referred to as "Construction Plans for Wells 10, 11, 12 and Collection Line Microtunnel Crossing" dated February 2026 and "Contract Documents for Construction of City of College Station, Texas Wells 10, 11, 12 and Collection Line Microtunnel Crossing" dated February 2026.

These plans and specifications are marked as the 100% sets (Balance of Project 100%) at the time of procurement and were intended for advertisement/solicitation. While minor changes are still likely, these changes are assumed to be minor in nature and should not change in a way that would impact the GMP recommendation as part of these Bid Packages. Any revisions to these plans and specifications, and cost adjustments associated with those revisions, will be captured either in a future GMP proposal, CMAR Contingency, or as a Change Order to any future GMP proposals, as directed by the City of College Station and in accordance with the Agreement.

This Bid Package 3.03 and 4.01 Work Procurement recommendation includes the Construction Manager at Risk's Fees and Expenses, the estimated Cost of the Work, and expenditures for contingencies as outlined in the Contract Documents and Agreement.

Please contact Garney directly if there are any questions regarding this proposal.

Sincerely,

GARNEY COMPANIES, INC.

Sam Parrack
Project Manager
Garney Companies, Inc.

Cc: Chad Sharbono – Garney
Jason Ward – Freese and Nichols
David Hunn – Freese and Nichols

Attachments: City of College Station - Wells 10, 11, 12 and Collection Pipeline - Bid Package 03.03 and 04.01 Work Procurement Documents

Plan Sets:
100% – City of College Station Construction Plans for Wells 10, 11, 12 and Collection Line Procurement Package
100% - City of College Station Technical Specifications for Wells 10, 11, 12 and Collection Line Procurement Package
100% - Construction Plans for Wells 10, 11, 12 and Collection Line Microtunnel Crossing
100% - Contract Documents for Construction of City of College Station, Texas Wells 10, 11, 12 and Collection Line Microtunnel Crossing

CITY OF COLLEGE STATION
WELLS 10, 11, 12 and
COLLECTION PIPELINE

Project No. CCL24267

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

Recommendation #5
COCS Bid Package 3.03 & 4.01
Work Procurement

Tab-1 – Executive Summary

GARNEY

1700 Swift Street, North Kansas City, MO 64116
Phone: 816.741.4600
Fax: 816.741.4488
www.garney.com

Casey Rhodes, PE
City of College Station
300 Krenek Tap Road
College Station, TX 77840

05/06/2026

RE: Wells 10, 11, 12 and Collection Line Bid Package 3.03 and 4.01 – Work Procurement Packages Executive Summary

Mr. Rhodes,

In accordance with the Agreement between Garney Companies, Inc. and the City of College Station, Garney is pleased to provide the below information and attached documentation to establish the Recommended Price for The City of College Station CMAR Project No. CCL24267 Bid Packages 3.03 and 4.01 and associated work identified for the Wells 10, 11, 12 and Collection Pipeline Project.

Garney proposes to establish the Work Procurement recommendation for the Bid Packages at **$22,548,606.44.** This recommendation includes the Construction Manager at Risk's Fees and Expenses, General Conditions Fee and Expenses, the estimated Cost of the Work, CMAR Allowance(s) and Extra Work Items (EW), and expenditures for contingencies as outlined in the Contract Documents and Agreement. The updated Contract total and GMP including this recommendation is **$66,798,034.93.**

SOV 3.03 – Electrical and Fiber Optic Installation
SOV 4.01 – Well Collection and Transmission Pipeline Installation

This recommendation is for procurement of materials and construction services associated with the above-mentioned scope. The above material and construction services will be paid for by Garney Construction within the requirements of the Agreement for the CMAR Project.

The scopes in this recommendation include the above materials and construction services as identified in the plans and specifications made available to Garney for the purpose of procurement, construction as well as the assumptions/clarifications provided as an attachment hereto. These plans and specifications are generally referred to as the "Construction Plans for Wells 10, 11, 12 and Collection Pipeline Procurement Submittal" dated December of 2025 and "Technical Specifications for Wells 10, 11, 12 and Collection Line Procurement Package" dated December of 2025 and and is also inclusive of any addendum(s) issued during the City of College Station - Wells 10, 11, 12 and Collection Pipeline - Bid Package 03 – Work Package and City of College Station – Wells 10, 11, 12 and Collection Pipeline – Bid Package 04 – Work Package procurement processes.

These plans and specifications are marked as the 100% set (100% Submittal) at the time of procurement and were intended for advertisement/solicitation. While minor changes are still likely, these changes are assumed to be minor in nature and should not change in a way that would impact the GMP recommendation as part of these Bid Packages. Any revisions to these plans and specifications, and cost adjustments associated with those revisions, will be captured either in a future GMP proposal, Design Contingency, or as a Change Order to any future GMP proposals, as directed by the City of College Station and in accordance with the Agreement.

This CMAR recommendation is critical towards maximizing time efficiencies for construction activities included in future GMP's. Please contact Garney directly if there are any questions regarding this Recommendation Proposal

Sincerely,

GARNEY COMPANIES, INC.

Sam Parrack
Project Manager
Garney Companies, Inc.

Cc: Chad Sharbono – Garney
Ben Snider – Garney
Daniel Murray - Garney
Jason Ward – Freese and Nichols
David Hunn – Freese and Nichols

Exhibit A-2 GMP No. 5

Cost Summary

Water Wells 10, 11, 12 and Collection Line								5/12/26 3:21 PM

PREVIOUS CONTRACT TOTAL - AMENDMENTS 1.00 - 4.00

COCS Wells Tracking Summary - GMP 01						
Direct COW	COW - BP 1.00	GMP 01 - Direct Cost of Work / Material (1.01, 1.02 & 1.05)	1.0	Lump Sum	$ 2,745,387.00	$ 2,745,387.00
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	0%	Percent	$ 2,745,387.00	$ -
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 2,745,387.00	$ 137,269.35
	CMAR Contract	Preconstruction Service Fee	1.0	Lump Sum	$ 324,450.00	$ 324,450.00
	CMAR Contract	CMAR General Conditions (Fee of 8%)	1.0	Lump Sum	$ 231,000.00	$ 231,000.00
	CMAR Contract	Construction Services (CMAR) Fee (9%)	1.0	Lump Sum	$ 259,000.00	$ 259,000.00
COCS Wells Tracking Summary - GMP 02						
	COW - BP 1.03 & 1.04	GMP 02 - Direct Cost of Work / Material (1.03 & 1.04)	1.0	Lump Sum	$ 2,603,841.56	$ 2,603,841.56
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	0%	Percent	$ 2,603,841.56	$ -
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 2,603,841.56	$ 130,192.08
	CMAR Contract	Preconstruction Service Fee	1.0	Lump Sum	$ 324,450.00	$ -
	CMAR Contract	CMAR General Conditions (Fee of 8%)	1.0	Lump Sum	$ 218,335.20	$ 218,335.20
	CMAR Contract	Construction Services (CMAR) Fee (9%)	1.0	Lump Sum	$ 246,502.10	$ 246,502.10
COCS Wells Tracking Summary - GMP 03						
	COW - BP 2.00	GMP 03 - Direct Cost of Work / Material (2.01, 2.02, 2.03, & 2.05)	1.0	Lump Sum	$ 7,705,888.60	$ 7,705,888.60
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	0%	Percent	$ 7,705,888.60	$ -
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 7,705,888.60	$ 385,294.43
	CMAR Contract	Preconstruction Service Fee	1.0	Lump Sum	$ 324,450.00	$ -
	CMAR Contract	CMAR General Conditions (Fee of 8%)	1.0	Lump Sum	$ 647,294.64	$ 647,294.64
	CMAR Contract	Construction Services (CMAR) Fee (9%)	1.0	Lump Sum	$ 728,206.47	$ 728,206.47
COCS Wells Tracking Summary - GMP 04						
	COW - BP 3.00	GMP 03 - Direct Cost of Work / Material (3.01 & 3.02)	1.0	Lump Sum	$ 22,604,613.00	$ 22,604,613.00
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	0%	Percent	$ 22,604,613.00	$ -
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 22,604,613.00	$ 1,130,230.65
Allowance	CMAR Contract	CMAR Allowance - Frontier Cable Relocation	1.0	Lump Sum	$ 100,000.00	$ 100,000.00
	CMAR Contract	Preconstruction Service Fee	1.0	Lump Sum	$ 324,450.00	$ -
	CMAR Contract	CMAR General Conditions (Fee of 8%)	1.0	Lump Sum	$ 1,906,787.49	$ 1,906,787.49
	CMAR Contract	Construction Services (CMAR) Fee (9%)	1.0	Lump Sum	$ 2,145,135.93	$ 2,145,135.93
					AMENDED CMAR TOTAL CONTRACT AMOUNT TO DATE	**$ 44,249,428.49**

CONTINGENCY REDUCTION SUMMARY

COCS Wells Tracking Summary - GMP 01						
Direct COW	COW - BP 1.00	GMP 01 - Direct Cost of Work / Material (1.01, 1.02 & 1.05)	1.0	Lump Sum	$ 2,745,387.00	$ 2,745,387.00
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	2%	Percent	$ 2,745,387.00	$ 54,907.74
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 2,745,387.00	$ 137,269.35
COCS Wells Tracking Summary - GMP 02						
	COW - BP 1.03 & 1.04	GMP 02 - Direct Cost of Work / Material (1.03 & 1.04)	1.0	Lump Sum	$ 2,603,841.56	$ 2,603,841.56
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	2%	Percent	$ 2,603,841.56	$ 52,076.83
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 2,603,841.56	$ 130,192.08
COCS Wells Tracking Summary - GMP 03						
	COW - BP 2.00	GMP 03 - Direct Cost of Work / Material (2.01, 2.02, 2.03, & 2.05)	1.0	Lump Sum	$ 7,705,888.60	$ 7,705,888.60
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	2%	Percent	$ 7,705,888.60	$ 154,117.77
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 7,705,888.60	$ 385,294.43
COCS Wells Tracking Summary - GMP 04						
	COW - BP 3.00	GMP 03 - Direct Cost of Work / Material (3.01 & 3.02)	1.0	Lump Sum	$ 22,604,613.00	$ 22,604,613.00
CMAR Cont.	CMAR Contract	CMAR Contingency (2% after 100% Design)	2%	Percent	$ 22,604,613.00	$ 452,092.26
Design Cont.	CMAR Contract	Design Contingency	5%	Percent	$ 22,604,613.00	$ 1,130,230.65
					PREVIOUS CONTINGENCY - AMENDMENT 1.00 - 4.00 (5%)	**$ 1,782,986.51**
					REDUCE PREVIOUS CONTINGENCY TO 2%	**$ 713,194.60**
					CONTINGENCY REDUCTION AMOUNT	**$ 1,069,791.91**
					CURRENT CONTINGENCY TOTAL - AMENDMENT 1.00 - 5.00 COW (2%)	**$ 1,112,059.41**

ITEM NUMBER	BID PACKAGE	SYSTEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION
			BID PACKAGES AND SCOPES OF WORK			$ -	$ -
1110	3.03		Electrical and Fiber Optic Installation	1.0	Lump Sum	$ 16,359,023.29	$ 16,359,023.29
1130	4.01		Little Brazos River Microtunnel	1.0	Lump Sum	$ 3,584,217	$ 3,584,217.00
			CONTINGENCIES & ALLOWANCES			$ -	$ -
1220	CMAR	CMAR	CMAR Contingency (2% after 100% Design)	2%	Percent	$ 19,943,240	$ 398,864.81
1230	CMAR	CMAR	Design Contingency	0.00%	Percent	$ 35,659,730	$ (1,069,791.90)
			FEE's and GC's			SUBTOTAL COST OF WORK	$ 19,272,313.20
2010	CMAR	CMAR	CMAR GC's	8%	Percent of Cost of Work	$ 19,272,313.20	$ 1,541,785.06
2010	CMAR	CMAR	Construction Services Fee	9%	Percent of Cost of Work	$ 19,272,313.20	$ 1,734,508.19
						SUBTOTAL COW + CMAR	$ 22,548,606.44
						TOTAL	$ 22,548,606.44

Cost above are indicative of the drawings and specifications provided on December of 2025 and February of 2026. Clarifications and assumptions are included herein.

CURRENT AMENDMENT AMOUNT	**$ 22,548,606.44**
AMENDED CMAR CONTRACT TOTAL AND GMP	**$ 66,798,034.93**

OCS - Wells 10, 11, 12 and Collection Pipeline - Bid Package 3.00 - SOV 3.03 - Electrical & Fiber Optic Installation - ADDENDA No. 3		ELECTRICAL & FIBER OPTIC INSTALLATION			
ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION
1	**Mobilization (Maximim 10% of Total Base Bid Items 2-13)**	1.00	Lump Sum	$ 1,492,050.00	$ 1,492,050.00
2	**Notice of Intent: TCEQ (Including Yearly Fees)**	1.00	Lump Sum	$ 5,300.00	$ 5,300.00
3	**Well No. 10 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum	$ 3,639,737.00	$ 3,639,737.00
4	**Well No. 10 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum	$ 88,350.00	$ 88,350.00
5	**Well No. 11 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum	$ 3,637,960.00	$ 3,637,960.00
6	**Well No. 11 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum	$ 88,350.00	$ 88,350.00
7	**Well No. 12 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum	$ 3,684,653.00	$ 3,684,653.00
8	**Well No. 12 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum	$ 88,350.00	$ 88,350.00
9	**Fiber Optic Conduit: Supply and Install**	1.00	Lump Sum	$ 1,228,600.00	$ 1,228,600.00
10	**Fiber Optic Cable: Supply and Install**	1.00	Lump Sum	$ 981,122.00	$ 981,122.00
11	**Pull Boxes and Marker/Locate Post: Supply and Install**	1.00	Lump Sum	$ 129,512.00	$ 129,512.00
12	**Terminal Connection: Well Site 10, 11, and 12**	1.00	Lump Sum	$ 15,117.00	$ 15,117.00
13	**Terminal Connection: Well No. 5 Hand Hole**	1.00	Lump Sum	$ 18,573.00	$ 18,573.00
14	**Testing, Startup, and Commissioning**	1.00	Lump Sum	$ 288,773.00	$ 288,773.00
15	**Provide Spare Parts and Training**	1.00	Lump Sum	$ 246,151.00	$ 246,151.00
16	**Trench Safety**	1.00	Lump Sum	$ 4,700.00	$ 4,700.00
17	**Bonds: Performance and Payment**	1.00	Lump Sum	$ 217,114.29	$ 217,114.29
	TOTAL BASE BID:	**1.00**	**Lump Sum**	**TOTAL:**	$ 15,854,412.29
EW 1.00	Additional Site Mobilizations for Fiber Optic Contractor as Directed by the CMAR	1.00	Each	$ 5,000.00	$ 5,000.00
EW 2.00	Additional Site Mobilizations for Electrical Contractor as Directed by the CMAR	1.00	Each	$ 7,500.00	$ 7,500.00
EW 3.00	Directional Drill in Lieu of Direct Bury Conduit as Directed by the CMAR	100.00	Linear Feet	$ 45.00	$ 4,500.00
EW 4.00	Additional Pull Box Supply and Installation as Directed by the CMAR	1.00	Each	$ 4,625.00	$ 4,625.00
EW 5.00	Additional Slack of Cable as Directed by the CMAR	1.00	Linear Feet	$ 10.00	$ 10.00
EW 6.00	Cost Increase to Upsize VFD to 1,250 HP and Add AC Unit	1.00	Lump Sum	$ 482,976.00	$ 482,976.00
	TOTAL EXTRA WORK ITEMS:	**1.00**	**Lump Sum**	**TOTAL:**	$ 504,611.00
	TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS):	**1.00**	**Lump Sum**	**TOTAL:**	$ 16,359,023.29

ote: 1	Bidder's project approach will be required to be turned in with the bid for evaluation by the Project Team.
ote: 2	Reference Electrical, Fiber Optic, and Pipeline Plan Drawings for information related to this Bid Package.
ote: 3	Bidder understands multiple mobilizations will be required and work will take place from time to time for the duration of the project. No additional compensation for remobilizations will be made to contractor unless the mobilization is directed by the CMAR (ALT 01)
ote: 4	Bid Package 3.03 Contractor will need to coordinate work with the CMAR as well as the Bid Package 2.05 (Generators), 3.01 (Permanent Wells), and 3.02 (Well Piping and Transmission Pipeline Contractors.
ote: 5	Staking for Contractors work will be included in the Contractors scope to perform. No staking will be provided by the CMAR. As-builts will need to be provided.
ote: 6	Subcontractor is required to furnish liability insurance in accordance with the agreement and Section 00 72 00 - Standard General Conditions and 00 73 00 - Supplementary Conditions.
ote: 7	Spare fiber optic cable to be supplied in lengths specified in the Contract Documents
ote: 8	All work shall be coordinated with the CMAR
ote: 9	Bidder is to understand and incorporate within their pricing the varying conduit and cable details as notated within the plans well site run details vs. detail following main transmission pipeline
ote: 10	Bidder to understand multiple mobilizations may be required to complete their scope of work - bidder also responsible for coordinating with the other

ach bidder shall submit one (1) hard copy of SOV and one (1) digital copy of SOV in excel format as specified in Instructions to Bidders.

Installation Milestone		
1.00	Proposals Due	Tuesday, February 3, 2026
2.00	Anticipated Notice of Award	Friday, March 20, 2026
3.00	Submittal Data to CMAR	Wednesday, April 15, 2026
4.00	Completion of Fiber Optic Installation	Tuesday, December 1, 2026
5.00	Delivery of E-Houses	Monday, February 1, 2027
6.00	Delivery of VFD & Switch Gear	Monday, February 1, 2027
7.00	Testing & Commissioning	Thursday, April 15, 2027
8.00	Substantial Completion	Saturday, May 1, 2027
9.00	Final Completion	Tuesday, June 1, 2027

$1,500 Per Day Penalty For Not Achieving Milestones

Company:	Loenbro, LLC

Bid Package 04.01 - Well 10, 11, and 12 Project - Little Brazos River Micro Tunnel	Little Brazos River Micro Tunnel

Item	Size	Description	Quantity	Units	Unit Price	Extension
1.00		Mobilization (5% Max)	1.00	Lump Sum	$ 190,000.00	$ 190,000.00
2.00		Notice of Intent: TCEQ (Including Yearly Fees)	1.00	Lump Sum	$ 25,000.00	$ 25,000.00
3.00		Erosion Control and Maintenance of BMPs	1.00	Lump Sum	Included	Included
4.00		Trench Safety	1.00	Lump Sum	Included	Included
5.00		Vertical Shaft Thrust Blocking Install & Design - Design by State of TX PE w/ TX PE Stamp	1.00	Lump Sum	$ 250,000.00	$ 250,000.00
6.00		Vertical Shaft Installation /Tunnel Pits-Shoring Designed by State of TX PE w/ TX PE Stamp	1.00	Lump Sum	$ 1,600,000.00	$ 1,600,000.00
7.00	42"	Tunnel Construction	1.00	Lump Sum	$ 1,000,000.00	$ 1,000,000.00
8.00	24"	Pipe Installation - Carrier Pipe	1.00	Lump Sum	$ 100,000.00	$ 100,000.00
9.00		Grouting of Annular Space between Carrier Pipe and Tunnel	1.00	Lump Sum	$ 85,000.00	$ 85,000.00
10.00	24"	Pipe Installation - Tunnel to Termination (inside shafts)	1.00	Lump Sum	$ 80,000.00	$ 80,000.00
11.00		Backfill Vertical Shafts - Tunnel Pit (Per Plans & Specifications)	1.00	Lump Sum	$ 350,000.00	$ 350,000.00
12.00		Filling and Hydrostatic Testing (24" DIP)	1.00	Lump Sum	$ 60,000.00	$ 60,000.00
13.00		Haul Off and Removal of Excess Spoils	1.00	Lump Sum	$ 30,000.00	$ 30,000.00
14.00		Installation of Casing Test Station	2.00	Each	$ 4,000.00	$ 8,000.00
15.00		Installation of Fiber Optic Innderduct per Plans/Specifications at Micro Tunnel	1.00	Lump Sum	$ 15,000.00	$ 15,000.00
16.00		Bonds: Performance and Payment	1.00	Lump Sum	$ 100,000.00	$ 100,000.00
					BASE BID TOTAL:	**$ 3,893,000.00**

Item		Description	Quantity	Units	Unit Price	Extension
EWI 001		Additional CLSM Backfill per Specification	100.00	Cubic Yard	$ 200.00	$ 20,000.00
EWI 002		Additional Concrete Backfill (3500 PSI)	100.00	Cubic Yard	$ 200.00	$ 20,000.00
EWI 003		Additional 42" Tunnel Construction Per Foot	20.00	Linear Foot	$ 3,000.00	$ 60,000.00
VE 001		FRP Casing In Lieu of Steel Casing & Casing Test Station Elimination	1.00	Lump Sum	$ (142,625.00)	$ (142,625.00)
VE 002		Reduce CLSM Backfill to 15'-0" Below Grade	1.00	Lump Sum	$ (122,158.00)	$ (122,158.00)
VE 003		Install Gravel Access Road & Leave in Place	1.00	Lump Sum	$ (144,000.00)	$ (144,000.00)
					TOTAL EXTRA WORK ITEMS:	**$ (308,783.00)**

TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS): $ 3,584,217.00

Milestone:	Description	Date
1	Proposals Due	04/14/26
2	Anticipated Notice of Award	06/11/26
3	Anticipated Issuance of Notice to Proceed	06/25/26
4	Begin Submittal Package(s) Submitted to CMAR - No Later Than	07/16/26
5	Anticipated Substantial Completion	12/22/26
6	Anticipated Final Completion	01/21/27

$2,500 Penalty Per Day For Not Achieving Milestone (Liquidated Damages)

Clarifications to Proposal: (Contractor Write-in)

2.00	Confirm anticipated Substantial Completion Date based on Proposed Schedule	12/22/2026	Date
3.00	Confirm anticipated Final Completion Date based on Proposed Schedule	01/21/27	Date
4.00	Bidder acknowledges receipt of Special Conditions Attachment		Initial

Bidder's Name: Pate Garver, LP

Contact Person: David Ellet **Title:** Vice President

Phone: 832.917.1611 **Email:** david.ellet@pategarver.com

Exhibit A-3 GMP No. 5

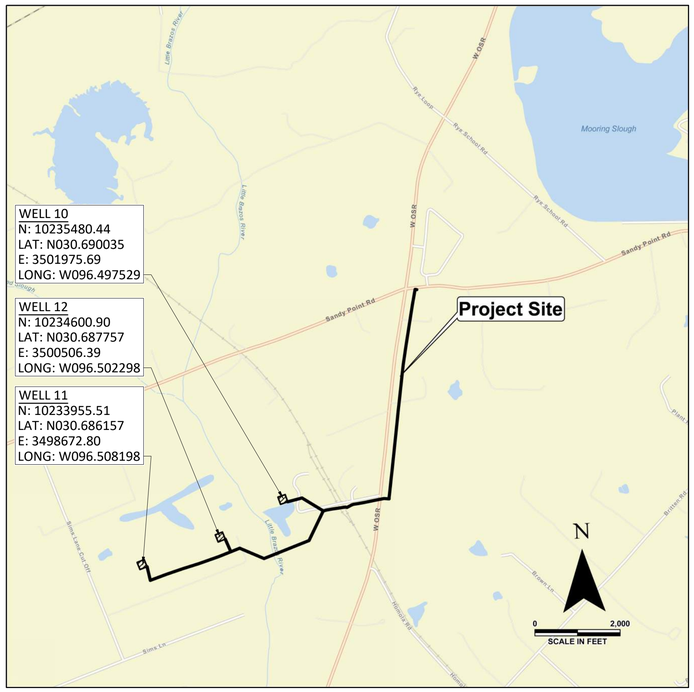
Plans

CITY OF COLLEGE STATION, TEXAS

CONSTRUCTION PLANS FOR

WELLS 10, 11, 12 AND COLLECTION LINE

100% SUBMITTAL



VICINITY MAP

CITY OF COLLEGE STATION
Home of Texas A&M University

DECEMBER 2025

FNI PROJECT NO.: CCL24267

MAYOR

JOHN NICHOLS

COUNCIL MEMBERS

PLACE 1 - MARK SMITH

PLACE 2 - WILLIAM WRIGHT

PLACE 3 - DAVID WHITE

PLACE 4 - MELISSA MCILHANEY

PLACE 5 - BOB YANCY

PLACE 6 - SCOTT SHAFER

CITY MANAGER

BRYAN WOODS

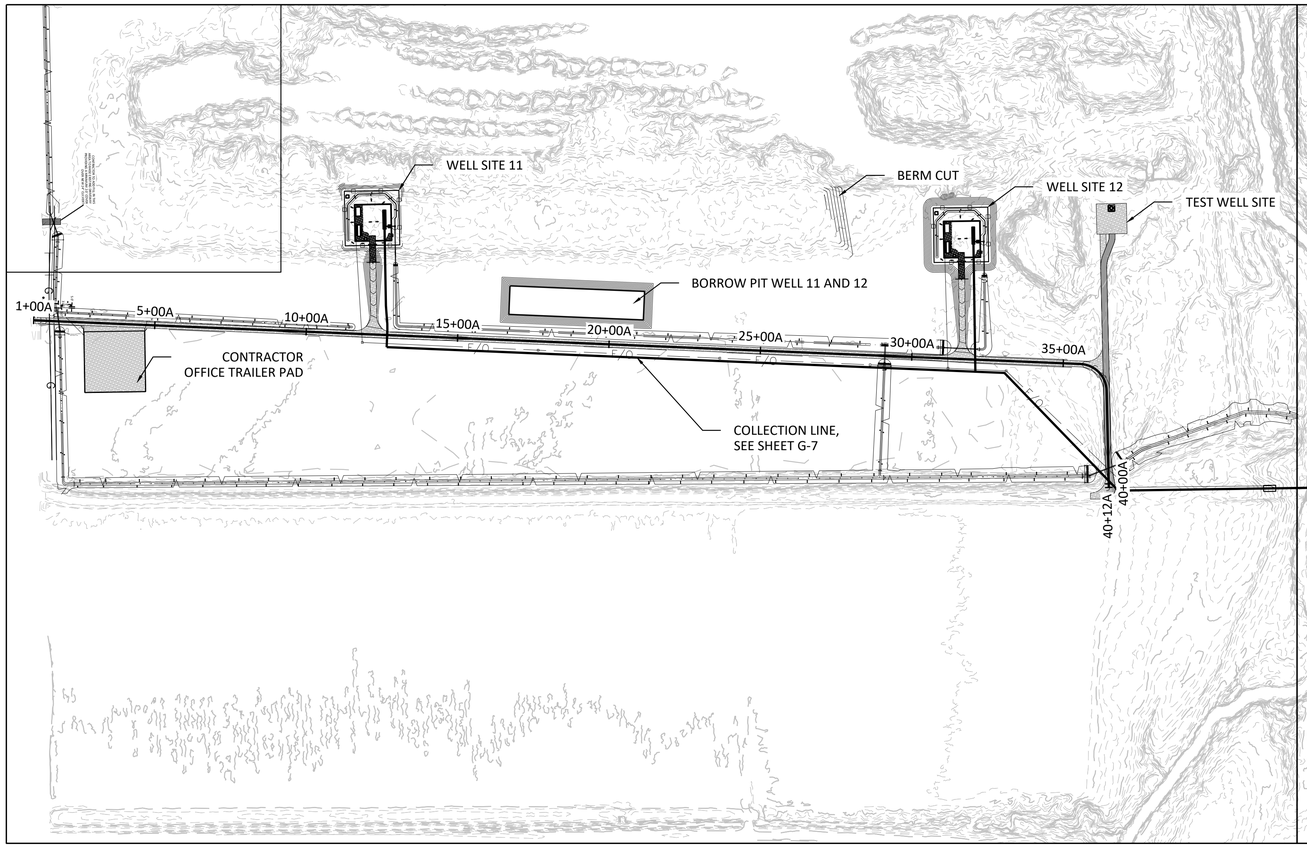
CITY ENGINEER

CAROL COTTER, P.E.

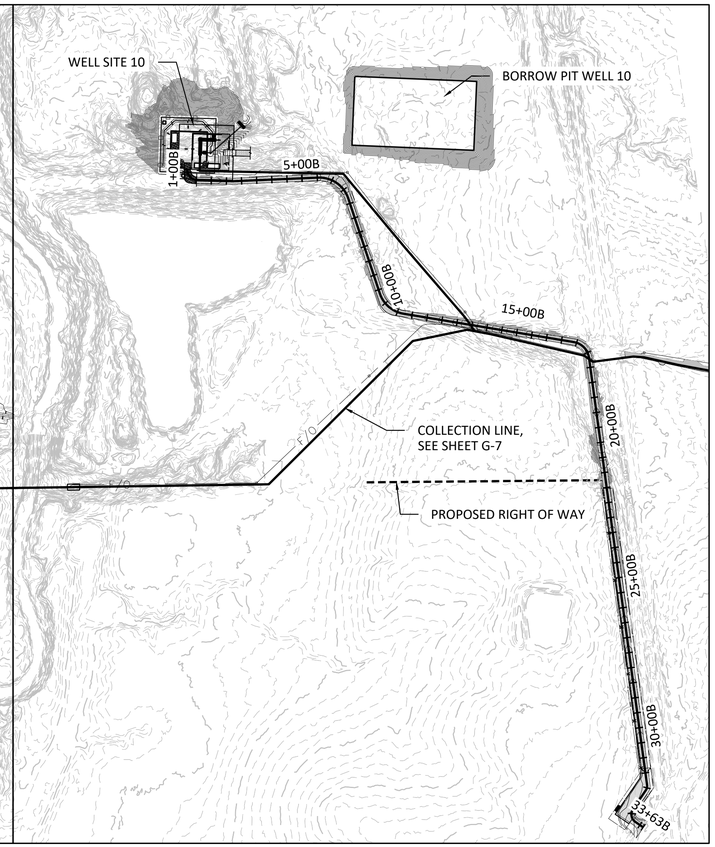
FREESE AND NICHOLS
10497 Town and Country Way, Suite 500
Houston, Texas 77024
Phone - (713) 600-6800
Web - www.freese.com

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

STATE OF TEXAS
DAVID M. HUNN
69933
REGISTERED
PROFESSIONAL ENGINEER
12/08/2025



OVERALL SITE AND GRADING PLAN
WELLS 11 AND 12 SITE PLAN (REF: C-3)
1"=250'



OVERALL SITE AND GRADING PLAN
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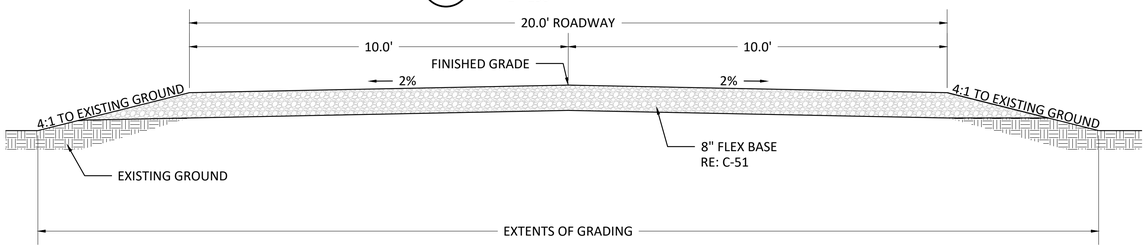
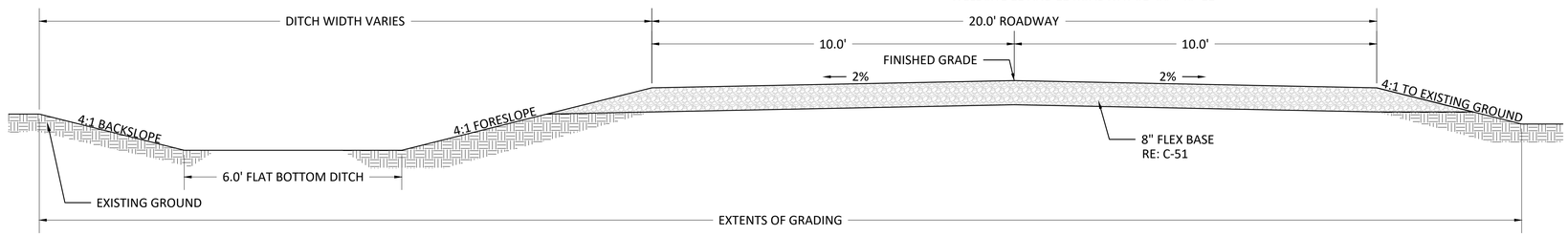


TYPICAL SECTION
SCALE: NOT TO SCALE
WELL SITE 10 ROADWAY 1+00 - 33+63
WELL SITE 11 AND 12 ROADWAY 31+30 - 40+12



TYPICAL SECTION WITH DITCH
SCALE: NOT TO SCALE
WELL SITE 11 AND 12 ROADWAY 1+00 - 31+30

NORTH
0 250 500
SCALE IN FEET

100% SUBMITTAL

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

BRETT M. BRISTOW
101000
LICENSED
PROFESSIONAL ENGINEER
12/09/2025

FREESE NICHOLS
10497 Town and Country Way,
Suite 500
Houston, Texas 77024
Phone - (713) 600-6800
Web - www.freese.com

CITY OF COLLEGE STATION, TEXAS

WELLS 10, 11, 12 AND COLLECTION LINE

CIVIL

OVERALL SITE AND GRADING PLAN

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025

F&N JOB NO. CCL24267
DATE NOV 2025
DESIGNED BMB
DRAWN GDM
CHECKED
APPROVED BMB
FILE NAME CV-ALL-PL-GRAD.dwg

Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
VERIFY SCALE 0 1"

SHEET C-1
SEQ. 12

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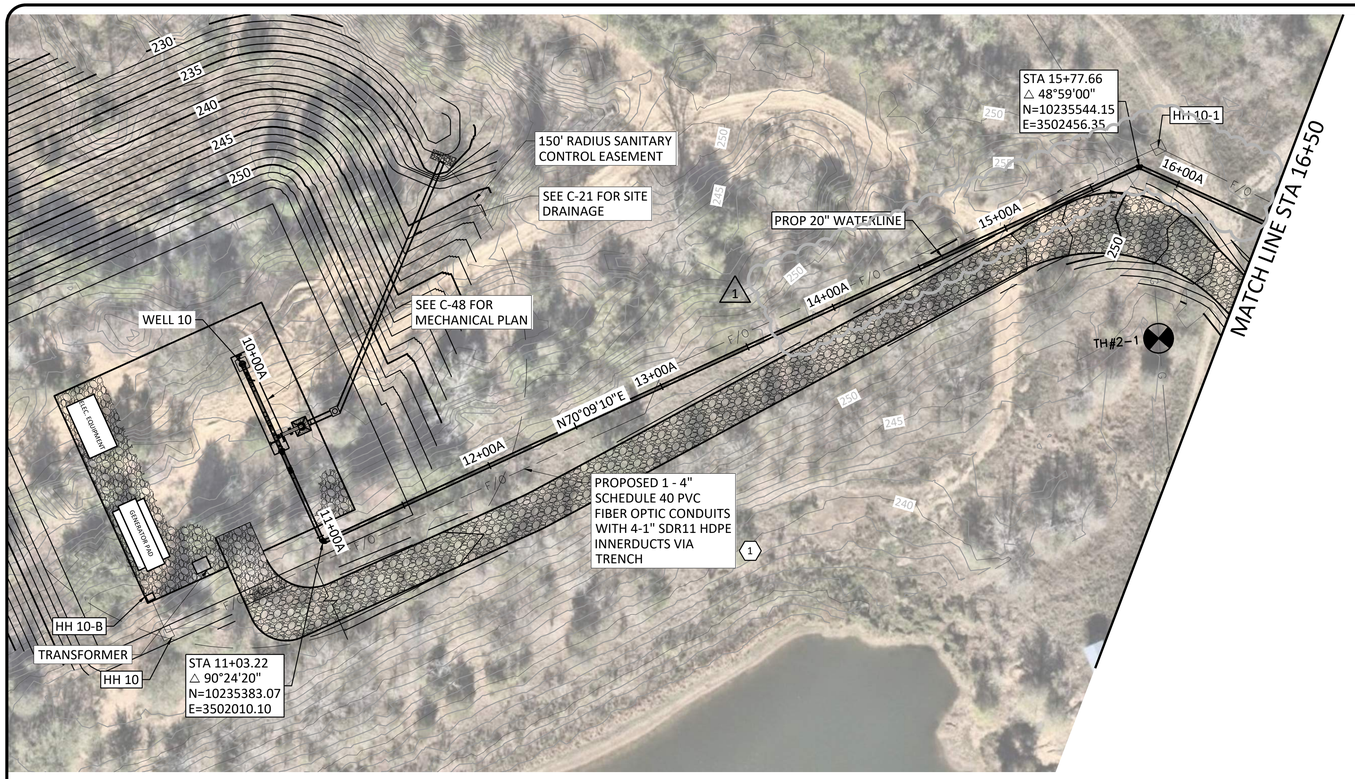

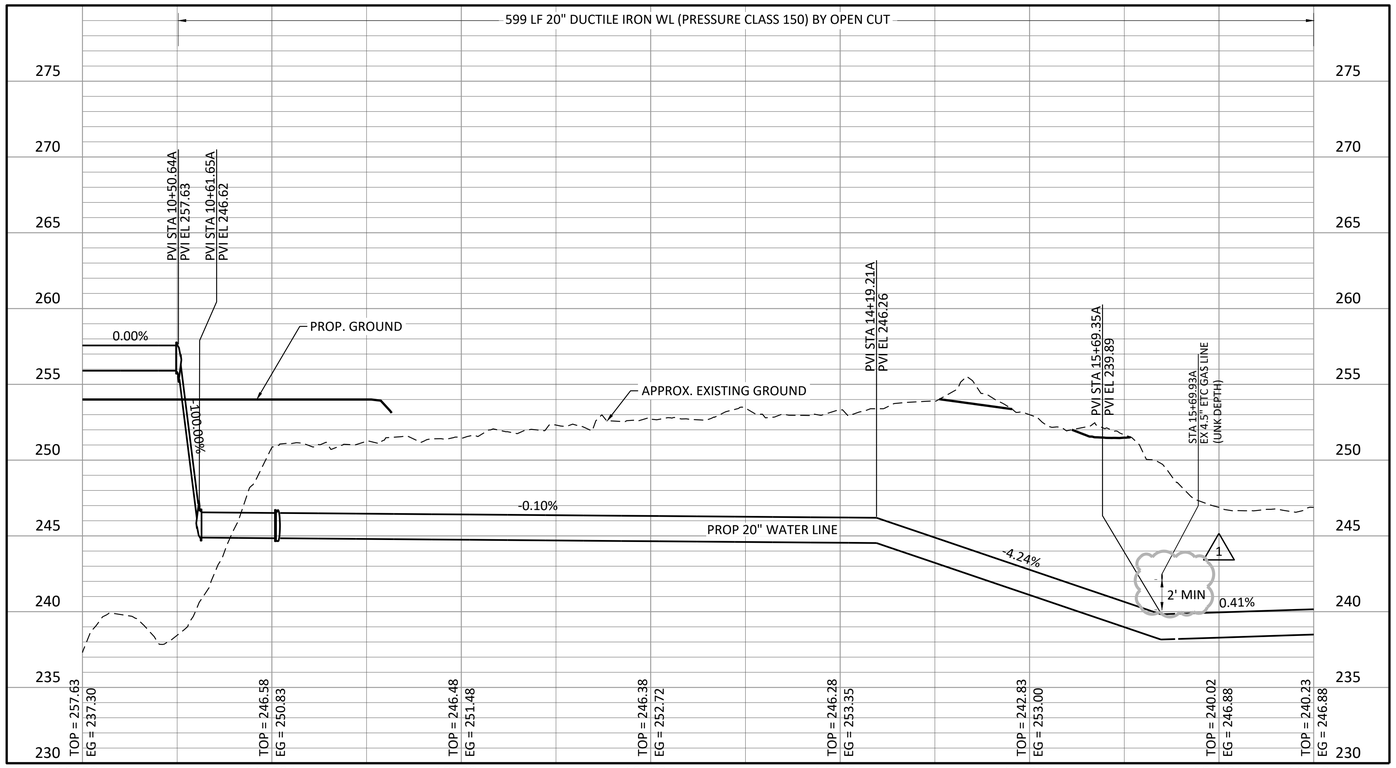

NORTH

0 40' 80'
SCALE IN FEET
HORIZONTAL

0 5' 10'
SCALE IN FEET
VERTICAL

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. MINIMUM LIME REQUIREMENT SHALL BE 8% BY WEIGHT APPLIED. SEE SPECIFICATION SECTION 31 32 13.19

NOTES BY SYMBOL "⟨X⟩"

1. "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

100% SUBMITTAL

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

12/10/2025

FREESE NICHOLS
10497 Town and Country Way,
Suite 500
Houston, Texas 77024
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Web - www.freese.com

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

CIVIL

WELL 10 PLAN AND PROFILE I

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025

F&N JOB NO.	CCL24267
DATE	DEC 2025
DESIGNED	BMB
DRAWN	GDM
CHECKED	
APPROVED	BMB
FILE NAME	CV-WAT-PPL-PP-WELL01.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

SHEET C-29

SEQ. 40

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Plot Date: 12/9/2025 4:24 PM Plot By: 08869 Filename: N:\WTU\Drawings\CV-WAT-PPL-PP-WELL01.dwg



NORTH

0 20' 40'
SCALE IN FEET
HORIZONTAL

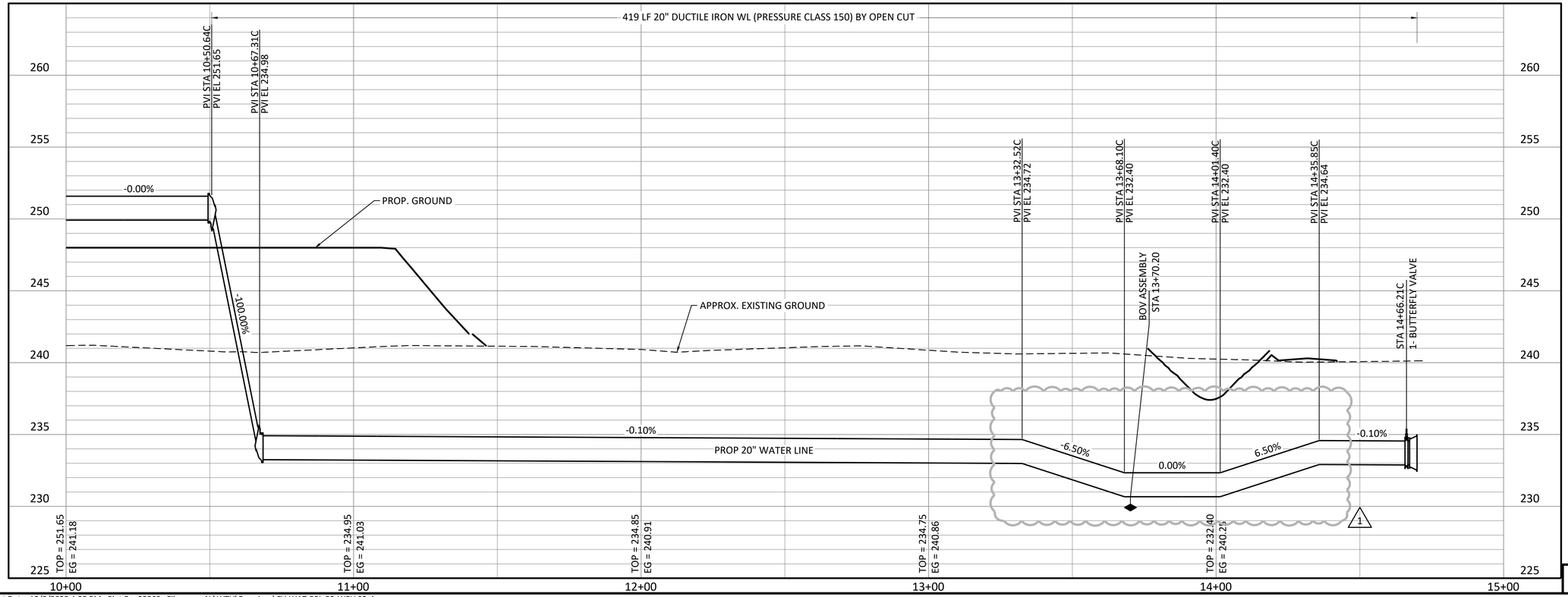
0 4' 8'
SCALE IN FEET
VERTICAL

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. MINIMUM LIME REQUIREMENT SHALL BE 8% BY WEIGHT APPLIED. SEE SPECIFICATION SECTION 31 32 13.19

NOTES BY SYMBOL: "(X)"

1. "FIBER-W11" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.



100% SUBMITTAL

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

12/10/2025

FREESE NICHOLS
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Suite 500
Houston, Texas 77024
Phone - (713) 600-6800
Web - www.freese.com

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

CIVIL

WELL 12 PLAN AND PROFILE

F&N JOB NO.	CCL24267
DATE	DEC 2025
DESIGNED	JAE
DRAWN	CAE
CHECKED	
APPROVED	JVW
FILE NAME	CV-WAT-PPL-WELL02.dwg

NO.	ISSUE	BY	DATE

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

SHEET C-32

SEQ. 43

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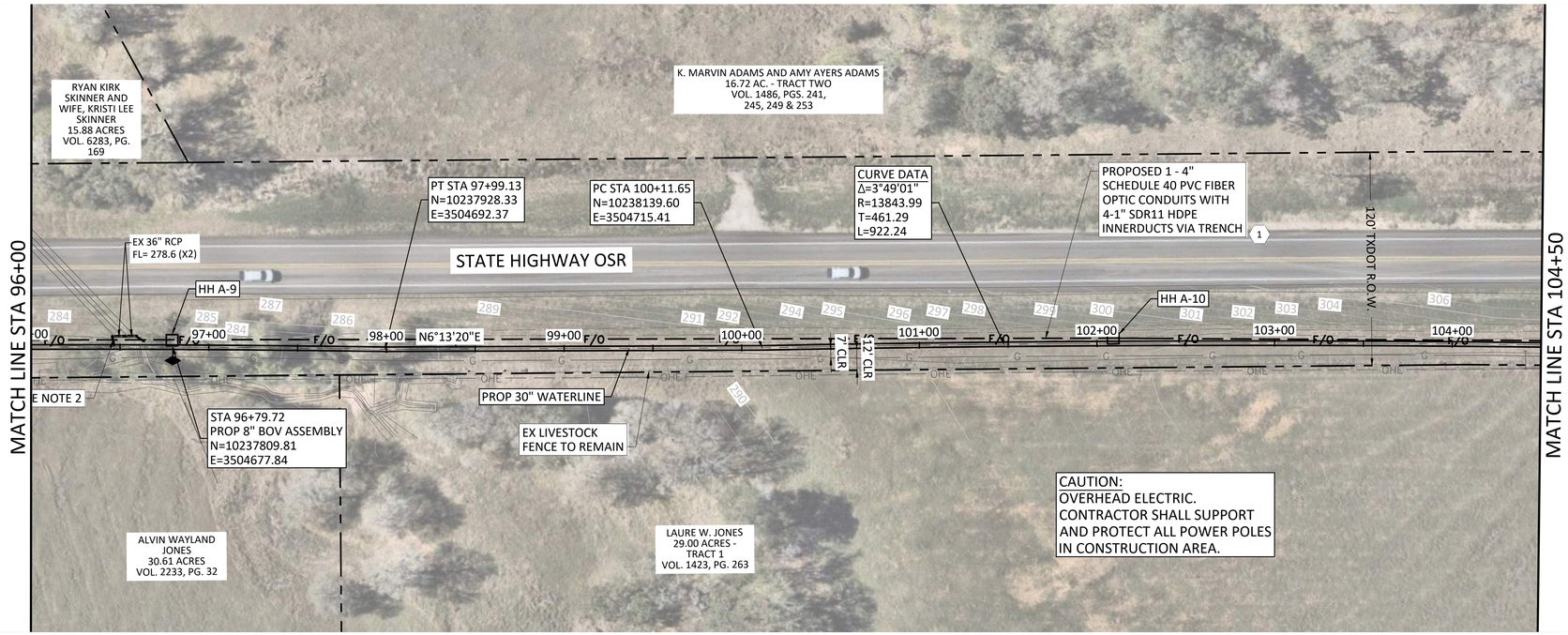

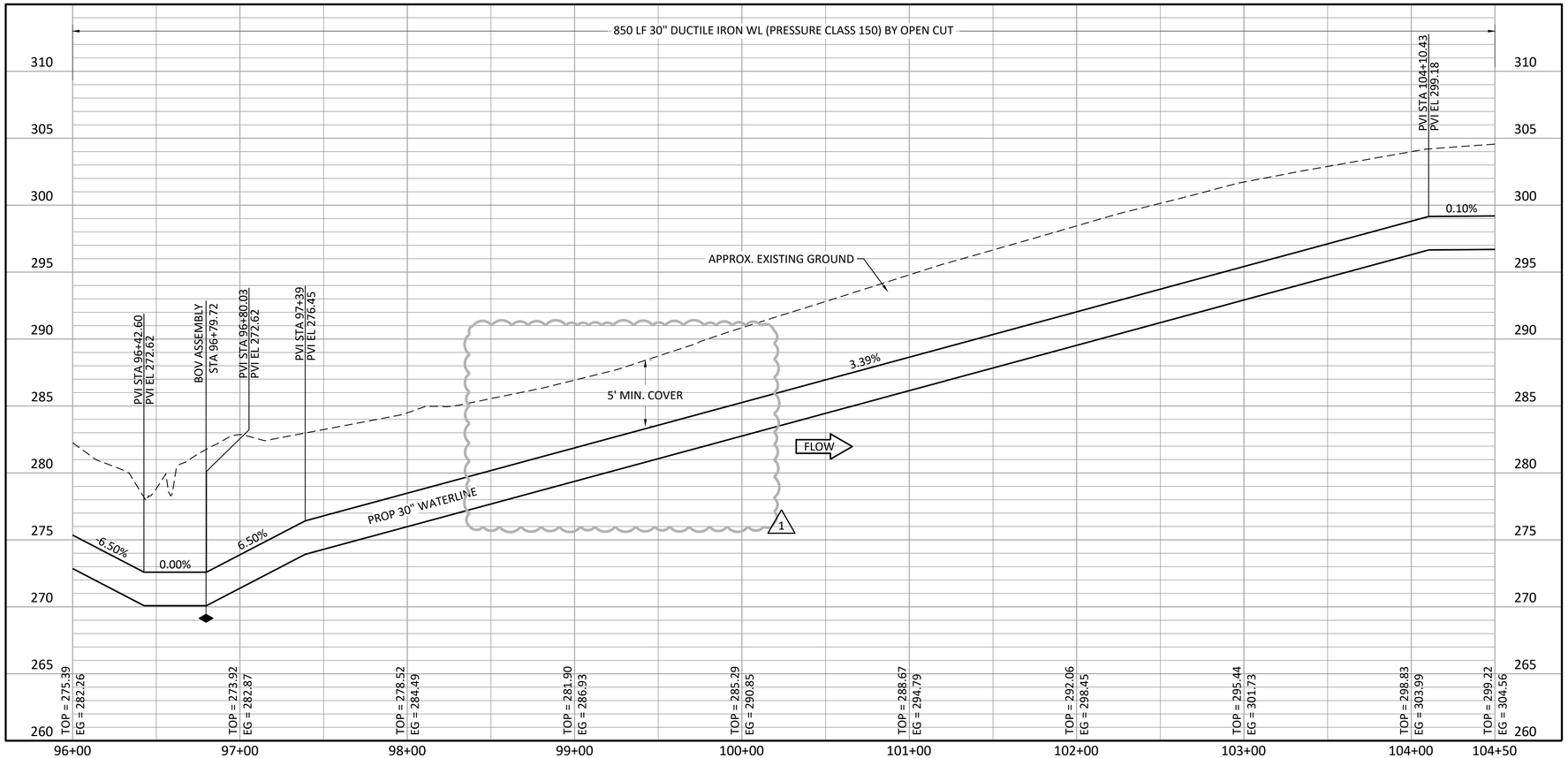

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

12 / 17 / 2025

FREESE NICHOLS
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Suite 500
Houston, Texas 77024
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Web - www.freese.com

NORTH

0 40' 80'
SCALE IN FEET
HORIZONTAL

0 5' 10'
SCALE IN FEET
VERTICAL

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. REMOVE AND REPLACE HEADWALL AND ENDS OF RCP TO EXISTING CONDITIONS. CONTRACTOR TO PROVIDE TEMPORARY BY PASS DRAINAGE IF NEEDED.
3. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
4. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

1

NOTES BY SYMBOL: "X"

5. "FIBER-W11", "FIBER-W12", AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

CITY OF COLLEGE STATION, TEXAS

WELLS 10, 11, 12 AND COLLECTION LINE

CIVIL

PLAN AND PROFILE STA 96+00 TO STA 104+50

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025

F&N JOB NO.	CCL24267
DATE	DEC 2025
DESIGNED	JAE
DRAWN	AGO
CHECKED	
APPROVED	JVW
FILE NAME	CV-PPL-PP-02.dwg

Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
VERIFY SCALE 0 1"

SHEET C-44

SEQ. 55

100% SUBMITTAL

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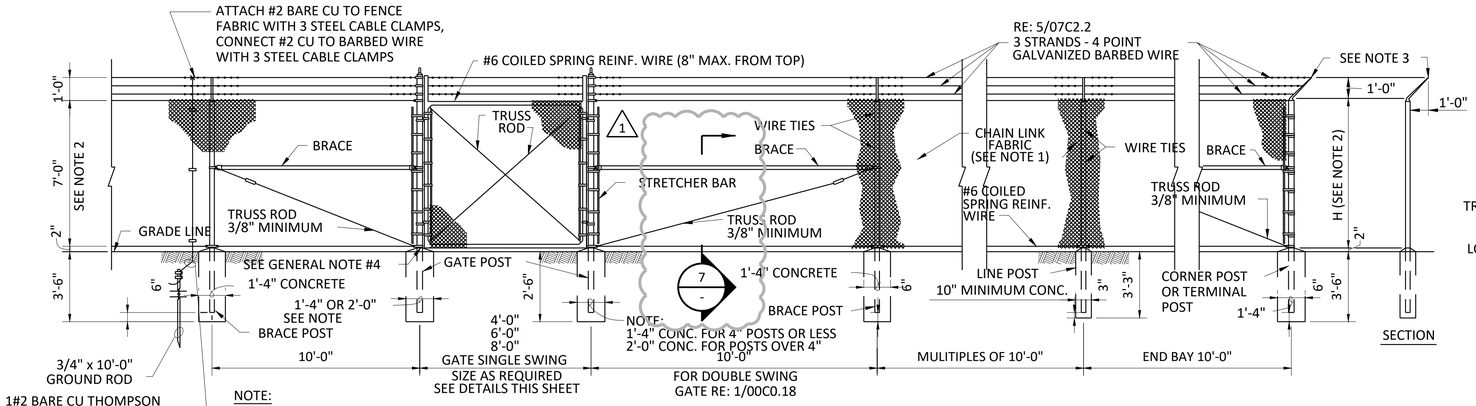
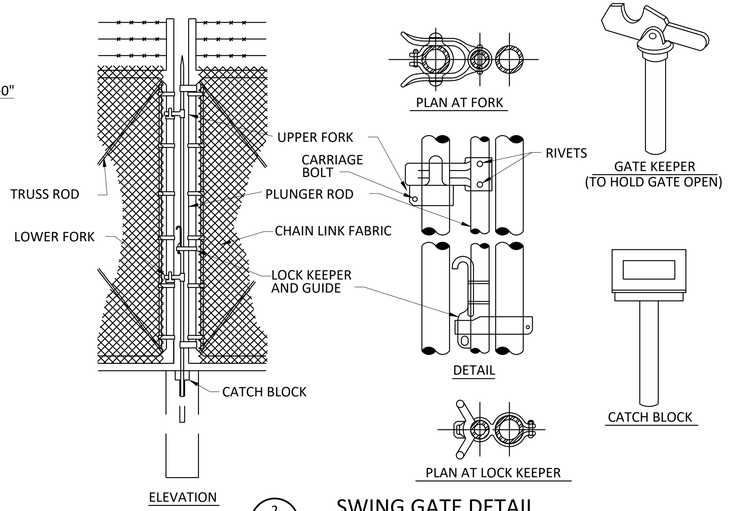


NOTE:
FENCE GROUNDING SHALL BE ACCOMPLISHED BY USING A 3/4" x 10'-0" GROUND ROD INSTALLED TO MEET THE FOLLOWING CRITERIA: (a) TOP OF GROUND ROD A MINIMUM OF 12" BELOW GRADE AT LEAST ONE ON BOTH SIDES OF A GATE.

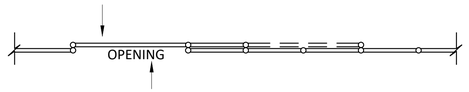
1 CHAIN LINK FABRIC FENCE
NOT TO SCALE



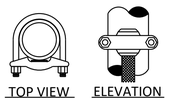
2 SWING GATE DETAIL
NOT TO SCALE

GENERAL NOTES:

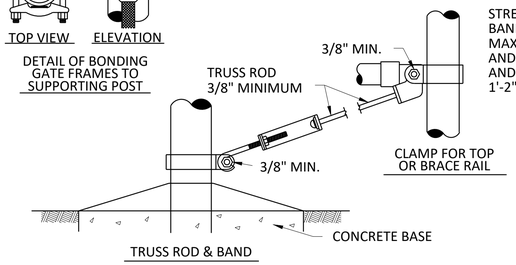
1. ALL FABRIC TO BE #9 GAGE WIRE, WOVEN IN A 2" MESH. TOP AND BOTTOM EDGES TO BE TWISTED AND BARBED.
2. HEIGHT (H) OF FENCE TO BE 7'-0" WITH THREE (3) STRANDS OF 4 POINT BARBED WIRE SECURELY ATTACHED TO SINGLE EXTENSION ARMS ALONG TOP OF FENCE. TOP STRAND TO BE 1'-0" ABOVE.
3. SINGLE EXTENSION ARMS SHALL POINT OUTWARD AT AN ANGLE OF 45 DEG.
4. PROVIDE 1/8" x 1" FLEXIBLE BRAIDED COPPER STRAP CLAMP CONNECTED TO GATE AND POST.

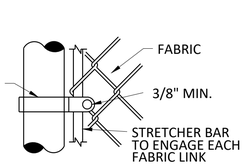


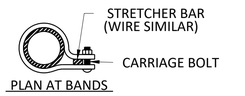
5 SECTION
NOT TO SCALE

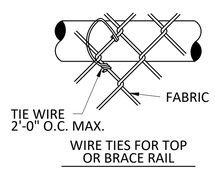


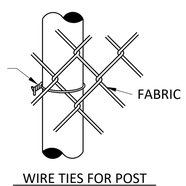
DETAIL OF BONDING GATE FRAMES TO SUPPORTING POST

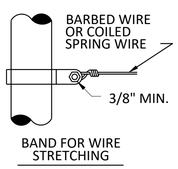




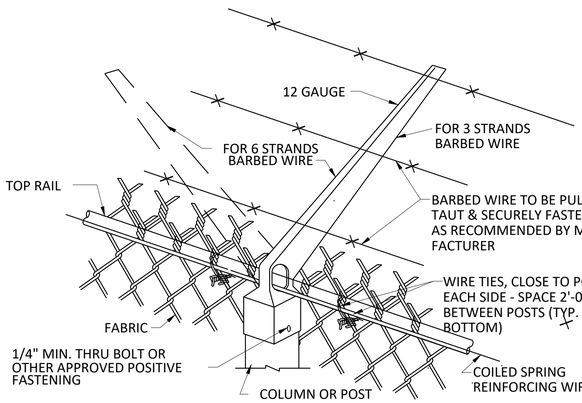






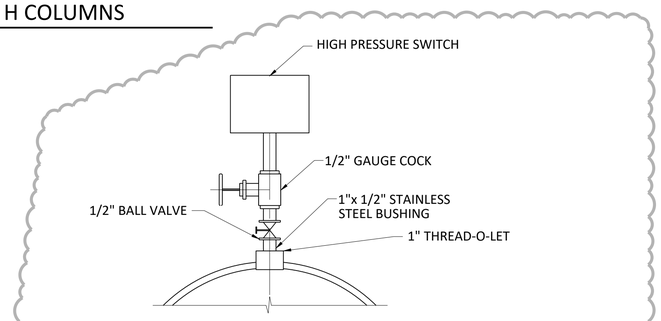


3 FASTENING DETAILS - SIMILAR TUBULAR POST OR H COLUMNS
NOT TO SCALE

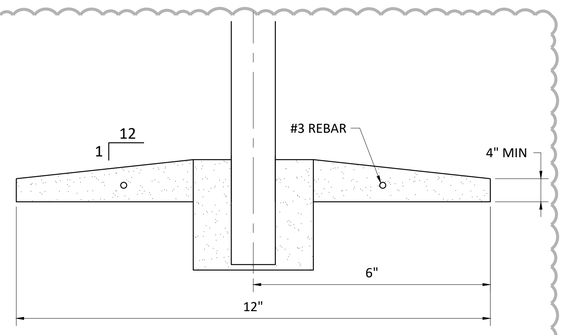


(ARMS FOR H COL. POSTS & TUBULAR POSTS SIMILAR)

4 EXTENSION ARM FOR BARBED WIRE
NOT TO SCALE



6 TOP MOUNTED HIGH PRESSURE SWITCH
NOT TO SCALE



NOTE:

1. REINFORCEMENT #3 REBAR IS CONTINUOUS AND CENTERED HORIZONTALLY AT MID-DEPTH. BARS TIED AND LAPPED EVERY 12".
2. FOR LONG RUNS, PROVIDE CONTROL JOINTS EVERY 12' TO CONTROL CRACKING.

7 MOW STRIP CROSS SECTION
NOT TO SCALE

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144
FREESE NICHOLS
10497 Town and Country Way, Suite 500
Houston, Texas 77024
Phone - (713) 600-6800
Web - www.freese.com

STATE OF TEXAS — DAVID M. HUNN — 69933 — REGISTERED PROFESSIONAL ENGINEER — 12/08/2025

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
SITE CIVIL DETAILS II

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN JLQ
CHECKED
APPROVED JVW
FILE NAME CV-ALL-DT-WELL.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

SHEET C-52
SEQ. 63

100% SUBMITTAL

ACAD Rel: 25.1s (LMS Tech)
Filename: N:\WTU\Drawings\CV-ALL-DT-WELL.dwg
Last Saved: 10/29/2025 9:57 AM Saved By: 08869

Plot Date: 12/9/2025 4:29 PM Plot By: 08869 Filename: N:\WTU\Drawings\CV-ALL-DT-WELL.dwg

Exhibit A-4(a) GMP No. 5

Bid Package 3.03

CITY OF COLLEGE STATION
WELLS 10, 11, 12 and
COLLECTION PIPELINE

Project No. CCL24267

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

CMAR Recommendation #5
COCS Bid Packages 3.03 & 4.01
Work Procurement

Tab-2 Contract Documents

GARNEY

1700 Swift Street, North Kansas City, MO 64116
Phone: 816.741.4600
Fax: 816.741.4488
www.garney.com

Tab 2 – Contract Documents per Bid Package #3.03

The COCS Wells 10, 11, 12 and Collection Pipeline Bid Package #3 Procurement contract bid documents can be accessed via the following link. On this site, we have posted the following documents.

- Level 100% Drawings and Specifications
- Electronic (MS Excel) SOV Files
- Geotechnical Report
- Use of Reference Document Disclaimer
- Google Earth KMZ File
- Addendum #1, #2 and #3

Level 100% Drawings and Specifications utilized at time of Bid.

To access the Bid Package 03 Contract Documents:

1. Navigate to the following Website: https://www.civcastusa.com/project/6931d4a36a2a4a632e27a2f7/plans
2. On the Home screen, click on the "Docs" link on the top left side of the screen. Then navigate throughout the various documents and files used at the time of public advertisement and solicitation.

Exhibit A-4(b) GMP No. 5

Bid Package 3.03 - Addendum No. 1

City of College Station
Wells 10, 11, 12 and Collection Pipeline

Bid Package 3 - Work Packages for Permanent Well Installation (3.01), Well Piping/Transmission Pipeline (3.02), Electrical & Fiber Optic Installation (3.03).

ADDENDUM No. 1

January 21st, 2026

TO BIDDER OF RECORD:

The following changes, additions, and/or deletions are hereby made a part of the Contract Documents for the purchase special services described in Bid Package 3.00 for the City of College Station Wells 10, 11, 12 and Collection Pipeline Project dated December 2025 as fully and completely as if the same were full set forth therein. This addendum includes changes, additions, and/or deletions to the Bid Package described above.

BID DATE:

None.

FRONT END SPECIFICATIONS:

1. REVISED 00 01 10 – Table of Contents
2. REVISED 00 21 13 – Instruction to Bidders
    a. Revision made to questions posting/answering cutoff date and time.
3. REVISED 00 42 23 – Bid Proposal Form
    a. Revision to reflect updated address listed for bids to be hand-delivered (Changed from 1100 Texas Ave to 1101 Texas Ave)
4. REVISED 00 42 23.01 – Statement of Qualifications
    a. Revision made to allowable pages for preliminary project schedule to be included within proposal – changed to no page limit, requirement to be provided on 11" x 17" paper still applies.
5. REVISED 00 42 23.02 – Bid Package Scope of Work
    a. SOV 3.01 and SOV 3.02 have been REVISED – updated Schedule of Values forms attached herein as well as updated Native Excel Files posted on Civcast as part of this Addenda publication.

TECHNICAL SPECIFICATIONS:

1. REVISED 26 29 23.01 – Medium Voltage Variable Frequency Drives.
2. REVISED 31 21 13 - Public Well Pumping Equipment
3. ADDED 31 23 23.53 – Cement Stabilized Sand
4. REVISED 40 61 13 – Process Control System General Provisions
5. REVISED 40 61 26 – Process Control System Training
6. REVISED 40 61 96.01 – Well Site
7. REVISED 40 67 00 – Control System Equipment Panels and Racks
8. REVISED 40 72 43 – Pressure and Differential Pressure Type Level Meters
    a. Revision made to include test well instrumentation.

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PLAN SHEETS:

1. New, Updated and or Revised Plan Sheets attached to this Addenda
   a. C-40 – C47, C-54, E-3 – E-14, E-16 – E-17, and E-19 – E-21
   b. These plan sheets included within this Addenda No. 1 Packet are to replace and supersede those found within the original set of drawings.

ATTACHMENTS:

1. Bid Package 3.00 Pre-Bid Meeting Agenda and Sign-In Sheet for Mandatory Pre-Bid Meeting on 01/07/2026.
2. Civcast Questions and Answers as of the 01/16/2026 and 2:00 PM CST Deadline.
3. Owner provided transformer submittal data.
4. Revised Specification Section 00 01 10 – Table of Contents
5. Revised Specification Section 00 21 13 – Instruction to Bidders
6. Revised Specification Section 00 42 23 – Bid Proposal Form
7. Revised Specification Section 00 42 23.01 – Statement of Qualifications
8. Revised Specification Section 26 29 23.01 – Medium Voltage Variable Frequency Drives.
9. Revised Specification Section 31 21 13 - Public Well Pumping Equipment
10. Added Specification Section 31 23 23.53 – Cement Stabilized Sand
11. Revised Specification Section 40 61 13 – Process Control System General Provisions
12. Revised Specification Section 40 61 26 – Process Control System Training
13. Revised Specification Section 40 61 96.01 – Well Site
14. Revised Specification Section 40 67 00 – Control System Equipment Panels and Racks
15. Revised Specification Section 40 72 43 – Pressure and Differential Pressure Type Level Meters
16. Revised plan sheets C-40 – C47, C-54, E-3 – E-14, E-16 – E-17, and E-19 – E-21

CIVCAST UPLOADS:

1. This Addenda No. 01 Packet
2. Revised ELECTRONIC SCHEDULE OF VALUES (SOV)(SOV 3.01 & 3.02)
   a. PDF versions as attached to this packet
3. Mandatory Pre-Bid Meeting sign-In sheet and Agenda
4. Civcast Questions and Answers as of the 01/16/2026 Deadline.

END OF ADDENDA

00 01 10 TABLE OF CONTENTS

Division / Section	Title
Division 00	**Request for Proposals and Contracts**
00 00 00	Project Cover Sheet
00 01 07	Design Professional Seals
00 01 10	Table of Contents
00 01 15.1	List of Drawings – 100% Submittal (Bid Package 3)
00 11 13	Advertisement for Bids
00 13 24	Progress Schedules and Reports
00 21 13	Instructions to Bidders
00 42 23	Bid Proposal Form
00 42 23.01	Statement of Qualifications and Project Approach
00 42 23.02	Bid Package Scope of Work
SOV 3.01	3.01 – Permanent Well Construction
SOV 3.02	3.02 – Well Piping/Transmission Pipeline
SOV 3.03	3.03 - Electrical & Fiber Optic Installation
00 42 23.04	Vendor Compliance with Reciprocity on Non-Resident Bidders (TWDB-0459)
00 42 23.06	Contractor's Act of Assurance (ED-103)
00 42 23.07	Contractor's Act of Assurance Resolution (ED-104)
00 42 23.08	Bidder's Certifications (WRD-255)
00 42 23.09	Conflict of Interest Questionnaire Form
00 43 43	Wage Rates
00 52 23	Agreement
05 52 23.01	Prime Agreement
00 61 13.13	Performance Bond Form
00 61 13.16	Payment Bond Form
00 62 13	Certificate of Insurance
00 72 00	Standard General Conditions
00 73 00	Supplementary Conditions
Division 01	**General Requirements**
01 11 00	Summary of Work
01 29 00	Payment Procedures
01 31 00	Project Management and Coordination
01 31 13	Project Coordination
01 31 13.13	Forms
01 32 34	Video and Photographic Documentation
01 33 00	Submittal Procedures
01 33 02	Shop Drawings
01 50 00	Temporary Facilities and Controls
01 57 00	Temporary Controls
01 57 23	Temporary Stormwater Pollution Control
01 70 00	Execution and Closeout Requirements
01 71 23	Construction Surveying
01 74 23	Final Cleaning
01 78 23	Operation and Maintenance Data
Division 02	**Earthwork**

Division / Section	Title
02 41 13.13	Removal of Existing Concrete *(B/CS Unified Technical Specification)*
Division 03	**Concrete**
03 11 00	Concrete Forming
03 21 00	Reinforcing Steel
03 30 00	Cast-In-Place Concrete
03 41 19	Precast Reinforced Concrete Valve Vault
Division 05	**Metals**
05 05 13	Galvanizing
05 50 00	Metal Fabrications
05 51 00	Metal Stairs
05 52 13	Pipe and Tube Railings
05 53 00	Metal Gratings
Division 09	**Finishes**
09 03 12	Conductive Trace Wire for Water Pipe and Sewer Force Main Installation (B/CS Unified Technical Specification)
09 96 00	High-Performance Coatings
09 97 16	Pipeline Coatings and Linings
Division 13	**Special Construction**
13 34 19	Metal Building Systems
13 47 13	Cathodic Protection
Division 22	**Plumbing**
22 68 11	Fuel System
Division 23	**HVAC**
23 81 13	Package Wall-Mount Air Conditioning Units
Division 26	**Electrical**
26 00 00	Electrical General Provisions
26 01 26	Testing of Electrical Systems
26 05 13	Medium-Voltage Cables
26 05 19	Low-Voltage Electrical Power Conductors and Cables
26 05 26	Grounding and Bonding for Electrical Systems
26 05 29	Hangers And Supports for Electrical Systems
26 05 30	Electrical Building
26 05 33	Raceways and Boxes for Electrical Systems
26 05 36	Cable Trays For Electrical Systems
26 05 43.01	Manholes And Concrete Pull Boxes for Electrical Systems
26 05 53	Identification For Electrical Systems
26 05 73.01	Electrical Power System Studies
26 09 23	Lighting Control Devices
26 12 19	Pad-Mounted, Liquid Filled, Medium Voltage Transformers
26 13 00	Medium Voltage Metal Clad Switchgear

Division / Section	Title
26 22 13	Low-Voltage Distribution Transformers
26 24 13	Switchboards
26 24 16	Panelboards
26 27 26	Wiring Devices
26 28 16	Enclosed Switches and Circuit Breakers
26 29 23.01	Medium Voltage Variable Frequency Drives
26 29 87	Electrical Control Panels
26 32 13.13	Diesel Engine Drive Generator Sets
26 41 13	Lightning Protection for Structures
26 43 13	Low Voltage AC Surge Protection Devices (SPDs)
26 50 00	Lighting
Division 28	**Electronic Safety and Security**
28 00 00	Electronic Security
28 23 00	Video Surveillance
Division 31	**Earthwork**
31 0 13	Soils for Earthwork
31 05 16	Aggregates for Earthwork
31 11 00	Clearing and Grubbing *(B/CS Unified Technical Specification)*
31 23 10	Structural Excavation and Backfill
31 23 23.34	Flowable Fill
31 23 23.53	Cement Stabilized Sand Backfill
31 23 33	Excavating, Trenching, and Backfilling *(B/CS Unified Technical Specification)*
31 25 13	Erosion and Sedimentation Control *(B/CS Unified Technical Specification)*
31 32 13.19	Lime Soil Stabilization
31 32 19.15	Geotextile
31 50 00	Trench Safety *(B/CS Unified Technical Specification)*
31 63 29	Drilled Concrete Piers and Shafts
Division 32	**Exterior Improvements**
32 11 14	Flexible Base Crushed Limestone *(B/CS Unified Technical Specification)*
32 11 16	Subgrade Preparation and Compaction *(B/CS Unified Technical Specification)*
32 11 29	Lime Stabilization *(B/CS Unified Technical Specification)*
32 31 13	Chain Link Fences and Gates
32 91 19.13	Topsoil Placement and Grading
32 92 13	Hydro-Mulch Seeding *(B/CS Unified Technical Specification)*
32 92 19	Seeding for Erosion Control *(B/CS Unified Technical Specification)*
32 92 23	Sodding for Erosion Control (Block Sodding)(*B/CS Unified Technical Specification)*
Division 33	**Utilities**
33 05 02	Ductile Iron Pipe *(B/CS Unified Technical Specification)*
33 05 23.33	Pipeline Crossing
33 11 13.1	Water Main Construction *(B/CS Unified Technical Specification)*
33 12 16	Main Line Valves *(B/CS Unified Technical Specification)*
33 13 00	Disinfection of Water Lines *(B/CS Unified Technical Specification)*
33 13 10	Hydrostatic Tests *(B/CS Unified Technical Specification)*
33 21 13	Public Supply Well and Well Pumping Equipment

Division / Section	Title
33 21 13.01	Test Hole, Test Well and Monitoring Well
33 23 24	Contact Grouting
33 30 00	Microtunneling
33 31 13.16	In-line Reconnaissance Inspection
33 39 13	Manholes *(B/CS Unified Technical Specification)*
33 40 02	Reinforced Concrete Pipe *(B/CS Unified Technical Specification)*
33 41 16	Drainage Channel Excavation *(B/CS Unified Technical Specification)*
33 52 26	Foam Pigging
33 73 15	Shaft Excavation
33 73 16	Groundwater and Surface Water Control
Division 40	**Process and Interconnections**
40 05 43	Miscellaneous Valves
40 05 64	Butterfly Valves
40 05 65.23	Swing Check Valves
40 05 78	Air Valves – Ball Float Style
40 61 13	Process Control Systems and General Provisions
40 61 21	Process Control System Testing
40 61 26	Process Control System Training
40 61 93	Process Control System IO List
40 61 96	Process Control Descriptions
40 61 96.01	Process Control Narrative – Well Sites
40 62 63	Operator Interface Terminals
40 63 43	Programable Logic Controllers
40 66 13	Switches and Routers
40 66 33	Metallic and Fiber-Optic Communication Cabling and Connectors
40 67 00	Control System Equipment Racks and Panels
40 71 23.13	Venturi Flow Meter
40 72 43	Pressure and Differential Pressure Type Level Meters
40 73 13	Pressure Gauges
40 73 26	Gauge Pressure Transmitters
40 73 36	Pressure and Differential Pressure Switches
APPENDIX	**APPENDIX**
Attachment ‘A’	Union Pacific Crossing Agreement
Appendix A	City of College Station E-House Building Specification
Appendix B	Geotechnical Report
Appendix C	Allowable Axial Pile Capacity Curves
Appendix D	SUE QL-A Test Hole Reports
Appendix E	Owner Provided Transformer Data

END OF SECTION

00 21 13 INSTRUCTIONS TO BIDDERS

1.00 Qualifications of Bidders

A. Submit documentation with Bids to demonstrate that the Bidder is qualified by experience and capability to successfully construct the Project within the Contract Time and for the Contract Amount. See Specification Section 00 42 23.01 Statement of Qualifications and Project Approach for required documentation.

B. Submit a Bid Bond with the Price Proposal in the amount of five percent (5%) total amount of Bid.

C. A Performance and Payment Bond will be required to be submitted to the CMAR by the successful Bidder in accordance with the General and Supplementary Conditions.

D. The City of College Station (Owner), Freese and Nichols (Engineer), and Garney Companies, Inc (CMAR), hereafter referred to as "Contract Team" may conduct investigations as considered necessary to establish the responsibility, qualifications, and financial ability of the Bidders, proposed Subcontractors and other persons and organizations to do the work in accordance with the Contract Documents to Contract Team's satisfaction, and within the prescribed time. The Contract Team may reject the Bid of any Bidder who does not meet any such evaluation to Owner's satisfaction.

2.00 Copies of Bidding Documents

A. Complete sets of Bidding Documents must be used in preparing bids; neither Owner nor Engineer nor CMAR assume any responsibility for errors or misinterpretations resulting from the use of incomplete sets of Bidding Documents.

The official website for Bidding Documents, Bidders' questions, and addenda for this project will be at the following web address:

https://www.civcastusa.com

B. The Contract Team in making copies of Bidding Documents available on the above terms do so only for the purpose of obtaining Bids on the Work and do not confer a license or grant for any other use.

3.00 Examination of Contract Documents and Site

A. It is the responsibility of each Bidder before submitting a Bid, to (a) examine the Contract Documents thoroughly, (b) visit the site to become familiar with local conditions that may affect cost, progress, performance or furnishing of the Work, (c) consider federal, state and local Laws and Regulations that may affect cost, progress, performance or furnishing of the Work, (d) study and carefully correlate Bidder's observations with Contract Documents, and (e) notify CMAR of all conflicts, errors or discrepancies in the Contract Documents.

B. Before submitting a Bid, each Bidder shall, at Bidder's own expense, make or obtain any additional examinations, investigations, explorations, tests and studies and obtain any additional information and data which pertain to the physical conditions (surface, subsurface and underground facilities) at or contiguous to the site or otherwise which may affect cost, progress, performance or furnishing of the Work which Bidder deems necessary to determine its bid for performing and finishing the Work in accordance with the time, price and other terms and conditions of the Contract Documents. All site investigations must be coordinated with the CMAR and Owner prior to visitation.

D. The lands upon which the Work is to be performed, proposed rights-of-way, and easements for access thereto and other lands designated for use by Bidder in performing the Work are identified in the Proposal Documents. All additional lands and access thereto required for temporary construction facilities or storage of materials and equipment are to be provided by Bidder. Easements for permanent structures or permanent changes in existing structures are to be obtained and paid for by Owner unless otherwise provided in the Contract Documents.

E. The submission of a Bid will constitute an incontestable representation by Bidder that Bidder has complied with every requirement of this Article, that without exception the Bid is premised upon performing and furnishing the Work required by the Contract Documents and such means, methods, techniques, sequences or procedures of construction as may be indicated in or required by the Contract Documents, and that the Contract Documents are sufficient in scope and detail to indicate and convey understanding of all terms and conditions for performance and furnishing of the Work.

F. A **mandatory pre-bid conference** for all Bidders is scheduled for the date and time prescribed in the Advertisement for Bids 00 11 13. The pre-bid will be virtual at the link provided on the official website and made available to all bidders.

4.00 Technical Specifications

All technical specifications are issued by:
Freese and Nichols
10497 Town and Country Way
Suite 500
Houston, Texas 77024

5.00 Questions and Interpretations and Addenda

A. All questions about the meaning or intent of the Contract Documents are to be submitted on the Project website at https://www.civcastusa.com. Technical interpretations or clarifications considered necessary by CMAR and Engineer in response to such questions will be issued by Addenda. Questions received after the date and time conveyed on the primary advertisement website civcastusa.com may not be answered. Only questions

answered by formal written Addenda will be binding. Oral and other interpretations or clarifications will be without legal effect.

B. Addenda may also be issued to modify the Bidding Documents as deemed advisable by the Contract Team.

6.00 Substitutions or "equivalent" Items

A. The Contract, if awarded, will be on the basis of materials, equipment, and services described in the Drawings or specified in the Specifications without consideration of possible substitute or "or-equivalent" items. Whenever it is indicated in the Drawings or specified in the Specification that a substitute or "or-equivalent" item of material or equipment may be furnished or used by Bidder if acceptable to Contract Team, application for such acceptance will not be considered by Contract Team until after the Effective Date of the Agreement unless the Engineer/CMAR at their option, elect to issue an Addenda naming a substitute or "or-equivalent" item prior to receipt of bids. For EQUIPMENT PROPOSALS only the Manufacturers listed in the Specifications will be accepted. The procedure for submission of any such application by Bidder and consideration by Contract Team is set forth in Specification Section 00 72 00 General Conditions and Specification Section 01 33 00 Submittal Procedures.

7.00 Bid Proposal Requirements

A. Price Proposal
   i. Two (2) hard copies of the Bid Package Scope of Work (00 42 23.02) are to be turned in. Each hard copy shall be in a separate sealed envelope. Two (2) electronic copies of the Bid Package Scope of Work (in Microsoft Excel Format) are also to be turned in at the time of bid on USB storage devices. One USB storage device shall accompany each hard copy in the sealed envelope. In the case of any discrepancy, the hard copy submitted with the proposal will be considered the actual costs proposed.
      1. All blanks on the hard copy of the Bid Package Scope of Work must be completed.
      2. Bids must be priced as indicated on the Bid Package Scope of Work (00 42 23.02). If applicable the price of the alternative bids will be the amount to be added to or deducted from the price of the Package's Base Bid if the alternate is selected.
   ii. A bid bond must accompany each hard copy of the Scope of Work in the sealed envelopes. The Bid Bond amount is five (5) percent of the bid.

B. Technical Proposal
   i. The Technical Proposal shall include **one (1) hardcopy** of each of the following documents and **one (1) electronic copy** of each of the following documents on a USB storage device. The electronic copies of each document shall be combined and submitted as one PDF document. The hard copy and the electronic copy shall be submitted together in a sealed envelope.
      1. Bid Proposal Form 00 42 23

a. Bids by corporations must be executed in the corporate name by the President or a Vice president (or other Corporate Officer accompanied evidence of authority to sign) and the corporate seal must be affixed and attested by the Secretary or an Assistant secretary. The corporate address and state of incorporation must be shown below the signature.
b. Bids by partnerships must be executed in the partnership name signed by a partner whose title must appear under the signature and the official address of the partnership must be shown below the signature.
c. All names must be typed or printed below the signature.
d. The Bid Form shall contain an acknowledgment of receipt of all Addenda (the numbers of which must be filled in on the Bid Proposal Form) and forms.
e. The address and telephone number for communication regarding the Bid must be shown.
f. Bids may be rejected that are qualified with conditions, clauses, or alterations, or items not called for in the proposal, or irregularities of any kind in which the Contract Team's opinion may disqualify the Bidder.
g. The bidder is required to execute the Bid Proposal Form.

2. Bidder's Statement of Qualifications and Project approach per 00 42 23.01 – Statement of Qualification and Project Approach
3. An acknowledged copy of the TWDB-0459, Vendor Compliance with Reciprocity of Non-Resident Bidders 00 42 23.04 must accompany the Bid Proposal Form.
4. An acknowledged copy of the ED-103 Contractor's Act of Assurance 00 42 23.06 must accompany the Bid Proposal Form.
5. An acknowledged copy of the ED-104 Contractor's Act of Assurance Resolution 00 42 23.07 must accompany the Bid Proposal Form.
6. An acknowledged copy of the WRD-255 Bidder's Certifications 00 42 23.08 must accompany the Bid Proposal Form.
7. An acknowledged copy of the Conflict of Interest Questionnaire 00 42 23.09 must accompany the Bid Proposal Form.

8.00 Submission of Bids

A. Submission of the Price Proposal shall include **two (2) separate and identical** sealed envelopes with the following items in each envelope:

1. One (1) hard copy of 00 42 23.02 – Bid Package Scope of Work
2. One (1) electronic copy of Bid Package Scope of Work on a USB storage device
3. Bid Bond

B. Submission of the Technical Proposal shall include one sealed envelope with the following items:

1. 00 42 23 – Bid Proposal Form

2. 00 42 23.01 – Statement of Qualifications and Project Approach
3. 00 42 23.04 – Vendor Compliance with Reciprocity of Non-Resident Bidders (TWDB-0459)
4. 00 42 23.06 – Contractor's Act of Assurance (ED-103)
5. 00 42 23.07 – Contractor's Act of Assurance Resolution (ED-104)
6. 00 42 23.08 – Bidder's Certifications (WRD-255)
7. 00 42 23.09 – Conflict of Interest Questionnaire Form
8. One (1) electronic copy of the Technical Proposal combined in one PDF file on a USB storage device

C. Price Proposal shall be submitted at the time and place indicated in the 00 11 13 Advertisement for Bids and shall be enclosed in two separate opaque sealed envelopes, each marked with:

PRICE PROPOSAL

The City of College Station – Wells 10, 11, 12 and Collection Pipeline

Bid Package #3

FOR

The City of College Station

(Bidder's Name)

(Bidder's Address)

and accompanied by all required documents as listed above. Bidder will acknowledge on outside of envelope any addenda.

D. The Technical Proposal shall be submitted at the time and place indicated in the 00 11 13 Advertisement for Bids and shall be enclosed in an opaque sealed envelope, marked with:

TECHNICAL PROPOSAL

The City of College Station – Wells 10, 11, 12 and Collection Pipeline

Bid Package #3

FOR

The City of College Station

(Bidder's Name)

(Bidder's Address)

and accompanied by all required documents as listed above. Bidder will acknowledge on outside of envelope any addenda.

Any Bid received after the time indicated in the invitation will be considered ineligible and returned unopened.

9.00 Modifications and Withdrawal of Bids

A. Bids may be modified or withdrawn by an appropriate document duly executed and delivered to the place where Bids are to be submitted at any time prior to the opening of Bids.

10.00 Bids to Remain Subject to Acceptance

A. All bids will remain subject to acceptance for 60-days after the day of the Bid opening, but the Contract Team may, in their sole discretion, release any Bid prior to that date.

11.00 Award of Contract

A. The Contract Team reserves the right to reject any and all Bids, to waive any and all informalities not involving price, time, or changes in the Work, and to negotiate contract terms with the Successful Bidder and the right to disregard all nonconforming, nonresponsive, unbalanced, or conditional Bids. In the event that there is a conflict in the statement of a price within the bid the Contract Team reserves the right to select the amount most advantageous to the Contract Team. Also, the Contract Team reserves the right to reject the Bid of any Bidder if the Contract Team believes that it would not be in the best interest of the Project to make an award to that Bidder, whether because the Bid is not responsive or the Bidder is unqualified or of doubtful financial ability or fails to meet any other pertinent standard or criteria established by the Contract Team.

B. In evaluating Bids, the Contract Team will consider the qualifications of the Bidders, whether or not the Bids comply with the prescribed requirements, and such alternates, unit prices and other data, as may be requested in the Bid Form or prior to the Notice of Award.

The following criteria will be used in the evaluation process when selecting Bidders:

Bid Package # 3.01, 3.02, 3.03

Description	Weighting Value
Price Proposal Comprehensive Pricing	**50**
Project Schedule Detailed schedule showing durations of each activity and project milestones Ability to Meet Milestones Ability to meet schedule - including narrative of schedule approach	**10**
Written Understanding and Sequencing / Project Approach Sequencing of Installation Completion of similar projects Understanding of Scope	**5**
Feedback and Past References Experience with CMAR Delivery and City of College Station Historical Project Execution and Sequencing	**10**
Safety Company EMR / TRIR - Past 3 Years Experience of Safety Personnel OSHA Willful and Fatalities Past 3 years	**10**
Qualifications / Key Personnel Field Managers and Superintendents Project Managers Safety Manager Company Leadership	**15**
Instructions Compliance with Instructions to Bidders and Required Proposal Information	**Pass/Fail**
Total (Technical)	**50**
Total (Pricing)	**50**

C. The Contract Team may consider the qualifications and experience of Subcontractors, Suppliers, and other persons and organizations proposed for those portions of the Work as to which the identity of Subcontractors, Suppliers, and other persons and organizations must be submitted as requested with Bid Proposal Form. Owner also may consider the operating costs, maintenance requirements, performance data, and guarantees of major items of materials and equipment proposed for incorporation in the Work when such data is required to be submitted prior to the Notice of Award.

D. The Contract Team may conduct such investigations as they deem necessary to assist in the evaluation of any Bid and to establish the responsibility, qualifications and financial ability of Bidders, proposed Subcontractors, Suppliers and other persons and organizations to perform and furnish the Work in accordance with the Contract Documents to the Contract Team's satisfaction within the prescribed time.

E. If the contract is to be awarded, it will be awarded to the Bidder whose evaluation is considered to be of best value and of the best interests of the Project by the Contract Team.

F. Point of Clarification - All Bid Proposals will be turned into the City of College Station representatives at the designated time and place as indicated in the bidding documents. Although this will not be a public bid opening, proposal pricing will be recorded by the Contract Team representatives at that time.

G. The Contract Team reserves the right to conduct interviews with respondents and/or other investigations prior to finalizing evaluations. Information gathered during this process may be used during the evaluation process prior to award.

12.00 Signing of Agreement

A. After award by the Contract Team, the Successful Bidder will be given the required number of unsigned counterparts of the Agreement with all other written Contract Documents attached. The Bidder shall sign and deliver the required number of counterparts of the Agreement and attached documents to CMAR and the Owner with the required Bonds. Refer to Section 1 Paragraph C of this document for the required Bonds. Thereafter CMAR shall deliver one fully signed counterpart to Bidder.

13.00 Excavation Safety

A. The successful Bidder, if applicable to their scope of work or supply, will be required to provide an Excavation safety plan in accordance with state law certified by a registered professional engineer in the State of Texas at the time contracts are signed and within the fifteen (15) day time period after Notice of Award. All costs for providing and implementing the trench safety plan shall be included in the bid package that is being proposed on.

14.00 Sales and Use Taxes

A. This project is sales tax exempt, for any equipment and/or material that is directly incorporated into or becomes a permanent part of this project.

B. The Bidder is responsible for obtaining the latest information from the State Comptroller's Office and/or other appropriate entities, regarding tax laws and exemptions, and bid accordingly.

15.00 Contract Time

A. Construction and/or Production and Delivery Milestones are included on the Bid Package Scope of Work / Supply. Failure to comply with and perform in accordance with these Milestones may result in Liquidated damages as set forth in the Supplementary Conditions, or cancellation of the Contract or Agreement.

16.00 Retainage

A. The retainage for this Project is five percent (5%).

B. The City of College Station Wells 10, 11, 12 and Collection Pipeline Project is funded by the City of College Station. The retainage for all Bid Packages of this Project will not be released for final payment until the construction of the Wells, Collection Line and Conveyance Pipeline is determined to be at final completion. The date of final completion of the above mentioned system is projected to be May 2027. This final completion date is estimated and is subject to change based on numerous factors. By submitting a Bid Proposal, the Bidder acknowledges and accepts that the retainage for the Bidder's Scope of Work will be withheld until the final completion date of the Raw Water Pipeline construction, that the Bidder's Price Proposal reflects this acknowledgement, and that the final completion date of the Raw Water Pipeline construction is subject to change.

END OF SECTION

00 42 23.01 STATEMENT OF QUALIFICATIONS AND PROJECT APPROACH

1.00 GENERAL

A. The statement of qualifications must be submitted with the Bid Proposal and include, as a minimum, the information as described in this section of the contract documents. Failure to submit the required information in the statement of qualifications may result in considering the bid non-responsive and result in rejection of the bid by the Owner. Bidders may be required to provide supplemental information if requested by the Owner to clarify, enhance or supplement the information provided in the statement of qualifications.

B. Bidders must complete the forms included in this section. Information in these forms must be provided completely and in detail. Information that cannot be totally incorporated in the form may be included in an appendix to the form. This appendix must be clearly referenced by appendix number in the form, and the appended material must include the appendix number on every sheet of the appendix. The appendix must include only the information that responds to the question or item number to which the appended information applies.

C. Bidders may provide supplemental information to the statement of qualifications using AIA, AGC or other industry standard statement of qualification forms and / or bidders may submit additional information such as organizational brochures or other marketing information to help demonstrate the ability to provide best value to the owner. This information may not be submitted as a substitute to the information specifically requested in this section, or in the statement of qualifications forms.

2.00 REQUIRED INFORMATION

A. **In addition** to the forms required in paragraph B above, **ALL** bidders shall also provide the following information in narrative format:

1. Project Approach – Response should be no more than 6-pages and include the following information and should describe how the Bidder proposes to produce material(s) as necessary and manage and staff the execution of work for this Project.

    a. How Bidder plans to coordinate Work between different phases and locations of the Project.

    b. Number and type of “crews” proposed for the project with breakdown of crew members and equipment.

    c. Input as to proximity of resources from the project site – ‘turn-around’ time related to unforeseen mobilizations to project site.

    d. Preliminary work plan describing the phasing of the work throughout construction.

    e. Approach and management of any temporary facilities. This includes, as examples, but is not limited to, power, water or any other materials/works that are necessary to construct the work.

    f. Type and percentage of work that may be subcontracted out by the Bidder (if applicable).

    g. Type and size of equipment and/or number of machines proposed.

2. Experience – Response should be no more than 3-pages excluding letters of recommendation and resumes.

    a. Bidder's experience on similar projects. Submit photographs, project descriptive narratives, letters of recommendation, project awards, and references to demonstrate similar project experience in construction of the respective scope of work, being proposed on, which meets the CMAR's expectations for quality.

        1). Experience should include, as a minimum, the satisfactory completion of at least 3 projects of similar size and scope within the last 5 years. If Bidder does not have specific experience with projects of this type and magnitude, the Bidder may describe its proposed approach and how its experience with other projects enhances their capability to successfully complete this Project.

3. Qualifications of Bidder – Response should include no more than 2-pages excluding resumes of Key Personnel.

    a. Provide information for individuals that will be actively working on this Project. Bidder is to provide a list of Key Personnel proposed for the Project. Key Personnel include the Project Manager, Superintendent, Safety Manager, and Quality Control Manager. If one or more of these key roles are to be filled by one individual, this information is to be provided with the list of proposed individuals. The Bidder must provide the services of the proposed key personnel for the life of the Project as a condition of qualification. Failure to provide the proposed Key Personnel may result in the disqualification of the Bidder and may void the award of the Contract.

    b. Include experience on similar projects of proposed Key Personnel. Provide the resumes of proposed Key Personnel with the Statement of Qualifications and list projects on which they have had significant involvement in the last 5 years. This list is to include the name and a current telephone number for references for each of these project assignments. The project Superintendent must be dedicated to this Project full time for the duration of the Project.

    c. Project specific organizational chart indicating on and off-site management personnel.

4. Ability to Meet Project Milestones – Response should be no more than 1-page excluding list of prior projects.

    a. Provide information to demonstrate the ability of the organization to meet milestones as listed in Scope of Work 00 42 23.02. Bidders are to provide a tabulation of all projects completed by the Organization within the last 5 years. Indicate the number and dollar volume **in terms of size and unit quantity** currently under contract and the projected completion date of each active project and how the resources dedicated to these assignments will impact Bidder's ability to effectively execute their Scope of Work on this Project. Provide an estimate of the amount of the Project that will be performed using in-house resources and the amount to be performed by Subcontractors and other Suppliers.

b. Provide a preliminary project schedule, on 11x17 paper, with activities that competently show the sequence of construction that meet the projects milestones.
c. Provide a site layout for the respective scope of work that displays how the easements or work lands available will be utilized for the construction of the project.

5. Safety and Other Factors – Include below table in response which should include as many pages as necessary to provide a thorough response.

	Question	Yes	No
	Has your company had any fatalities since January 1st, 2016? If Yes, provide a detailed explanation of the events resulting in the fatality.		
	Has your company had any serious, willful, or repeat OSHA Citations since January 1st, 2016? If Yes, provide a copy of each Citation.		
	Has your company been involved in any litigation since January 1st, 2016 with any project owner engineer-or-CMAR? If Yes, provide a detailed explanation of each litigation event.		
	Has your company been assessed liquidated or delay damages by any project owner engineer or CMAR-since January 1st, 2016? If Yes, provide a detailed explanation of each assessment.		
	Provide your current Workers Compensation Experience Rating (EMR) and attached additional supporting data.		

Continued.

Organization doing business as						
Business address of principle office						
Telephone numbers						
Main number						
Fax number						
Website address						
Form of business (check one)		A corporation		A partnership		An individual
If a corporation						
Date of incorporation						
State of incorporation						
Chief Executive Manager's name						
President's name						
Vice President's name(s)						
Secretary's name						
Treasurer's name						
If a Partnership						
Date of organization						
State whether partnership is general or limited						
If an Individual						
Name						
Business address						
Identify all individuals not previously named which exert a significant amount of business control over the organization						
Indicators of organization size						
Average number of current full-time employees		Average estimate of revenue for the current year				

Affidavits

One of the following four affidavits shall be executed and provided with this information. The individual signing the affidavit shall attach evidence of their authority to bind the organization to an agreement.

AFFIDAVIT FOR CORPORATION

State _____) §

County of _____) §

_____, being duly sworn deposes and says

(Name)

that they are _____ of the

(*Title*)

_____ corporation submitting the foregoing qualification form and related information; have read such documents; and that such documents are true and correct and contain no material misrepresentations; and that they are authorized to make this affidavit on behalf of the Corporation.

_____

(Signature)

Signed and sworn to me before this _____ day of _____, 20__.

_____

(Notary Public)

My commission expires:

AFFIDAVIT FOR PARTNERSHIP

State _____) §

County of _____) §

_____, being duly sworn deposes and says

(Name)

that they are _____ of the

(*Title*)

_____ company submitting the foregoing qualification form and related information; have read such documents; and that such documents are true and correct and contain no material misrepresentations; and that they are authorized to make this affidavit on behalf of the Partnership.

_____

(Signature)

Signed and sworn to me before this _____ day of _____, 20__.

_____

(Notary Public)

My commission expires:

AFFIDAVIT FOR INDIVIDUAL

State _____) §

County of _____) §

_____, being duly sworn deposes and says

(Name)

that they are _____ of the

(*Title*)

_____ company submitting the foregoing qualification form and related information; have read such documents; and that such documents are true and correct and contain no material misrepresentations.

_____

(Signature)

Signed and sworn to me before this _____ day of _____, 20__.

_____

(Notary Public)

My commission expires:

JOINT VENTURE STATEMENT

We the undersigned do hereby give notice to our agreement to bid as a joint venture on the Project.

_____

(Name of Joint Venture)

_____

(Name of Firm)

_____

(Signature)

Signed and sworn to me before this _____ day of _____, 20__.

_____

(Notary Public)

My commission expires:

_____

(Name of Firm)

_____

(Signature)

Signed and sworn to me before this _____ day of _____, 20__.

_____

(Notary Public)

My commission expires:

_____

END OF SECTION

26 29 23.01 MEDIUM VOLTAGE VARIABLE FREQUENCY DRIVES

1.00 GENERAL

1.01 WORK INCLUDED

A. Furnish labor, materials, equipment and incidentals necessary to manufacture, fabricate, test, and deliver complete variable frequency drives as shown on the drawings and as specified herein, including all required appurtenances to be used in the Owner's Pump Station as shown in the schedule below. The VFDs shall operate on 4,160 VAC, 3-phase, 60 Hz with drive isolation transformers, if required, and all appurtenances needed to meet the requirements of these specifications. The VFDs shall be suitable to drive the pumping unit over the range of 50-100% speed.

Location	For Pump	VFD Name
Well Site 10	Pump P-W10	"VFD-W10"
Well Site 11	Pump P-W11	"VFD-W11"
Well Site 12	Pump P-W12	"VFD-W12"

B. The manufacturer shall provide the services of factory field engineers for start-up, field tests, troubleshooting, Owner training and the supervision of storage and installation. The minimum time required for the manufacturer field services to be on-site shall include a minimum of the following. These times do not include travel time and include a minimum of 8 hours working per day.

Start-up/Testing	9 days (15 trips minimum)
Field Tests	6 days (12 trips minimum)
Troubleshooting	6 day (12 trips minimum)
Owner Training	6 day (6 trips minimum)
Supplementary Owner Training during Warranty Period	3 day (3 trip minimum)

C. Harmonic analysis and test to verify results.

1.02 QUALITY ASSURANCE

A. ACCEPTABLE MANUFACTURERS: The VFD manufacturer shall demonstrate 4 years of experience with the drives using phase shift technology of the type and size herein specified.

1. Siemens – Perfect Harmony series
2. Toshiba - base model M41AN44125AAA0.
3. Yaskawa - base model MV2UD6DF155E1ABB.
4. No other manufacturer will be accepted.

B. Variable speed drives shall be of sufficient size for the duty to be performed and shall not exceed their full-rated capacity when the driven equipment is operating as specified.

C. The variable frequency drive manufacturer shall maintain, as part of a national network (United States), engineering service facilities within 250 miles of the project site to provide start-up service, emergency service, calls, repair work, service contracts, and maintenance and training of customer personnel. When requested by the Engineer, documentation shall be provided showing compliance, capabilities and references for this requirement.

D. All equipment shall be NEMA rated. IEC or dual IEC/NEMA rated shall not be acceptable.

E. Complete VFD integrated line up shall be UL Listed.

F. The VFD manufacturer shall be responsible for coordinating with the pump and pump motor manufacturer to meet the design and performance requirements of the specification. The VFD shall be installed by the Contractor.

1. The VFD manufacturer shall coordinate with the pump and motor manufacturer for exact motor requirements: HP, amps, RPM, etc.

2. Refer to section 43 24 13, “Vertical Centrifugal Pumping Units – Line Shaft Type” for additional information.

G. FACTORY INSPECTION AND TESTS

1. GENERAL

a. Equipment furnished under these specifications shall be subject to inspection during manufacturing by representatives of the Owner who shall be afforded proper facilities for determining compliance with the specifications.

b. The Owner may, at his option, elect to have the factory test witnessed by the Owner, or a designated representative of the Owner. If the option is taken to witness the test, then payment will be in accordance with the appropriate item of the Proposal. The costs for a maximum of two representatives for the Factory Inspection and Test shall be included in the proposal.

c. If tests are to be witnessed by the Owner or Owner’s representative, the manufacturer shall notify the Owner at least 60 days in advance of the dates that tests will be made, so that the Owner can make arrangements for his representative to be present.

d. Travel for Witness Tests and Inspections:

1) The Equipment Manufacturer will pay the cost for all travel, lodging expenses, meals and transportation for Owner and Engineer personnel (two maximum) to witness the factory VFD inspections and tests shall also be included in the proposal. The Manufacturer or Vendor will pay for the cost of the representative’s (travel, lodging, meals and other expenses for the tests, for a maximum of one trip). The manufacturer shall bear all other costs for performing the witnessed test. If a test must be re-run due to failure in meeting the specified requirements, then the Owner representative’s costs for the re-test shall be borne by the Equipment Manufacturer at standard rates.

2) It is preferred that witness testing be conducted in the continental United States of America. No testing shall be conducted in Mexico. If the Equipment Manufacturer wishes to test equipment outside of United States of America, the cost for the travel, lodging expenses, meals and transportation for Owner and Engineer personnel (two maximum) to witness the factory VFD inspections and tests shall also be included in the proposal. All flights including connections over 3 hours shall be business class or better. Where available, all flights shall be non-stop originating and returning to DFW International Airport or Dallas Love Field for domestic travel. All travel arrangements are subject to approval by the Owner and Engineer.

3) If the Equipment Manufacturer wishes to test equipment outside of the continental United States of America, the cost for the travel, lodging expenses, internet access, meals and transportation for Owner and Owner's representative personnel (maximum two representatives) to witness the factory inspections and tests shall also be included in the proposal. All international flights including connections over 3 hours shall be business class or better. Where available, all international flights shall be non-stop originating and returning to DFW International Airport or Dallas Love Field. All travel arrangements are subject to approval by the Owner and Owner's representative. Equipment Manufacturer shall be responsible for obtaining travel visa and letters of invitation for the Owner and Owner's representative personnel attending the witness testing, English-speaking interpreter, transportation, a local guide, and access to one international mobile phone as deemed necessary by the Owner or Owner's representative. The Owner and Owner's representative personnel who are to witness the testing, shall approve all travel arrangements, including, selected airline, flight times, selected hotel, testing agenda, travel dates, etc.

e. VFD manufacturer shall provide to the Engineer a complete list of all tests to be performed on the VFD as a formal submittal to the Engineer prior to the VFD being tested.

f. The Contractor shall notify the Owner a minimum of 60 days in advance of the dates when equipment is scheduled for inspections and tests so that the Owner can schedule accordingly.

1) A detailed testing package shall be submitted during the submittal review phase listing dates and times of each component of the test with copies of all relevant standards used during the testing. A Manufacturer's technical representative shall be present throughout the testing period to aid the Engineer in performing and verifying all calculations. The technical representative shall be fully versed in the testing methods and calculations and shall be capable of certifying test results.

2. The VFD manufacturer shall provide the following quality assurance steps within his factory:

a. Incoming inspection of all components.

b. In-process inspection of assemblies.

c. 100% test and inspection of power devices.

3. The VFD printed circuit boards shall be tested using the manufacturer's standard testing procedure. The VFD manufacturer shall provide certification that the tests have been completed.
4. Factory tests shall include a test of all equipment functions, per manufacturer's standard testing procedures. The purpose of the test shall be to verify the functionality, performance and stability of each VFD. The test shall include, but not be limited to, a complete operational test demonstrating all controls, trips, inputs, outputs, etc., shown on the attached pump control schematic. A clearly labeled test box with dedicated switches, lights, etc. for each I/O shall be provided and used to demonstrate all controls, trips, inputs, outputs, etc. The manufacturer shall provide a report of certification that the tests have been completed prior to shipment to the Engineer for approval.
5. Factory tests to include measuring the noise level of each VFD provided.
6. After all tests have been performed, each adjustable frequency controller shall undergo a 12-hour burn-in test. The controllers shall be burned in at 100 percent motor load connected to a dynamometer for 12 hours without an unscheduled shutdown. As an alternate an inductive load or similar can be applied, as long as the load applied to the drive during testing is equivalent to a 100 percent motor load at rated voltage and current. During this test, the efficiency of the VFDs shall be measured by simultaneously measuring the total KW input to the VFDs and the KW output of the VFD. Simultaneous KW measurements shall be made with two BMI 3030A, Yokogawa Model 2042 wattmeter or equal instruments with required accessories to confirm compliance with specified efficiencies.
7. The variable frequency drive manufacturer shall provide the actual test data, observations and certification that the tests have been completed prior to shipment to the Engineer for approval.
8. Efficiency test for 100% and 80% load (100% and 80% of the motor horsepower) at 100% speed shall be performed on all units with a dynamometer or reactor banks.
9. Each drive shall be operated full loaded for the VFD testing simulating the actual field operating conditions and the operating data – amps, true power factor, efficiency, etc. for the drive shall be recorded and officially submitted to the Owner/Engineer.

H. FIELD QUALITY CONTROL

1. The manufacturer shall furnish an equipment test report after installation, start-up and testing.

1.03 STANDARDS

The applicable provisions of the following standards shall apply as if written here in their entity.

A. Local Laws and Ordinances.

B. State and Federal Laws.

C. National Electrical Code (NEC).

D. Underwriters' Laboratories (U.L.)

E. American National Standards Institute (ANSI).

F. National Electrical Manufacturers Association (NEMA).

G. Institute of Electrical and Electronics Engineers (IEEE).

1.04 SUBMITTALS

A. Submittals shall be in accordance with this section, the General Requirements, Section 01 33 00, “Document Management” and shall include the following minimum information:

1. BID SUBMITTAL: In order to evaluate the bids, submit the following information.

a. General: Furnish a complete description of all equipment offered under these specifications, including catalogs, cuts, and pertinent engineering data. Where the Bidder's product differs from the specified requirements and/or catalog description, each point of difference shall be clearly stated. This requirement is set forth to facilitate the review of bids and not to be construed by the Bidder as waiving any of the requirements of the specifications.

b. Data Sheets: Submit Data Sheets containing the following information:

1) Fill out and submit data sheet included in the Attachment at the end of this specification section.

2) Complete description of all equipment, including catalogs, cuts and pertinent engineering data.

3) Manufacturer of equipment.

4) Manufacturer's type.

5) Outline dimensions of line-up location of medium voltage cable connections. Dimensions shall be provided with a guarantee by the supplier. Changes shall be approved by the Engineer. The Owner reserves the right to deduct compensation from the supplier for any redesign cost or for changes in construction cost which are caused by changes to outline dimensions after the bid submittal.

6) Weight of line-up.

7) Parts list.

c. True and displacement power factor and efficiency data.

d. AFD Testing Information: Provide information on the AFD testing facility, location, and test method. Provide a testing schedule and plan.

e. Provide references for Owner’s who have the same model and size AFD in operation..

2. Pre-and Post-Submittal Meeting

a. Supplier shall include in his bid the cost of attending a one-day pre-submittal meeting and a one-day post-submittal meeting at the office of Freese and Nichols, Inc. in Fort Worth, TX or the College Station office in College Station City, TX. A pre-submittal meeting shall be held before any shop drawings are submitted. A post-submittal meeting shall be held after the Engineer’s shop drawing review comments have been submitted. Vendor shall determine the exact number of people attending the meeting per the specification requirements and cover each person’s cost.

b. Any shop drawings submitted before the pre-submittal meeting will be rejected and sent back Not Approved, Revise and Re-submit. A draft submittal of the pump and motor shop drawing must be informally submitted to the Engineer for review a minimum of two weeks prior to the pre-submittal meeting.

c. The VFD Supplier may also bring with them a detailed list of any additional items the actual submittal will include for review by the Engineer.

d. Upon completion of the shop drawing review by the Engineer, a second meeting with the same parties shall be held to discuss review comments in order to resolve issues and allow equipment to be released for manufacturing. This second meeting may only be waived at the Engineer's discretion

e. As a minimum the following shall attend the meeting:

1) General Contractor,

2) Electrical Contractor,

3) VFD Supplier and Engineer. Representatives from the VFD Supplier shall include:

a) The Project Manager who will be responsible for putting together the submittal and who will be responsible for the project at the factory, no exceptions.

b) The Project Engineer at the factory who has technical knowledge of the equipment, no exceptions.

c) A sales-person may attend, but not as a substitute for the Project Manager and/or Project Engineer.

3. SHOP DRAWINGS

a. Any deviations from the specifications should be clearly identified on a separate sheet of paper in the shop drawing submittal.

b. Size, type, and rating of all system components

c. Internal component layout diagrams.

d. Fill out and submit data sheet included in the Attachment at the end of this specification section.

e. Drawings shall show:

1) Equipment dimensions,

2) Stub-up locations and conduit entry and exit locations. Conduit entry and exit points clearly showing dimensions of entry and exit points. Provide a detailed top and bottom view showing how conduits penetrate the top and the bottom of the VFD. Coordinate with the Electrical Contractor on this prior to submitting information to the Engineer.

3) Section view showing vertical distance to top and bottom of enclosure to for terminating incoming 5kV cables.

4) Shipping splits,

5) Shipping weights,

6) Ventilation details,

7) Power equipment,
8) Cable terminal sizes,
9) Nameplate schedule.
10) Drawings shall show vertical distance between terminations to top/bottom of enclosure.
11) One-Line diagram and Three-Line diagram to be submitted with initial submittal, No Exceptions.
12) Provide a drawing of the front view elevation with designation of equipment and devices on doors, and clearly indicating the maximum mounting height of devices on doors.
13) Project specific control schematics and wiring diagrams. Labels on the control schematic for control relays, level switches, indication lights, etc. shall correspond to equipment tags/labels indicated on the Pump Control Schematic included in the plans. Include a label above each timing relays indicating the range and setpoint for that timing relay.
14) The pump control schematic shall clearly indicate next to the corresponding device symbol the following: the disconnect/circuit breaker size, number of cables that can be terminated on the incoming and outgoing, fuse sizes, size of CPT, CTs, etc. The schematic shall include the motor nameplate information (HP, FLA, RPM) and shall also include the valve limit switch position table.
15) Project specific wiring diagram of the motor protection relay
16) Provide a drawing showing the Terminal strip layout showing customer field connections. The terminal strip layout shall also include a label next to each connection indicating signal description.

f. Complete bills of materials with model numbers listed for individual components.
g. Catalog cut sheets of major components, power equipment clearly identifying make and model number of device being provided.
h. Data sheets of miscellaneous electrical equipment. Where a data sheet is not available provide the equipment ratings and model number for the devices.
i. Data sheet of Motor Protection Relay (MPR) or RTD module clearly indicating what options are included
j. Spare Parts List
k. Warranty information
l. Letter of Compatibility: The VFD supplier in conjunction with the pump/motor supplier shall issue a letter of compatibility stating that the VFD and motor are compatible.
m. Submit updated data sheet included in the Attachment at the end of this specification section.

n. Data on the characteristics and performance of the variable frequency drives, including amperage ratings, horsepower rating, frame sizes, trip settings, short-circuit current rating, etc. Data shall include certification that the variable frequency drives are warranted for use with the motors specified in 43 24 13.01, “Vertical Centrifugal Pumping Units – Line Shaft Type” and as specified herein.

o. Heat dissipation for the VFD and phase shifting/isolation transformers, and transformer inrush data (duration versus magnitude). Transformer impedance and X/R data. Provide complete information for the phase shifting /isolation transformer including cut sheets for all transformer accessories. Submit the transformer elevations and side views, floor plan, dimensions, weight, packaging for shipment, field wiring diagrams for power and control circuits, transformer nameplate information, and itemized bill of materials for accessories.

p. Project specific magnetizing current for the transformer (for Siemens VFD only).

q. List of default VFD microprocessor motor protective features and their settings.

r. Harmonic distortion analysis: The manufacturer of the drive equipment shall perform a bus voltage and/or current distortion calculation for each bus that supplies a drive. The harmonic study shall be performed to determine the harmonic content expected on the Purchaser's supply bus due to the addition of the adjustable frequency drive. The total harmonic distortion shall not exceed THD values as recommended by IEEE - 519, 1992 under normal worst case operating conditions. Harmonic analysis shall be provided prior to or with the VFD shop drawings for approval. **SUBMITTALS FOR THE VFD SUBMITTED PRIOR TO OR WITHOUT THE HARMONIC ANALYSIS SHALL BE CONSIDERED INCOMPLETE AND NOT REVIEWED. THE INITIAL SUBMITTAL SHALL INCLUDE ALL INFORMATION LISTED ABOVE WITH THE EXCEPTION OF TEST RESULTS.** The Harmonic Distortion Analysis study shall contain, as a minimum, the following:

   1) Project specific information. Using typical pump motor and/or utility information will not be accepted.

   2) Preliminary harmonic levels without VFDs installed.

   3) Preliminary harmonic levels with the VFDs operating as indicated in section 1.07.

   4) Explanation of method used to perform the study.

   5) Explanation of study results.

   6) All calculations and/or computer printouts used to arrive at the recommendations.

   7) Voltage and Current harmonic content up to the fiftieth harmonic, for the conditions specified above in table format.

s. Written description of field test procedures. Test procedures shall be submitted to the Owner/Engineer for approval 60 days prior to testing.

t. Note: All documentation listed above shall be supplied with the VFD’s initial submittal. Incomplete submittals will be returned “NOT APPROVED, REVISE AND RESUBMIT”.

u. Clearly indicate any deviations from the factory standard VFD requirements.

4. Prior to Shipment: The manufacturer shall provide detailed addresses (memory map) for the software I/O points that are communicated over Ethernet, RS485, etc. that are applicable to this project – this would include but not be limited to the data highways associated with the motor protection relay and VFD. Coordinate with OWNER/ENGINEER for the list of I/O that will be transmitted over the data highways, the manufacturer shall verify with the Owner if any changes have been made to the lists prior to submitting the memory map.
5. FACTORY TEST DATA
    a. Test data shall be submitted for Engineers approval prior to shipment of VFD.
6. FIELD TEST DATA
    a. Test data shall be submitted for Engineers approval prior to start up.
    b. The Contractor shall submit a detailed testing agenda a minimum of three (3) weeks in advance prior to testing start date.
    c. Field test data shall include summary of all tests performed in the field specifically identified in this specification and other factory standard tests.
7. Harmonics, Efficiency and Power Factor Field Test Report
    a. The report shall be submitted within two (2) weeks after the test was conducted.
    b. Harmonic Current at the input to each VFD and at the point of common coupling as described in section 3.04.C.
    c. The Report shall use the equipment descriptions indicated in the contract documents.
    d. The Report shall include:
        1) A cover page with the: Project Owner, Project Name, who did the test, test date, who did the report and the report date/version.
        2) A Table of Contents listing major sections and any applicable attachments
        3) Executive Summary with an explanation of the study results
        4) Information on the project site:
            a) Site Name and Location
            b) Max Number of VFD that can run at once
            c) Minimum and maximum speed that VFDs allowed to operate at
            d) The Point of common coupling that was used
            e) A one-line diagram
            f) Utility information
        5) A description/list of the test that were performed
        6) A description/list of testing equipment used
        7) Number of VFDs at the site, size and make/model
        8) Number and size of pump motors

9) A summary of the Engineer's specified test value and the IEEE requirements testing against.

10) Detailed information of the test results/findings

a) Description of test parameters: Indication of the run status of each VFD and the VFD speed.

b) Test Results

c) Graph of test results at each harmonic as specified

d) Table of test results at each harmonic as specified.

8. NETA Acceptance Testing Specification (ATS) field tests and inspections tests report.
9. Supplier shall submit a training outline for Owner's/Engineer's review and comment a minimum of 4 weeks before training is to take place.
10. OPERATION AND MAINTENANCE MANUALS

a. Operation and maintenance manuals shall be prepared by the equipment manufacturer and shall contain the final certified approved shop drawings, submittals, schematics, final wiring diagrams with any changes made during start-up, equipment installation report and maintenance procedures and test data.

b. Manuals may be manufacturer's standard instructions, but shall be supplemented as necessary to cover any special feature not included in standard material.

c. Operation and maintenance manuals shall include warranty information as well as a warranty information page that shall include information on the warranty start and end date as well as contact information for service.

d. Operation and maintenance manuals shall also include one (1) software copy of all PLC program files burned on a CD, if any PLC programming was required for the VFDs. Provide a hard copy of all PLC programming logic in O&M Manuals.

e. Submit preliminary manuals for review prior to start-up of equipment.

f. O&M Manuals shall be submitted in both hard copy and electronic format. Electronic format shall be fully indexed.

1.05 DELIVERY, STORAGE AND HANDLING

A. The manufacturer shall be responsible for delivery of the equipment and accessories, f.o.b. to the job site or to such storage site as may be designated by the Contractor in good condition and undamaged.

B. Unloading and storage of the equipment shall be the responsibility of the Contractor who shall inspect the equipment for apparent damage. Equipment which is found to be damaged will not be accepted until properly repaired or replaced by the manufacturer.

C. Handling and shipment of the equipment shall be in such a manner to prevent internal component damage, breakage, and denting and scoring of the enclosure finish.

D. Equipment must be delivered and stored in accordance with the manufacturer's recommendation at all times. Equipment shall be stored indoors in a clean, dry, climate controlled heated and air-conditioned environment that is free from dust, No Exceptions. Protect equipment from exposure to dirt, fumes, water, corrosive substances and physical damage.

E. 100 watt incandescent lamps shall be placed in the VFD enclosure sections as required and energize to prevent the buildup of condensation during extended storage periods.

1.06 WARRANTY

A. Manufacturer shall warrant the equipment furnished under this specification for a period of two (2) years against defects in materials and workmanship and operational failure.

B. In the event of failure of any part or parts of the equipment during the first 2 years of service, provided that the equipment has been operated and maintained in accordance with good practice, the Manufacturer shall furnish, deliver and install the defective part or parts at his own expense.

C. The first 2 years of service shall be interpreted as the 24-month period following the installation, adjusting and acceptance testing, and the start of actual operation of the equipment, or 30 months after delivery, whichever occurs first.

1.07 HARMONICS ANALYSIS

A. Provide an electrical system harmonics analysis for the electrical distribution system including the electric utility. The goal of the study shall be to determine requirements for the adjustable frequency drives and isolation/phase shifting transformers, if required, to comply with the harmonic distortion levels.

B. A preliminary harmonic analysis shall be provided to the Engineer for approval prior to or at the same time as the VFD shop drawings being sent for approval. This analysis may use the utility data included at the end of this specification but the VFD manufacturer is responsible for coordinating with the Utility to verify the information.

C. The harmonics analysis shall verify compliance with the harmonics and line notching requirements specified herein. Contractor shall be responsible for obtaining the maximum utility system short circuit kVA and system impedance from the local Utility.

1. The location of the point of common coupling shall be defined as:

    a. The main bus of 4,160 Volt Metal Clad Switchgear.

2. The study shall evaluate all VFDs operating at the lowest operating speed of 50%, all VFDs operating at the full speed conditions, and ten percent speed increments between these points. For each set of VFDs as shown on the one-line diagram, the study shall contain, as a minimum, the following:

    a. Analysis shall consist of:

        1) One(1) VFD operating at a time.

3. Preliminary harmonic levels without VFDs installed.

4. Preliminary harmonic levels with the VFDs operating.

5. Explanation of method used to perform the study.
6. Explanation of study results.
7. All calculations and/or computer printouts used to arrive at the recommendations.
8. Voltage and Current harmonic content up to the fiftieth harmonic, for the conditions specified above in table format.

D. The harmonic distortion for voltage and current distortion levels and line notching shall meet the requirements of IEEE 519, latest version without the need for any ancillary filtering equipment.

E. The Manufacturer/Contractor shall be responsible to obtain all data necessary to perform the study. This includes feeder cable sizes, approximate feeder length, motor data, switchgear data, electric utility data, and any other information relevant to the study. The analysis shall use actual system impedance, Utility transformer impedance, and available fault current from the Utility.

F. If harmonic filters are required to meet the requirements of the IEEE 519, the VFD manufacturer must provide the filters, and is responsible for the design and manufacturer of the filters at no cost to the Owner.

G. The report shall be provided prior to or with the adjustable frequency drive shop drawings for approval. Submittals for the adjustable frequency drives submitted prior to or without the study will be considered incomplete and not reviewed.

H. Compliance shall be verified with onsite field measurements of both the voltage and current harmonic distortion at the defined point of common coupling with and without the VFDs operating.

I. VFD manufacturer shall coordinate with the local Utility for electrical data required for the harmonic analysis.

2.00 PRODUCTS

2.01 GENERAL

A. Any modifications to a standard product required to meet this specification shall be performed by the VFD manufacturer only.

B. Drive shall be air cooled. Liquid cooled systems shall not be acceptable. The VFDs shall consist of an incoming load-break fused disconnect switch, input rectifier grade drive isolation transformer (if required), input converter/DC bus/output inverter and control logic section. All components shall be integral to the VFD lineup, factory wired and tested as a complete system.

C. VFD system shall maintain a 0.95 minimum true power factor (fundamental and displacement) from 30% to 100% speed.

D. Control and timing relays shown on control schematic shall be hardwired NEMA type. PLC/computer programming shall not be used for timers and relays.

2.02 SEQUENCE OF OPERATIONS

A. Refer to 1/E-14 for the Pump Control Schematic.

B. The control schematic is based on a motor operated butterfly valve.

C. In the Local mode of operation, the sequence of operations is initiated at the VFD. In Remote mode the sequence of operations is initiated via the SCADA system.

D. Note: Control and timing relays shown on control schematic shall be hardwired NEMA type. PLC/computer programming shall not be used for timers and relays.

2.03 SIEMENS, YASKAWA & TOSHIBA VFD'S

A. Siemens and Toshiba VFD's shall be 18-pulse drives. The VFD shall utilize Pulse Width Modulation (PWM) voltage source technology consisting of a three-phase diode rectifier input inverter, capacitor DC bus and a single-phase bridge of IGBT's (Insulated Gate Bipolar Transistor's) output inverter, generating the PWM voltage output waveform to the motor. The VFD output inverter section shall be eighteen or more pulse to eliminate the need for harmonic filters. The input inverter shall be preceded with a phase shifting transformer (extended delta autotransformer type) for harmonic mitigation and common mode voltage protection.

B. The VFD line-up shall consist of an input power compartment main lug connections, transformer compartment and power cell compartment.

C. Provide in the initial shop drawing submittal the project specific magnetizing current for the transformer.

1. Transformer magnetizing current shall not cause excessive voltage disturbances on the electric utility system. Line reactors shall be provided to mitigate this as required. The input isolation transformer shall provide common mode voltage protection and phase shifting. Transformer shall be dry type and shall be factory mounted and pre-wired to the VFD. The transformer shall conform to the following specification, as well as prevailing codes and standards, including IEEE-519.The transformer shall have copper windings with minimum 220 degrees C insulation and maximum 115 degrees C rise. Transformer shall be OA rated and applied in a FA installation. Two full capacity 5 percent primary taps, 1 above, 1 below rated voltage shall be provided. Impedance shall be selected by the drive system designer. Each transformer shall be equipped with 120 volt single phase space heater(s) for moisture control. Provide distribution class MOV surge arrestors and current limiting fuses for transformer and VFD protection.

D. A digital output from the VFD shall be provided to trip the contactor in the upstream 4,160V Metal Enclosed Switchgear in case of a VFD fault.

2.04 VARIABLE FREQUENCY DRIVES

A. RATINGS

1. Guaranteed minimum VFD efficiency shall be 96.5% at 100% speed and 100% load and minimum 96% at 80% speed. Losses shall include drive isolation transformer or line reactor (if required), converter/DC bus/Inverter, and output harmonic filter. Auxiliary control, such as internal VFD control boards, cooling fans shall be included in all loss calculations.
2. Rated Input Power: Non-phase sequence sensitive, 4160 Volts, +10%/-5%, 3-phase, 60 Hz.

a. Voltage Dip Ride-through: VFDs shall be capable of sustaining continued operation with a 30% dip in nominal line voltage. Output speed may decline only if current limit rating of VFD is exceeded.

b. Power Loss Ride-through: VFDs shall be capable of 5 cycle power loss ride-through without fault activation.

c. All 480VAC power for cooling fans shall be fused, electrically protected, and derived internally to the VFDs.

d. All 120VAC power for VFD control logic shall be provided via an internal source.

3. Output Power:
   a. 1250 HP (600 RPM), 4000V, 6 to 60Hz variable
      Note: VFD manufacturer shall verify power output required with pump and motor manufacturer. VFD manufacturer shall verify actual HP and amperage rating of motor.
4. Ambient Temperature Range: 0 to 40°C.
5. Humidity: 95% non-condensing
6. Elevation: Up to 3300 feet (1000 meters) above MSL without derating.
7. Power Unit Rating Basis: 100% rated current continuous, 110% rated current for one minute out of every ten minutes at rated temperature.
8. Fused input disconnect switch: 40kA.asym.

B. PERFORMANCE

1. The VFD shall be capable of providing breakaway and accelerating torque for the pump.

2. The VFD shall provide an output waveform that will allow utilization of standard motors without need of any special insulation or derating. Motor life expectancy should not be compromised in any way by operation with the VFD system. The VFD shall provide stable operation of the motor without compromising the motor insulation system, regardless of motor cable distance. The limitations in motor cable distance shall be clearly stated in the proposal.

3. The maximum allowable noise from the VFD systems shall be 85dBA at a distance of 3 feet at any speed and load condition. VFD systems with audible noise in excess of this limit shall be provided with sufficient noise treatment to reduce the sound pressure level below 85 dBA.

C. CONSTRUCTION

1. The input section shall contain main lug connections and input contactor.

2. The VFD enclosure shall be NEMA 1 with gasketed doors. Door vents shall consist of louver-panel assemblies that can be removed from the front in order to replace air filter. Cabinets and doors shall be fabricated using minimum 12-gauge steel for sturdy construction. All VFD exterior parts shall be painted with ANSI 61 or ANSI 49 gray paint. Paint procedures and materials shall be manufacturer's system designed and proven for corrosion resistance. Provide removal lifting provisions. Lifting eyes shall be provided for each shipping split, and shall be attached to the structural framework preventing deformation during lifting. Framework will be design to allow lifting by forklift and overhead crane.

3. VFD shall be air-cooled provided with 100% fan redundancy and automatic switchover in the event of a fan failure. Water cooled drives shall not be acceptable. If a fan fails, the system must automatically switch to the alternate fan and generate an alarm to notify operator of initial fan system failure. Drive must have ability to detect failed operation of the cooling system using temperature monitors. During normal operation, the system must periodically cycle between fans to exercise them and to ensure availability of both systems. Heat will be rejected to the room from the VFD top front. Fans shall not be allowed to run continuously. All fans shall be controlled via thermostats. The manufacturer shall provide all control devices and wiring as required for a complete and operational system. VFD's using liquid-cooled assemblies in conjunction with associated pumps, piping and separate remote mounted heat exchangers are not acceptable.
4. VFD's shall be top/bottom entry, top/bottom exit. Incoming lugs shall be able to accommodate stress cone termination for 5000V single and multi-conductor shielded cable, size as indicated below.

	Cable requirements with phase and ground conductors
Incoming Section	[1-3/C #2/0 (5kV), #4G. (600V),4"C]
Outgoing Section	[3 #2/0 (5kV), #4G. (600V), 4"C]

5. Low voltage wiring for external field devices shall be top exit/top entry and shall be terminated on a single master set of terminal blocks located on the side or bottom of the control compartment. A minimum of twenty-five (25%) spare terminal blocks shall be provided. The VFD Manufacturer shall coordinate with the Installation Contractor on the size and number of conduits entering/exiting the top of the VFD and provide openings in the VFD as required. As part of the VFD submittal, the VFD manufacturer shall provide written documentation that this has been done and the number of conduits and sizes entering/exiting the top of the VFD shall be shown on the VFD drawings.
6. Main power bus shall be continuous tin-plated copper bus, 100% rated over its entirety and integral to the line-up. Telescoping of the bus rating or running in a top hat shall not be acceptable. Medium voltage bus shall extend the entire length of the integrated line up. Cable bus between sections shall not be acceptable. Bus shall be appropriately sized for the VFD continuous rating and braced to withstand the mechanical forces caused by a momentary short circuit current of 50kA expected at the bus. VFDs are allowed to have power devices (cells) connected with copper cable within the power device (cell) cabinet.
7. Ground bus shall be continuous (1/4-in by 1-in minimum) tin plated copper along entire length of the integrated line up. Ground bus shall be located in the bottom of each vertical section.
8. All connections shall be bolted or continuously welded. Bolted bus joints shall have a minimum of four bolts in a two by two pattern.

D. BASIC FEATURES

1. The VFDs shall be capable of producing an adjustable AC voltage/frequency output to provide continuous operation over the normal system 30-100% speed range. The VFDs must be capable of sustained operation at 1/10 speed to facilitate checkout and maintenance of the driven equipment.
2. The door of each unit shall include the door mounted components (as shown on the VFD control schematic) arranged in a logical manner, subject to the Owner/Engineer's approval. Operator interface and control logic shall be 120VAC. All control and signal wires shall be shielded and fully protected against EMI/RFI interference. Door mounted components (keypad, lights, pushbuttons, switches, displays, motor protection relay, etc.) shall not be mounted any higher than 5'-6" AFF, which shall include the height of the 4" housekeeping pad. Front VFD panel layout showing exact mounting heights shall be submitted to the Engineer for approval.
3. A door-mounted membrane keypad with integral 2-line, 24 character LCD display shall be furnished, capable of controlling the VFDs and setting drive parameters. The keypad shall include the following features:
    a. The digital display must present all diagnostic message and parameter values in English engineering units when accessed, without the use of codes.
    b. The keypad module shall contain a "self-test" software program which can be activated to verify proper keypad operations.
    c. The digital keypad shall allow the operator to enter exact numerical settings in English engineering units. A plain English user menu shall be provided in software as a guide to parameter setting (rather than codes). Driver parameters shall be factory set in EEPROM and resettable in the field through the keypad. Six (6) levels of password security shall be available to protect drive parameters from unauthorized personnel. The EEPROM stored drive variables must be able to be transferred to new boards to reprogram spare boards.
    d. The following door mounted digital indications shall be supplied:
        1) Speed demand in percent
        2) Input current in amperes
        3) Output current in amperes
        4) Output Frequency in hertz
        5) Input voltage
        6) Output voltage
        7) Total 3-phase KW
        8) Kilowatt hour meter
        9) Elapsed time running meter (electro mechanical)
        10) Output speed in percent.
    e. The following door mounted pushbuttons, control switches and indicating lights shall be supplied:
        1) Elapsed time running meter (electro mechanical)

2) Emergency Stop pushbutton (push/pull type)
3) Hand-Off-SCADA selector switch
4) Start Pushbutton
5) Stop Pushbutton
6) Reset pushbutton (check valve failure)
7) Amber push-to-test indicating light (check valve failure)
8) Amber push-to-test indicating light (no flow)
9) Red push-to-test indicating light (vfd run)
10) Green push-to-test indicating light (vfd stop)
11) Green push-to-test indicating light (check valve closed)
12) Red push-to-test indicating light (check valve open)
13) White indicating light (power on)
14) Amber push-to-test indicating light (vibration warning alarm)
15) Amber push-to-test indicating light (vibration shutdown alarm)
16) Reset pushbutton (pressure failure reset)
17) Amber push-to-test indicating light (pressure failure)
18) Amber push-to-test indicating light (Pre- lubricate)
19) Amber push-to-test indicating light (High RTD temp alarm)
20) Amber push-to-test indicating light (RTD trip alarm)

f. VFDs shall be capable of direct communication to an IBM or compatible computer for serial link setup of parameters, fault diagnostics, trending and diagnostic log downloading. A USB port shall be door-mounted for computer interface. VFD drawings shall indicate physical location of USB port.

E. ENCLOSURE

1. All VFD components including main lug connections, input contactor and transformer (if required) shall be mounted and wired by the VFD manufacturer in a grounded enclosure meeting the following requirements without exception:

   a. Power conversion and auxiliary equipment enclosure sections shall be NEMA-1 design.

   b. All relays and pushbuttons shall be NEMA rated. IEC or dual rated IEC/NEMA rated equipment is not acceptable.

   c. All power conductors (bus or cable) shall be insulated and of copper construction.

d. The maximum dimensions for the VFD lineup shall not exceed the following, No Exceptions:

Maximum Dimensions of VFD lineup (no exceptions)
118“W x 48“D x 114“H

2. INSTRUMENT CURRENT TRANSFORMERS: Each instrument current transformer shall be indoor wound type, meter class. Insulation shall be equal to that necessary to meet the requirements of the IEEE standards. At normal rated amperes, under usual service conditions, no part of the transformer shall exceed the heating limits specified in the IEEE standards. Each current transformer shall be capable of carrying continuously, its rated primary amperes, under conditions of accidental open secondary circuit, without damage to the primary insulation. Accuracy shall have ANSI accuracy classification C200.
3. CONTROL RELAYS: Industrial type; contacts rated for 10 amps at 600 VAC; Allen-Bradley Bulletin 700 Type PK, Square D Class 8501 Type X, or approved equal. Relays shall have the capability of having contact decks added in the field. Contacts shall be field convertible to normally open or normally closed. Coils and contacts shall each be replaceable without replacing any other part of the relay. Where control relays are indicated on the Plans, industrial control relays shall be furnished whether the relay coil is operated with 120 VAC or 24 VDC. General purpose “plug-in” type relays are not be acceptable.
4. TIMING RELAYS: Solid state. Ranges shall be as shown on the Plans. The timing relays shall have both normally open and normally closed contacts by having two sets of form C contacts. Timing relays where shown on the Plans shall be Square D, Class 9050 Type JCK60, time delay relay, Allen-Bradley 700-FS or approved equal model for operation on the control voltage of the equipment it is used in. Timing relay shall be provided with restraining strap. Terminal shall be front-mounted and readily accessible.
5. INDICATING LIGHTS, SWITCHES AND PUSHBUTTONS: Heavy duty and oil tight (30 mm); Square D Class 9001 or approved equal. Pilot lights shall be push to test (LED type) and shall be Square D SK or approved equal.
6. ELAPSED TIME METER: The meter shall be of a non-reset type, for totalizing of hours and shall operate on 120 VAC, 60 Hertz. Starter shall be provided with an elapsed time meter; Yokogawa Model 240, 3 ½” New Big Look type elapsed time meter, or approval equal. Digital time meters are not acceptable.
7. Microprocessor and control logic boards and their power supplies shall be housed in a sealed, non-ventilated NEMA-1 section, safely accessible without exposure to high voltages and without drive shutdown.
8. All wiring shall be located internally within the VFD enclosure. External ductwork or wireways shall not be utilized.
9. All low and medium voltage wiring shall be copper. Aluminum is not acceptable.
10. Low voltage wiring shall be 600V rated.
11. Terminal blocks shall be NEMA type, rated 600V. Terminal blocks shall be permanently labeled and not be handwritten with a sharpie or some other writing instrument.

12. All wiring shall be identified with wiring markers with alphanumeric characters. The identification of each wire shall be the same as that shown on the electrical schematic. Each wire shall be so identified at each end. Each end of every wire shall be provided with a heat shrinkable or equivalent sleeve-type wire marker labeled in accordance with the electrical schematic. Use of adhesive and clip-on type markers is prohibited.
13. Redundant cooling fans, each sized for 100% capacity cooling, with automatic switchover in the event of a blower failure, shall be furnished. Cooling fans shall be alternating and shall have an adjustable timer. Cooling fans shall not be allowed to run continuously. Cooling fans shall operate via a thermostat integrated in the VFD enclosure. The VFD manufacturer shall provide the thermostat, control devices and all wiring as required for a complete and operational system.
14. Air filters for VFD enclosure shall be able to be changed out during operation without opening the enclosure.
15. Maximum door swing clearance shall not exceed 36".
16. After fabrication, metal structures shall be thoroughly cleaned, bonderized as a unit and then given a primary coat, a coat of rust preventative and a finishing coat of quick-drying lacquer. Unless otherwise specified, the color of the panels and the exteriors of structures shall be gray ANSI-61. Instruments, relays, and meters shall have dull black standard finish.
17. VFD manufacturer shall verify with motor manufacturer that the contact from the VFD for energizing the motor space heater is properly sized to handle the space heater load.

F. NAMEPLATES

1. Externally visible, permanent nameplates shall be provided to identify each instrument, switch, indicating light, etc. Equipment and terminal blocks shall be suitably identified. This shall include items on the back side of doors and panel mounted items. Nameplates shall be black with white lettering and attached with stainless steel screws.
2. Equipment nameplates and designations shall be 2 in. by 5 in. minimum, not less than 1/16 in. thick, engraved laminated plastic fastened with stainless steel screws. Nameplates shall be 1 in. white lettering on black background and shall indicate equipment designations as shown on the drawings.
3. Provide legend plates or 1 in. by 3 in. engraved nameplates with ¼ in. lettering for identification of all pilot devices and meters. Legend nameplates shall be secured with stainless steel screws.
4. Provide permanent warning signs as follows:
    a. “DANGER – HIGH VOLTAGE – KEEP OUT” on all enclosure doors.
    b. “WARNING – HAZARD OF ELECTRIC SHOCK – DISCONNECT POWER BEFORE OPENING OR WORKING ON THIS UNIT”

G. PROTECTIVE FEATURES AND CIRCUITS

1. The VFD controller shall be used for motor protection and metering. The VFD controller shall include the following alarms and protective features:
    a. Static instantaneous overcurrent and overvoltage trip.
    b. Undervoltage and power loss protection.

c. Power unit overtemperature alarm and protection. Upon sensing an overtemperature condition VFD is to annunciate an alarm and automatically reduce output speed in order to shed load maintaining process operation. If overtemperature continues beyond specified period, unit to trip on overtemperature.

d. Electronic motor inverse time overload protection.

e. Provide a RTD Monitor:

1) RTD monitor shall accept 100-ohm platinum motor bearing and stator winding RTDs. There will be a total of **six** stator winding RTDs (**two** per phase), and two motor bearing RTDs. **The RTD monitor shall include form C contacts to indicate RTD alarm and RTD shutdown.**

2) Analog Outputs:
If temperature monitoring is required by the Station PLC/RTU, the system shall provide **two (2) 4–20 mA analog outputs** representing **Bearing Temperature** (one per bearing), **six (6) 4–20 mA analog outputs** representing **Stator Winding.**

f. The VFD shall be protected from damage due to the following, without requiring an output contactor:

1) Single-phase fault or three-phase short circuit on VFD output terminals.

2) Failure to communicate inverter thermistor due to severe overload or other conditions.

3) Loss of input power due to opening of VFD input disconnect device or utility power failure during VFD operation.

4) Loss of one (1) phase of input power.

5) Motor regeneration due to backspin or loss of VFD input power.

g. The VFDs shall be able to withstand the following fault conditions without damage to the power circuit components.

1) Failure to connect a motor to the VFD output.

2) VFD output open circuit that may occur during operation.

h. The VFD shall have auto frequency roll-back capability during overload or overtemperature and conditions to minimize nuisance tripping.

i. In addition to the standard protective features of the drive, provide three current transformers and one zero sequence current transformer and one ground fault current transformer for ground fault protection wired to the Multilin motor protection relay.

j. Control functions such as speed setpoint, start, stop, alarm, and status functions shall be transmitted as discrete I/O to the station PLC (provided by others). The VFD shall be capable of communicating setup parameters for 4 diagnostics, trending information, and diagnostic log down loading over an Ethernet TCP/IP data highway to the station PLC.

k. All I/O, discrete and analog signals shall be wired to terminal blocks for customer's use.

H. PARAMETER SETTINGS

1. The following system configuring settings shall be provided, without exception, field adjustable through the keypad/display unit or via the serial communication port only. Except for Motor Nameplate Data, all parameters must be adjustable while the processor is online and the drive is running.
   a. Motor Nameplate Data
      1) Motor frequency
      2) Number of poles
      3) Full load speed
      4) Motor volts
      5) Motor full load amps
      6) Motor KW
      7) Current limit, max.
   b. VFD Limits
      1) Manual accel rate
      2) Manual decel rate
      3) Auto accel rate
      4) Auto decel rate
      5) Motor flux buildup delay: time/amount
      6) I boost
      7) Overload trip curve select (Inverse or Constant)
      8) Min/Max speed (frequency)
      9) Auto reset for load or voltage trip select
      10) Slip compensation
      11) Catch-A-Spinning-Load select
      12) Overload trip time set
   c. VFD Parameters
      1) Voltage loop gain
   d. Controller Adjustments
      1) PID control enable/disable
      2) Setpoint select
      3) Proportional band select
      4) Reset time select
      5) Rate time select

6) Input signal scaling

7) Input signal select (4-20 mA/0-5 Volts)

8) Auto start functions: On/Off, Delay On/Off, Level Select On/Off

9) Speed Profile: Entry, Exit, Point Select

10) Min, Max Speed Select

11) Inverse Profile Select

12) Critical speed avoidance select

2. All drive setting adjustments and operation parameters shall be stored in a parameter log which lists allowable maximum and minimum points as well as the present set values.

I. DIAGNOSTIC FEATURES AND FAULT HANDLING

1. The VFDs shall include a comprehensive microprocessor based digital diagnostic system which monitors its own control functions and displays faults and operating conditions. Microprocessor systems must be products of the same manufacturer as the VFD (to assure single source responsibility, availability of service and access to spare parts).
2. A "FAULT LOG" shall record, store, display and print upon demand, the following for the 50 most recent events:
   a. VFD mode (HAND-OFF-SCADA)
   b. Date and time of day
   c. Type of fault
   d. Reset mode (Auto/Manual)
3. A "HISTORIC LOG" shall record, store, display and print upon demand, the following control variables at 2.7 M/Sec. intervals for the 50 intervals immediately preceding a fault trip:
   e. VFD mode (HAND-OFF-SCADA)
   f. Speed demand
   g. VFD output frequency
   h. Demand (output) Amps
   i. Feedback (motor) Amps
   j. VFD output volts
   k. Type of fault
   l. REMOTE enable

J. COMMUNICATION

1. For remote monitoring, one of the following communication capabilities shall be provided:
   a. One integral 10/100BaseT Ethernet port supporting Modbus TCP, Ethernet IP and SNMP protocols.
   b. One protocol converter, interfacing the provided equipment to a 10/100BaseT Ethernet port supporting Modbus TCP, Ethernet IP and SNMP.
2. The protocol interface shall implement the following:

a. All data shall be available and/or mirrored within the Modbus 4x or "Holding Register" memory area.

b. Register 4x00001 shall exist and be readable to allow simple, predictable "comm tests".

3. The protocol converter shall meet the following criteria:

a. The converter shall support 10/100Base-T Ethernet. The serial port speed (baud rate) shall support 230kbps. The protocol shall support Modbus TCP, Ethernet IP, DF1, and Modbus RTU/ASCII. Protocol shall be Web Browser configurable.

b. Operating limits shall be -35-74 degrees C, with humidity range minimum of 5-90 percent. Shock capability on the serial port shall be ESD +15 kV air GAP meeting IEC 1000-4-2. Power requirements shall be 9-30VDC at 0.5A minimum.

c. The converter shall have LED status for serial, signals, power, and Ethernet.

d. The converter housing shall be UL 1604, Class 1 Div 2, DIN Rail mountable. The converter shall have DB-9M port connection, with screw terminals, to the input.

e. Converter shall be Digi One IAP Haz or approved equal.

K. EXTERNAL TRIP

1. The VFD shall be capable of externally tripping the upstream vacuum contactor serving the VFD. When the VFD's main overcurrent protection device is tripped, the VFD shall send a signal to trip the latching contactor that serves the VFD.

3.00 EXECUTION

3.01 GENERAL

A. The Manufacturer's Representative has responsibilities in the installation and field testing of the equipment as described in this Section. Installation of equipment shall be performed by the Contractor who shall be required to assemble the equipment, if required, and install it in accordance with Installation, Operation and Maintenance instructions which shall be furnished by the vendor or manufacturer, and the installation drawings for this project.

1. The Contractor shall furnish all labor, tools, equipment and machinery necessary to receive, inspect, unload, store, protect, and install completely, in proper operating condition, the equipment. Contractor shall protect and store the Switchboard indoors, as recommended by the manufacturer and as described in section 1.04.

2. He shall also furnish such incidental items not supplied with the equipment, but which may or may not be described in the Plans and Specifications, for complete installation, such as wiring, conduit, ducts, anchors and other appurtenances as necessary.

B. The Contractor shall schedule the service of the manufacturer to assist in the installation, adjustment, and acceptance test of the equipment.

3.02 INSTALLATION AND START-UP

A. Manufacturer's representative shall be available to advise and assist the installation of the VFDs by the Contractor.

B. Furnish the services of a competent manufacturer's service representative who shall be experienced in the assembly and wiring of the VFD drive units of similar size and character. He shall direct the installation of the equipment and shall assist and advise with the electricians or other workmen who are performing the actual work of installing the VFD drive units. He also shall assist in the adjustment and testing of the equipment.

C. Adjust the calibration of protective relays according to the relay coordination study (provided by others) and test the settings. Prepare a card index for the relays, the settings, the test results and marked thereon, and submit to the Owner.

D. Time spent on the job by the service representative shall be adequate for performing the above functions.

E. All costs (travel expenses, testing equipment, etc.) required for testing and start-up shall be the responsibility of the equipment manufacturer/Contractor.

3.03 TRAINING

A. The Contractor shall provide a training session for the Owner's representatives at the jobsite or other office location chosen by the Owner. Each eight-hour training session shall be broken up into two segments each of 4-hours with a 15-minute break every two hours. Lunch break will be one hour. Training sessions shall be scheduled and coordinated with the Owner.

B. Training sessions shall be conducted by VFD manufacturer personnel.

C. Training shall be for four members of the Owner's staff.

D. Supplier shall submit a training outline for Owner's/Engineer's review and comment a minimum of 4 weeks before training is to take place.

E. Instruct the operating and maintenance personnel in principle of operating of all major devices and the care and maintenance of components included in the VFD drive units, and troubleshooting for a period of not less than two (2) eight (8) hour days. Coordinate with Owner for exact requirements. Provide three-ring binders to participants complete with copies of drawings and other course material covered.

F. When requested within the equipment warranty period, provide an additional training session from that indicated above for the Owner's Representative at the jobsite or other office location chosen by the Owner. Each eight-hour training session shall be broken up into two segments each of 4-hours with a 15 minute break every two hours. Lunch break will be one hour. Training sessions shall be scheduled and coordinated with the Owner.

G. All costs (travel expenses, testing equipment, etc.) required for the training shall be the responsibility of the equipment manufacturer/contractor.

3.04 FIELD QUALITY CONTROL

A. Startup procedures, testing and troubleshooting of the VFDs shall be performed under the supervision of the manufacturer's representative. Energization of the drives shall not be permitted without the manufacturer's representative permission.

B. Testing, checkout and start-up of the VFD equipment shall be performed under the technical direction of the manufacturer's service engineer from the factory. Under no circumstances are any portions of the drive system to be energized without authorization from the manufacturer's representative.

C. Harmonics, Efficiency and True Power Factor Testing:

1. Once the drive has been installed, testing shall be provided by the manufacturer to verify conformance with the specifications for the following:

    f. Harmonics

    g. Efficiency

    h. True Power Factor

Note: Tests are to be conducted on normal utility power and stand-by generator power. The harmonics, efficiency and power factor tests shall be measured at the input to each drive and point of common coupling and data shall be taken at the different operating speeds (50%-100% speed in 10% increments). Readings with printouts shall be provided for the harmonics, efficiency and true power factor in the report to be submitted to the Engineer.

2. The type of instruments' make, model and manufacturer that are used in the field testing shall be submitted along with the report.

3. A description of the testing procedures shall be sent to the Engineer prior to testing taking place.

4. Prepare for acceptance tests as follows:

    i. Test insulation resistance for each enclosed controller element, bus, component, connecting supply, feeder, and control circuit.

    j. Test continuity of each circuit.

5. The VFD Supplier shall provide readings with printouts of the harmonic current at each harmonic as well as the total voltage distortion. The testing shall test current and voltage distortion, power factor for both the fundamental and displacement requirements for compliance with IEEE 519 and the specification. The following readings shall be provided:

    a. At point of common coupling (at the 4160V Switchgear main bus):

        1) The following combinations shall be evaluated for each set of VFDs connected to their point of common coupling. With VFDs operating and starting at minimum pump speed and ramping up simultaneously to full pump speed with testing conducted at 10% speed increments:

            a) One (1) VFD running.

        2) With the drive off.

    b. At the power connection to the drive

6. A bound report shall include graphical representation of this information in the following format for each 10% speed increment:

    a. Voltage harmonic content versus harmonic order through 99th harmonic.

b. Current harmonic content versus harmonic order through 99th harmonic.

c. True Power factor (displacement and non-sinusoidal) versus harmonic order through 99th harmonic.

7. Report shall provide written description of field test results and show verification that field tests meet the requirements of this VFD specification. Report shall be reviewed by Engineer/Owner for approval. If these tests show that the drives are not in compliance with the Specifications, the drive manufacturer shall make all changes required to comply with the Specifications at no cost to the Owner. If required, this could mean replacing the drives that are not in compliance.

8. A copy of all tests and checks performed in the field, complete with meter readings and recordings, where applicable, shall be submitted to the Engineer and Owner as an official submittal.

D. The tests shall be witnessed by the Owner and Engineer. Provide at least two (2) weeks' notice to the Owner and Engineer prior to conducting these tests. Final acceptance of the VFD installation will not be considered until the Owner and Engineer have witnessed the test described above and a formal written report has been submitted and approved by the Engineer.

E. The VFD manufacturer or manufacturer representative shall submit a written Equipment Installation Report certifying the equipment is properly installed and has been operated under all operating conditions and is operating under all operating conditions and is operating satisfactorily per the requirements of the specification.

F. Provide for the Engineer's review a complete list of test procedures, standards, equipment and calibration reports of the measuring and testing equipment used.

G. Any deficiencies with regard to these specifications shall be corrected by the manufacturer at no expense to the Owner. Prior to any corrective action, a plan of correction shall be submitted to the Engineer for approval.

H. Prepare for acceptance tests as follows:

1. Test insulation resistance for each enclosed controller element, bus, component, connecting supply, feeder, and control circuit.
2. Test continuity of each circuit.

I. Manufacturer's Field Service: Engage a factory-authorized service representative to perform the following:

1. Inspect controllers, wiring, components, connections, and equipment installation. Test and adjust controllers, components, and equipment.
2. Assist in field testing of equipment (including pretesting and adjusting of solid-state controllers).
3. Report results in writing.

J. Perform the following field tests and inspections and prepare test reports:

1. Perform each electrical test and visual and mechanical inspection, except optional tests, stated in NETA ATS. Certify compliance with test parameters.
2. Correct malfunctioning units on-site, where possible, and retest to demonstrate compliance; otherwise, replace with new units and retest.

3.05 SPARE PARTS

A. The following spare parts of the type and size furnished shall be provided:

1. Six of each type of power and control fuse rated 600V or less.
2. Six of each type of fuse rated greater than 600V.
3. One of each type of panel lamp.
4. One of each type of printed circuit board, including diagnostic systems.
5. One spare EPROM chip for each VFD.
6. One microprocessor-based interface display and monitoring panel, and keypad.
7. One spare relay and timer of each type.
8. One of each fan or blower installed.
9. One PWM power cell or power module for each VFD.
10. And all spare parts and lubricants required for the first year preventive maintenance.

3.06 CLEAN AND ADJUST

The manufacturer shall furnish sufficient touch-up paint of the same type and color used at the factory to repair damages incurred in installation. Perform touch up painting to achieve the original paint thickness, quality, and appearance.

ATTACHMENT A
SUBMITTAL DATA SHEET FOR
26 29 23.01 MEDIUM VOLTAGE ADJUSTABLE FREQUENCY DRIVES

Submit the following data with the Bid Proposal and with the Shop Drawing submittal:

Item No.	Description	For "VFD-W10", "VFD-W11", "VFD-W12"
1	Manufacturer Make and Model (series):	
2	Total Equipment Dimensions (inches): Width x Depth x Height	_____W x _____D x _____H
3	Total Weight (lbs.):	
4	VFD Efficiency @80% Load	
5	VFD Efficiency @100% load	
6	True Power Factor @25% Load	
7	True Power Factor @50% Load	
8	True Power Factor @75% Load	
9	True Power Factor @100% Load	
10	Heat Loss (Watts) per unit	

END OF SECTION

SECTION 31 23 23.53

CEMENT STABILIZED SAND BACKFILL

(Sentences and/or paragraphs that are double underlined indicate revisions that were made from the 2012 specification.)

PART 1 – GENERAL

1.1 DESCRIPTION

A. At the discretion of the Engineer, Cement Stabilized Sand meeting the following specification may be allowed as trench backfill.

1.2 MEASUREMENT AND PAYMENT

A. Cement-stabilized sand shall be considered a part of the backfill requirement for the unit installed and shall be considered subsidiary to the length of the unit bid. If the cement stabilized sand is indicated to be a separate construction item for bulk backfill then the cement stabilized sand shall be measured per cubic yard as indicated on the plans.

1.3 SUBMITTALS

A. Mix Design

PART 2 – PRODUCTS

2.1 MATERIALS

A. CEMENT - Type I/II Portland Cement conforming to ASTM C150.

B. SAND - Clean durable sand meeting grading requirements for fine aggregates of ASTM C33, and the following requirements:

1. Classified as SW, SP, or SM by the United Soil Classification System of ASTM D2487.
2. Deleterious materials:
   a.) Clay lumps, ASTM C142; less than 0.5 percent.
   b.) Lightweight pieces, ASTM C123; less than 5.0 percent.
   c.) Organic impurities, ASTM C40; color no darker than standard color.
   d.) Plasticity index of 4 or less when tested in accordance with ASTM D4318.
3. Water: Potable water, free of oils, acids, alkalis, organic matter, or other deleterious substances, meeting requirements of ASTM C94.

C. Submittals of above items shall be provided.

2.2 TESTING REQUIREMENTS

A. Mixing plant inspections may be performed periodically. Material samples shall be collected and tested for change in material characteristics.

B. Random samples of delivered product will be taken in the field at point of delivery for each day of placement in the work area. Specimens will be prepared in accordance with ASTM D1632 and tested for compressive strength in accordance with ASTM D1633 within three (3) hours of collection of sample.

C. The cement content may be tested at the discretion of the City.

D. Calibration of Pugmill to be provided to city monthly.

PART 3 – EXECUTION

3.1 CONSTRUCTION METHODS

A. DESIGN REQUIREMENTS

Design sand-cement mixture to produce a minimum unconfined compressive strength of 50 pounds per square inch in 48 hours and 100 pounds per square inch in 7 days when compacted to 95% in accordance to ASTM D558 and when cured in accordance with ASTM D1632, and tested in accordance with ASTM D1633. Mix for general use shall contain a minimum of 1-½ sacks of cement per cubic yard. Mix for use as sanitary sewer embedment within 9 feet of waterlines shall contain 2 sacks of cement per cubic yard. Compact mix with moisture content between 0% to 2% above optimum.

The maximum compressive strength in 7 days shall be 400 psi. Backfill that exceeds the maximum compressive strength shall be removed by the contractor.

B. MIXING

1. Thoroughly mix sand, cement, and water in proportions specified by the Design Requirements using a pugmill-type mixer. The plant shall be equipped with automatic weight controls to ensure correct mix proportions.

2. Stamp batch ticket at plant with time of loading directly after mixing and time delivered to site. Material not placed and compacted within 3 hours after mixing shall be rejected. Provide copy of ticket to inspector.

3. Compaction shall begin within one (1) hour after mixing.

C. PLACEMENT

1. Place sand-cement mixture in 8-inch-thick lifts and compact to 95% of ASTM D558 unless other specified by the engineer. The moisture content during compaction shall be between 0% to 2% above optimum. Perform and complete compaction of sand-cement mixture within 3 hours after addition of water at plant.

2. Do not place or compact sand-cement mixture in standing or free water.

3. Failed test can be overturned by in place testing to substantiate strength. Testing shall be by ASTM C-42 wet core method at contractor's expense.

END OF SECTION

ATTACHMENT 1

DESIGN DATA - PUBLIC SUPPLY WELLS AND WELL PUMPING EQUIPMENT

1.01 **City of College Station, Well 10**

Well Construction Design: 2-Piece, Underreamed Gravel Pack Well. The 24" surface casing and 20" intermediate casing are welded together as 1-piece, as illustrated on Sheet C-49 of the plans and drawings.

A. Well Requirements and Design Estimates

1. Pumping Rate and Performance

a. Guaranteed Pumping Capacity:

b. 3,500 gpm

c. Guaranteed 1-Hour Specific Capacity for No Penalty:

33.0 gpm per foot of drawdown (gpm/ft) for 1-hour at the Guaranteed Pumping Capacity

d. Minimum Acceptable 1-Hour Specific Capacity with Penalty:

30.0 gpm per foot of drawdown (gpm/ft) for 1-hour at the Guaranteed Pumping Capacity

e. Guaranteed Suspended Solids Content for No Penalty:

The water produced from the well during the step tests and 36-hour continuous pumping test, shall average, on a consistent basis, less than or equal to five (5) milligrams (mg) of suspended solids or sand per one (1) liter (L) of water (less than 5 mg/L) for a continuous pumping cycle of 2-hour duration at the "Guaranteed Pumping Capacity" and the well shall also meet these requirements at all lesser pumping rates during the step tests and 36-hour continuous pumping test per AWWA A100.

2. Pilot Hole and Production Well Depths and Materials

a. Pilot Hole Depth (estimated): 3,100 feet

b. Completed Well Depth (estimated): 2,950 feet

3. Surface Casing – Base Bid Diameter and Length

a. Size: 24-inch O.D., 0.500-inch wall thickness

b. Length: 1,403 feet; casing depth of 1,400 feet + 3 feet (minimum) above ground

c. Weight: 125.49 lb./ft

d. Ream Diameter: minimum 30 inches for 24-inch casing and minimum 26 inches for 20-inch diameter casings

e. Pressure Cementation Depth: 2,450 feet to land surface for the 24-inch and 20-inch casings

f. Swage or Reducer / Transition: 24-inch x 20-inch diameters at 1,400 to 1,402 feet; length 2 feet

4. Intermediate Casing - Base Bid Diameter and Length

a. Size: 20-inch O.D., 0.500-inch wall thickness

b. Length: 1,048 feet (without the swage / reducer (length 2 feet); casing bottom depth at 2,450 feet

c. Weight: 104.13 lb./ft

d. Pressure Cementation Depth: 2,450 feet to land surface for the 24-inch and 20-inch casings

5. Blank Liner – Base Bid Diameter and Length

a. Size: 14-inch I.D., 0.500-inch thickness

b. Total Length: 350 feet (including the lap section length of 200 feet)

c. Weight: 72.09 lb./ft

d. Underream diameter: minimum 24 to 26 inches for 14-inch liner

6. Well Screen (Pipe Base) - Base Bid Diameter and Length

a. Size: 14-inch O.D. pipe base, 0.500-inch wall thickness

b. Total Length: 350 feet (total length includes 10 feet of development screen)

7. Screened Interval (preliminary estimate): 2,410 to 2,940 feet

8. Screen Type: Pipe-base, stainless steel wire-wrapped screen on blank liner pipe with round drilled holes

9. Water Level Measuring Pipe

a. Size: 1.25-inch I.D., Polyvinyl Chloride (PVC) pipe, minimum Schedule 80

b. Drill round holes in bottom 40 feet of pipe

c. Depth: 700 feet (strapped to pump column pipe)

10. Airline Tubing: 316 stainless steel, 0.25-inch O.D., 0.035-inch wall thickness, PVC-coated, Dekoron Type 1005. Depth setting 700 feet (strapped to pump column pipe)

B. Well Pump Design and Performance Requirements

1. Pump Bowl Design Rate: Base Bid 3,300 gpm.

2. Pump Design Total Dynamic Head (TDH): 795 feet at Base Bid 3,300 gpm.

Design TDH of 795 feet at Base Bid Pump Bowl Design Rate of 3,300 gpm consists of estimated: static water level (290'), drawdown (95'), estimated seasonal water level fluctuation (50'), water table decline allowance and estimated interference drawdown (150'), pump column loss (35') and above ground head and dynamic losses (175').

Alternate Pump Bowl Design 1; 3,300 gpm at 745 feet TDH.

Alternate Pump Bowl Design 2; 3,000 gpm at 725 feet TDH.

3. Speed at Rating: 1,770 to 1,800 rpm

4. Minimum Pump Bowl Efficiency at Design Flow Rate: 79 percent

5. Maximum Pump Bowl Diameter (3,300 gpm): Maximum 15 to 16 inches

6. Maximum Field Horsepower Required at any Point on the Head-Capacity Curve: 1,000 Hp (for the Base Bid 3,300 gpm Pump Design Rate)

7. Pump Bowl Setting Depth: 950 feet (from discharge head to the top of pump)
8. Pump Suction Diameter: 12-inch or 14-inch I.D.
9. Pump Column Pipe Diameter: 12-inch I.D. with minimum 0.375-inch wall thickness
10. Oil Tubing Diameter: 3-1/2-inches
11. Line Shaft Diameter: 2-7/16-inches; Alternate 2-3/16-inches

C. Well Test Requirements

1. 24-hour period step test rates (preliminary rates): 3-hour well pumping test rates with 3-hour recovery for each: 2,900 gpm, 3,200 gpm, 3,500 gpm, and 3,800 gpm
2. 36-hour constant test rate: 3,500 gpm

   Field testing of the production well and well pump and well motor equipment in accordance with paragraph 3.03 in this Section

D. Well Motor per Specifications in this Section with the following requirements:

1. Electrical Service Rating: 3-phase / 4160 volts / 60 Hertz / 4 pole
2. Synchronous Speed at Rating: approx. 1,770 to 1,800 rpm
3. Rated Horsepower: Base Bid 1,000 Hp; Alternate Sizes: 800 Hp & 900 Hp
4. Motor Starter / Motor Control Center and Electrical Controls:

   Shall be sized for a minimum 1,000 Hp well motor (Base Bid).
5. Minimum Efficiency at Rating: 95 percent; NEMA Premium Efficiency
6. Service Factor: 1.15
7. Maximum Locked-Rotor Indicating NEMA Code Letter: F
8. Enclosure Type: Vertical, hollow shaft (VHS), Weather Protected II (WPII) with non-reverse ratchets
9. Accessories: 115 / 120 volt, 1-phase space heater
10. Minimum Power Factor at Rating: 0.85
11. Motor Thrust Bearing Capacity: 500% Extra High Thrust (EHT)
12. Bearing Life: 75,000 hours
13. Motor Shaft: ASTM/AISI Grade 1045 hot rolled steel
14. Motor Insulation: Class “F”, Insulife 5000 or approved equal
15. Motor Base Thickness: 2 inches
16. Variable Frequency Drive (VFD): Electric well motor must be compatible with VFD

E. Well Pump Discharge Head and Flange:

1. Fabricated Steel; ASTM A29/A29M, AISI 4140 Grade steel
2. 4-inch Base Plate; 2-inch Sole Plate
3. Lifting Lugs or Gussets: Fabricate with 4 heavy duty lifting lugs or gussets installed
4. Reed Critical Frequency Analysis – Perform for the well discharge head and well motor as specified in paragraph 2.02 B. 4. in this Section.

5. Discharge Flange: ANSI Class 300-pound standard steel flange

F. Water Supply for Drilling and Construction:

Contractor is responsible for providing a potable water supply for the drilling and construction operations. Water for drilling and construction shall be potable, clean and clear with a specific conductance of less than 1,000 micromhos per centimeter, a minimum chlorine residual of 0.5 milligrams per liter, and a gross alpha concentration of less than 15 picoCuries per liter.

Contractor shall construct a Contractor water supply well, if necessary, or purchase water from an acceptable water source with acceptable water quality and truck the water to the well site, all at Contractor expense.

If desired and requested and water is not wasted, the Owner can provide potable water for drilling and construction operations to the Contractor at the Owner's Sandy Point Pump Station, address 7286 Sandy Point Road (FM 1678), Bryan, TX 77807

The planned well sites are located within the Brazos Valley Groundwater Conservation District.

If a Contractor water supply well is constructed as a water supply for this project and the well site location is within the jurisdiction of a Subsidence District or Groundwater Conservation District, then the Contractor shall submit a well permit application, well drilling or registration permit application or similar application(s) or required document(s) for the water supply well to the applicable Subsidence District or Groundwater Conservation District for review and written approval prior to the start of the drilling operations. Written approval(s) for all required Contractor water supply well permit(s) and/or registration shall be obtained and copies of all approval(s), permit(s) and/or registration shall be provided to the Engineer prior to the start of the drilling of a Contractor water supply well.

The Contractor shall install a flowmeter and backflow preventer for either a Contractor water supply well, if constructed, or if water is obtained from the Owner and shall measure and record the amount of water used during drilling and construction operations.

Following construction and use of a water supply well for well drilling and construction operations, the Contractor shall either install a secure, water-tight cap on top of the supply well or plug and abandon the supply well (separate bid item) to meet the well plugging requirements of the TDLR, TCEQ and the Brazos Groundwater Conservation District, as directed by the Owner or Engineer.

1.02 **City of College Station, Well 11**

Well Construction Design: 2-Piece, Underreamed Gravel Pack Well. The 24" surface casing and 20" intermediate casing are welded together as 1-piece, as illustrated on Sheet C-49 of the plans and drawings.

A. Well Requirements and Design Estimates

1. Pumping Rate and Performance

a. Guaranteed Pumping Capacity:

b. 3,500 gpm

c. Guaranteed 1-Hour Specific Capacity for No Penalty:

33.0 gpm per foot of drawdown (gpm/ft) for 1-hour at the Guaranteed Pumping Capacity

d. Minimum Acceptable 1-Hour Specific Capacity with Penalty:

   30.0 gpm per foot of drawdown (gpm/ft) for 1-hour at the Guaranteed Pumping Capacity

e. Guaranteed Suspended Solids Content for No Penalty:

   The water produced from the well during the step tests and 36-hour continuous pumping test, shall average, on a consistent basis, less than or equal to five (5) milligrams (mg) of suspended solids or sand per one (1) liter (L) of water (less than 5 mg/L) for a continuous pumping cycle of 2-hour duration at the "Guaranteed Pumping Capacity" and the well shall also meet these requirements at all lesser pumping rates during the step tests and 36-hour continuous pumping test per AWWA A100.

2. Pilot Hole and Production Well Depths and Materials
   a. Pilot Hole Depth (estimated): 3,100 feet
   b. Completed Well Depth (estimated): 2,950 feet
3. Surface Casing – Base Bid Diameter and Length
   a. Size: 24-inch O.D., 0.500-inch wall thickness
   b. Length: 1,397 feet; casing depth of 1,394 feet + 3 feet (minimum) above ground
   c. Weight: 125.49 lb./ft
   d. Ream Diameter: minimum 30 inches for 24-inch casing and minimum 26 inches for 20-inch diameter casings
   e. Pressure Cementation Depth: 2,450 feet to land surface for the 24-inch and 20-inch casings
   f. Swage or Reducer / Transition: 24-inch x 20-inch diameters at 1,400 to 1,402 feet; length 2 feet
4. Intermediate Casing - Base Bid Diameter and Length
   a. Size: 20-inch O.D., 0.500-inch wall thickness
   b. Length: 1,048 feet (without the swage / reducer (length 2 feet); casing bottom depth at 2,450 feet
   c. Weight: 104.13 lb./ft
   d. Pressure Cementation Depth: 2,450 feet to land surface for the 24-inch and 20-inch casings
5. Blank Liner – Base Bid Diameter and Length
   a. Size: 14-inch I.D., 0.500-inch thickness
   b. Total Length: 350 feet (including the lap section length of 200 feet)
   c. Weight: 72.09 lb./ft
   d. Underream diameter: minimum 24 to 26 inches for 14-inch liner
6. Well Screen (Pipe Base) - Base Bid Diameter and Length

a. Size: 14-inch O.D. pipe base, 0.500-inch wall thickness

b. Total Length: 350 feet (total length includes 10 feet of development screen)

7. Screened Interval (preliminary estimate): 2,410 to 2,940 feet

8. Screen Type: Pipe-base, stainless steel wire-wrapped screen on blank liner pipe with round drilled holes

9. Water Level Measuring Pipe

a. Size: 1.25-inch I.D., Polyvinyl Chloride (PVC) pipe, minimum Schedule 80

b. Drill round holes in bottom 40 feet of pipe

c. Depth: 700 feet (strapped to pump column pipe)

10. Airline Tubing: 316 stainless steel, 0.25-inch O.D., 0.035-inch wall thickness, PVC-coated, Dekoron Type 1005. Depth setting 700 feet (strapped to pump column pipe)

B. Well Pump Design and Performance Requirements

1. Pump Bowl Design Rate: Base Bid 3,300 gpm.

2. Pump Design Total Dynamic Head (TDH): 795 feet at Base Bid 3,300 gpm.

Design TDH of 795 feet at Base Bid Pump Bowl Design Rate of 3,300 gpm consists of estimated: static water level (290'), drawdown (95'), estimated seasonal water level fluctuation (50'), water table decline allowance and estimated interference drawdown (150'), pump column loss (35') and above ground head and dynamic losses (175').

Alternate Pump Bowl Design 1; 3,300 gpm at 745 feet TDH.

Alternate Pump Bowl Design 2; 3,000 gpm at 725 feet TDH.

3. Speed at Rating: 1,770 to 1,800 rpm

4. Minimum Pump Bowl Efficiency at Design Flow Rate: 79 percent

5. Maximum Pump Bowl Diameter (3,300 gpm): Maximum 15 to 16 inches

6. Maximum Field Horsepower Required at any Point on the Head-Capacity Curve: 1,000 Hp (for the Base Bid 3,300 gpm Pump Design Rate)

7. Pump Bowl Setting Depth: 950 feet (from discharge head to the top of pump)

8. Pump Suction Diameter: 12-inch or 14-inch I.D.

9. Pump Column Pipe Diameter: 12-inch I.D. with minimum 0.375-inch wall thickness

10. Oil Tubing Diameter: 3-1/2-inches

11. Line Shaft Diameter: 2-7/16-inches; Alternate 2-3/16-inches

C. Well Test Requirements

1. 24-hour period step test rates (preliminary rates): 3-hour well pumping test rates with 3-hour recovery for each: 2,900 gpm, 3,200 gpm, 3,500 gpm, and 3,800 gpm

2. 36-hour constant test rate: 3,500 gpm

Field testing of the production well and well pump and well motor equipment in accordance with paragraph 3.03 in this Section

D. Well Motor per Specifications in this Section with the following requirements:

1. Electrical Service Rating: 3-phase / 4160 volts / 60 Hertz / 4 pole
2. Synchronous Speed at Rating: approx. 1,770 to 1,800 rpm
3. Rated Horsepower: Base Bid 1,000 Hp; Alternate Sizes: 800 Hp & 900 Hp
4. Motor Starter / Motor Control Center and Electrical Controls:

   Shall be sized for a minimum 1,000 Hp well motor (Base Bid).
5. Minimum Efficiency at Rating: 95 percent; NEMA Premium Efficiency
6. Service Factor: 1.15
7. Maximum Locked-Rotor Indicating NEMA Code Letter: F
8. Enclosure Type: Vertical, hollow shaft (VHS), Weather Protected II (WPII) with non-reverse ratchets
9. Accessories: 115 / 120 volt, 1-phase space heater
10. Minimum Power Factor at Rating: 0.85
11. Motor Thrust Bearing Capacity: 500% Extra High Thrust (EHT)
12. Bearing Life: 75,000 hours
13. Motor Shaft: ASTM/AISI Grade 1045 hot rolled steel
14. Motor Insulation: Class "F", Insulife 5000 or approved equal
15. Motor Base Thickness: 2 inches
16. Variable Frequency Drive (VFD): Electric well motor must be compatible with VFD

E. Well Pump Discharge Head and Flange:

1. Fabricated Steel; ASTM A29/A29M, AISI 4140 Grade steel
2. 4-inch Base Plate; 2-inch Sole Plate
3. Lifting Lugs or Gussets: Fabricate with 4 heavy duty lifting lugs or gussets installed
4. Reed Critical Frequency Analysis – Perform for the well discharge head and well motor as specified in paragraph 2.02 B. 4. in this Section.
5. Discharge Flange: ANSI Class 300-pound standard steel flange

F. Water Supply for Drilling and Construction:

Contractor is responsible for providing a potable water supply for the drilling and construction operations. Water for drilling and construction shall be potable, clean and clear with a specific conductance of less than 1,000 micromhos per centimeter, a minimum chlorine residual of 0.5 milligrams per liter, and a gross alpha concentration of less than 15 picoCuries per liter.

Contractor shall construct a Contractor water supply well, if necessary, or purchase water from an acceptable water source with acceptable water quality and truck the water to the well site, all at Contractor expense.

If desired and requested and water is not wasted, the Owner can provide potable water for drilling and construction operations to the Contractor at the Owner's Sandy Point Pump Station, address 7286 Sandy Point Road (FM 1678), Bryan, TX 77807

The planned well sites are located within the Brazos Valley Groundwater Conservation District.

If a Contractor water supply well is constructed as a water supply for this project and the well site location is within the jurisdiction of a Subsidence District or Groundwater Conservation District, then the Contractor shall submit a well permit application, well drilling or registration permit application or similar application(s) or required document(s) for the water supply well to the applicable Subsidence District or Groundwater Conservation District for review and written approval prior to the start of the drilling operations. Written approval(s) for all required Contractor water supply well permit(s) and/or registration shall be obtained and copies of all approval(s), permit(s) and/or registration shall be provided to the Engineer prior to the start of the drilling of a Contractor water supply well.

The Contractor shall install a flowmeter and backflow preventer for either a Contractor water supply well, if constructed, or if water is obtained from the Owner and shall measure and record the amount of water used during drilling and construction operations.

Following construction and use of a water supply well for well drilling and construction operations, the Contractor shall either install a secure, water-tight cap on top of the supply well or plug and abandon the supply well (separate bid item) to meet the well plugging requirements of the TDLR, TCEQ and the Brazos Groundwater Conservation District, as directed by the Owner or Engineer.

1.03 **City of College Station, Well 12**

Construction Design: 2-Piece, Underreamed Gravel Pack Well. The 24" surface casing and 20" intermediate casing are welded together as 1-piece, as illustrated on Sheet C-49 of the plans and drawings.

A. Well Requirements and Design Estimates

1. Pumping Rate and Performance

a. Guaranteed Pumping Capacity:

b. 3,500 gpm

c. Guaranteed 1-Hour Specific Capacity for No Penalty:

33.0 gpm per foot of drawdown (gpm/ft) for 1-hour at the Guaranteed Pumping Capacity

d. Minimum Acceptable 1-Hour Specific Capacity with Penalty:

30.0 gpm per foot of drawdown (gpm/ft) for 1-hour at the Guaranteed Pumping Capacity

e. Guaranteed Suspended Solids Content for No Penalty:

The water produced from the well during the step tests and 36-hour continuous pumping test, shall average, on a consistent basis, less than or equal to five (5) milligrams (mg) of suspended solids or sand per one (1) liter (L) of water (less than 5 mg/L) for a continuous pumping cycle of 2-hour duration at the "Guaranteed Pumping Capacity" and the well shall also meet these requirements at all lesser pumping rates during the step tests and 36-hour continuous pumping test per AWWA A100.

2. Pilot Hole and Production Well Depths and Materials
    a. Pilot Hole Depth (estimated): 3,100 feet
    b. Completed Well Depth (estimated): 2,950 feet
3. Surface Casing – Base Bid Diameter and Length
    a. Size: 24-inch O.D., 0.500-inch wall thickness
    b. Length: 1,397 feet; casing depth of 1,394 feet + 3 feet (minimum) above ground
    c. Weight: 125.49 lb./ft
    d. Ream Diameter: minimum 30 inches for 24-inch casing and minimum 26 inches for 20-inch diameter casings
    e. Pressure Cementation Depth: 2,450 feet to land surface for the 24-inch and 20-inch casings
    f. Swage or Reducer / Transition: 24-inch x 20-inch diameters at 1,400 to 1,402 feet; length 2 feet
4. Intermediate Casing - Base Bid Diameter and Length
    a. Size: 20-inch O.D., 0.500-inch wall thickness
    b. Length: 1,048 feet (without the swage / reducer (length 2 feet); casing bottom depth at 2,450 feet
    c. Weight: 104.13 lb./ft
    d. Pressure Cementation Depth: 2,450 feet to land surface for the 24-inch and 20-inch casings
5. Blank Liner – Base Bid Diameter and Length
    a. Size: 14-inch I.D., 0.500-inch thickness
    b. Total Length: 350 feet (including the lap section length of 200 feet)
    c. Weight: 72.09 lb./ft
    d. Underream diameter: minimum 24 to 26 inches for 14-inch liner
6. Well Screen (Pipe Base) - Base Bid Diameter and Length
    a. Size: 14-inch O.D. pipe base, 0.500-inch wall thickness
    b. Total Length: 350 feet (total length includes 10 feet of development screen)
7. Screened Interval (preliminary estimate): 2,410 to 2,940 feet
8. Screen Type: Pipe-base, stainless steel wire-wrapped screen on blank liner pipe with round drilled holes
9. Water Level Measuring Pipe
    a. Size: 1.25-inch I.D., Polyvinyl Chloride (PVC) pipe, minimum Schedule 80
    b. Drill round holes in bottom 40 feet of pipe
    c. Depth: 700 feet (strapped to pump column pipe)
10. Airline Tubing: 316 stainless steel, 0.25-inch O.D., 0.035-inch wall thickness, PVC-coated, Dekoron Type 1005. Depth setting 700 feet (strapped to pump column pipe)

B. Well Pump Design and Performance Requirements

1. Pump Bowl Design Rate: Base Bid 3,300 gpm.
2. Pump Design Total Dynamic Head (TDH): 795 feet at Base Bid 3,300 gpm.

Design TDH of 795 feet at Base Bid Pump Bowl Design Rate of 3,300 gpm consists of estimated: static water level (290'), drawdown (95'), estimated seasonal water level fluctuation (50'), water table decline allowance and estimated interference drawdown (150'), pump column loss (35') and above ground head and dynamic losses (175').

Alternate Pump Bowl Design 1; 3,300 gpm at 745 feet TDH.

Alternate Pump Bowl Design 2; 3,000 gpm at 725 feet TDH.

3. Speed at Rating: 1,770 to 1,800 rpm
4. Minimum Pump Bowl Efficiency at Design Flow Rate: 79 percent
5. Maximum Pump Bowl Diameter (3,300 gpm): Maximum 15 to 16 inches
6. Maximum Field Horsepower Required at any Point on the Head-Capacity Curve: 1,000 Hp (for the Base Bid 3,300 gpm Pump Design Rate)
7. Pump Bowl Setting Depth: 950 feet (from discharge head to the top of pump)
8. Pump Suction Diameter: 12-inch or 14-inch I.D.
9. Pump Column Pipe Diameter: 12-inch I.D. with minimum 0.375-inch wall thickness
10. Oil Tubing Diameter: 3-1/2-inches
11. Line Shaft Diameter: 2-7/16-inches; Alternate 2-3/16-inches

C. Well Test Requirements

1. 24-hour period step test rates (preliminary rates): 3-hour well pumping test rates with 3-hour recovery for each: 2,900 gpm, 3,200 gpm, 3,500 gpm, and 3,800 gpm
2. 36-hour constant test rate: 3,500 gpm

Field testing of the production well and well pump and well motor equipment in accordance with paragraph 3.03 in this Section

D. Well Motor per Specifications in this Section with the following requirements:

1. Electrical Service Rating: 3-phase / 4160 volts / 60 Hertz / 4 pole
2. Synchronous Speed at Rating: approx. 1,770 to 1,800 rpm
3. Rated Horsepower: Base Bid 1,000 Hp; Alternate Sizes: 800 Hp & 900 Hp
4. Motor Starter / Motor Control Center and Electrical Controls:

Shall be sized for a minimum 1,000 Hp well motor (Base Bid).

5. Minimum Efficiency at Rating: 95 percent; NEMA Premium Efficiency
6. Service Factor: 1.15
7. Maximum Locked-Rotor Indicating NEMA Code Letter: F
8. Enclosure Type: Vertical, hollow shaft (VHS), Weather Protected II (WPII) with non-reverse ratchets

9. Accessories: 115 / 120 volt, 1-phase space heater
10. Minimum Power Factor at Rating: 0.85
11. Motor Thrust Bearing Capacity: 500% Extra High Thrust (EHT)
12. Bearing Life: 75,000 hours
13. Motor Shaft: ASTM/AISI Grade 1045 hot rolled steel
14. Motor Insulation: Class "F", Insulife 5000 or approved equal
15. Motor Base Thickness: 2 inches
16. Variable Frequency Drive (VFD): Electric well motor must be compatible with VFD

E. Well Pump Discharge Head and Flange:

1. Fabricated Steel; ASTM A29/A29M, AISI 4140 Grade steel
2. 4-inch Base Plate; 2-inch Sole Plate
3. Lifting Lugs or Gussets: Fabricate with 4 heavy duty lifting lugs or gussets installed
4. Reed Critical Frequency Analysis – Perform for the well discharge head and well motor as specified in paragraph 2.02 B. 4. in this Section.
5. Discharge Flange: ANSI Class 300-pound standard steel flange

F. Water Supply for Drilling and Construction:

Contractor is responsible for providing a potable water supply for the drilling and construction operations. Water for drilling and construction shall be potable, clean and clear with a specific conductance of less than 1,000 micromhos per centimeter, a minimum chlorine residual of 0.5 milligrams per liter, and a gross alpha concentration of less than 15 picoCuries per liter.

Contractor shall construct a Contractor water supply well, if necessary, or purchase water from an acceptable water source with acceptable water quality and truck the water to the well site, all at Contractor expense.

If desired and requested and water is not wasted, the Owner can provide potable water for drilling and construction operations to the Contractor at the Owner's Sandy Point Pump Station, address 7286 Sandy Point Road (FM 1678), Bryan, TX 77807

The planned well sites are located within the Brazos Valley Groundwater Conservation District.

If a Contractor water supply well is constructed as a water supply for this project and the well site location is within the jurisdiction of a Subsidence District or Groundwater Conservation District, then the Contractor shall submit a well permit application, well drilling or registration permit application or similar application(s) or required document(s) for the water supply well to the applicable Subsidence District or Groundwater Conservation District for review and written approval prior to the start of the drilling operations. Written approval(s) for all required Contractor water supply well permit(s) and/or registration shall be obtained and copies of all approval(s), permit(s) and/or registration shall be provided to the Engineer prior to the start of the drilling of a Contractor water supply well.

The Contractor shall install a flowmeter and backflow preventer for either a Contractor water supply well, if constructed, or if water is obtained from the Owner and shall measure and record the amount of water used during drilling and construction operations.

Following construction and use of a water supply well for well drilling and construction operations, the Contractor shall either install a secure, water-tight cap on top of the supply well or plug and abandon the supply well (separate bid item) to meet the well plugging requirements of the TDLR, TCEQ and the Brazos Groundwater Conservation District, as directed by the Owner or Engineer.

40 61 13 PROCESS CONTROL SYSTEM GENERAL PROVISIONS

1.00 GENERAL

A. Section Includes:

1. General Requirements for a complete instrumentation system for process control.

B. Related Sections:

1. Section 01 33 04 “Operation and Maintenance Data”
2. Section 01 78 36 “Warranties”
3. Section 01 79 00 “Training of Operation and Maintenance Personnel”
4. Section 40 61 21 “Process Control System Testing”
5. Section 40 61 26 “Process Control System Training”
6. Section 40 61 93 “IO List”
7. Section 40 61 96 “Process Control Descriptions”
8. Section 40 61 96.01 “Well Site”
9. Section 40 63 43 “Programmable Logic Controllers”
10. Section 40 66 13 “Switches and Routers”
11. Section 40 66 33 “Metallic and Fiber-Optic Communication Cabling and Connectors”
12. Section 40 67 00 “Control System Equipment Panels and Racks”
13. Section 40 71 23.13 “Venturi Flow Meter”
14. Section 40 72 43 “Pressure and Differential Pressure Type Level Meters”
15. Section 40 73 13 “Pressure Gauges”
16. Section 40 73 36 “Pressure and Differential Pressure Switches”

1.02 SCOPE

A. General Requirements for Instrumentation and Control.

1. Process Control System Integrator (PCSI):

a. The Contractor procures the services of a Process Control Systems PCSI (PCSI) as a first-tier subcontractor. The PCSI is responsible for furnishing all materials, equipment, labor and services required to achieve a fully integrated and operational Process Control System (PCS) for the entire well sites. The PCSI must coordinate all materials, equipment, labor and services required by the Contractor to install equipment supplied by the PCSI and PCSI’s subs.

b. The PCSI is responsible for providing a complete control system for the well sites, including existing processes, PLCs, remote IO, instrumentation, and required appurtenances to provide a complete process control system for the well sites.

c. The PCSI is responsible for providing the required instrumentation not supplied by equipment manufacturers to provide a complete working system.

d. The PCSI is responsible for providing an HMI and integrating all process area PLCs, including manufacturer-supplied PLCs and required remote IO modules to provide a complete control system.

e. The PCSI will provide network switches and network configuration to facilitate the communications of servers, PLCs, OITs, VFDs, RTUs, and other equipment and supply a complete working system. The PCSI is responsible for configuring switches provided by third parties as part of this contract.

f. The City of College Station will configure network ethernet switches with VLANs such that SCADA network traffic is segregated from Security and Enterprise traffic.

g. The PCSI must conduct HMI workshops with the Owner to develop the HMI screens for each process. Unless the owner directs otherwise, the developed screens comply with ISA 101 standards.

h. The PCSI is required to conduct workshops with the Owner to determine alarm priorities and setpoints. The PCSI will consult with the Engineer to determine the proper setpoints.

i. The PCSI will coordinate workshops with the Owner to develop up to 6 reports that execute daily, weekly, or monthly for the well sites and specific processes.

j. The PCSI will setup the view station.

k. The PCSI must provide startup, commissioning and training as described in the Contract Documents.

1.03 REFERENCE STANDARDS

A. Referenced Standards:

1. Instrumentation Systems and Automation Society (ISA)

a. S.5.1, Instrumentation Symbols and Identification

b. S.5.4, Standard Instrument Loop Diagrams

c. S20, Standard Specification Forms for Process Measurement and Control Instruments, Primary Elements and Control Valves

d. S101, Human Machine Interfaces

e. S18.2, Management of Alarm Systems for the Process Industries

f. S88, Batch Control

g. RP60.6, Nameplates, Labels and Tags for Control Centers

2. National Electrical Manufacturers Association (NEMA)

a. NEMA ICS 1 - Industrial Control and Systems: General Requirements.

b. NEMA ICS 4 - Industrial Control and Systems: Terminal Blocks.

c. NEMA ICS 5 - Industrial Control and Systems: Control Circuit and Pilot Devices.

d. NEMA ICS 6 - Industrial Control and Systems: Enclosures.

e. NEMA 250 - Enclosures for Electrical Equipment (1000 V maximum).

3. National Fire Protection Agency (NFPA)
    a. 70, National Electrical Code (NEC)
    b. 820, Standard for Fire Protection in Wastewater Treatment and Collection Systems
4. National Institute of Standards and Technology (NIST)
5. Underwriters Laboratory (UL)
    a. 508A, Standard for Industrial Control Panels
    b. 698A, Standard for Industrial Control Panels Relating to Hazardous (Classified) Locations
    c. 913, Standard For Intrinsically Safe Apparatus And Associated Apparatus For Use In Class I, II, III, Division 1, Hazardous (Classified) Locations
    d. 1077, Supplementary Protectors
6. American National Standards Institute (ANSI)
    a. ANSI/IEEE 37.13 - Low Voltage AC Power Circuit Breaker (600 V Insulation Class)
7. FM Global (FM)

1.04 DEFINITIONS

A. Common terms
    1. SCADA: Supervisory Control and Data Acquisition
    2. PLC: Programmable Logic Controller
    3. OIT: Operator Interface Terminal
    4. HMI: Human Machine Interface
    5. OT: Operational Technology
    6. PCS: Process Control System
    7. PCSI: Process Control System Integrator

1.05 SUBMITTALS

A. General: Submittals shall be in accordance with Division 01 requirements. Submit in sufficient detail to show full compliance with Contract Documents.

B. Product Data:
    1. For each component, include manufacturer descriptive literature, product specifications, published details, technical bulletins, performance and capacity rating curves, charts and schedules, catalog datasheets, and other submittal materials as required to verify that the proposed products conform to the quality and function ability of the specified products.

C. Shop Drawings:
    1. Submittals shall be original printed material or clear, unblemished photocopies of original printed material:

a. Facsimile information is not acceptable.

b. In addition to printed copies, provide an electronic copy of submittals in PDF format.

2. Limit the scope of each submittal to one (1) Specification Section:

   a. Each submittal must be submitted under the Specification Section containing requirements of submittal contents.

   b. Do not provide any submittals for Specification Section 40 61 13 “Process Control System General Provisions”.

3. Documentation of instrumentation subcontractor qualifications and experience as defined in Paragraph 1.04.

4. Product technical data including:

   a. Equipment catalog cut sheets.

   b. Instrument data sheets:

      1). ISA S20 or approved equal.

      2). Separate data sheets for each instrument.

   c. Materials of construction.

   d. Minimum and maximum ranges, calibration information (in engineering units or as otherwise noted).

   e. Physical limits of components, including temperature and pressure limits.

   f. Size and weight.

   g. Electrical power requirements and wiring diagrams.

   h. NEMA rating of housings.

   i. Submittals shall be marked with arrows to show the exact features to be provided. Features and options not being provided shall be crossed out.

5. Loop diagrams per ISA S5.4

6. Comprehensive set of wiring diagrams

7. Panel fabrication drawings

8. PLC equipment drawings.

9. Programming software for PLC and OIT as specified in Section 40 61 96 “Process Control Descriptions”.

10. Nameplate layout drawings.

11. Drawings, systems, and other elements are represented schematically in accordance with ISA S5.1 and ISA S5.3:

    a. The nomenclature, tag numbers, equipment numbers, panel numbers, and related series identification contained in the Contract Documents shall be employed throughout submittals.

12. All Shop Drawings shall be modified with as-built information.

13. All panel and wiring drawings shall be provided in both hardcopy and softcopy:
    a. Furnish electronic files on CD-ROM, DVD-ROM, or electronically transfer over a secure medium.
    b. Drawings in AUTO CAD and PDF format. Coordinate the AUTO CAD version with the Owner.
14. Provide a parameter setting summary sheet for each field configurable device.
15. Communication protocol addresses: Submit a complete list of outstation addresses for all field equipment. The list shall include the cable number that has been assigned for serial communications and the port the cable is assigned to in the PLC, OIT, or other device.
16. Certifications:
    a. Documentation verifying that calibration equipment is certified with NIST traceability.
    b. Approvals from independent testing laboratories or approval agencies, such as UL or FM:
        1). Certification documentation is required for all equipment for which the specifications require independent agency approval.

1.06 QUALITY ASSURANCE

A. Contractor's Qualifications:

1. The Instrumentation System Integrator Contractor's personnel shall have a minimum of ten years of prior experience in furnishing, installation, testing, programming, debugging, start-up, and training for systems at least as large and similar to the one in this Contract. The system installer shall have employees who are qualified technicians for the duration of the contract located in the project area. The Contractor shall submit for evaluation within one week of Notice to Proceed, his instrumentation systems installer's company resumes complete with company history, project lists, locations, Owner, costs, type of system installed, and references with phone numbers. Installers not meeting these qualifications shall not be accepted. As a part of this contract, the instrumentation system installers shall assume complete system responsibility, including coordination and interfacing with all subsystems and equipment suppliers and manufacturers. The Contractor shall actively be involved in control system integration industry for the last five years. The Contractor shall not act as a broker for the project; he shall provide and be responsible for all hardware, interfacing software, training, testing, and extended warranties.
2. The following PCSI are pre-qualified with the City of College Station:
    a. Prime Controls.
    b. BL Technologies.
    c. Tesco.
    d. TAS.

e. All others shall submit qualifications to the Owner and the Engineer for review and approval prior to bid submittal a minimum of 3 weeks prior to bid due date. Any submittals after this time period shall not be evaluated. Qualifications shall include SCADA Integrators who have had at least 10 years of successful experience in the integration of similar projects with a generator and pump station configurations. Qualifications shall include a list of similar projects within the last 5 years with the name of the project and contact information of the Owner.

2.00 PRODUCTS

2.01 PERFORMANCE REQUIREMENTS

A. Instrumentation:

1. All instruments and control devices must perform in accordance with the manufacturers' specifications and design requirements.

B. Software:

1. All software must meet the design requirements and Owner's requirements.

2.02 MATERIALS AND QUALITY

A. Provide new and defect-free hardware of specified quality. Maintain manufacturer congruence for provided instruments, instrument accessories and devices.

B. Lifecycle: Provide current-generation products that the manufacturer plans to support for 10 years from the date submittals are approved.

3.00 EXECUTION

3.01 PROJECT REQUIREMENTS

A. Commissioning: Perform system commissioning in accordance with Specifications Section 40 61 21 "Process Control System Testing" and Section 40 61 26 "Process Control System Training".

B. Follow-Up Services: After the acceptance of the system, the Integrator will make four trips to the project site for calibration and adjustment of all the instruments and devices. The first trip will be three months after acceptance of the complete system and thereafter every three months for a total of four trips. These trips are in addition to all warranty items and are provided at no extra cost to the Owner. Provide the services of a trained technician with each trip with appropriate calibration and testing instruments. Coordinate the trips with the Owner.

C. Training: Provide the Owner's staff with all required training and operating procedures at no extra cost to the Owner. The training schedule shall be coordinated with the Owner's Representative. Training shall include operating, testing, calibration, programming, and troubleshooting of the system. The training shall include manuals that are specifically written for the system provided as described in Division 01 - General Provisions of these Specifications.

3.02 LEAD TIMES

A. Due to extended lead times for many parts, Contractor is encouraged to purchase components up front, including spare parts. Contractor must store all equipment at their facility and provide insurance for all equipment.

END OF SECTION

40 61 26 PROCESS CONTROL SYSTEM TRAINING

1.00 GENERAL

1.01 SUMMARY

A. Section includes:

1. General requirements for the training of a complete instrumentation system for process control.

B. Related sections:

1. Section 40 61 13 “Process Control System General Provisions”

1.02 DEFINITIONS:

A. PCSI: Process Control Systems Integrator (Instrumentation and Networking subcontractor)

B. PCS: Process Control System

1.03 SCOPE

A. PCSI shall coordinate all training activities with the Owner, Engineer, Contractor, all affected subcontractors, equipment suppliers, and vendors.

B. PCSI shall not include training for equipment items not manufactured or supplied by the PCSI. This training shall be provided by authorized manufacturer's representative as set forth within this section and related sections of the specifications.

C. The training and instruction shall be directly related to the system being supplied.

D. The training program shall represent a comprehensive program covering all aspects of the operation and maintenance of the system.

E. PCSI shall conduct training courses for Owner personnel. Training shall be provided for the following, and as outlined under this specification section:

1. Instruments.
2. Process Control System Hardware.
3. Process Control System Software.
4. SCADA Network System.

F. Unused specified training courses/sessions shall be returned as a credit to the contract.

1.04 REFERENCES

A. Applicable Documents and Electrical Testing Requirements of:

B. America National Standards Institute (ANSI), as applicable, including:

C. ANSI C2, National Electrical Safety Code.

D. ANSI Z244.1, Lockout, Tagout and Alternative Methods.

E. National Electrical Manufacturer's Association (NEMA), as applicable, including:

F. NEMA ICS 2.3 - Instructions for the Handling, Installation, Operation and Maintenance of Motor Control Centers.

G. NEMA ICS 7.1 - Safety Standards for Construction and Guide for selection, Installation, and Operation of Adjustable Speed Drive Systems.

H. NEMA PB 1.1 - General Instructions for Proper Installation, Operation and Maintenance of Panelboards Rated 600 Volts or Less.

I. NEMA PB 2.1 - Proper Handling, Installation, Operation and Maintenance of Deadfront Switchboards Rated 600 Volts or Less.

J. American Society for Testing and Materials (ASTM), as applicable.

K. Institute of Electrical and Electronics Engineers (IEEE), as applicable, including:

L. IEEE C.57.13, IEEE Standard Requirements for Instrument Transformers.

M. IEEE 81, Section 9.03; Guide for Measuring Earth Resistivity, Ground Impedance and Earth Surface Potentials of a Grounding System.

N. National Fire Protection Association (NFPA), as applicable, including:

1. NFPA 70 - National Electrical Code (NEC).
2. NFPA 70E - Electrical Safety Requirements for Employee Workplaces.
3. NFPA 72 - National Fire Alarm Code (NFAC).

O. International Electrical Testing Association (IETA) as applicable, including:

1. NETA ATS Acceptance Testing Specifications for Electric Power Distribution Equipment and Systems.

P. Insulated Cable Engineer's Association (ICEA), as applicable.

Q. Local Utility Codes and Ordinances.

R. Occupational Safety and Health Administration (OSHA), as applicable, including:

1. Title 29-2022, Parts 1910 and 1936.

S. National Electrical Testing Association:

1. ATS-2021 Acceptance Testing.

2.00 PRODUCTS

2.01 MATERIALS

A. Devices and systems are specified in other sections of this Specification. Reference to "devices" means all devices included in the Contract.

B. Any device that fails to meet contract requirements or published performance specifications of the manufacturer must be repaired or replaced as directed by the Owner at no cost to the Owner.

C. Demonstrate that test equipment is fully operational and properly calibrated.

D. The Owner reserves the right to disapprove test equipment that is improper or functioning improperly.

3.00 EXECUTION

3.01 TRAINING – GENERAL

A. Training Summary:

1. The following training courses listed in the summary table shall, as a minimum, be provided:

Training Course Description	Minimum Course Duration (hours)	Maximum Number of Trainees per Course	Number of Times Course to be Given	Intended Audience
PCSI Onsite Training				
SCADA System Training - Prior to/at Witnessed Operational Readiness test (WORT)	4	4	2	Operations
SCADA System Training - After Functional Demonstration Test (FDT)	4	4	2	Operations
Installed Process Control System Training	2	4	2	Maintenance, Administrator
PLC Hardware and Software Training	2	4	2	Maintenance
Instruments PCSI Training	4	4	2	Maintenance
Instruments Training - Operator familiarity	2	8	2	Operations
Fiber Optics System Training	4	4	2	Maintenance
Software Maintenance Training	2	4	2	Maintenance, Administrator

2. Definitions of audience roles:

   a. Administrator: Personnel responsible for maintaining the HMI / SCADA system.

   b. Maintenance: Personnel responsible for maintaining the field controller hardware and instrumentation system.

   c. Operations: Personnel responsible for daily plant operations.

   d. Management: Non-daily operations personnel.

B. Owner shall select Technicians, Operators, Engineers, and Managers of the facility to be trained on new processes and equipment included within the project scope. The training courses shall address operation, maintenance, and troubleshooting of the system provided. The courses shall be designed specifically for the type of personnel attending, such as operators, engineers, etc.

C. PCSI standard training courses may be used to meet the training objectives specified. Where standard courses do not meet these objectives, additional coursework shall be developed.

1. Clock hour requirements for each level of training shall be as listed herein. A "clock hour" is defined as one hour of instruction or supervised training exercise.

2. Training hour requirements are the number of hours of training to be provided for each student. Additional training time shall be provided if considered necessary to meet the training objectives.

D. Training Instructors:

1. All onsite training shall be conducted by experienced instructors who are intimately familiar with the operation and control of the Owner's facilities and with the specific system supplied.

E. Training Material:

1. Provide detailed training manuals to supplement the training courses. The manuals shall include specific details of equipment supplied and operations specific to the project. The manuals shall be provided in hardcopy for each student. Provide electronic copy of each training manual in PDF format for Owner's future use.

2. The trainer shall make use of teaching aids, manuals, slide/video presentations, etc. After the training services, all training materials shall be delivered to Owner.

F. Training Costs:

1. All costs associated with the training program, excluding travel, lodging, and per diem expenses for Engineer and/or Owner personnel to attend off-site training programs shall be the responsibility of PCSI and shall be included in the contract price.

2. The cost of Travel for off-site training including travel, lodging, and per diem expenses for Engineer and/or Owner personnel shall be paid directly by the entity employing the staff doing the traveling.

3. All costs associated with the manufacturer’s training sessions, including travel and lodging for the Engineer and/or Owner, shall be the responsibility of the PCSI and shall be included in the contract price. Travel for the Engineer and/or Owner shall be via non-stop flight, originating and terminating at OWNER’s preferred Airport. PCSI shall provide transportation from the airport to lodging and the training site for the Engineer and/or Owner personnel.

G. Training Schedules:

1. All training schedules shall be coordinated with and at the convenience of the Owner. Shift training may be required to correspond to the Owner’s working schedule.

H. Lessons:

1. Training lesson plans and other information shall be submitted at least 30 days prior to the start of training.

I. Video Recording:

1. The Owner reserves the right to videotape all custom training sessions. All training tapes shall become the sole property of the Owner.

2. All training sessions shall be video recorded by the PCSI for Owner's future use in training other personnel. Video recorded sessions shall be saved as electronic files for delivery to Owner.
3. Pre-recorded videos of standard training programs may be substituted if they cover the same topics and are developed for the same versions of hardware and software.
4. Furnishing videos of standard training programs shall not relieve the PCSI from any of the training requirements specified herein.

3.02 TRAINING SUBMITTALS

A. Training Plan Submittal:
1. PCSI shall provide proposed lesson plans or outlines for all training courses specified herein. Training submittals shall include:
a. Course objectives and target audience.
b. Proposed schedule including proposed dates, duration, and location.
c. Resumes of trainers including instructors' qualifications and experience.
d. Prerequisite requirements for each class.
e. Samples of handouts for review.
2. Complete copies of all proposed handouts and training materials. Training information shall be bound and logically arranged with all materials reduced to a maximum size of 11 inch by 17 inch, then Z-folded to 8.5 inch by 11 inch for inclusion into the binder.
3. Refer to Section 40 61 13, "Process Control System General Provisions" for the submittal order.
4. Electronic files of training session videos shall be delivered to Owner.

3.03 ONSITE TRAINING

A. Training personnel shall be intimately familiar with the control system equipment, its manipulation, and configuration. Training personnel shall command knowledge of system debugging, program modification, troubleshooting, maintenance procedure, system operation, and programming, and shall be capable of transferring this knowledge in an orderly fashion to technically oriented personnel.
B. SCADA System Training:
1. SCADA system training classes shall cover well site operation with the control system and use of the HMI display screens, including at a minimum all the following items:
a. Basics of HMI control, settings, and navigation.
b. Alarming, events, and interlocks.
c. Auto functionality of automated processes and HMI control.
d. Failure modes of SCADA equipment and operator responses.
2. Conduct this training in separate training sessions as follows:

a. Prior to or at the WORT.

b. After FDT.

3. Training personnel shall be intimately familiar with both the control system and the plant process. PCSI shall provide trainers that are familiar with the designed operations of the plant and how the control system executes the operation.

4. The training shall be structured specifically for operations type personnel. Training personnel shall be prepared to show the operators how to operate the plant from the control panel level in the event of control room equipment failure.

5. PCSI shall, at a minimum, have the following teaching aids available for distribution during SCADA system training sessions:

   a. Preliminary Operation and Maintenance Manuals (prior to or at the WORT); Final O&M Manuals (after FDT).

   b. Process, and Instrumentation Diagrams as presented in the Contract documents.

   c. Training Session Agenda.

6. Fifty percent of all SCADA system training shall be "hands on" utilizing the installed control system to the fullest extent possible. PCSI shall ascertain the operability of the control system before commencing training. Training performed using a non-functioning control system shall be rejected and repeated.

C. Installed Process Control System Training:

1. Provide training for the Owner's personnel in the functionality, maintenance, and troubleshooting of the installed Control System. The training shall be held before the WORT, but not more than two months before.

2. Training and instruction shall be specific to the system that is being supplied.

3. Training shall consist of classroom instructions and hands-on instruction utilizing the Owner's system.

4. Detailed training shall be provided on the actual configuration and implementation for this Contract. Training shall cover all aspects of the system that will allow the Owner's personnel to maintain, modify, troubleshoot, and develop future additions/deletions to the system. The training shall cover the following subjects, as a minimum:

   a. System overview.

   b. System hardware components and specific equipment arrangements.

   c. Periodic maintenance.

   d. Troubleshooting and diagnosis.

   e. Network configuration, communications, and operation.

   f. TCP/IP addressing procedures for all Ethernet devices.

D. PLC Hardware and Software:

1. Provide training for the Owner's personnel in the operation, maintenance, troubleshooting, etc. with the PLC hardware and software system. The training shall be held before the WORT, but not more than two months before.
2. Training and instruction shall be specific to the system that is being supplied.
3. Training shall consist of classroom instructions and hands-on instruction utilizing the Owner's system.
4. Detailed training shall be provided on the actual configuration and implementation for this Contract. Training shall cover all aspects of the PLC system that will allow the Owner's personnel to maintain, modify, troubleshoot, and develop future additions/deletions to the PLC system. The training shall cover the following subjects, as a minimum:
    a. PLC system overview.
    b. PLC system architecture.
    c. PLC system hardware components and specific equipment arrangements.
    d. PLC system startup, shut down, load, backup, and PLC failure recovery.
    e. Periodic maintenance.
    f. Troubleshooting and diagnosis down to the I/O card level.
    g. PLC configuration, communications, and operation.

E. Instrument PCSI Training:

1. Provide instruction on the maintenance of the field and panel instrumentation for the Owner's instrumentation technicians. This training shall be conducted before the WORT, but no more than 1 month before and at a time suitable to the Owner. This training shall take place at the Owner's facility. As a minimum the following shall be included:
    a. Training in standard hardware maintenance for the instruments provided.
    b. Specific training for the actual instrumentation configuration to provide a detailed understanding of how the equipment and components are arranged, connected, and set up for this Contract.
    c. Test, adjustment, and calibration procedures.
    d. Troubleshooting and diagnosis.
    e. Periodic maintenance.

F. Instruments - Operator familiarity:

1. Provide operator level instruction on the use of the field and panel instrumentation for the Owner's operations staff. This training shall be conducted before the 30-day site acceptance test, but no more than 1 month before and at a time suitable to the Owner. This training shall take place at the Owner's facility. Include hands on demonstration of the information each transmitter indicates, and the method used to retrieve any operator information from the transmitter, including use of pushbuttons and interpretation of international graphic symbols used on the instruments.

G. Fiber Optic System Training:

1. Provide instruction on the maintenance of the fiber optic system for the Owner's instrumentation technicians. This training shall be conducted before the WORT, but no more than 1 month before and at a time suitable to the Owner. This training shall take place at the Owner's facility. As a minimum the following shall be included:
    a. Fiber cable layout and basic cable construction.
    b. Termination procedures.
    c. "Jumper" installation.
    d. Testing procedures.
    e. Troubleshooting and diagnosis.

H. Software Maintenance:

1. Provide training on how to back-up PLCs, HMIs, OITs, and any other software in this system.
2. Provide training on all aspects covered in the O&M Software Maintenance Manuals.
3. Provide training on PLC program structure, HMI configuration structure, tips in how to edit programming code, and other items which will supplement the maintenance staff's ability to edit and maintain the programs.

END OF SECTION

40 61 96.01 PROCESS CONTROL NARRATIVE – WELL SITES

1.00 GENERAL

1.01 SCOPE OF WORK

A. This Specification section provides detailed control loop descriptions for the programming of the Process Control System by the Process Control System Integrator (PCSI).

2.00 PRODUCTS (NOT USED)

3.00 EXECUTION

3.01 GENERAL

A. Process Overview

1. Wells 10, 11, 12 with the collection line will operate to maintain the two (2) Downey Road GSTs levels. These wells will be added to an existing well pump priority sequence for the well field that is set by the operator.

2. Each well site will have one (1) well pump that is driven by a VFD. The operator will be able to start, stop, and adjust the speed of the well pump at both the VFD and through SCADA. Well pumps may start after the oiler drips for two (2) minutes.

B. Associated Equipment

Equipment Service Description	Equipment Tag Number
Well 10 VFD	VFD-W10
Well 10 Switchgear	SWGR-W10
Well 10 Generator	GEN-W10
Well 10 Heat Trace Controller	HTC-W10
Well 11 VFD	VFD-W11
Well 11 Switchgear	SWGR-W11
Well 11 Generator	GEN-W11
Well 11 Heat Trace Controller	HTC-W11
Well 12 VFD	VFD-W12
Well 12 Switchgear	SWGR-W12
Well 12 Generator	GEN-W12
Well 12 Heat Trace Controller	HTC-W12

C. Associated Instruments

Instrument Service Description	Instrument Tag Number
Well 10 Oiler Level Transmitter	LT-W10
Well 10 High Pressure Switch	PSH-W10
Well 10 Check Valve Position Switch	ZSO-W10
Well 10 Pressure Transmitter	PIT-W10
Well 10 Venturi Flow Meter	FE/FIT-W10
Well 10 Electrical Room Intrusion Switches	XEW10-1/2
Well 11 Oiler Level Transmitter	LT-W11
Well 11 High Pressure Switch	PSH-W11
Well 11 Check Valve Position Switch	ZSO-W11
Well 11 Pressure Transmitter	PIT-W11
Well 11 Venturi Flow Meter	FE/FIT-W11
Well 11 Electrical Room Intrusion Switches	XEW11-1/2
Well 12 Oiler Level Transmitter	LT-W12
Well 12 High Pressure Switch	PSH-W12
Well 12 Check Valve Position Switch	ZSO-W12
Well 12 Pressure Transmitter	PIT-W12
Well 12 Venturi Flow Meter	FE/FIT-W12
Well 12 Electrical Room Intrusion Switches	XEW12-1/2
Test Well Level Transmitter	LE/LIT-TW

D. Associated Control Panels

1. Well Site 10
    a. W10-RTU
2. Well Site 11
    a. W11-RTU
3. Well Site 12
    a. W12-RTU
4. Downey Road GST Control Panel
    a. Well Pump Priority Sequence PLC

E. Associated P&IDs

1. PI-3.
2. PI-4.

3. PI-5.

F. Hardwired Interlocks

1. The following interlocks will stop the pump and prevent it from starting:

a. High Discharge Pressure Switch.

b. VFD Trip

c. RTD Trip.

d. Valve Failure.

e. E. Stop at VFD.

f. E. Stop at Motor.

3.02 CONTROLLER PROGRAMMING

A. Local Manual Control Mode

1. When the well pumps are in HAND at the VFD then the operator can START, STOP, and enter a SPEED setpoint at the VFD.

B. Local Automatic Control Mode

1. None.

C. Remote Manual Control Mode

1. When the well pumps are in SCADA at the VFD, and in MANUAL at the HMI, the operator can START, STOP, and set a SPEED setpoint for the well pump at the HMI.

2. Maintenance Mode:

a. In this mode, the well pump ignores the no flow signal to prevent trips when maintenance is being performed on the well.

D. Remote Automatic Control Mode

1. When the well pumps are in SCADA at the VFD and in AUTO at the HMI, the operator can set LEVEL setpoints for the GSTs at the HMI. The speed of the well pumps will be automatically controlled to maintain the target GSTs levels with its minimum speed being set to 60%.

2. Well pump startup and shutdown will be automatically initiated by the PLC.

3. Well pump speed and the number of well pumps running in parallel will be adjusted automatically based on an existing operator adjustable well pump priority sequence to maintain the desired target level. Wells 10, 11, and 12 will be added to the existing priority queue located at the well pump priority sequence PLC located at Downey Road. Each well has an individual priority value and can be enabled/disabled from the HMI.

a. The existing pump priority sequence uses a priority index 0 – 6 per well.

1). 0 = Off

2). 1 – 6 = In-service

b. Priority 1 starts first, then 2, 3, etc, as the GST level drops through operator-defined start thresholds. Wells stop in reverse order as GST level rises.

E. Normal Stop Sequence

1. See VFD control schematics on electrical contract drawings.

F. Emergency Stop Sequence

1. See VFD control schematics on electrical contract drawings.

G. Loss Of Utility Power Sequence

1. The ATO will call for the generator to start.
2. Well pumps will be placed in remote manual once they become available. Well pumps will be off until a start command is given by the operator.

H. Software Permissives

1. High pressure detection from the pressure transmitter will stop the associated well pump.
2. If there is no flow measured for 120 seconds when the pumps are running, then the pumps will shut down.

I. Calculated Alarms and Variables

1. Well Pumps Daily Flow.
2. No Flow.

3.03 SYSTEM CONFIGURATION

A. Status

1. The HMI shall indicate the following statuses at a minimum:
   a. Typical of Well Pumps 10 through 12:
      1). VFD Run.
      2). SCADA Enable.
      3). Check Valve Open.
      4). Check Valve Closed.
      5). Pre-lubricate.
      6). Speed Feedback.
      7). Bearing Temperature.
      8). Motor Winding Temperature.
      9). Oil Reserve Level.
      10). Discharge Pressure.
      11). Flow Rate.
      12). Heat Trace On.

13). Generator Available.

b. Typical of Well Generators 10 through 12:

1). Running Status.

2). 1-Phase Voltage.

3). 3-Phase Voltage.

4). Line-To-Line Voltage.

5). Line-To-Neutral Voltage.

6). 1-Phase Current.

7). 3-Phase Current.

8). Frequency.

9). kVA per Phase.

10). kVA Total.

11). kW Hours.

c. Typical of Well Switchgears 10 through 12:

1). Breaker Open.

2). Breaker Closed.

3). 86 L.O.R. Trip Indication.

4). 86 L.O.R. Trip Indication.

d. Typical of Well Power Monitors 10 through 12:

1). Kilowatts.

2). Peak Kilowatts.

3). Phase A Voltage.

4). Phase B Voltage.

5). Phase C Voltage.

6). Current Amps “A”.

7). Current Amps “B”.

8). Current Amps “C”.

e. Test Well Site Level.

B. Setpoints

1. The HMI shall include the following setpoints at a minimum:

a. Typical of Well Pumps 10 through 12:

1). Speed Setpoint.

C. Trending

1. All PLC inputs, outputs and setpoints shall be recorded for trending at the HMI.

D. Alarms

1. The HMI shall indicate the following alarms at a minimum:

    a. E. Stop at Motor.

    b. E. Stop at VFD.

    c. VFD Trip.

    d. RTD Trip.

    e. RTD Alarm.

    f. Valve Failure.

    g. High Pressure Failure.

    h. No Flow.

    i. Heat Trace Failure.

    j. Electrical Room Intrusion Alarm.

    k. Generator Low Pressure Alarm.

    l. Generator Low Fuel.

    m. Generator Battery Charger Alarm.

    n. Generator Low Fuel Alarm.

    o. ATO Transfer Failure.

    p. ATO Common Alarm.

E. HMI Requirements

1. Equipment and instrumentation shall be depicted on the HMI screen. Displays shall be per the Owners current HMI Standards and Conventions.

END OF SECTION

40 67 00 CONTROL SYSTEM EQUIPMENT PANELS AND RACKS

1.00 GENERAL

1.01 SUMMARY

A. Section Includes: General requirements for SCADA Control Panels and associated hardware.

B. Related Sections:

1. Section 40 61 13 “Process Control System General Provisions”

1.02 REFERENCES

A. In addition to the requirements of Section 40 61 13 “Process Control System General Provisions”, conform all materials and workmanship to the latest published applicable provisions of the following codes and standards:
   1. National Fire Protection Association:
      a. NFPA70 – National Electrical Code.
   2. National Electrical Manufacturers Association:
      a. NEMA ICS 1 - Industrial Control and Systems: General Requirements.
      b. NEMA ICS 4 - Industrial Control and Systems: Terminal Blocks.
      c. NEMA ICS 5 - Industrial Control and Systems: Control Circuit and Pilot Devices.
      d. NEMA ICS 6 - Industrial Control and Systems: Enclosures.
      e. NEMA 250 - Enclosures for Electrical Equipment (1000 V maximum).
   3. American National Standards Institute:
      a. ANSI-C-37.13 - Low Voltage AC Power Circuit Breaker (600 V Insulation Class).
   4. International Society of Automation:
      a. ISA–RP60.6 – Nameplates, Labels, and Tags for Control Centers.
   5. UL – Underwriters Laboratories:
      a. UL 508A – Standard for the Construction of Industrial Control Panels.
      b. UL 1077 – Supplementary Protectors.

1.03 DEFINITIONS

A. Refer to Section 40 61 13 “Process Control System General Provisions” Submittals.

B. General: Submit following Section 01 33 00 “Document Management” requirements. Submit in sufficient detail to show full compliance with Contract Documents.

C. Product Data:
   1. For each component, include manufacturers descriptive literature, product specifications, published details, technical bulletins, performance, and capacity rating curves, charts, and schedules, catalog datasheets, and other submittal materials as required to verify that the proposed products conform to the quality and function ability of the specified products.

D. Shop Drawings:
   1. Load Calculations:

a. Provide electrical load calculations for power supplies, transformers, and UPSs to determine that the appropriate size and capacity have been selected.
b. Provide heating and cooling requirement calculations.

2. Arrangement Drawings:
   a. Provide Arrangement Drawing for external front panel, internal side, and rear mounting sub-panels.
   b. Provide Bill of Materials, on Arrangement Drawing, identifying equipment shown. Reference equipment by a numerical item number. Include the following information in the Material schedule:
      1) Item.
      2) Identity.
      3) Quantity.
      4) Description.
      5) Manufacturer.
      6) Catalog Number.
      7) Remarks.
   c. Provide nameplate schedule, on the Arrangement Drawings, and include the following information:
      1) Item.
      2) Quantity.
      3) Line 1 Text.
      4) Line 2 Text.
      5) Line 3 Text.
      6) Text Height.
      7) Nameplate Size.
   d. Provide Legend schedule, on the Arrangement Drawings, and include the following information:
      1) Item.
      2) Quantity.
      3) Line Text.
3. Ladder Diagrams:
   a. Draw digital control with circuitry arranged in functional sequence on ladder type diagrams. Assign each horizontal line or “rung” on the ladder diagram a sequential number to the left the ladder. Use the rung number to develop the wire numbers and relay numbers.
   b. Draw relay coils on the right side of the ladder. Show the line numbers on which the relay contacts appear on the right of each coil. Designate a normally closed contact by drawing a diagonal line through the contact. Designate timed contacts with "TR" under the line number.
   c. Show field and control panel terminal blocks on the drawing with the terminal numbers.
   d. Terminal block groups will be labeled in the control panel.
   e. Conform symbols to NEMA standard and indicate on a symbols sheet.
   f. Show field wiring as a dashed line with cable and or wire number identified.
   g. Draw PLC input modules on the right side of the ladder and draw controller output modules on the left side of the ladder.

1.04 QUALITY ASSURANCE

A. Manufacturer Qualifications:
   1. Manufacturer engaged in the assembly of control panels for not less than three years and who has experience with the assembly of specified PLC manufacturers.
   2. Assemble control panels within a 150-mile radius of the OWNER's facilities.

B. Modifications to Panel Layout:
   1. Follow the arrangements of components shown on the Drawings. Make adjustments to allow each component to be mounted as recommended by the manufacturer, to facilitate easy installation, removal, and in-place maintenance of each component, and to enable normal operation of the component. Allow component arrangements for routing of wiring without kinking or bending around sharp edges, and for free flow of air around and through equipment that requires ventilation or cooling.
   2. Test equipment and materials using a testing laboratory that meets, or exceeds, nationally recognized standards, or have been found suitable for use in the specific manner as intended by the Engineer.
   3. Include equipment and materials utilized within published listings prepared by testing laboratories, inspection agencies, or other organizations concerned with product evaluations.

1.05 DELIVERY STORAGE AND HANDLING

A. Store all control panels and accessories specified in this Section, which are delivered to the project site prior to the time the Contractoris ready to install them. Verify from the Contractor the maximum and minimum temperature and maximum relative humidity for storing the equipment and conform to the Contractor's requirements. The minimum storage requirements will not be less than 50 degrees F. Protect the equipment from humid conditions which might cause corrosion of the electrical and electronic parts of the equipment. Failure to store equipment in the specified or approved manner shall be sufficient reason for not accepting the equipment, regardless of the outside appearance or warranty of the manufacturer. Protect all electronic equipment from a dusty environment by sealing the equipment in plastic.

1.06 PROJECT SITE CONDITIONS

A. Environmental Requirements:
   1. Refer to Section 01 81 16.

1.07 SEQUENCING AND SCHEDULING

A. Coordinate scheduling with the Project Manager.

1.08 WARRANTY AND MAINTENANCE

A. In accordance with Section 01 78 36.

PART 2 PRODUCTS

2.00 RTU CABINET

A. Furnish and install the RTU cabinet at the location indicated on the drawings. Cabinet shall be a freestanding enclosure, unless shown on the drawings as a wall mounted cabinet, and shall have a hinged front door with key interlocking handle or wall mounted. The PLC with its UPS, shall be housed in the RTU cabinet.

B. The RTU cabinet dimensions shall be minimized at each site where possible as to not take up additional space.

1. Where touch screens are specified, mount the touch screen to the RTU enclosure. The touchscreen shall be mounted at a maximum elevation of 5'-0"AFF, include the housekeeping pad in the mounting height.

C. RTU Cabinet Enclosure Schedule

1. NEMA 4X FRP enclosures for all meter and/or flow meter vaults where subject to excess condensation or corrosion. No FRP enclosures shall be installed where subject to direct sunlight.
2. NEMA 4X enclosure made of 14 gauge 304 stainless steel for all other locations.

D. All discrete inputs/outputs shall have interposing relays. Interposing relays contained in this cabinet shall be 2PDT, shall have 24 VDC coils, shall each have a pilot light indicating energized coil, and shall each be mounted in a plug in socket with relay retainer clip and screw terminals. Relays shall be Square D KU13M1P14, Phoenix Contact PLC RSC Series or approved equal.

E. Instrument panel wiring shall be as follows:

1. Single conductor wire shall be stranded, tinned 16 AWG and MTW insulation, as manufactured by American Insulated Wire or approved equal. Pair shielded cable for 4-20 mA DC loops shall be as specified in 26 05 19, "Low Voltage Electrical Conductors and Cables".
2. Each conductor terminated under a screw head shall have a crimp on spade terminal applied to its end prior to its termination.
3. Each conductor has its own number and no number is used more than once.
4. The number of each wire is placed at both ends of the wire next to its end according to wire tagging instructions as specified in 26 05 19, "Low Voltage Electrical Conductors and Cables".
5. The wire numbers, as actually installed, match the numbers on the shop drawings, O&M manuals, wiring diagrams and interconnection diagrams for this instrument panel.
6. Wiring shall be run enclosed in plastic wireway wherever possible. Wireways shall be installed as required to enclose panel wiring. Where the use of plastic wireway is not practical, conductors shall be bundled and run open. Conductors run open shall be bundled and bound at regular intervals not to exceed 6" with nylon ties, or approved equal. Wires within a bundle are to be run parallel to one another and not twisted. Bundles shall have a uniform appearance, circular cross section, and shall be securely fastened to the panel framework. Conductors carrying different voltages that are from the same source may occupy the same wireway provided all are insulated for the maximum voltage of any conductor in the wireway. Wire ducts shall be insulated for the maximum voltage of any conductor in the wire duct. Wiring carrying voltages that

originate at different source shall not run in the same wireway. Wire ducts shall be color coded as follows:

a. 24VDC shall be routed in a Wire duct with a Light Grey Color cover.
b. 48VDC shall be routed in a Wire duct with a Blue Color cover.
c. 120VAC shall be routed in a Wire duct with a White Color cover.
d. 480VAC shall be routed in a Wire duct with a Black Color cover.

7. Terminal blocks shall be installed for wire terminations and shall be capable of mounting on a 35mm DIN-rail. Terminal blocks shall have a method of labeling for easy identification. Typewritten labels shall denote terminal block numbers and shall match numbers shown on shop drawings, O&M manuals and wiring diagrams. 25 percent additional terminals shall be provided for OWNER's use. Terminal blocks shall be available with screw clamp technology and be made of a non-corrosive material. The metal body shall contain a serrated pressure plate that will provide a gas-tight connection with the conductor. All terminal block wiring points shall be "touch safe" with no live voltages that can make contact with a misplaced finger. Terminal blocks shall be rated 600V and shall be Phoenix Contact UT Series or approved equal.
8. A separate 120VAC Terminal Block and circuit breaker shall be provided for RTU cabinet.

F. A print pocket shall be provided in the panel and shall contain an 11" x 17" wiring diagrams, panel elevations and drawings. The wiring diagram shall contain all wire numbers, device names and terminal numbers. Drawings shall be laminated in clear plastic for preservation of the drawings.

G. Enclosure shall be provided with an enclosed switched LED light and 120 volt grounded duplex receptacle. Switch for light shall be mounted on inside of cabinet, easily accessible.

H. Enclosure shall be provided with a pull out/up laptop tray that is located adjacent to the graphic user interface touchscreen, for sites where a GUI is provided. The laptop tray when pulled out/up shall be a minimum of 18"W x 18"D. Fold down laptop tray shall be mounted at an elevation of 3'-0" AFF including the housekeeping pad height in the mounting height. The laptop tray shall be painted to match the RTU enclosure.

I. All equipment shall be mounted in such a manner that all maintenance may be accomplished with easy access through the RTU cabinet doors.

J. INDICATING LIGHTS, SWITCHES, PUSHBUTTONS: Heavy duty and oil tight (30 mm); Square D Class 9001 or approved equal. Pilot lights shall be push to test (LED type) and shall be Square D SK or approved equal.

K. Climate control:

1. RTU enclosure shall have an attached A/C unit. The A/C unit shall maintain a max of 85°F temperature inside the enclosure when ambient temperature is 110°F and in direct sunlight. The unit shall mount to the side of the enclosure using stainless steel hardware. Penetrations in the enclosure shall maintain a NEMA 4X seal with proper gaskets.
    a. Manufacturers:
        1) Pentair
        2) ICEqube, model IQ3000

2. Heaters for Condensation Control and Freeze Protection:
    a. Provide thermostatically controlled, fan driven heaters for all outdoor enclosures for condensation control unless otherwise specified.
    b. Built-in thermostats that sense air temperature in the panel and is adjustable from 0 to 100 degrees F.
    c. Aluminum alloy outer casing.
    d. Mount heaters near the bottom center of the enclosure. Do not mount any components closer than 6 inches to the top heater and within 1 inch of the sides and bottom of the heater.
    e. Meet the following requirements:
        1. Power: 115 Vac, 60 Hz.
        2. Rating: As determined by calculations.
    f. Manufacturers:
        1) Hoffman DAH Series.
        2) Or approved equal.

L. Acceptable RTU cabinet manufacturers:
1. Hoffman
2. Hammond
3. Rittal

2.01 ENCLOSURE ACCESSORIES

A. Panel Light:
1. Light to emit a minimum of 400 lumens.
2. Light should turn on when the panel door is opened.
3. Operating voltage 120 Vac, 50/60 Hz or 24VDC
4. Operating temperature -4 to 122 degrees F.
5. Lamp life 50,000 hours in warm white color temperature.
6. Integral LED drivers.
7. Include integral door switch.
8. Manufacturers:
    a. Phoenix Contact PLD Series
    b. Hoffman Panelite Series.
    c. Or approved equal.

B. Door switches (Intrusion)
1. Switch permits the PLC input for an intrusion alarm.
2. Manufacturers:
    a. Schneider Electric 9007MS01S0300
    b. Or approved equal.

2.02 CONTROL PANEL BACKPLATES

A. General
1. Provide backplates according to size listed on drawings.
2. Install all panel components on the panel backplate.

B. Construction:

1. 12 gauge Carbon steel powder coated white.

C. Spares:
1. None.

2.03 NAMEPLATES

A. General:
1. Install new nameplates on the front door of all new and existing PLC control panels.
2. Conform nameplates to ISA Recommended Practice publication ISA-RP60.6.

B. Construction:
1. Use nameplates to display basic information and function.
2. Letters shall be Helvetica 1 uppercase. Minimum height shall be 1/8-inch with a 3/64-inch space between lines.
3. Provide nameplates made of laminated engraving stock having a white core with a black surface.
4. Engrave characters using an industry-standard engraving machine.
5. Attach nameplates to the enclosure using stainless steel screws.
6. For enclosure identification nameplates, use larger-sized letters, 3/16-inch minimum.
7. Conform abbreviations to appendix B of ISA Recommended Practice publication ISA-RP60.6.
8. Conform margins to the following:
    a. With holes
        1) Top/bottom: 1/16-inch minimum
        2) Sides left/right: 5/16-inch minimum
    b. Without holes
        1) Top/bottom: 1/16-inch minimum
        2) Sides left/right: 1/8-inch minimum

C. Spares:
1. None.

2.04 ADHESIVE LABELS

A. General:
1. Provide labels that conform to ISA Recommended Practice publication ISA-RP60.6.

B. Construction:
1. Use adhesive labels inside the panel to identify equipment.
2. Provide mechanically printed smudge proof labels with adhesive backing.

C. Spares:
1. None.

2.05 LEGEND PLATES

A. General:

1. Provide legend plates that conform to ISA Recommended Practice publication ISA-RP60.6.

B. Construction:
1. Display basic functions of push buttons, selector switches, and pilot lights using legend plates.
2. Letters shall be Helvetica 1 uppercase. Minimum height shall be 1/8-inch with a 3/64-inch space between lines.
3. Provide legend plates made of laminated engraving stock having a white core with a black surface.
4. Engrave characters using an industry standard engraving machine.
5. Hold legend plates to enclosure with ring nuts used to hold the operator in place.
6. Make all legend plates for a particular panel the same size and shape.

C. Spares:
1. None.

2.06 WIRE LABELS

A. General:
1. Provide wire labels and tags that conform to ISA Recommended Practice publication ISA-RP60.6.

B. Construction:
1. Identify each wire using shrink-type wire labels on each side.
2. Use a unique number, incorporate equipment tag number, correlate with schematic drawings to allow for easy cross referencing and match wire labels on each end.

C. Spares:
1. None.

D. Manufacturers:
1. Brady PermaSleeve Heat-Shrink Polyolefin.
2. Phoenix Contact.
3. Or approved equal.

2.07 PANEL WIRING AND TERMINATION

A. General:
1. Wire and terminate equipment in accordance with the latest revisions of UL Standard 508A and the National Electrical Code, as well as state and local electrical codes.

B. Construction:
1. Use flexible stranded (7 strand) tinned copper wiring. Run wires in continuous lengths from terminal to terminal. Do not splice wires. Provide wire service loops to permit device removal.
2. Use type MTW wire (inside wiring) and XHHW wire (outside wiring), with insulation rated at 600 V. Use 14 AWG or larger for power wiring. Use 16 AWG or larger for ac control signal wiring.

3. For analog signal wiring, use uniformly twisted shielded pairs not smaller than 18 AWG with a minimum of six twists per foot. Separate analog signal wiring at least six inches from power wiring. Provide continuous foil or metalized plastic shields with 100 percent coverage. Include a drain wire in continuous contact with the shield.
4. For 12/24 Vdc control circuits, including wiring for dc input and output discrete signals, use uniformly twisted pairs no smaller than 18 AWG with a minimum of six twists per foot.
5. Use Phoenix Contact tin plated wire ferrules at wire ends for all wires 12 AWG or smaller. Use wire ferrules with a sleeve length of 10 mm and strip wires no longer than 13 mm. Use gray ferrules for all wires or match the ferrule and wire colors for all wires.
6. Segregate analog signal wiring, 24 Vdc control wiring, ac control wiring and power wiring accordingly. Group functionally and arrange neatly to facilitate tracing of circuits. Separate analog signal wiring at least one inch from 24 Vdc control wiring and six inches from ac control wiring and power wiring.
7. Use plastic spiral wiring wraps to bundle wires, outside of wiring ducts. Securely fasten the bundles to the steel structure at intervals not exceeding 12 inches. Use Panduit, Phoenix Contact, or approved equal. Provide a minimum of 20 percent cross-sectional area as spare space.
8. Do not intermix signals within the same bundle or duct.
9. Use twisted unshielded wire for other dc signals and segregate from wire conducting ac signals.
10. Identify wires at both ends with white sleeve-type labels. Correspond the wire labels to the wire designation shown on the panel record drawings. Identify I/O card connections with the Rack-Slot-Point designations identified in the Drawings and I/O Lists.
11. In panels where foreign voltages exist, furnish a highly visible, white with red letters, warning label outside the panel with the following words: “WARNING: FOREIGN VOLTAGES EXIST IN THIS PANEL. THEY ARE IDENTIFIED BY YELLOW WIRE COLOR.”

C. Spares:
1. None.

2.08 TERMINAL BLOCKS

A. General
1. Provide captive screw with pressure plate, DIN rail mounted, 600 V rated terminal blocks, unless otherwise shown or specified.

B. Construction:
1. Assemble terminal blocks on a DIN rail mounting channel and bolt the channel to the inside of the panel. Space terminal block strips no closer than 4 inches center to center for subpanels not using wire duct and 6 inches center to center for subpanels using wire duct.
2. Provide screw type 300 and 600 V rated single level terminals with pressure plate to accept wire size 12 AWG and smaller.
3. Reserve one side of each terminal strip for field incoming conductors. Do not make common connections and jumpers required for internal wiring on the field side of the terminal. Terminate no more than two wires at any one terminal.

4. Wire all spare discrete and analog inputs and outputs from I/O cards to field wiring terminals.

C. Spares:
1. Provide spare terminal blocks for unused spare PLC I/O. Provide space at the end of terminal blocks to allow for future expansion of the PLC I/O.

D. Manufacturers:
1. Phoenix Contact
   a. 600 V rated single level terminals UK 3 N terminals.
   b. Single level grounded QTCU 1 terminals.
   c. Identify terminal blocks with the “Panel-Block” designations used on the Drawings. Provide Phoenix Contact type UBE and UBE/D terminal block numbering.
   d. Provide terminal numbers for each terminal. Provide type ZB6 terminal strip numbering with horizontal numbering for horizontally groups of terminals and vertical numbering for vertical groups of terminals.
2. Or approved equal.

2.09 FUSED TERMINAL BLOCKS

A. General:
1. Provide captive screw with pressure plate and DIN rail mounted fused terminal blocks.
2. Glass Fuse.

B. Construction:
1. Phoenix Contact UK TB 4-HESI:
   1) Voltage Rating: 500 V.
   2) Maximum Current: 6.3 A.
   3) Fuse Size: 5mm by 20 mm.
   4) Operating Temperature: -76 to 221 degrees F.

C. Spares:
1. Provide five spare fuses of each type and size.

D. Manufacturers:
1. Phoenix Contact TB 4-HESI.
2. Or approved equal.

2.10 CIRCUIT BREAKERS (TELEMETRY SYSTEMS)

A. General:
1. Provide thermal-magnetic quick-make/quick-break DIN rail mount.
2. Provide circuit breakers that conform to UL 1077.
3. Provide networking, cellular and radio equipment.

B. Construction:
1. Single assembly.

C. Spares:

1. No spares are required.

D. Manufacturers:
1. Phoenix Contact – Models 0916603, 0916605, or 0916610.
2. Or approved equal.

2.11 RELAYS

A. General:
1. Provide general purpose screw terminal type relay sockets for light duty, electronic duty or solid state. Utilize captive screw terminals and washers which accept one or two 14 AWG wires.
2. Install relay sockets adjacent to one another.

B. Construction:
1. 24 VDC double pole double throw (DPDT) plug-in type relay.
2. Finger grips for easy relay removal from socket
3. Removeable lock down door for testing and maintenance.
4. LED status indicator.
5. Mechanical relay status indicator.
6. Spring return test Button.
7. Diode protection module.

C. Spares:
1. Provide two spares of each type.

D. Manufacturers:
1. General-Purpose
a. Square-D Zelio RUM series.
b. Or approved equal.

2.12 SURGE PROTECTION DEVICE (TVSS)

A. Low Voltage (120V)
1. General:
a. Provide voltage surge suppressors on equipment panels containing solid state electronic equipment to protect the equipment from damage due to electrical transients induced in the interconnecting lines from lightning discharges or nearby electrical devices.
b. Provide power line surge suppressors which include a surge arrester, RFI filter, voltage clamp, and terminals for incoming and load wires and which will not trip power feed circuit breakers. Use device with separate terminations for ground, common, and hot conductors. Shunt excess surge energy to electrical ground.
c. Install plug traps in field devices.
d. Antennas and mission board do not require surge suppression.
e. Disconnect and lockout capabilities required.
2. Construction:
a. Provide an industrial quality unit rated for continuous duty which meets the following requirements:

1) Power: 115 Vac, 15 A, 60 Hz.
2) Response Time: Less than 5 nanoseconds.
3) Recovery: Automatic.
4) Transient Reduction (Normal and common mode): 30 dB attenuation to IEE 587, category B, 6 kV impulse.
5) Regulation: Less than ±1 percent over all load ranges.
6) Operating Temperature: -40 to 176 degrees F.

3. Spares:
   a. Provide two spares.
4. Manufacturers:
   a. Phoenix Contact PLT-SEC-T3-120 Series model 2907918.
   b. Or approved equal.

B. DC Voltage (24 V)
1. General
   a. Provide voltage surge protection for the main feed out of the DC power supplies.
2. Construction:
   a. Provide an industrial quality unit rated for continuous duty which meets the following requirements.
      1) Supply Power: None – passive device.
      2) Protection Power: 24 VDC nominal with an amperage rated based on the DC power supply.
      3) Response Time: Less than 25 nanoseconds.
      4) Indication: Optical and remote indicator contact.
3. Manufacturers:
   a. Phoenix Contact PLT-SEC-T3-24 Series model 2905223.
   b. Or approved equal.

C. Analog Signal (4-20mA)
1. General
   a. Provide a HART compatible analog signal surge suppression for all analog signals entering the PLC control cabinet.
2. Construction:
   a. Provide an industrial quality unit rated for continuous duty which meets the following requirements.
      1) Supply Power: None – passive device.
      2) Protection Power: 28VDC continuous at 450 mA.
      3) Response Time: Less than 100 nanoseconds.
3. Manufacturers
   a. Phoenix Contact model 2838228 with integral base 2839208.

2.13 DC POWER SUPPLY

A. General:
1. Furnish and install DIN rail mounted, 24 V DC power supplies that can be connected in parallel for redundant operation. Power supplies to be equipped with pluggable screw type terminal blocks for ac input and dc output and are to include an LED status indicator for dc output.

2. Provide two DC power supplies and connect them in parallel for redundant operation.
3. Exceed power supply wattage by 25 percent of the calculated load.
4. Trips standard circuit breakers selectively, loads that are connect in parallel continue working.
5. Preventive function monitoring indicates critical operating states before errors occur.
6. Signaling thresholds and characteristic curves that can be adjusted via NFC maximize system availability.
7. Integrated gas-filled surge arrester allows for a high degree of immunity.

B. Construction:
1. Power: 24 Vdc, 5 A, 60 Hz.
2. Response Time: 300 ms (From sleep mode).
3. Transient surge protection.
4. Operating Temperature: -13 to 158 degrees F.

C. Spares
1. Provide two spares of each type.

D. Manufacturers:
1. Phoenix Contact
   a. Series: Quint 4.
   b. Model: 2904602.
2. Or approved equal

2.14 UNITERUPTIBLE POWER SUPPLY

A. Furnish and install a DIN rail mounted Uninterruptible Power Supply compatible with and sized for the DC power supply.

B. Construction:
1. Input Voltage: 24 VDC.
2. Max Input Voltage: 35VDC.
3. Output Voltage: 24 VDC
4. Output Current: 20A minimum.
5. Charging Current: 5A.
6. Reverse polarity protected
7. Efficiency: 97%.
8. Outputs: One (1).
9. Battery Support: Up to five (5) in parallel.
10. Communications:
   a. Protocols: Ethernet/IP and MODBUS TCP.
   b. Ports: Two (2) Ethernet Ports.
   c. Speed: 10/100 Mbps auto negotiation.

C. Manufacturers:
1. Phoenix Contact Model 2907074
2. Or approved equal

2.15 UNINTERRUPTIBLE POWER SUPPLY BATTERIES

A. General:

1.	Capacity:	12 Amp-Hour per battery.
2.	Dimensions:	Width 202 mm, Height 202 mm, Depth 110mm.
3.	Operating Temperature:	32 to 104 degrees F.
4.	Mounting:	DIN Rail.
5.	Output Voltage:	24VDC.
6.	Output current:	50A max.
7.	End of charge voltage:	27.6 VDC.
8.	Output fuse:	25A on each output wire.

B. Spares
1. Provide one spare.

C. Manufacturers:
1. Phoenix Contact Model 1274119.
2. Or approved equal.

2.16 WIRING DUCT

A. General:
1. Provide Plastic wiring duct of slotted type with dust cover.
2. Size according to application requirements.

B. Construction:
1. Use gray color duct.

C. Spares:
1. None.

D. Manufacturers:
1. Iboco.
2. Or approved equal.

2.17 DIN RAILS

A. General:
1. 33 mm DIN rail
   a. Material: Steel.
   b. Coating: Galvanized, passivated with a thick layer.
   c. Color: Silver.
2. Brackets
   a. Angle: 30 degrees.
   b. Height: 46 mm.
   c. Model: Phoenix Contact 1206421.

B. Manufacturers:
1. Phoenix Contact Model 1201099.

2. Or approved equal.

2.18 REMOTE DISPLAY

A. Manufacturer:
1. Dwyer.

B. Model:
1. LCI132 Series.

C. Functional Requirements:
1. Supply Voltage: 120/240-V AC.
2. Input Ranges:
   a. DC:
      1) Volts: +/- 200-V, +/- 20-V, +/- 10-V.
      2) Amperes: +/- 100-mV, +/- 20 mA.
   b. Impedance:
      1) Volts: 1M Ohms.
      2) Amperes: 100M Ohms.
   c. Resolution:
      1) Volts: 0.1-V, 0.01-V, 1-mV.
      2) Amperes: 0.1-mV, 0.01-mA.
3. Display:
   a. Size: 0.3-inch high and 2.76-inch depth.
   b. Range:
      1) AC: 0 to 9999.
      2) DC: -1999 to 9999.
   c. Reading rate: 4/s.
   d. Overflow Indication: OVR.

D. Physical Requirements:
1. DIN mounted.
2. Degree Of Protection: NEMA 4X/IP65.

E. Environmental Requirements:
1. Operating Temperature: 14 to 140 F (-10 to 60 C).
2. Storage Temperature: -13 to 185 F (-25 to 85 C).
3. Relative Humidity (non condensed): <95% at 40 C.

PART 3 EXECUTION

3.00 ADDITIONAL PANEL FABRICATION

A. Wiring
1. Maximize separation between signal wiring and power wiring or control wiring, to avoid inductive pickup. A practical distance is not less than 6 inches. If power wiring must cross the signal wiring, the crossing should be as close to a right angle as possible.
2. Run wires in open slot vinyl wire duct with covers. Hold wire duct to the back plate with 10-32 by 1/2-inch Philips pan heads. Fill duct no more than 75 percent of the

manufacturer's recommended maximum fill capacity. Where it is not practical to use wire duct, use wire ties to neatly bundle wires together.

3. Where wire is required to flex often, use high strand wire and spiral wrap.
4. Wires that are not de-energized by the main breaker shall be of the same color and labeled with a warning label stating the same.
5. Do not jump control power and neutral from device to device. Use power distribution blocks.
6. Ground analog signal wiring drain wires at the panel only.
7. Terminate all spare PLC input/output points to the terminal blocks.
8. Terminate single wire and cable conductors according to the requirements of the terminal device.
9. On shielded cables, cover the drain wire with insulating tubing along its full bare length between the cable jacket and the terminal lug or terminal pressure plate.
10. Provide transparent, hinged cover for terminal blocks carrying 120 Vac power circuits, for personnel protection and accessibility.
11. Only one wire per terminal block terminal screw will be permitted.

B. Equip new enclosures with a utility power terminal block for the utility Line 1, Line 2, and the Neutral. For each utility power distribution circuit breaker, a separate power feed wire will be used from the utility distribution terminal block. For each utility power distribution circuit, connect an individual neutral wire to the utility power distribution terminal block neutral. Only one wire will be permitted per utility power distribution terminal. The line wires will be labeled as "L1" and "L2". The neutral will be labeled as "N" and the ground will be labeled "G".

C. Equip enclosures with a UPS terminal block for the UPS output line and Neutral. For each UPS circuit breaker, a separate power feed wire will be used from the UPS terminal block. For each UPS circuit, connect an individual neutral wire to the UPS terminal block neutral. Only one wire will be permitted per terminal. The line wires will be labeled as "LU". The neutral will be labeled as "NU". The terminal block will be rated for the UPS circuit. Terminal block jumpers are allowed for the UPS terminal blocks.

D. Grounding
   1. Provide a minimum of two 1/4 inch by 1 inch copper ground buses with each enclosure.
   2. Ground all equipment with one non-isolated ground bus that is electrically bonded to the panel. Run all equipment ground wires directly from the equipment to a non-isolated ground bus.
   3. Ground the drain wire of signal wiring using the other non-isolated ground bus. Jump no more than 5 drain wires together before being run to the isolated ground bus. Connect the isolated ground bus to a non-isolated grounded bus with a 10-gauge wire.
   4. Connect all TVSS devices to a non-isolated ground bus with a dedicated green colored ground conductor that is a minimum 10 AWG. The TVSS ground conductor shall be as short as possible. Reliance on the TVSS mounting channel alone for the ground connection is not acceptable.

E. Layout and Typical Wiring
   1. Obtain the OWNERS Typical Control Panel Layout and Schematics Guide from the ENGINEER for guidance on component layout.

END OF SECTION

40 72 43 PRESSURE AND DIFFERENTIAL PRESSURE TYPE LEVEL METERS

1.00 GENERAL

1.01 SUMMARY

A. Section Includes:

1. General requirements for providing submersible pressure and differential pressure type level meters.

B. Related Section:

1. Section 40 61 13 "Process Control System General Provisions"

1.02 WORK INCLUDED

A. Furnish labor, materials, equipment and incidentals necessary to install all equipment for complete instrumentation and controls. Contractor's work shall include but not be limited to the following:

1. Installation of equipment furnished under this contract.
2. Interconnections between equipment furnished under this contract.
3. Interconnection between equipment furnished under this contract and the existing instrumentation and control equipment or that furnished and installed under other contracts.

B. The Contractor's attention is directed to the fact that instrumentation is an integrated system and, as such, shall be furnished by one vendor or system integrator who shall provide all the equipment and appurtenances, regardless of manufacture, and be responsible to the Contractor for satisfactory operation of the entire system.

C. Supervision, labor, tools, and materials necessary for installation of the instrumentation equipment and material furnished herein and their interconnection shall be provided by the Contractor. Installation work shall conform to applicable city, state, and national building and electrical codes.

D. Coordinate the work of the system manufacturer's service personnel during the construction, testing, calibration and acceptance of the instruments.

1.03 QUALITY ASSURANCE

A. General: Equipment shall be the Manufacturer's latest and proven design. Specifications and drawings call attention to certain features but do not purport to cover all details entering into the design of the instrumentation system. The completed system shall be compatible with the functions required and the equipment furnished by the Contractor.

B. Operating Voltage: Electrical components of the system shall operate on 12 to 24-V DC, except as otherwise noted in the specifications.

C. Power Supplies: The drawings and specifications indicate the energy sources that will be provided. Any other devices or power supplies necessary to obtain proper operation of the instrument system from these energy sources shall be furnished with the instrumentation.

D. Protection:

1. The instrumentation system supplier shall provide input-output isolation of all incoming and outgoing signals.

2. Each 4-20 mA DC process measurement current loop installed on this contract, which extends outside the PLC/RTU enclosure, shall be protected by the insertion of a 1/16-amp fuse, Buss Type MKB. Fuses shall be installed in standard fuse blocks behind the PLC/RTU enclosure door.

3. The necessary fuses or switches required by the Instrumentation Manufacturer shall be provided with the equipment. The instruments requiring an internal power supply shall have an internal ON-OFF switch.

E. Input/Output:

1. In general, and unless specifically stated otherwise, inputs and outputs involving instrumentation systems shown shall be 4-20 mA DC process measurement signals. Current loop isolators, current repeaters, or other signal isolators shall be furnished and installed as required to meet instrument specifications and to make the instrumentation system fully operational.

1.04 SUBMITTALS

A. Submittals shall be in accordance with Division 01 and Section 40 70 00 “Instrumentation List”, and shall include:

1. Shop Drawings:

a. Shop drawings shall be submitted to the Engineer for approval before fabrication or shipment to the job. Equipment shall not be fabricated or shipped to the job before receipt of approved shop drawings from the Engineer. Submittals for approval shall include a component manufacturing data sheet indicating pertinent data and identifying each component by item number and nomenclature.

b. The submittal shall be organized with a cover sheet listing each instrument being provided. Each instrument shall be listed with the associated tag name, model number, and specified options.

c. Separated by tabbed sections, each section shall include the manufacturer's product cut sheets.

d. Component drawing showing dimensions, mounting, and external connection details.

e. Wiring schematic.

f. Full description of operation.

g. Complete schematic diagram.

h. The manufacturer shall be responsible for the preparation of the required sets of these drawings for distribution as indicated in Division 0 and Division 1 specifications.

i. Shop drawings submitted for all equipment furnished under this section of the specifications shall be submitted in the same package at the same time. Partial

submittals will not be reviewed. Sales bulletins and other general publications are not acceptable as submittals for approval.

2. Equipment Installation Report:

    a. Contractor shall provide an Equipment Installation Report for each instrument (flow meter, level transmitter, etc.) to the Engineer for approval. The equipment installation report shall include documentation stating that the instrument was installed and properly calibrated per the manufacturer's recommendations by an Authorized representative of the instrument manufacturer. All parameters required for the programming of the instrument shall be provided in a hard copy format as part of the equipment installation report. Documentation stating that the person performing the calibration and start-up is an authorized representative shall be provided as well.

3. Operation and Maintenance Manuals:

    a. Operating instructions shall incorporate a functional description of the entire system, including the system schematics, which reflect "as-built" modifications.

    b. Wiring diagrams shall clearly show terminal numbers and wire numbers as they actually are in the instrumentation system.

    c. Instrument panel wiring shall be such that each wire installed has its own number designation at each end and such that no number is repeated.

    d. Setup parameters: O&M shall include an ISA datasheet with each instrument. The ISA form shall be filled out with ordering information, setup parameters, ranges, and approximate location.

    e. Special maintenance requirements particular to the system shall be clearly defined, along with special calibration and test procedures.

1.05 DELIVERY AND STORAGE **[NOT USED]**

1.06 JOB CONDITIONS

A. SPARE PARTS:

1. Furnish all standard recommended spare parts as indicated in the Manufacturer's instruction manuals for each component in the system.

B. SPECIAL TOOLS: Furnish a kit that contains special-size wrenches and other types of tools that are not normally available and necessary for assembling, disassembling, aligning, and calibrating each piece of equipment. In addition, any piece of equipment (meter, test set, etc.) required by the Manufacturer to align, adjust, or otherwise calibrate any item under this section of the specification shall be furnished.

2.00 PRODUCTS

2.01 SUBMERSIBLE LEVEL TRANSMITTERS

A. Manufacturers:

1. Ametek Model 575 Series

2. Approved equal.

B. Performance And Functional Requirements:

1. Power Supply: 12 to 40-V DC.
2. Output: 4 to 20-mA.
3. Pressure range: 0 to 300 PSI
4. Distance range: 0 to 690-ft in water.
5. Accuracy:
    a. +/- 25% full scale, BFSL (including linearity, hysteresis and repeatability).
    b. +/- 0.50% full scale (6 psi range only).
6. Zero offset: +/- 0.50% full scale set at 77 F (25 C).
7. Span: +/- 0.50% full scale set at 77 F (25 C).
8. Temperature:
    a. Ambient: -25 to 180 F (-32 to 82 C).
    b. Storage: -40 to 180 F (-40 C to 82 C).

C. Physical Requirements:

1. Diaphragm material: 316 Stainless Steel.
2. Snub Nose: 316 Stainless Steel; removable to a 1/2-inch female NPT process connection.

2.02 SUBMERSIBLE DATA LOGGER FOR TEST WELL

A. Manufacturer:

1. In-Situ: Aqua TROLL 200 Data Logger
2. Approved Equal

B. Performance and Functional Requirements

1. Conductivity Sensor
    a. Type: Balanced 4-electrode cell
    b. Methods: EPA Method 120.1; Standard Methods 210
    c. Range: 0 to 100,000 µS/cm
    d. Accuracy: +/- 0.5% of reading + 1µS/cm when reading less than 80,000 µS/cm
    +/- 1.0% of reading when reading is above 80,000 µS/cm
2. Pressure/Level/Sensor
    a. Range (Absolute: Non-vented)
        1). 30 psia: 11m (35 ft)
        2). 100 psia: 60 m (197 ft)
        3). 300 psia: 200m (658 ft)

b. Range (Gauged: vented)

1). 5 psig: 3.5m (11.5 ft)

2). 15 psig: 11m (35 ft)

3). 30 psig: 21m (69 ft)

4). 100 psig: 70m (231 ft)

5). 300 psig: 210M (692 ft)

c. Burst Pressure

1). Maximum 2x range; burst>3x range

d. Maximum Pressure

1). 300 psi (692 ft)

e. Accuracy and Resolution

1). Accuracy: +/- 0.05% FS or better

2). Resolution: +/- 0.01% FS or better

f. Long Term Stability

1). <0.1% FS

g. Units of Measure

1). Pressure: psi, kPa, bar, mbar, mmHg, inHg, cmH20, in H20

2). Level: in, ft, mm, cm, m

3. Temperature Sensor

a. Method: EPA Method 170.1

b. Accuracy and Resolution

1). Accuracy: +/- 0.1° C

2). Resolution: 0.01° C or better

c. Units of Measuure:

1). Celsius or Fahrenheit

C. Installation

1. Provie, furnish and install, complete in place, an in-situ groundwater monitoring and telemetry system at the existing Text Well east of Well No. 12.

2. The monitoring system shall consist of a submersible data logger capable of continuously measuring and recording groundwater water level, temperature, and electrical conductivity.

3. Contractor shall install the data logger within the existing Test Well at the appropriate depth to accurately measure groundwater conditions. Installation shall comply with the manufacturer's recommendations and shall provide reliable, lont-term operation and protection of the sensor and cabling.

4. The Contractor shall provide and install all required surface-mounted equipment, including mounting hardware, enclosures, power supply, communication components, and accessories necessary for data logging and remote telemetry. Surface equipment shall be mounted on a Unistrut panel securely installed above the 100-year floodplain elevation, as shown on the Plans or as directed by the Engineer. All mounting systems shall be rigid, weather-resistant, and suitable for outdoor service.
5. The system shall be capable of:
    a. Logging groundwater water level, temperature, and conductivity at programmable intervals
    b. Supporting remote telemetry for data retrieval and monitoring
6. The Contractor shall configure, program, and test the data logger and telemetry system to verify proper operation prior to acceptance. All wiring, cabling, fittings, and penetrations shall be neat, secure, and protected from environmental damage.
7. Upon completion, the Contractor shall deliver a fully operational data logger system, installed at the existing Test Well, tested, and ready for use by the Owner

3.00 EXECUTION

3.01 INSTALLATION

A. Wire each device requiring power so that when wires are removed from any one device, power is not be disrupted to any other device. Ground the case of each device either by mounting directly on a steel frame or by a third wire.

3.02 FIELD QUALITY CONTROL

A. The supervisory service of a factory-trained service engineer who is specifically trained on the type of equipment herein specified shall be provided during construction to assist the Contractor in the location of sleeves; methods of installing conduit and special cable; mounting, piping, and wiring one of each type of device, and the methods of protecting all the equipment prior to placing it into service. Upon completion of the installation, the services of the above service engineer shall be provided for calibration and start-up of the equipment and for instructing the operating personnel. The Manufacturer shall provide sufficient service to place the system in satisfactory operation.

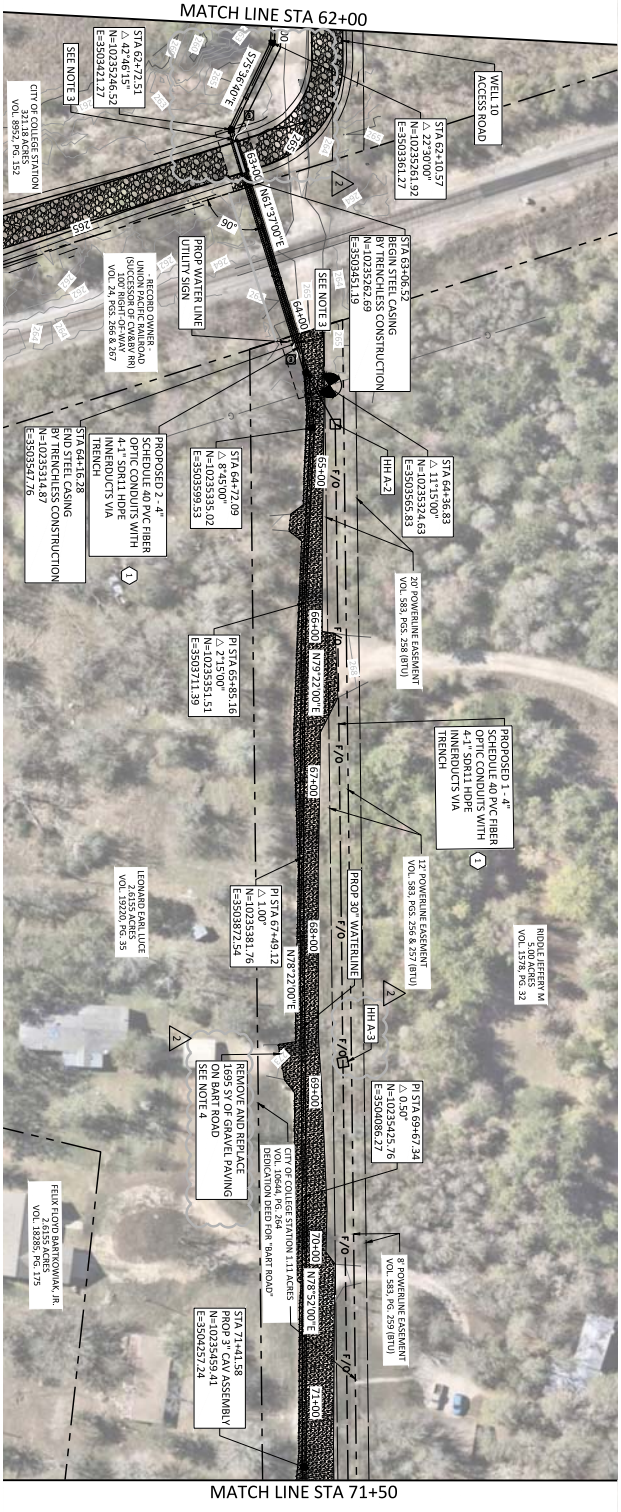
B. Upon completion of installation of sample pumps, an acceptance test to verify the satisfactory operation of each unit shall be conducted. The test shall be conducted in a manner approved by and in the presence of the Engineer. The unit shall be checked for excessive noise, vibration, alignment, general operation, etc. The unit must perform in a manner acceptable to the Engineer before final acceptance will be made by the Owner.

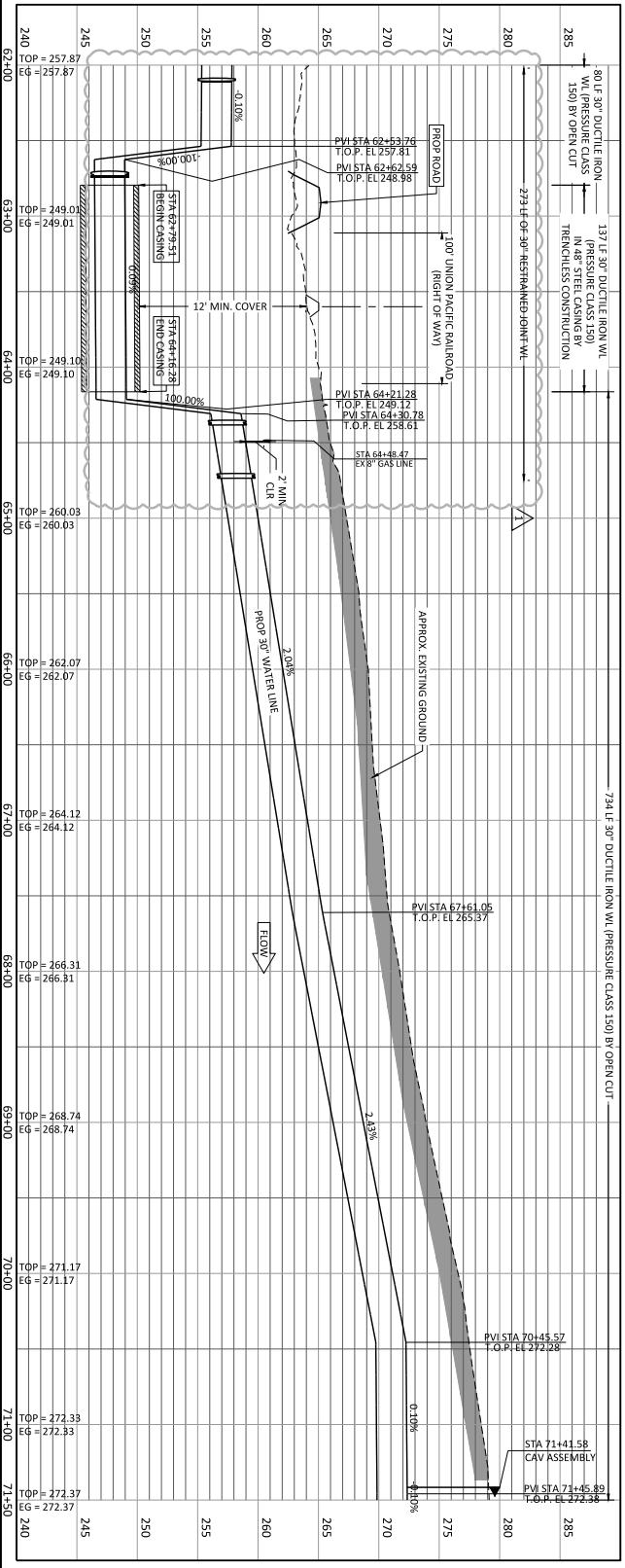
C. Check out and calibrate the system upon completion of the installation.

D. Prior to the Owner turning on any form of energy to the system, the Contractor shall provide the Engineer with a certified statement of approval of the installation including his supplier's authorization for turning on energy to the system.

END OF SECTION

REVISED DRAWING SHEETS





NOTES:
1. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. CONTRACTOR TO PROVIDE 2 - 4" HDPE CONDUITS WITHIN FULL LIMITS OF TUNNEL LINER FOR FIBER OPTIC.
3. STA 63+19 INSTALL CASING TEST STATION SEE DETAIL 1/C-57, STA 64+29 INSTALL CASING TEST STATION SEE DETAIL 3/C-57.
4. REPLACE GRAVEL PAVING TO EXISTING GRADES PER DETAIL 2/C-51

NOTES BY SYMBOL: "X"

1. "FIBER_W11" "FIBER_W12" AND "FIBER_W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

SCALE IN FEET HORIZONTAL 0 40' 80'
SCALE IN FEET VERTICAL 0 5' 10'
NORTH

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-01.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale. 0 1"

SHEET C-40
SEQ. 51

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 62+00 TO STA 71+50

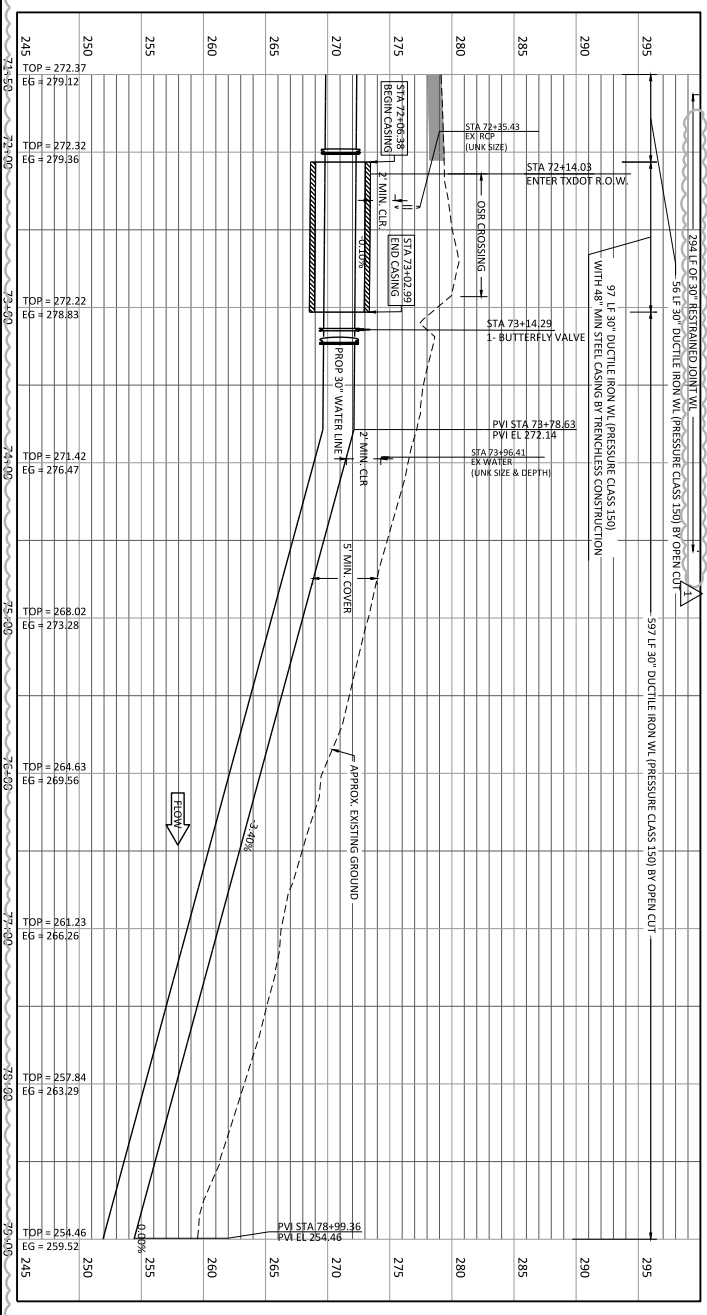
FREESE NICHOLS
10497 Town and Country Way, Suite 500
Houston, Texas 77024
Phone - (713) 600-6800
Web - www.freese.com

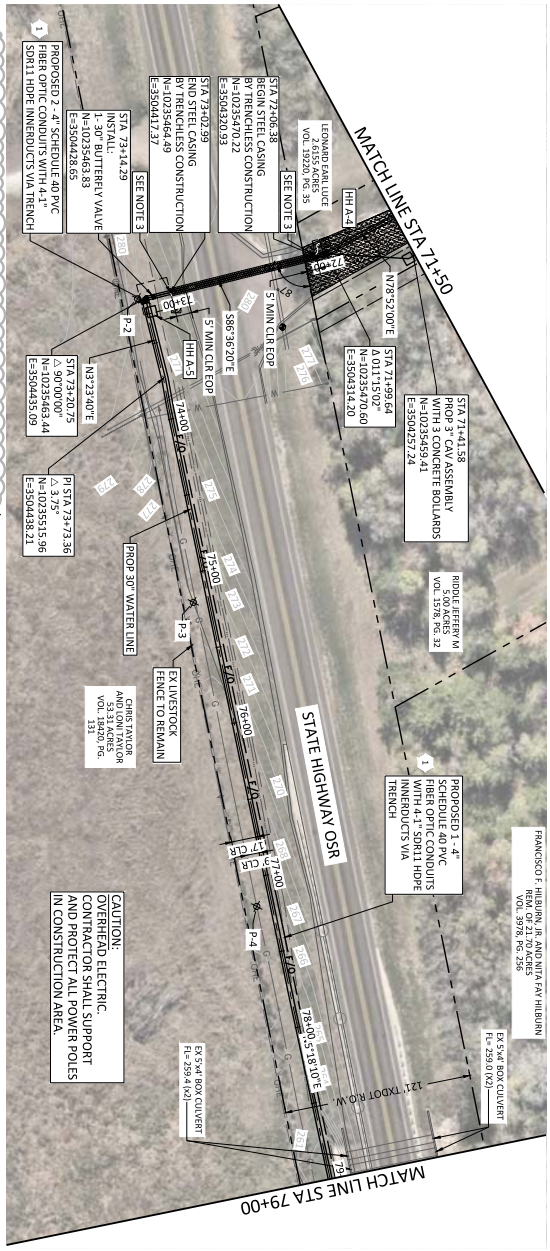
Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

CAROLE E. QUINTERO 132 LICENSED PROFESSIONAL ENGINEER
01/20/2026

ACAD Rel: 25.1s (LMS Tech)
Filename: N:\WT\U\Drawings\CV-PPL-PP-02.dwg
Last Saved: 1/20/2026 8:09 AM Saved By: 08869

Plot Date: 1/20/2026 8:11 AM Plot By: 08869 Filename: N:\WT\U\Drawings\CV-PPL-PP-02.dwg





NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. CONTRACTOR TO PROVIDE 2 - 4" HDPE CONDUITS WITHIN FULL LIMITS OF TUNNEL LINER FOR FIBER OPTIC.
3. STA 72+19 INSTALL CASING TEST STATION SEE DETAIL J/C-57. STA 73+16 INSTALL CASING TEST STATION SEE DETAIL J/C-57.
4. CONTRACTOR TO PROVIDE TWO FOOT MINIMUM CLEARANCE BETWEEN PROPOSED PIPELINE AND EXISTING UTILITIES.
5. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
6. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12." THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

NOTES BY SYMBOL: " " , " "

1. "FIBER-W11" , "FIBER-W12", AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

SHEET C-41
SEQ. 52

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 71+50 TO STA 79+00

FREESE NICHOLS
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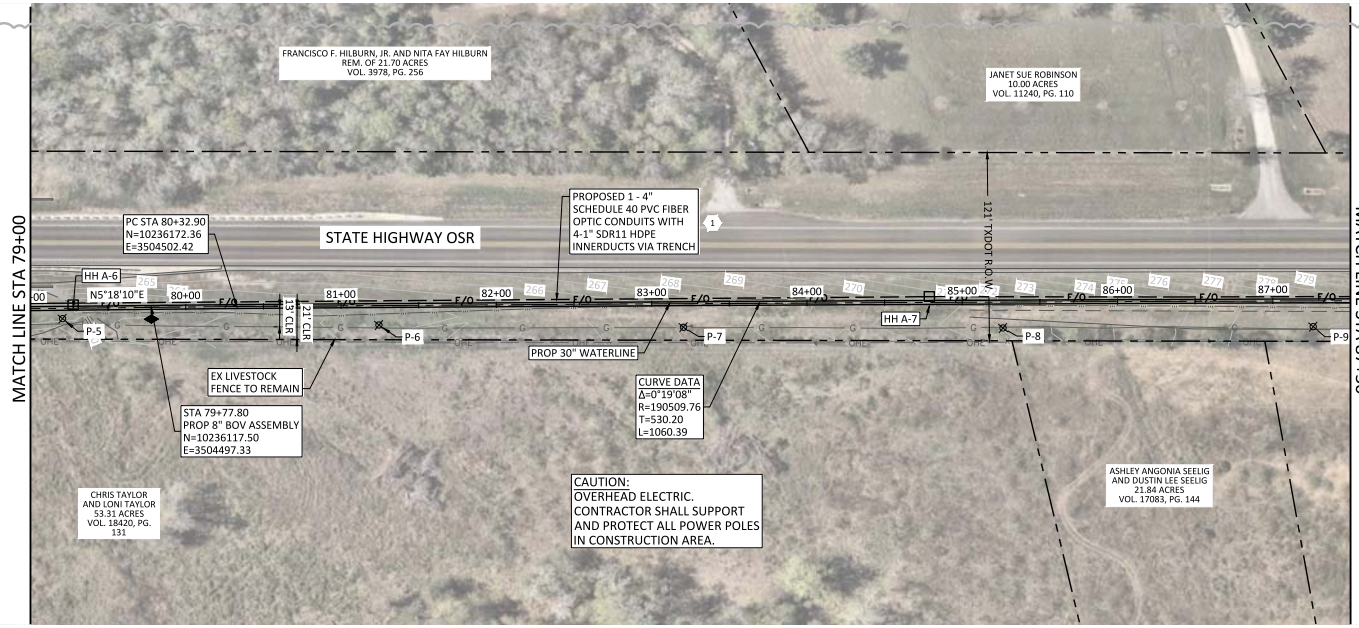
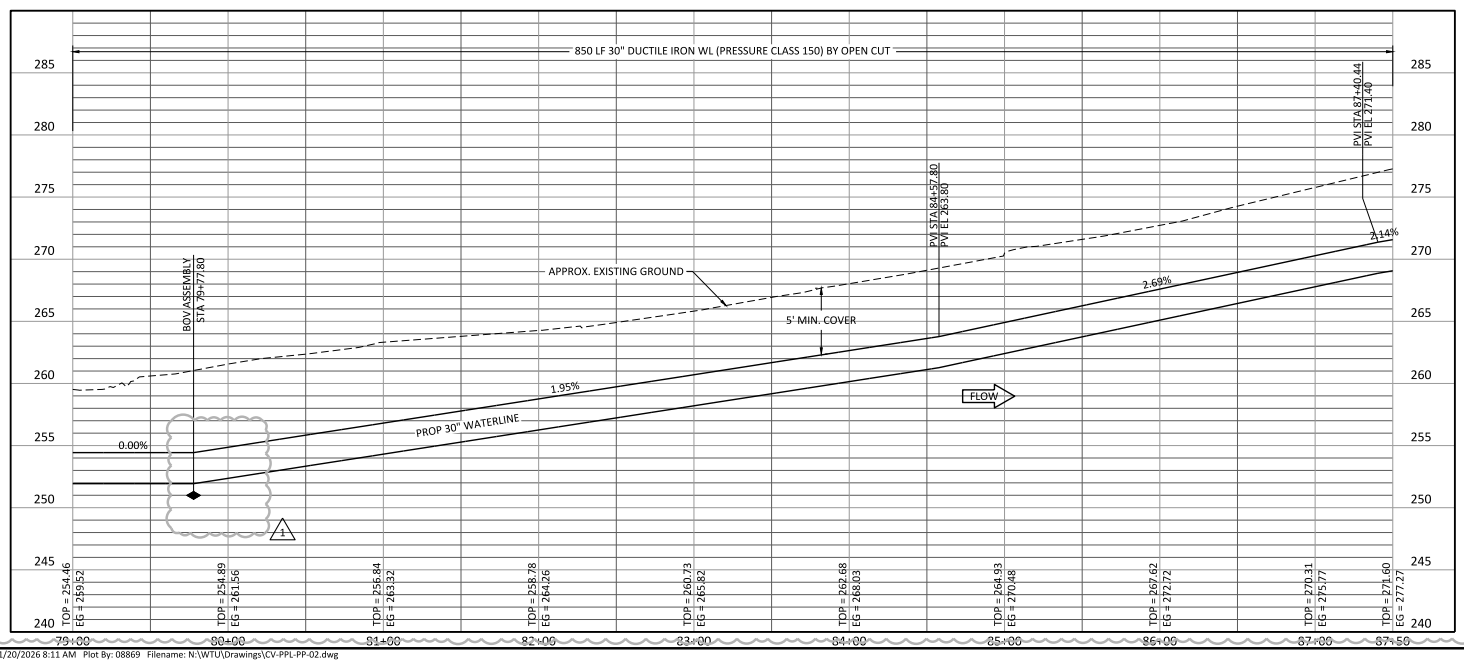
Web - www.freese.com

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

CARLOS E. QUINTERO
103401
LICENSED
PROFESSIONAL
ENGINEER
01/20/2026





NORTH

0 40' 80'
SCALE IN FEET
HORIZONTAL

0 5' 10'
SCALE IN FEET
VERTICAL

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
3. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

NOTES BY SYMBOL:

5. "FIBER-W11", "FIBER-W12", AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/20/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

CIVIL

PLAN AND PROFILE STA 79+00 TO STA 87+50

NO.	ISSUE	BY	DATE	F&N JOB NO.
1	BALANCE OF PROJECT 100%	DMH	11/01/2025	CCL24267
2	ADDENDUM 1	DHM	01/20/2026	DATE DEC 2025

DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE 0 1
Bar Scale is one inch on original drawing. if not one inch on this sheet, adjust scale.

SHEET C-42
SEQ. 53

ACAD Rel: 25.1s (LMS Tech)
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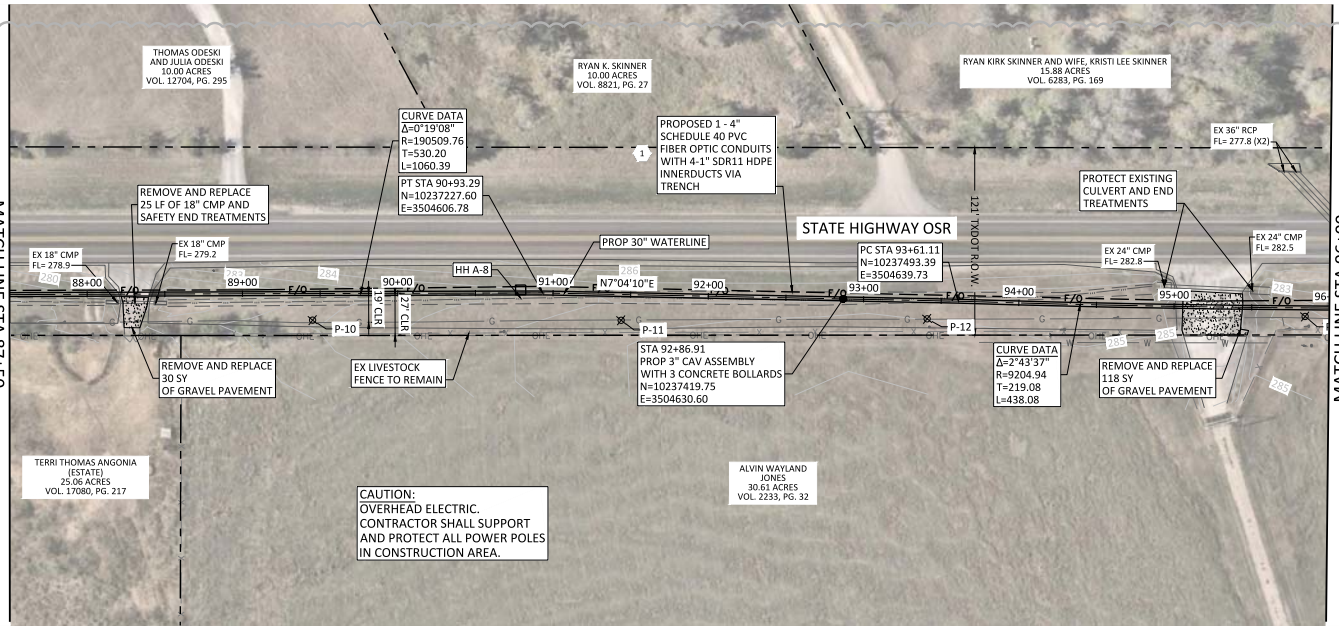

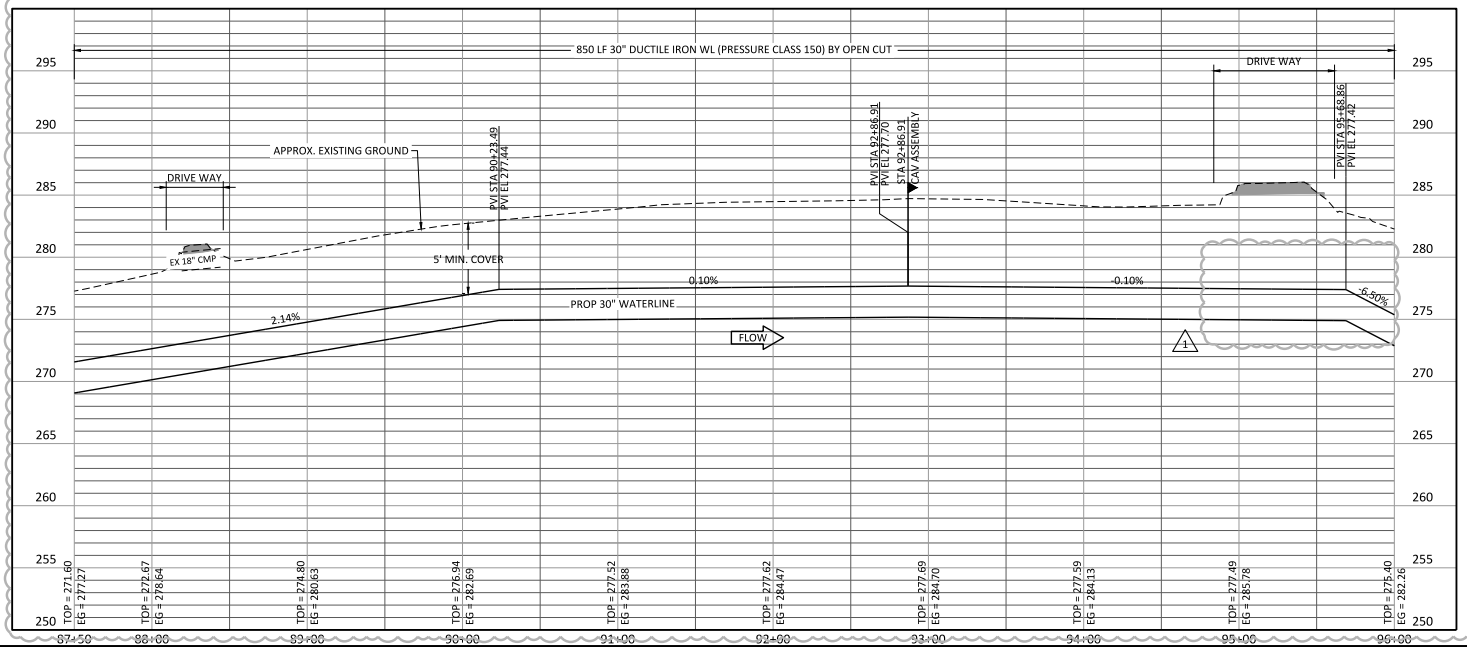

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. CONTRACTOR SHALL MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES. CONTRACTOR SHALL COORDINATE CONSTRUCTION PHASING WITH PROPERTY OWNER AND PLACE TRAFFIC CONTROL DEVICES TO PROTECT WORK ZONE AS REQUIRED.
3. CONTRACTOR SHALL NOTIFY HOMEOWNER AT LEAST 1 WEEK IN ADVANCE BEFORE PERFORMING CONSTRUCTION ACTIVITIES ON DRIVEWAY.
4. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
5. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

NOTES BY SYMBOL:

1. "FIBER-W11", "FIBER-W12", AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

SCALE IN FEET HORIZONTAL: 0 40' 80'
SCALE IN FEET VERTICAL: 0 5' 10'

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01/20/2026

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 87+50 TO STA 96+00

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DMH	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

SHEET C-43
SEQ. 54

ACAD Rel: 25.1s (LMS Tech)
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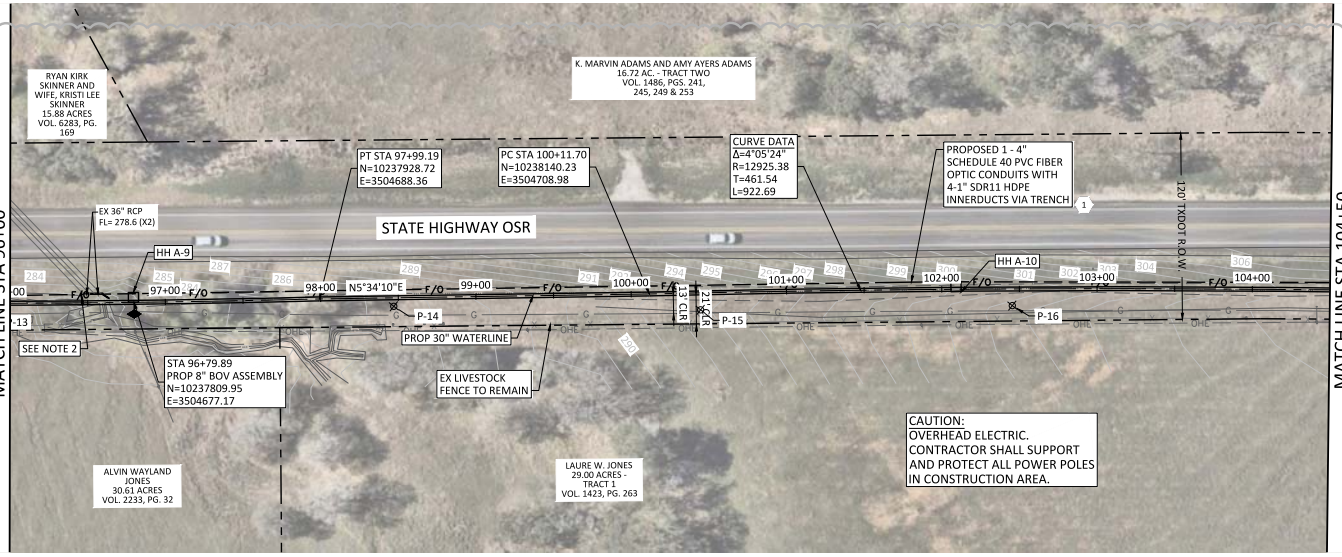

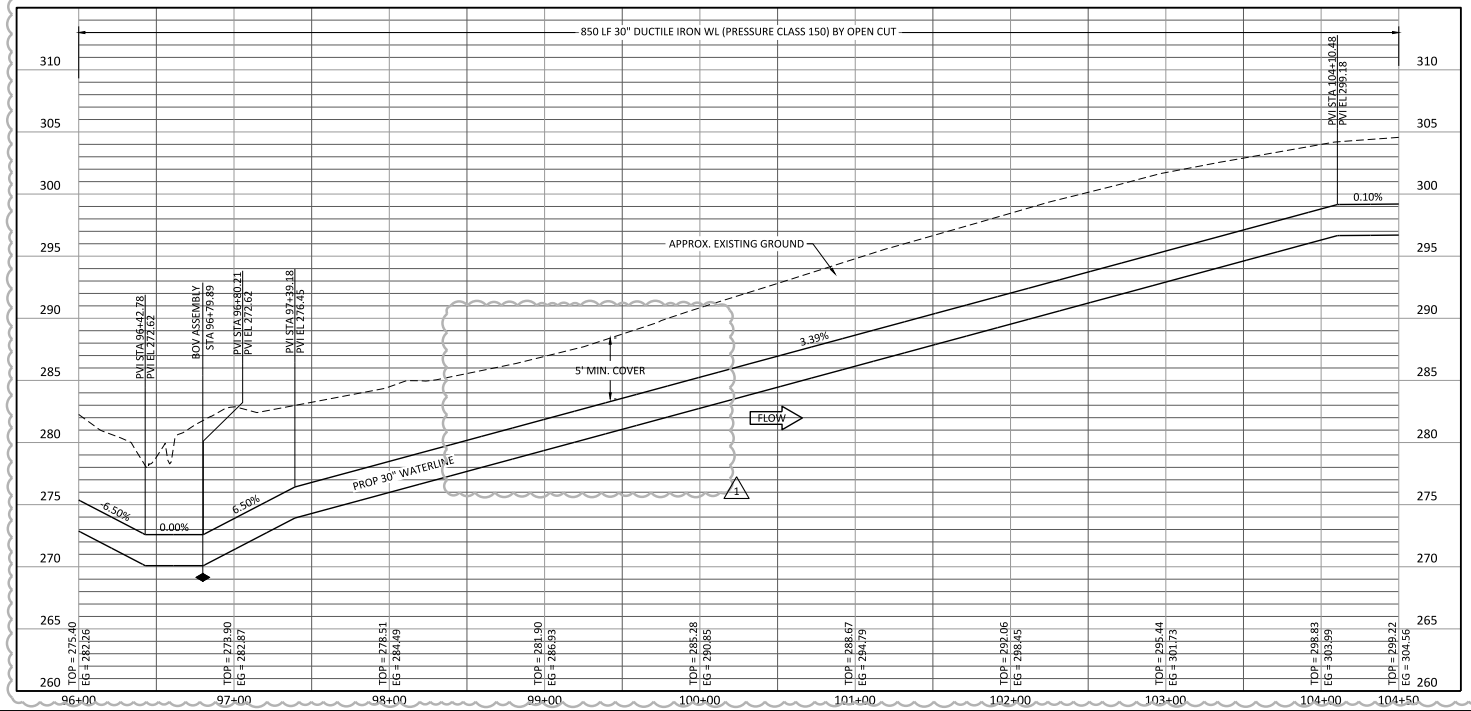

NORTH

0 40' 80'
SCALE IN FEET HORIZONTAL

0 5' 10'
SCALE IN FEET VERTICAL

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. REMOVE AND REPLACE HEADWALL AND ENDS OF RCP TO EXISTING CONDITIONS. CONTRACTOR TO PROVIDE TEMPORARY BY PASS DRAINAGE IF NEEDED.
3. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
4. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

NOTES BY SYMBOL: "X"

5. "FIBER-W11", "FIBER-W12", AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/20/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

CIVIL

PLAN AND PROFILE STA 96+00 TO STA 104+50

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE 0 1
Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

SHEET C-44
SEQ. 55

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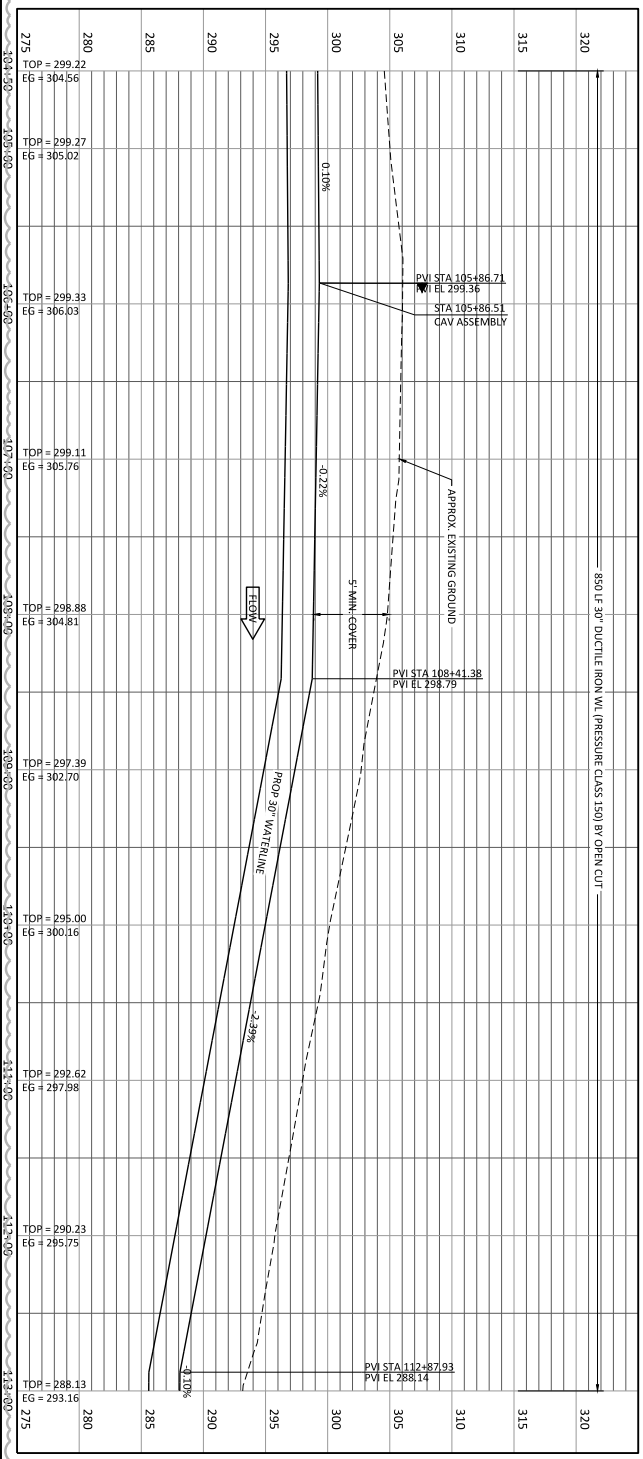

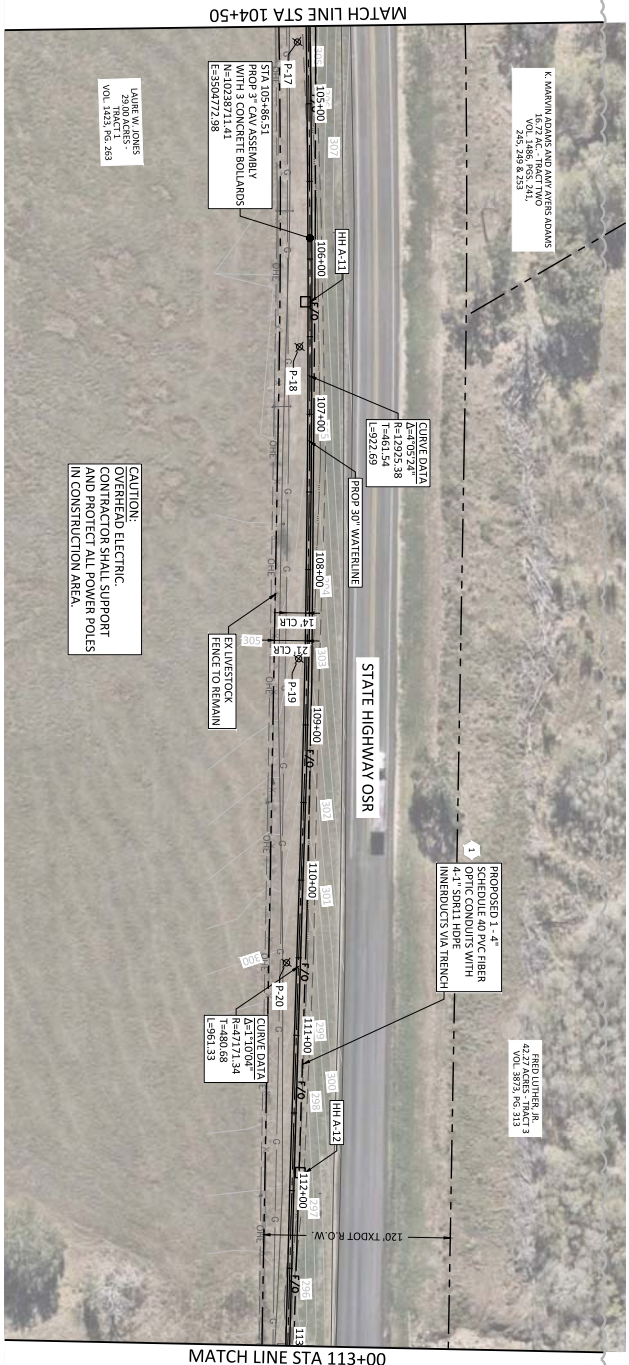

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
3. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

1 NOTES BY SYMBOL: "X"

5. "FIBER-W11" "FIBER-W12" AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

0 40' 80' SCALE IN FEET HORIZONTAL
0 5' 10' SCALE IN FEET VERTICAL
NORTH

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale. 0 1"

SHEET C-45
SEQ. 56

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 104+50 TO STA 113+00

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Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144
CARLOS E. QUINTERO 132
01/20/2026

ACAD Rel: 25.1s (LMS Tech)
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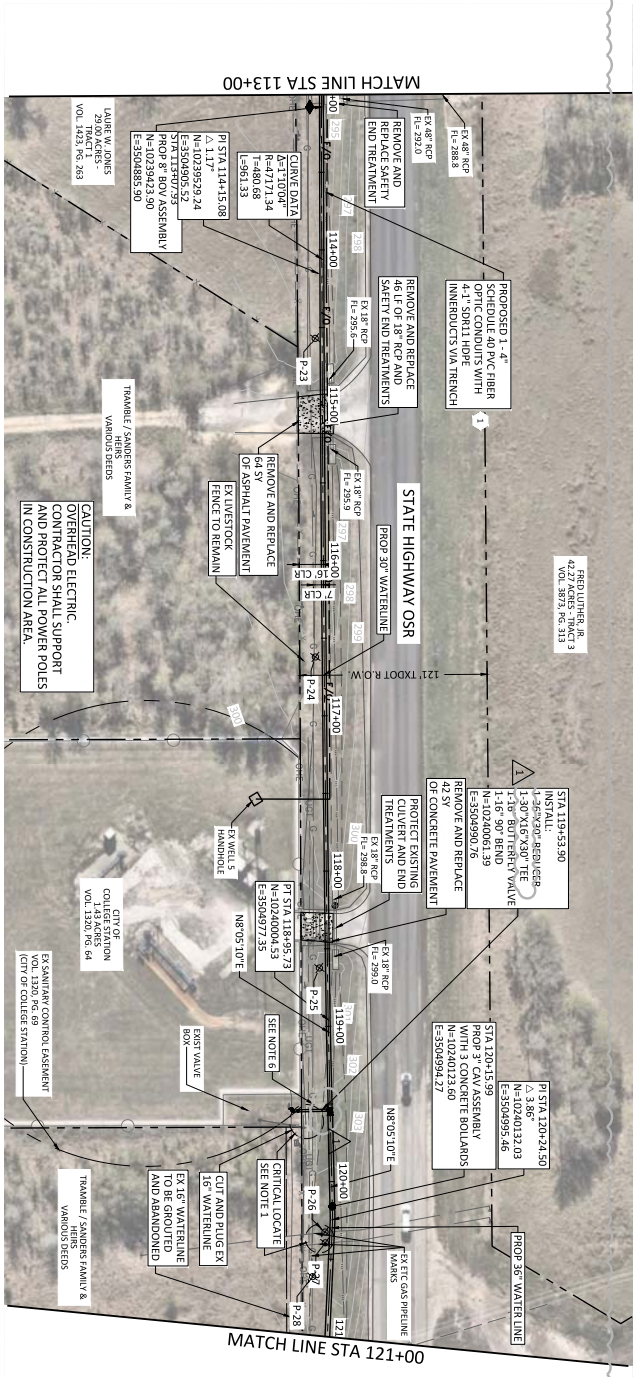

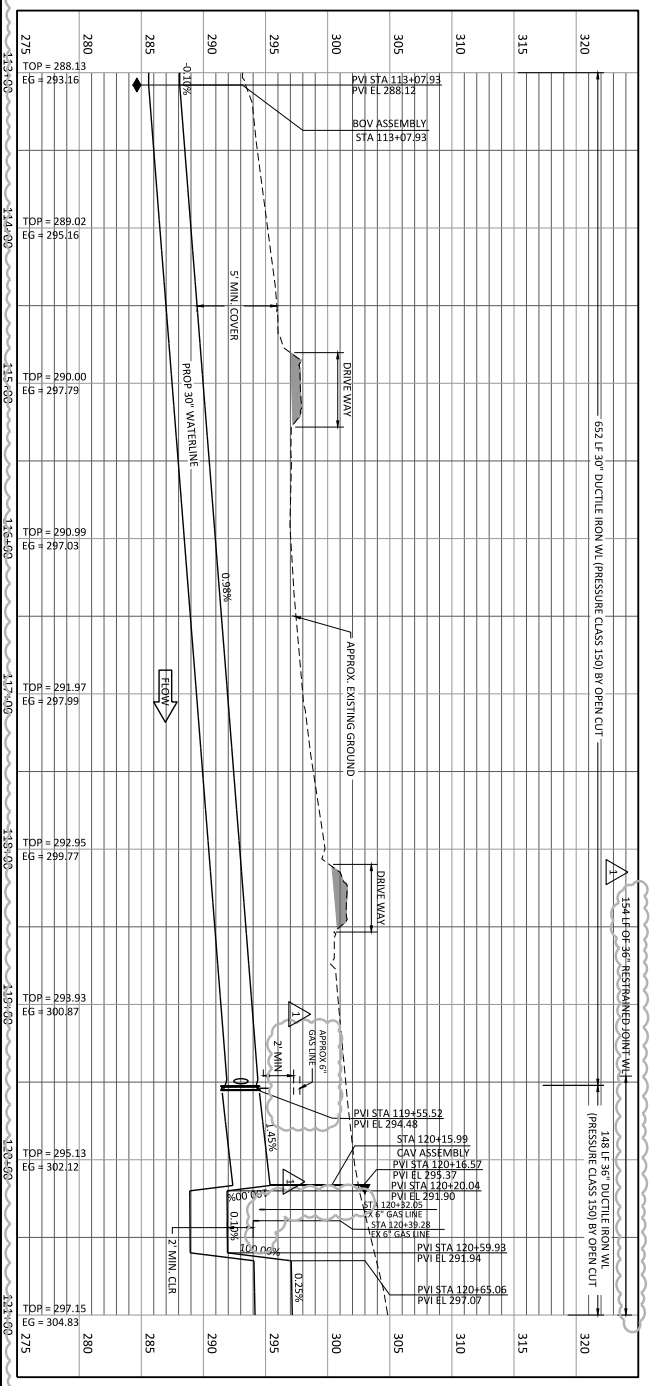

NOTES BY SYMBOL: '-' & 'X':

1. "FIBER-W11", "FIBER-W12", AND "FIBER-W10" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. PROTECT EXISTING WATER WELL FENCING, KEYPAD AND BOLLARDS.
3. CONTRACTOR SHALL MAINTAIN ACCESS TO DRIVEWAYS AT ALL TIMES. CONTRACTOR SHALL COORDINATE CONSTRUCTION PHASING WITH PROPERTY OWNER AND PLACE TRAFFIC CONTROL DEVICES TO PROTECT WORK ZONE AS REQUIRED.
4. CONTRACTOR SHALL NOTIFY HOMEOWNER AT LEAST 1 WEEK IN ADVANCE OF ANY PLANNED CONSTRUCTION ACTIVITIES ON DRIVEWAY.
5. CONTRACTOR TO PROVIDE TWO FOOT MINIMUM CLEARANCE BETWEEN PROPOSED PIPELINE AND EXISTING UTILITIES.
6. 6-INCH GAS LINE PARALLELING PROPOSED 30-INCH WL WILL BE ABOVE PROPOSED 16-INCH STUB OUT. APPROXIMATE ELEVATION OF GAS LINE IS SHOWN IN PROFILE. CONTRACTOR TO FOLLOW NOTES 1, AND 5 TO HAVE GAS LINE PROPERLY LOCATED AND SUPPORTED PRIOR TO CONSTRUCTION.
7. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
8. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

NORTH

SCALE IN FEET HORIZONTAL 0 40' 80'
SCALE IN FEET VERTICAL 0 5' 10'

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale. 0 1"

SHEET C-46
SEQ. 57

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 113+00 TO STA 121+00

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Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

CARLOS E. QUINTERO 138437 LICENSED PROFESSIONAL ENGINEER
01/20/2026

ACAD Rel: 25.1s (LMS Tech)
Filename: N:\WT\U\Drawings\CV-PPL-PP-02.dwg
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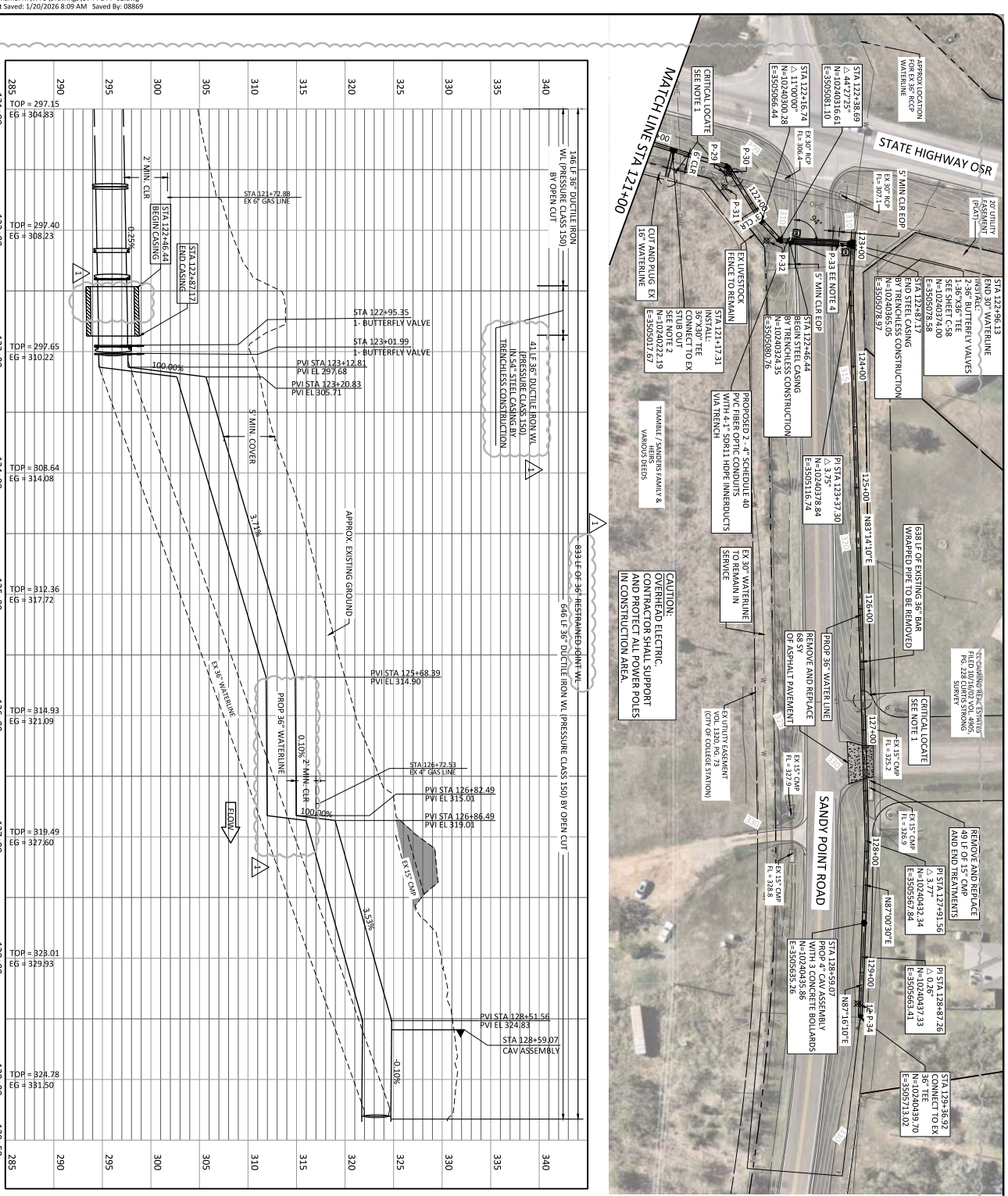

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. CONTRACTOR TO CONFIRM LOCATION OF EXISTING 30" STUB OUT. ALL FITTINGS AND ADAPTERS ARE INCIDENTAL TO THE CONNECTION WITH THE PROPOSED 36" WATERLINE.
3. CONTRACTOR TO PROVIDE 2 -4" HDPE CONDUITS WITHIN FULL LIMITS OF TUNNEL LINER FOR FIBER OPTIC.
4. STA 122+63 INSTALL CASING TEST STATION SEE DETAIL 1/C-57. STA 122+96 INSTALL CASING TEST STATION SEE DETAIL 1/C-57.
5. CONTRACTOR TO PROVIDE TWO FOOT MINIMUM CLEARANCE BETWEEN PROPOSED PIPELINE AND EXISTING UTILITIES.
6. CONTRACTOR TO COORDINATE WITH FRONTIER CABLE TO LOCATE AND REPLACE BURIED WIRE CABLE AS REQUIRED.
7. APPENDIX D OF THE PROJECT SPECIFICATIONS CONTAINS THE "TEST HOLE REPORT - WELLS 10-12". THIS REPORT PROVIDES ADDITIONAL INFORMATION REGARDING THE LOCATION OF EXISTING UTILITIES.

NOTES:

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN AGO
CHECKED
APPROVED JVW
FILE NAME CV-PPL-PP-02.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1

SHEET C-47
SEQ. 58

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 121+00 TO END

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Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

CARLOS E. QUINTERO
103736
LICENSED
PROFESSIONAL
ENGINEER
01/20/2026

ACAD Rel: 25.1s (LMS Tech)
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Last Saved: 1/20/2026 12:15 PM Saved By: 08869

Plot Date: 1/20/2026 12:17 PM Plot By: 08869 Filename: N:\WTU\Drawings\CV-GEN-DT-XING.dwg

GATE VALVE & BOX W1-00

GATE VALVE EXTENSION W1-01

STANDARD FIRE HYDRANT ASSEMBLY W1-02

UTILITY PIPE LOCATION MATERIALS W1-03

END OF LINE BLOCKING W3-00

IN-LINE BLOW OFF ASSEMBLY W3-01

2" BLOW-OFF RISER W3-03

SINGLE BODY COMBINATION AIR RELEASE VALVE W3-02

4" END OF LINE BLOW-OFF W3-04

THRUST BLOCK DETAILS W2-00

TYPICAL HORIZONTAL THRUST BLOCK W2-00

STRUCTURAL BACKFILL AREA W2-02

CASING DETAIL W2-01

NEW WATER SERVICE W2-03

TYPICAL URBAN CITY STREET CROSSING W4-00

TYPICAL RURAL STREET CROSSING W4-01

BEDDING AND TRENCH FOR DI PIPE & PVC PIPE W4-02

GENERAL NOTES:

NO.	ISSUE	BY	DATE
1	BALANCE OF PROJECT 100%	DMH	11/01/2025
2	ADDENDUM 1	DHM	01/20/2026

F&N JOB NO. CCL24267
DATE DEC 2025
DESIGNED JAE
DRAWN CAE
CHECKED
APPROVED JVW
FILE NAME CV-GEN-DT-XING.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

SHEET C-54
SEQ. 65

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
COLLECTION LINE DETAILS I

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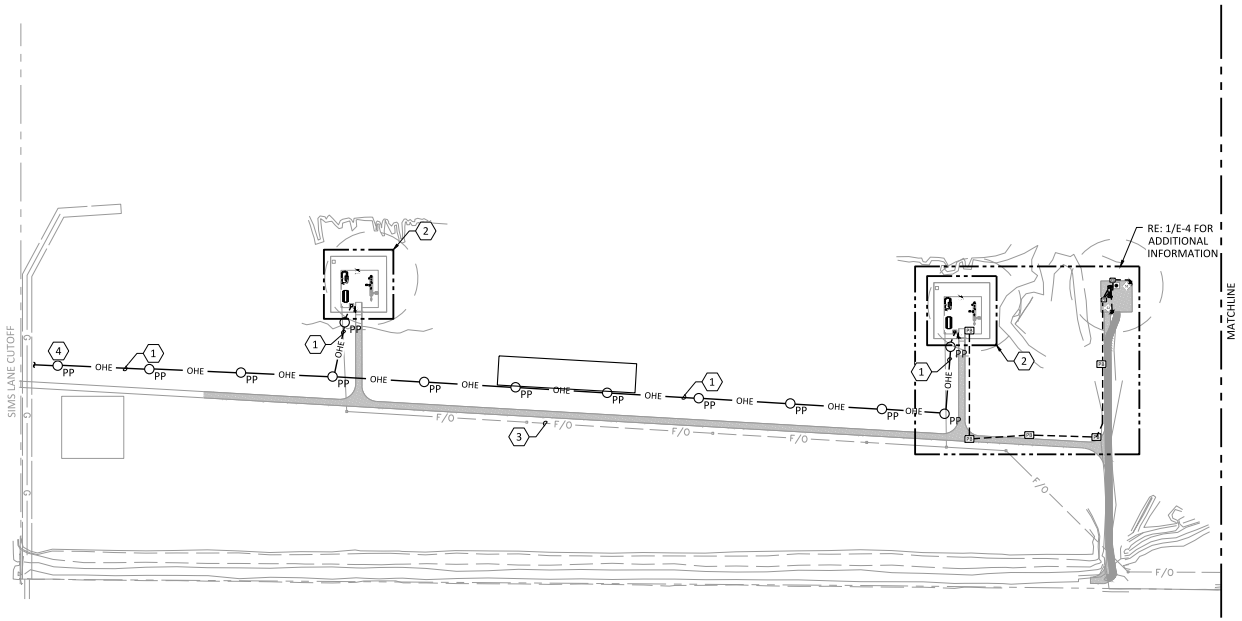
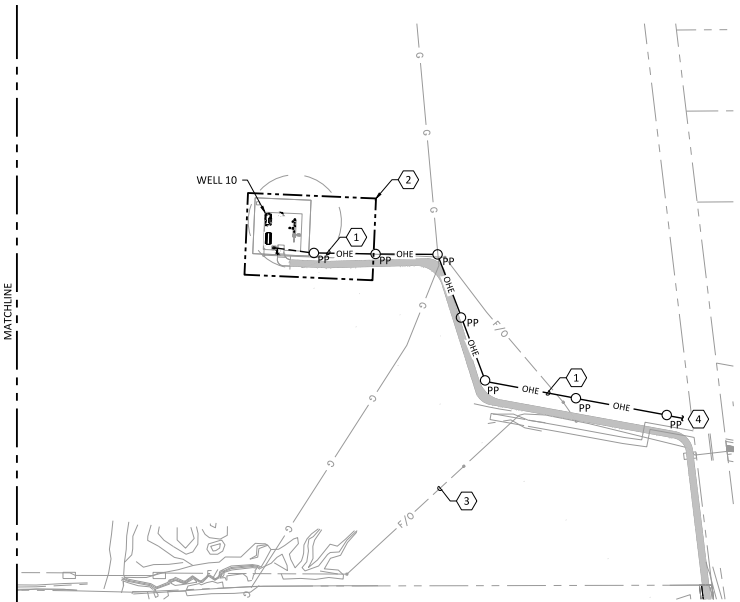
Web - www.freese.com

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/20/2026





OVERALL SITE PLAN
1"=200'

GENERAL NOTES:

1. CONTRACTOR SHALL NOTIFY THE UTILITY, BTU ELECTRIC DELIVERY, AT LEAST 60 DAYS PRIOR TO REQUEST FOR ELECTRICAL SERVICE. UTILITY CONTACT INFORMATION - ROBERTO LOPEZ, (979) 821-5769, RLOPEZ@BTUTILITIES.COM
2. CONTRACTOR IS RESPONSIBLE FOR EQUIPMENT PADS, CONDUIT, ETC. FOR BTU INSTALLATION. CONTRACTOR SHALL COORDINATE WITH BTU FOR ALL REQUIREMENTS. APPENDIX 1 FOR BTU STANDARDS DETAIL.
3. CONTRACTOR SHALL INCLUDE ALL COST AND FEES ASSOCIATED WITH THE ELECTRIC UTILITY CONNECTION.
4. FIELD VERIFY ALL UNDERGROUND PIPING, SERVICES UTILITIES, ETC. PRIOR TO EXCAVATION. CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND SERVICES.
5. CONTRACTOR SHALL PROVIDE ALL CONDUITS, CABLE, JUNCTION BOXES, AND ASSOCIATED HARDWARE FOR A COMPLETE AND OPERATIONAL SYSTEM.
6. ALL EQUIPMENT SHOWN DARK SHALL BE PROVIDED UNDER THIS CONTRACT.

NOTES BY SYMBOL "⬡"

1. BTU WILL PROVIDE THE TERMINAL POLE. COLLEGE STATION UTILITIES (CSU) WILL FURNISH THE UTILITY POLES, CONDUCTORS, AND ASSOCIATED INFRASTRUCTURE TO EXTEND POWER FROM THE BTU TERMINAL POLE TO EACH WELL SITE. THE CONTRACTOR SHALL INSTALL THE OWNER-PROVIDED TRANSFORMER AT THE WELL SITE AND FURNISH ALL MATERIALS DOWNSTREAM OF THE TRANSFORMER AS REQUIRED. ALL ELECTRICAL TERMINATIONS SHALL BE COORDINATED WITH CSU PRIOR TO BIDDING.
2. RE: 1/E-5 FOR TYPICAL WELL SITE CONFIGURATION.
3. REFER TO "FD-1" SHEET, WIRE AND CONDUIT DETAILS.
4. THE METERING POINT SHALL BE PROVIDE BY BTU, CONTRACTOR TO COORDINATE WITH CSU FOR UTILITY POWER CONTINUATION.
5. NOT USED.

0 200' 400'
SCALE IN FEET

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL

OVERALL SITE PLAN

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

F&N JOB NO. CCL24267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-PL-SITE01.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

SHEET E-3
SEQ. 81

ACAD Rel: 24.2
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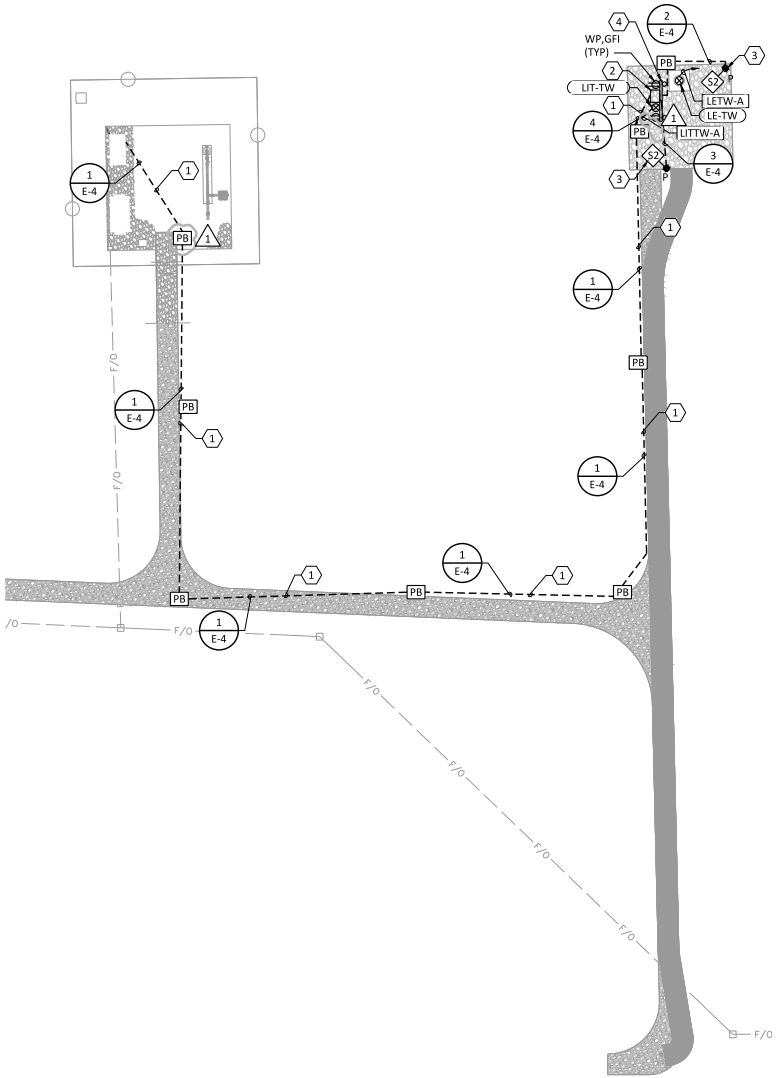
Plot Date: 1/4/2026 6:11 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-PL-SITE01.dwg



TEST WELL ELECTRICAL SITE PLAN
POWER, AND CONTROL PLAN

1 / - 1"=60'

NORTH

18"

1	1 HPW12-14,18	2"C.
2	SPARE	2"C.
3	LITTW-A	2"C.

1 / - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)

1	LPTW-2	2"C.
2	SPARE	2"C.

2 / - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)

1	LPTW-1	2"C.
2	SPARE	2"C.

3 / - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND SIZING ALL PULL BOXES, JUNCTION BOXES, MANHOLES, ETC. AS REQUIRED BY THE NATIONAL ELECTRICAL CODE.
2. CONTRACTOR TO PROVIDE ALL CONDUITS, CABLE, JUNCTION BOXES AND ASSOCIATED HARDWARE FOR A COMPLETE AND OPERATIONAL SYSTEM.
3. ABOVE THE SLAB CONDUIT ROUTING SHALL NOT INTERFERE WITH THE MAINTENANCE AND OPERATIONS OF MECHANICAL EQUIPMENT, AND NOT INTERFERE WITH THE REMOVAL OF MECHANICAL EQUIPMENT.
4. CONTRACTOR TO COORDINATE WITH EQUIPMENT SUPPLIER FOR LOCATION OF CABLE/CONDUIT PENETRATIONS INTO TOP/BOTTOM OF EQUIPMENT IN ELECTRICAL ROOM.
5. CONDUIT ROUTING SHALL NOT INTERFERE WITH REMOVAL OF MECHANICAL EQUIPMENT.
6. CONTRACTOR SHALL COORDINATE LOCATION OF CONDUIT STUB-UPS AT THE MINI POWER ZONE AND THE LEVEL TRANSMITTER WITH EQUIPMENT MANUFACTURER.
7. PROVIDE A PULL STRING IN SPARE CONDUITS. STUB UP AND CAP ALL SPARE CONDUITS AT 6" AFF.
8. ALL PULL BOXES SHALL BE AASHTO HS-20 RATED. RE: 5/E-19 FOR DETAILS.
9. 20A 120V CIRCUITS LESS THAN 100'-0" FEEDING MISCELLANEOUS EQUIPMENT SHALL BE 2 #12, #12G., 3/4"C. ALL 120V CIRCUIT 100'-0" AND GREATER FEEDING MISCELLANEOUS EQUIPMENT SHALL BE 2 #10, #10G., 3/4"C. UNLESS NOTED OTHERWISE.
10. ALL INSTRUMENTATION CABLES ROUTED IN UNDERGROUND DUCT BANKS SHALL MAINTAIN A MINIMUM 18" SPACING FROM 480V (OR GREATER) POWER CIRCUITS. ROUTE INSTRUMENTATION CABLES AND PVC COATED RIGID STEEL CONDUIT WHERE THIS SPACING CANNOT BE MAINTAINED.

NOTES BY SYMBOL "⬡"

1. PROVIDE 3 #1, #6G., 2"C. CONNECT IT TO 100A C.B. AT HPW12-14,16,18. (1)
2. PROVIDE 30kVA 480VPRI, 208/120V SEC 3P, 4W MINI POWER ZONE WITH 80A 120/208V BUS RATING. MINI POWER ZONE SHALL BE NEMA 4X 316 STAINLESS STEEL. PROVIDE A MINI-POWER ZONE EQUAL TO EATON MODEL P48G28T3024CUBS64X OR SQUARE D EQUIVALENT. (1)
3. SITE POLE/LIGHT FIXTURES, RE: E-17 FOR LIGHT FIXTURE SCHEDULE AND RE: 1/E-19 FOR LIGHT POLE DETAIL.
4. ELECTRICAL EQUIPMENT RACK. RE: 2/E-21 FOR DETAILS.

INTERCONNECTION DIAGRAM

LOOP	EQUIPMENT DESCRIPTION	FIELD DEVICE/FIELD WIRING
	TEST WELL LEVEL	LE-TW — LETW-A: MANUFACTURERER'S SUPPLIED CABLE — LIT-TW — LITTW-A: 2PR. #18 SHLD., 2"C. (1PR. #18 SHLD. SPARE) — WELL 12 RTU

PANEL NO. LP-TW — MAIN CIRCUIT BREAKER 100 AMPS — LOCATION ELECTRICAL HOUSE
SERVICE VOLTAGE 208Y/120 VOLTS — BUS RATING 100 AMPS — FEED FROM "T-TW"
A.I.C. 14,000 AMPS — NEUTRAL BUS 100 AMPS — SECTIONS 1

CKT NO.	DESCRIPTION	POLE	TRIP (A)	A		B		POLE	TRIP (A)	DESCRIPTION	CKT NO.
1	SW LIGHTING POLE	1	20	410	376			1	20	NE LIGHTING POLE	2
3	RECEPTACLE# 1	1	20			1800	1900	1	20	RECEPTACLE# 2	4
5	LEVEL TRANSMITTER "LIT-TW" (1)	1	20	1000	1000			1	20	SPARE	6
7	SPARE	1	20			1000	1000	1	20	SPARE	8
9	SPARE	1	20	1000				1	20	SPACE	10
11	SPACE							1	20	SPACE	12
13	SPACE							1	20	SPACE	14
15	SPD	3						1	20	SPACE	16
17								1	20	SPACE	18
19			30					1	20	SPACE	20
21	SPACE									SPACE	22
23	SPACE									SPACE	24
	PHASE TOTALS			3786 VA		5700 VA					
	PANEL UNBALANCE			32 A		48 A					
				20.2%							

LOAD CLASSIFICATION	CONNECTED LOAD (VA)	DEMAND FACTOR	ESTIMATED DEMAND (VA)	PANEL TOTALS	
LIGHTS	0	1	0	TOTAL CONNECTED LOAD:	9486 VA
RECEPTACLES	0	1	0	TOTAL CONNECTED AMPS:	46 A
MOTOR	0	1.25	0	NON COINCIDENT LOAD:	0 VA
HEATING	0	1	0	NON COINCIDENT AMPS:	0 A
ELECTRICAL EQUIPMENT	0	1	0	TOTAL DEMAND LOAD:	9486 VA
OTHER	0	1	0	TOTAL DEMAND LOAD AMPS:	46 A
SPARE	9486	1	9486		

NOTES:

0 20' 40' 60' 120'
SCALE IN FEET

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Texas Registered Engineering Firm F-2144

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
TEST WELL ELECTRICAL SITE PLAN

F&N JOB NO. CC124267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-PL-SITE14.dwg

NO.	ISSUE	BY	DATE
1	ADDENDUM NO 1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1

SHEET E-4
SEQ. 80

ACAD Rel: 24.2s (LMS Tech)
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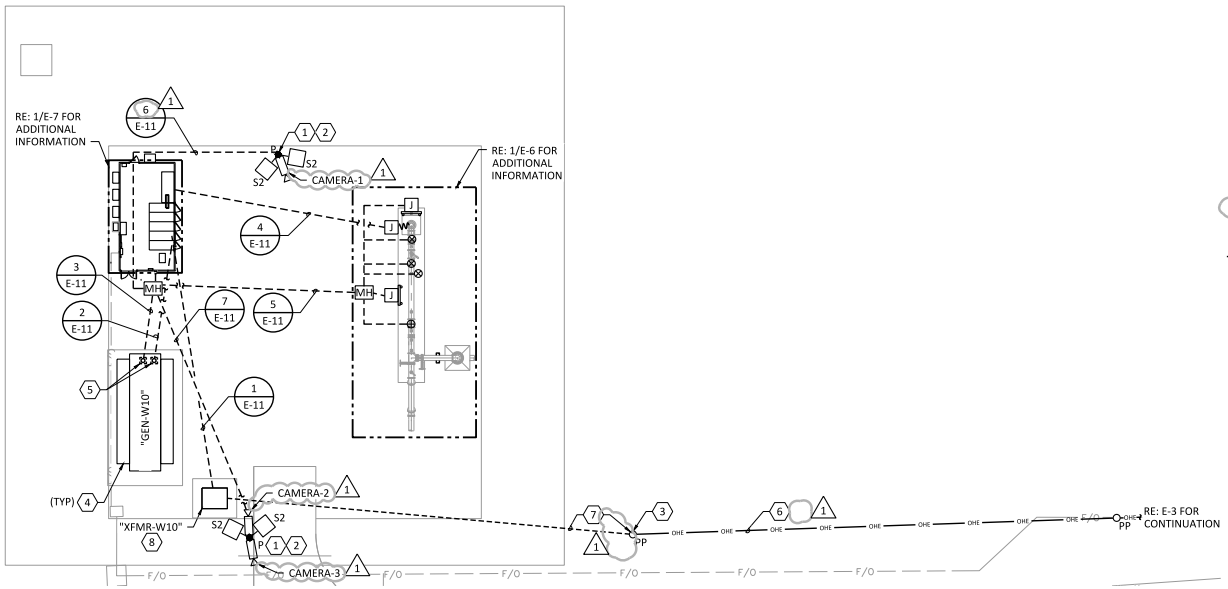
Plot Date: 1/20/2026 4:32 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-PL-SITE14.dwg



TYPICAL SITE
LAYOUT FOR ALL WELL SITES
1"=20' (WELL SITE 10 SHOWN)

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND SIZING ALL PULL BOXES, JUNCTION BOXES, MANHOLES, ETC. AS REQUIRED BY THE NATIONAL ELECTRICAL CODE.
2. CONTRACTOR TO PROVIDE ALL CONDUITS, CABLE, JUNCTION BOXES AND ASSOCIATED HARDWARE FOR A COMPLETE AND OPERATIONAL SYSTEM.
3. ABOVE THE SLAB CONDUIT ROUTING SHALL NOT INTERFERE WITH THE MAINTENANCE AND OPERATIONS OF MECHANICAL EQUIPMENT, AND NOT INTERFERE WITH THE REMOVAL OF MECHANICAL EQUIPMENT.
4. CONTRACTOR TO COORDINATE WITH EQUIPMENT SUPPLIER FOR LOCATION OF CABLE/CONDUIT PENETRATIONS INTO TOP/BOTTOM OF EQUIPMENT IN ELECTRICAL ROOM.
5. CONDUIT ROUTING SHALL NOT INTERFERE WITH REMOVAL OF MECHANICAL EQUIPMENT.
6. CONTRACTOR SHALL COORDINATE LOCATION OF CONDUIT STUB-UPS AT MOTOR, PUMP CONTROL VALVE, AND MOTOR OPERATED VALVE WITH EQUIPMENT MANUFACTURER.
7. THE CONTRACTOR TO PROVIDE CONDUITS AS REQUIRED FOR TRANSITION FROM CABLE TRAY TO EQUIPMENT.
8. PROVIDE A PULL STRING IN SPARE CONDUITS. STUB UP AND CAP ALL SPARE CONDUITS AT 6" AFF.
9. 4160V AND 480V POWER CABLES SHALL BE ROUTED IN THE RESPECTIVE CABLE TRAYS.
10. ALL CABLES IN THE CABLE TRAY SHALL BE TRAY RATED.
11. REFER TO ONE-LINE DIAGRAM FOR FINAL DESTINATIONS AND QUANTITIES OF CABLES AND CONDUITS. ALL CIRCUITS AND FEEDERS SHALL BE ROUTED IN SEPARATE CONDUITS PER ONE-LINE DIAGRAM UNLESS NOTED OTHERWISE.
12. 20A 120V CIRCUITS LESS THAN 100'-0" FEEDING MISCELLANEOUS EQUIPMENT SHALL BE 2 #12, #12G., 3/4"C. ALL 120V CIRCUIT 100'-0" AND GREATER FEEDING MISCELLANEOUS EQUIPMENT SHALL BE 2 #10, #10G., 3/4"C. UNLESS NOTED OTHERWISE. USE MULTICONDUCTOR CT RATED IF ROUTED IN CABLE TRAY.
13. REFER TO EQUIPMENT ELEVATION PLAN FOR MOUNTING HEIGHT OF CABLE TRAYS.
14. ALL CIRCUITS SHALL BE ROUTED IN SEPARATE CONDUIT UNLESS OTHERWISE NOTED.
15. ALL INSTRUMENTATION CABLES ROUTED IN UNDERGROUND DUCT BANKS SHALL MAINTAIN A MINIMUM 18" SPACING FROM 480V (OR GREATER) POWER CIRCUITS. ROUTE INSTRUMENTATION CABLES AND PVC COATED RIGID STEEL CONDUIT WHERE THIS SPACING CANNOT BE MAINTAINED.
16. CONTRACTOR SHALL COORDINATE DUCT BANK PENETRATIONS THROUGH TRANSFORMER PAD AND GENERATOR PAD WITH EQUIPMENT MANUFACTURER.
17. ALL PULL BOXES SHALL BE AASHTO HS-20 RATED. RE: 5/E-19 FOR DETAILS.
18. ALL EQUIPMENT SHOWN DARK SHALL BE PROVIDED UNDER THIS CONTRACT. (1)

NOTES BY SYMBOL "⬡"

1. SITE POLE/LIGHT FIXTURES AND SECURITY CAMERAS, RE: E-17 FOR LIGHT FIXTURE SCHEDULE AND RE: 1/E-19 FOR LIGHT POLE DETAIL.
2. POSITION CAMERA TO PROVIDE MAXIMUM COVERAGE OF ELECTRICAL EQUIPMENT, FENCE GATE, AND WATER WELL. RE: PI-5 FOR MORE DETAILS AND RE: 4/E-21 FOR CAMERA MOUNTING.
3. RISER POLE. RE: 2/E-20 FOR DETAILS.
4. STAIR/WORK PLATFORM FURNISHED BY GENERATOR SUPPLIER.
5. CONDUIT STUB-UP, COORDINATE EXACT LOCATION WITH GENERATOR MANUFACTURER. SET GENERATOR SO FUEL CONNECTION SIDE ABUTS CONCRETE PAVED AREA. VERIFY ORIENTATION WITH MANUFACTURER PRIOR TO SETTING; ADJUST PAVING LIMITS AS REQUIRED.
6. THE OVERHEAD POWER SERVICE SHOWN IS DESIGNATED SOLELY FOR WELL 10. RE: 1/E-3 FOR OVERHEAD POWER DISTRIBUTION TO WELLS 11 AND 12.
7. BTU WILL PROVIDE THE TERMINAL POLE. COLLEGE STATION UTILITIES (CSU) WILL FURNISH THE UTILITY POLES, CONDUCTORS, AND ASSOCIATED INFRASTRUCTURE TO EXTEND POWER FROM THE BTU TERMINAL POLE TO EACH WELL SITE.
8. THE CONTRACTOR SHALL INSTALL THE OWNER-PROVIDED TRANSFORMER AT THE WELL SITE AND FURNISH ALL MATERIALS DOWNSTREAM OF THE TRANSFORMER AS REQUIRED. ALL ELECTRICAL TERMINATIONS SHALL BE COORDINATED WITH CSU PRIOR TO BIDDING.

0 20' 40'
SCALE IN FEET

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
TYPICAL SITE
LAYOUT FOR ALL WELL SITES

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1

F&N JOB NO. CC124267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-PL-SITE02.dwg

SHEET E-5
SEQ. 82

ACAD Rel: 24.2
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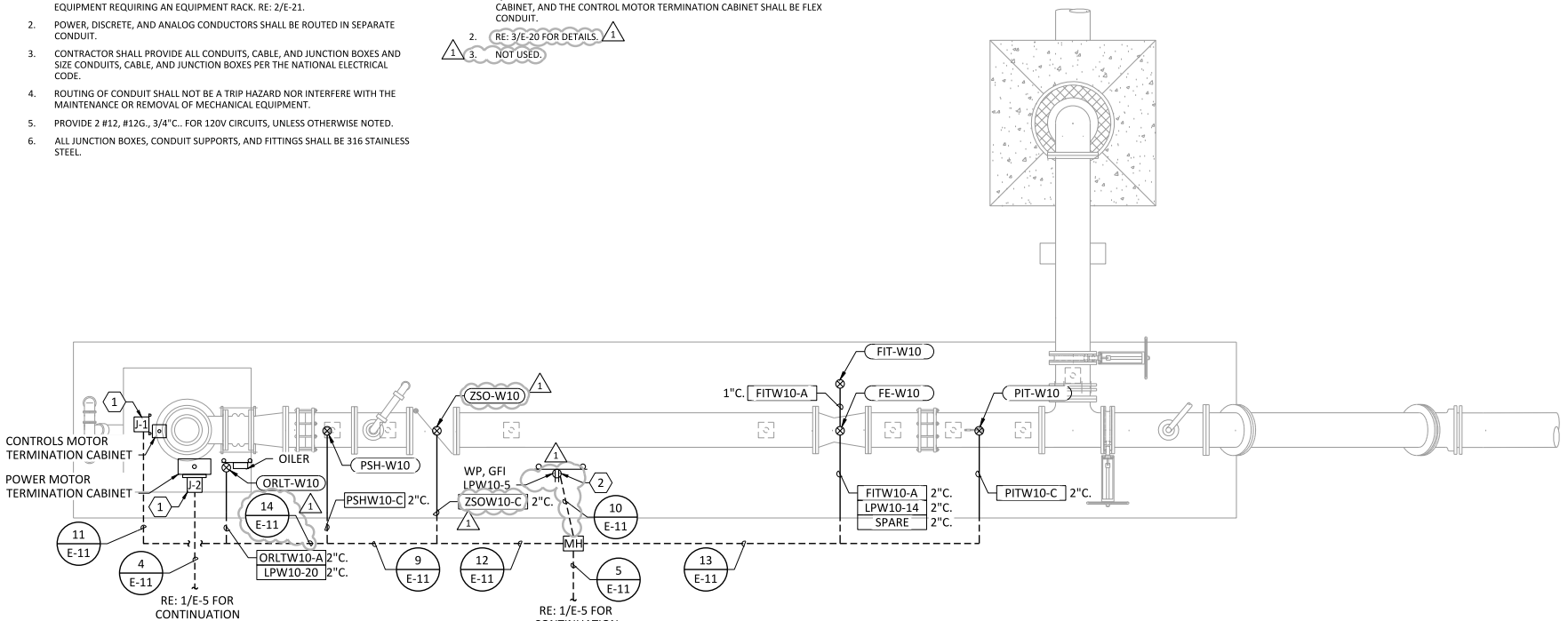
Plot Date: 1/4/2026 6:11 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-PL-SITE02.dwg

GENERAL NOTES:

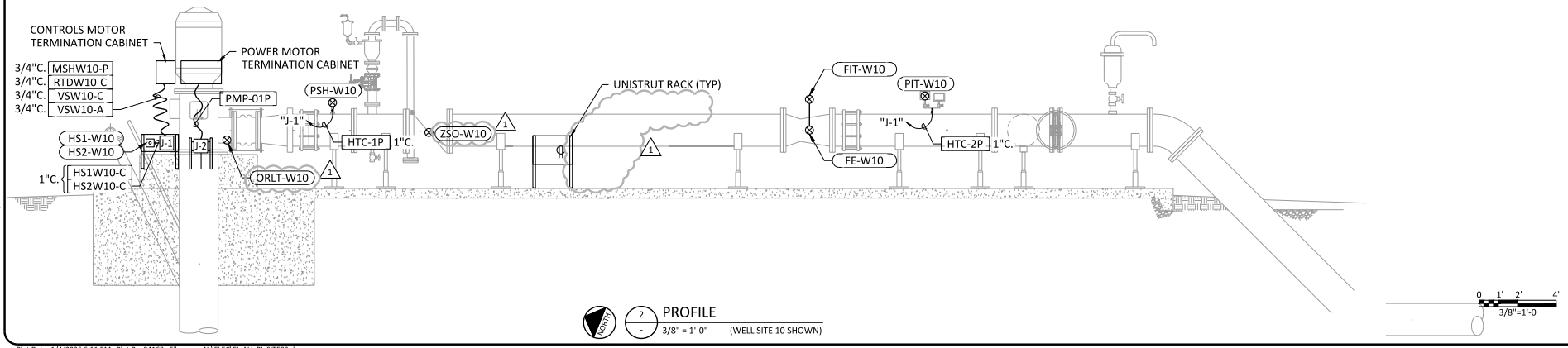
1. PROVIDE EQUIPMENT RACK FOR EQUIPMENT THAT IS NOT FREE STANDING. CONTRACTOR IS RESPONSIBLE FOR COORDINATING RACK DIMENSIONS AND EQUIPMENT REQUIRING AN EQUIPMENT RACK. RE: 2/E-21.
2. POWER, DISCRETE, AND ANALOG CONDUCTORS SHALL BE ROUTED IN SEPARATE CONDUIT.
3. CONTRACTOR SHALL PROVIDE ALL CONDUITS, CABLE, AND JUNCTION BOXES AND SIZE CONDUITS, CABLE, AND JUNCTION BOXES PER THE NATIONAL ELECTRICAL CODE.
4. ROUTING OF CONDUIT SHALL NOT BE A TRIP HAZARD NOR INTERFERE WITH THE MAINTENANCE OR REMOVAL OF MECHANICAL EQUIPMENT.
5. PROVIDE 2 #12, #12G., 3/4"C.. FOR 120V CIRCUITS, UNLESS OTHERWISE NOTED.
6. ALL JUNCTION BOXES, CONDUIT SUPPORTS, AND FITTINGS SHALL BE 316 STAINLESS STEEL.

NOTES BY SYMBOL "⬡"

1. CONDUITS FROM DUCT BANK SHALL STUB UP INTO THE JUNCTION BOX SHOWN. RE: 2/E-6 FOR DETAILS. CONDUIT FROM JUNCTION BOX TO THE MOTOR TERMINATION CABINET, AND THE CONTROL MOTOR TERMINATION CABINET SHALL BE FLEX CONDUIT.
2. RE: 3/E-20 FOR DETAILS.
3. NOT USED.



NORTH 1 - PLAN
3/8" = 1'-0" (WELL SITE 10 SHOWN)



NORTH 2 - PROFILE
3/8" = 1'-0" (WELL SITE 10 SHOWN)

0 1' 2' 4'
3/8"=1'-0

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01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
TYPICAL WELL MECHANICAL PLAN AND SECTION

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

P&N JOB NO.	CC124267
DATE	JAN 2026
DESIGNED	ACC
DRAWN	JTR
CHECKED	RS
APPROVED	WRM
FILE NAME	EL-ALL-PL-SITE03.dwg

SHEET E-6
SEQ. 83

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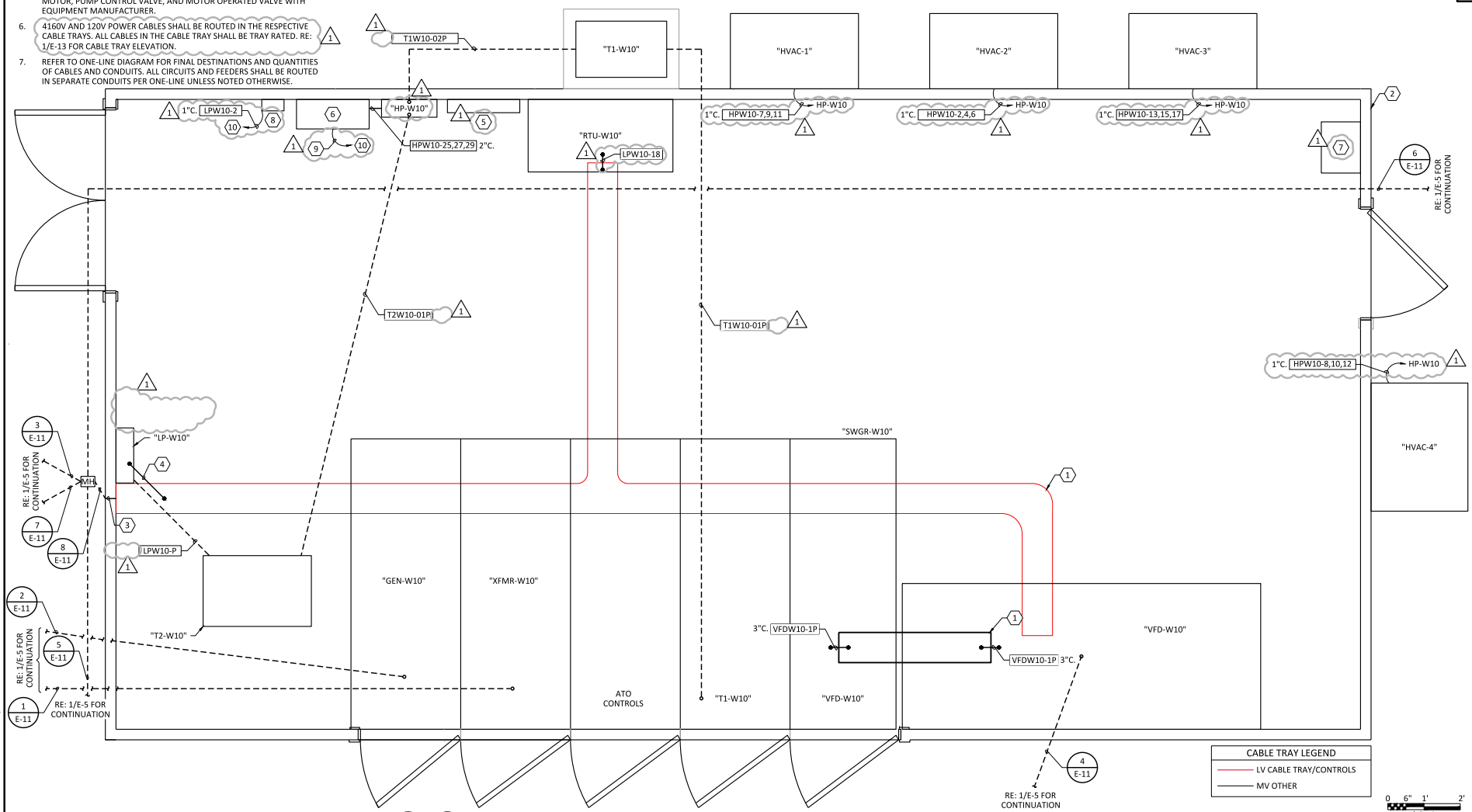
Plot Date: 1/4/2026 6:11 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-PL-SITE03.dwg

GENERAL NOTES:

1. CONTRACTOR TO PROVIDE ALL CONDUITS, CABLE, JUNCTION BOXES AND ASSOCIATED HARDWARE FOR A COMPLETE AND OPERATIONAL SYSTEM.
2. REFER TO ONE-LINE DIAGRAMS FOR MORE INFORMATION ON CABLE AND CONDUIT SIZES.
3. ABOVE THE SLAB CONDUIT ROUTING SHALL NOT INTERFERE WITH THE MAINTENANCE AND OPERATIONS OF MECHANICAL EQUIPMENT, AND NOT INTERFERE WITH THE REMOVAL OF MECHANICAL EQUIPMENT.
4. CONTRACTOR TO COORDINATE WITH EQUIPMENT SUPPLIER FOR LOCATION OF CABLE/CONDUIT PENETRATIONS INTO TOP/BOTTOM OF EQUIPMENT IN ELECTRICAL ROOM.
5. CONTRACTOR SHALL COORDINATE LOCATION OF CONDUIT STUB-UPS AT MOTOR, PUMP CONTROL VALVE, AND MOTOR OPERATED VALVE WITH EQUIPMENT MANUFACTURER.
6. 4160V AND 120V POWER CABLES SHALL BE ROUTED IN THE RESPECTIVE CABLE TRAYS. ALL CABLES IN THE CABLE TRAY SHALL BE TRAY RATED. RE: 1/E-13 FOR CABLE TRAY ELEVATION. (1)
7. REFER TO ONE-LINE DIAGRAM FOR FINAL DESTINATIONS AND QUANTITIES OF CABLES AND CONDUITS. ALL CIRCUITS AND FEEDERS SHALL BE ROUTED IN SEPARATE CONDUITS PER ONE-LINE UNLESS NOTED OTHERWISE.
8. 20A 120V CIRCUITS LESS THAN 100'-0" FEEDING MISCELLANEOUS EQUIPMENT SHALL BE 2 #12, #12G., 3/4"C. UNLESS NOTED OTHERWISE. USE MULTICONDUCTOR CT RATED IF ROUTED IN CABLE TRAY.
9. ALL CIRCUITS SHALL BE ROUTED IN SEPARATE CONDUIT UNLESS OTHERWISE NOTED.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING AND SIZING ALL MANHOLE, PULL BOXES, AND JUNCTION BOXES AS REQUIRED BY THE NATIONAL ELECTRICAL CODE.
11. ALL MOUNTING HARDWARE SHALL BE 304 STAINLESS STEEL.
12. PROVIDE A PULL STRING IN SPARE CONDUITS. STUB AND CAP ALL SPARE CONDUITS AT 6" AFF.
13. REFER TO SPECIFICATION 23 81 13 FOR HVAC UNITS INFORMATION.

NOTES BY SYMBOL "⬡"

1. CABLE TRAY WILL BE PROVIDED BY THE ELECTRICAL BUILDING MANUFACTURER. CONTRACTOR SHALL VERIFY WITH THE MANUFACTURER BEFORE BID. (1)
2. ELECTRICAL BUILDING PROVIDED BY THE MANUFACTURER.
3. CONTRACTOR SHALL COORDINATE WITH THE MANUFACTURER FOR PENETRATION DETAIL.
4. LPW10-1 | LPW10-2 | LPW10-3 | LPW10-4 | LPW10-5 | LPW10-6 | LPW10-7 | LPW10-8 | LPW10-9,11,13 | LPW10-10 | LPW10-12 | LPW10-14 | LPW10-18 | LPW10-20 (1)
5. PROVIDE A VIDEO SURVEILLANCE CONTROL PANEL. (1)
6. PROVIDE A HEAT TRACE CONTROLLER "HTC".
7. PROVIDE HVAC CONTROLLER.
8. PROVIDE LIGHTING CONTRACTOR PANEL. RE: 1/E-15 FOR LIGHTING CONTRACTOR CONTROL SCHEMATIC.
9. HTC-1P | HTC-2P | SPARE (1)
10. ROUTE CABLE/CONDUIT TO THE LOW VOLTAGE POWER CABLE TRAY.



NORTH

TYPICAL ELECTRICAL BUILDING POWER PLAN FOR ALL WELL SITES

3/4" = 1'-0" (WELL SITE 10 SHOWN)

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

TEXAS REGISTERED ENGINEERING FIRM F-2144
MASSIE MANNARINO
141770
LICENSED PROFESSIONAL ENGINEER
STATE OF TEXAS

01/07/2026

FREESE NICHOLS

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Houston, Texas 77024
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CITY OF COLLEGE STATION, TEXAS

WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL

TYPICAL ELECTRICAL BUILDING POWER PLAN

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

F&N JOB NO.	CC12267
DATE	JAN 2026
DESIGNED	ACC
DRAWN	JTR
CHECKED	RS
APPROVED	WRM
FILE NAME	EL-ALL-PL-POWR01.dwg

SHEET E-7

SEQ. 84

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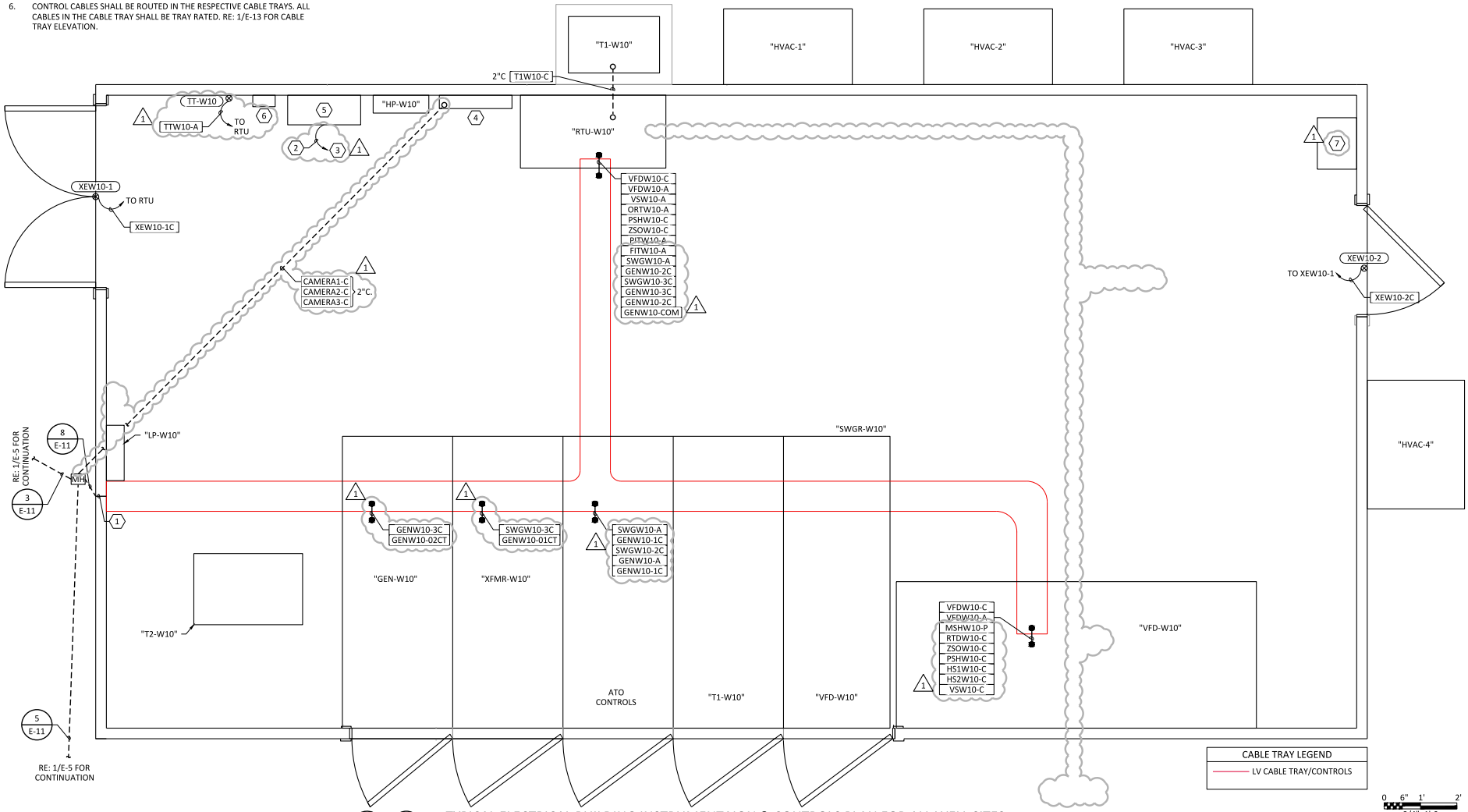
Plot Date: 1/5/2026 11:18 AM Plot By: 08380 Filename: N:\ELEC\EL-ALL-PL-POWR01.dwg

GENERAL NOTES:

1. CONTRACTOR TO PROVIDE ALL CONDUITS, CABLE, JUNCTION BOXES AND ASSOCIATED HARDWARE FOR A COMPLETE AND OPERATIONAL SYSTEM.
2. REFER TO INTERCONNECTION DIAGRAMS FOR MORE INFORMATION ON CABLE AND CONDUIT SIZES.
3. ABOVE THE SLAB CONDUIT ROUTING SHALL NOT INTERFERE WITH THE MAINTENANCE AND OPERATIONS OF MECHANICAL EQUIPMENT, AND NOT INTERFERE WITH THE REMOVAL OF MECHANICAL EQUIPMENT.
4. CONTRACTOR TO COORDINATE WITH EQUIPMENT SUPPLIER FOR LOCATION OF CABLE/CONDUIT PENETRATIONS INTO TOP/BOTTOM OF EQUIPMENT IN ELECTRICAL ROOM.
5. CONTRACTOR SHALL COORDINATE LOCATION OF CONDUIT STUB-UPS WITH EQUIPMENT MANUFACTURER.
6. CONTROL CABLES SHALL BE ROUTED IN THE RESPECTIVE CABLE TRAYS. ALL CABLES IN THE CABLE TRAY SHALL BE TRAY RATED. RE: 1/E-13 FOR CABLE TRAY ELEVATION.
7. REFER TO INTERCONNECTION DIAGRAM FOR FINAL DESTINATIONS AND QUANTITIES OF CABLES AND CONDUITS.
8. PROVIDE STEEL BARRIERS IN INSTRUMENTATION AND CONTROLS CABLE TRAY TO SEPARATE 4-20mA ANALOG SIGNAL CABLES AND RTD CABLES FROM 120V AND DISCRETE SIGNAL CABLES.
9. ALL MOUNTING HARDWARE SHALL BE 304 STAINLESS STEEL.
10. THE CONTRACTOR TO PROVIDE CONDUIT AS REQUIRED FOR TRANSITION FROM CABLE TRAY TO EQUIPMENT.
11. ROUTE CONDUIT BELOW GRADE. ALL CIRCUITS SHALL BE ROUTED IN SEPARATE CONDUIT PER INTERCONNECTION DIAGRAM UNLESS NOTED OTHERWISE.

NOTES BY SYMBOL "⬡"

1. CONTRACTOR SHALL COORDINATE WITH THE MANUFACTURER FOR PENETRATION DETAIL.
2. HTC-C | SPARE
3. ROUTE CABLE/CONDUIT TO THE CONTROLS POWER CABLE TRAY.
4. VIDEO SURVEILLANCE CONTROL PANEL/"SP".
5. PROVIDE A HEAT TRACE CONTROLLER "HTC".
6. LIGHTING CONTRACTOR PANEL.
7. HVAC CONTROLLER.
8. HVAC CONTROLLER.
9. EXTERIOR LIGHTING CONTRACTOR PANEL. RE: 1/E-15 FOR LIGHTING CONTRACTOR CONTROL SCHEMATIC.



ABOVE

1 / -

TYPICAL ELECTRICAL BUILDING INSTRUMENTAION & CONTROLS PLAN FOR ALL WELL SITES

3/4" = 1'-0" (WELL SITE 10 SHOWN)

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL
TYPICAL ELECTRICAL BUILDING INSTRUMENTAION & CONTROLS PLAN

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale. 0 1"

F&N JOB NO. CC124267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-PL-CTRL01.dwg

SHEET E-8
SEQ. 85

ACAD Rel: 24.2
Filename: N:\ELEC\EL-ALL-PL-CTRL01.dwg
Last Saved: 1/4/2026 5:00 PM Saved By: 04169

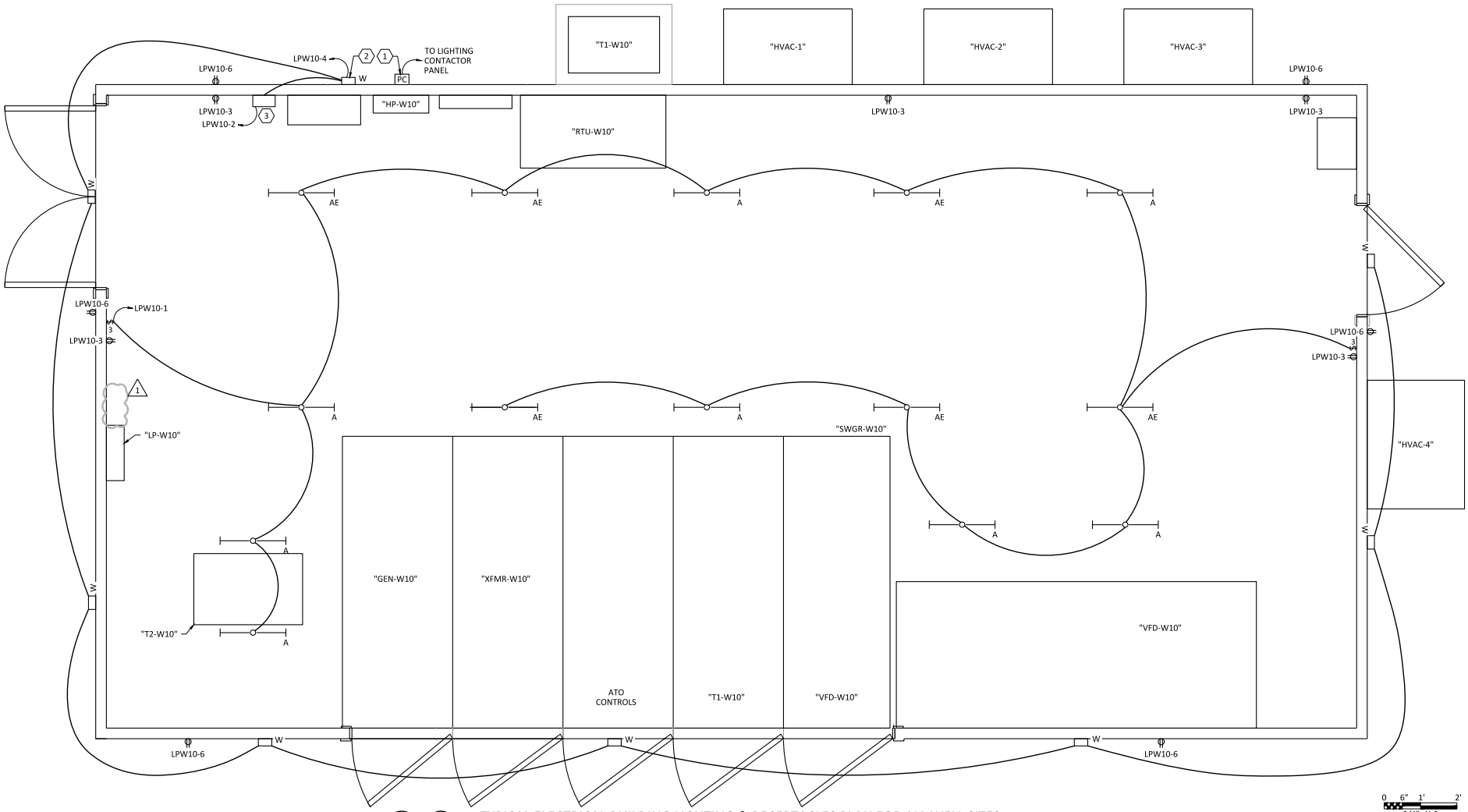
Plot Date: 1/4/2026 6:12 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-PL-CTRL01.dwg

GENERAL NOTES:

1. EMERGENCY LIGHTING, INCLUDING EXIT LIGHTING, IS NON-SWITCHED AND MUST BE CONNECTED TO THE LIGHTING CIRCUIT FOR THE ROOM.
2. CONTRACTOR SHALL PROVIDE ALL CONDUITS, CABLE, JUNCTION BOXES, AND ASSOCIATED HARDWARE FOR A COMPLETE AND OPERATIONAL SYSTEM.
3. PROVIDE IDENTIFICATION LABELS FOR ALL REMOTE SWITCHES, DISCONNECTS, AND JUNCTION BOXES.
4. ALL JUNCTION BOXES, CONDUIT SUPPORTS, AND FITTINGS SHALL BE 316 STAINLESS STEEL.
5. CONDUIT ROUTING SHALL NOT INTERFERE WITH THE REMOVAL OF MECHANICAL EQUIPMENT.
6. ALL CIRCUITRY SHALL BE MINIMUM 2 #12, #12G., 3/4"C. UNLESS NOTED OTHERWISE. FOR POWER CIRCUITS GREATER THAN 100'-0" PROVIDE 2 #10, #10G., 3/4"C.
7. ALL LIGHTING TO BE TRAY RATED #10 WITH #10G. IN 3/4"C. UNLESS NOTED OTHERWISE. CONTRACTOR TO PROVIDE ALL WIRING AND CONDUIT AS REQUIRED BETWEEN LIGHT SWITCHES AND LIGHTING CONTRACTOR/LIGHTS.
8. ALL RECEPTACLE WIRING TO BE TRAY RATED A MINIMUM @12 WITH #12G. IN 3/4"C. UNLESS NOTED OTHERWISE.
9. CONDUIT FOR EXTERIOR BUILDING MOUNTED LIGHTS, RECEPTACLES AND CAMERAS TO BE INSTALLED INSIDE OF BUILDING.
10. RE: E-17 FOR LIGHTING FIXTURE SCHEDULE.

NOTES BY SYMBOL "⬡"

1. MOUNT PHOTOCELL TO ROOF. POINT IN NORTHERN DIRECTION.
2. VIA LIGHTING CONTACTOR. APPLIES TO ALL OUTDOOR WALL PACK LIGHTING.
3. PROVIDE EXTERIOR LIGHTING CONTRACTOR PANEL. RE: 1/E-15 FOR LIGHTING CONTRACTOR CONTROL SCHEMATIC.



1 - TYPICAL ELECTRICAL BUILDING LIGHTING & RECEPTACLES PLAN FOR ALL WELL SITES
3/4" = 1'-0" (WELL SITE 10 SHOWN)

0 6" 1' 2'
3/4"=1'-0

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL
TYPICAL ELECTRICAL BUILDING LIGHTING & RECEPTACLES PLAN

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

F&N JOB NO. CCL24267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-PL-LTNG01.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

SHEET E-9
SEQ. 86

ACAD Rel: 24.2
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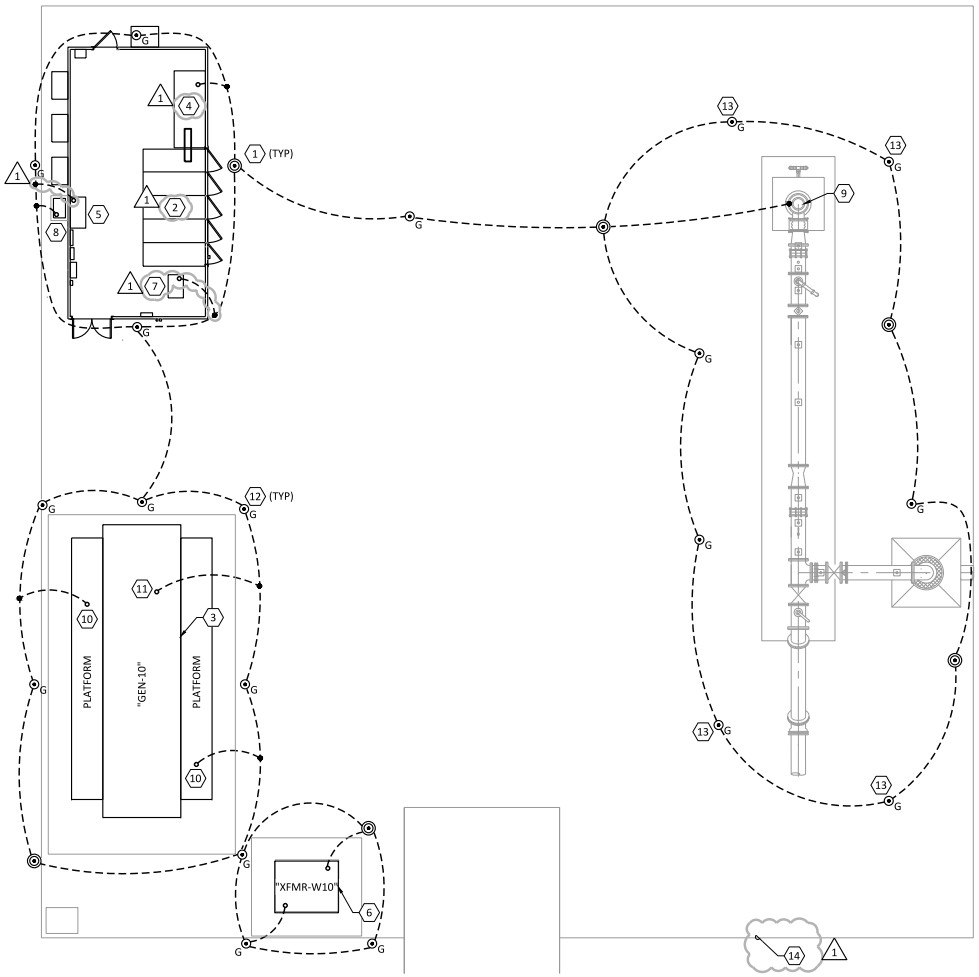
Plot Date: 1/4/2026 6:12 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-PL-LTNG01.dwg



TYPICAL BUILDING
GROUNDING PLAN FOR ALL WELL SITES

1/8" = 1'-0" (WELL SITE 10 SHOWN)

GENERAL NOTES:

1. CONTRACTOR SHALL COORDINATE WITH EQUIPMENT MANUFACTURERS FOR LOCATIONS TO TERMINATE #4/0 GROUND CONDUCTORS TO EQUIPMENT PRIOR TO INSTALLATION OF GROUND PADS AND EQUIPMENT.
2. THE CONTRACTOR SHALL PROVIDE ALL MATERIALS AS REQUIRED FOR A COMPLETE GROUNDING SYSTEM. THE GROUNDING PLAN DOES NOT SHOW ALL GROUNDING AS REQUIRED BY CODES, STANDARDS AND THE SPECIFICATIONS. THE CONTRACTOR WILL GROUND ALL EQUIPMENT IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND SPECIFICATION 26 05 26, GROUNDING AND BONDING FOR ELECTRICAL SYSTEMS AND SPECIFICATION 26 41 13, LIGHTNING PROTECTION FOR STRUCTURES.
3. THE LIGHTNING PROTECTION SYSTEM SHALL HAVE DEDICATED GROUND RODS FOR EACH DOWN LEAD. THE DEDICATED RODS SHALL BE BONDED TO THE NEAREST COUNTER POISE GROUND ROD. BONDING THE LIGHTNING PROTECTION DOWN LEAD DIRECTLY TO THE COUNTER POISE GROUND RODS OR CONDUCTORS IS PROHIBITED.
4. THE LIGHTNING PROTECTION COMPANY SHALL PROVIDE A COMPLETE AND OPERATIONAL SYSTEM FOR THE SITE. INCLUDE ALL COSTS AND FEES IN THE BASE BID.
5. THE GROUND LOOP CONDUCTOR SHALL BE #4/0 BARE TINNED COPPER.
6. FOR GROUND CONNECTION TO EQUIPMENT PROVIDE GROUND PAD IN TOP OF EQUIPMENT PAD AND CONNECT TO EQUIPMENT GROUND BUS.
7. INSTALL #4/0 GROUND CONDUCTOR THE LENGTH OF THE CABLE TRAYS. BOND GROUND CONDUCTOR TO EACH CABLE TRAY SECTION AND BOND TO THE BUILDING GROUNDING SYSTEM.
8. CONTRACTOR SHALL BOND BARE COPPER GROUND ROUTED IN UNDERGROUND DUCT BANKS TO BUILDING GROUNDING SYSTEMS.
9. RE: 8/E-18 FOR FENCE POST AND FENCE GATE GROUNDING DETAIL.
10. GROUND ROD TEST WELL SHALL BE AASHTO HS-20 RATED (TYP).

NOTES BY SYMBOL "⬡"

1. CONTRACTOR TO PROVIDE GROUND TEST.
2. #4/0 CONDUCTOR TO 4160V SWITCHGEAR. RE: 3/E-18 FOR GROUNDING PAD IN SLAB DETAIL.
3. #4/0 CONDUCTOR TO 1500kW GENERATOR. RE: 3/E-19 FOR PAD-MOUNTED EQUIPMENT GROUND PAD DETAIL.
4. #4/0 CONDUCTOR TO VFD. RE: 3/E-18 FOR GROUNDING PAD IN SLAB DETAIL.
5. #4/0 CONDUCTOR TO "RTU" PANEL. RE: 3/E-18 FOR GROUNDING PAD IN SLAB DETAIL.
6. #4/0 CONDUCTOR TO 2.5MVA UTILITY TRANSFORMER. RE: 5/E-18 TRANSFORMER DETAIL (TYP), AND 4/E-19 FOR 2.5MVA TRANSFORMER GROUNDING DETAIL.
7. #4/0 CONDUCTOR TO 75kVA, 480V-208Y/120V DRY TYPE TRANSFORMER. RE: 3/E-18 FOR GROUNDING PAD IN SLAB DETAIL.
8. #4/0 CONDUCTOR TO 225kVA, 4160V-480Y/277V TRANSFORMER. RE: 3/E-18 FOR GROUNDING PAD IN SLAB DETAIL
9. #4/0 CONDUCTOR TO MOTOR ENCLOSURE GROUND PAD. RE: 3/E-19 FOR PAD-MOUNTED EQUIPMENT GROUND PAD DETAIL.
10. #4/0 CONDUCTOR TO GENERATOR PLATFORM.
11. #4/0 CONDUCTOR TO STAND-BY GENERATOR PAD.
12. 3/4"X10'-0" 316 STAINLESS STEEL GROUND ROD.
13. CONTRACTOR PROVIDE LIGHTING PROTECTION AIR TERMINALS AND CONNECT GROUND RODS TO LIGHTNING PROTECTION AIR TERMINALS, SET EACH TERMINAL TIP HIGHER THAN THE MOTOR, NOT TO EXCEED 20'-0". PROVIDE A CONCRETE BASE FOR EACH TERMINAL. REFER TO SPECIFICATION 26 41 13 – LIGHTNING PROTECTION FOR STRUCTURES FOR DETAILS.
14. RE: 1/E-20 FOR FENCE POST & FENCE GATE GROUNDING DETAIL.

0 4' 8' 16'
1/8"=1'-0"

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

TEXAS REGISTERED ENGINEERING FIRM F-2144
MASSIH MAKARIOUS
141770
LICENSED PROFESSIONAL ENGINEER
01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
TYPICAL SITE
GROUNDING PLAN

NO.	ISSUE	BY	DATE
1	ADDENDUM NO 1	WRM	01/07/26

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F&N JOB NO. CC12426?
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-PL-GRND01.dwg

SHEET E-10
SEQ. 87

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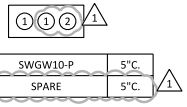
GENERAL NOTES:

1. DUCT BANK DETAILS SHOWN ARE TYPICAL FOR ALL WELL SITES.

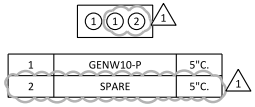
NOTES BY SYMBOL "⬡"

1. CONTRACTOR SHALL PROVIDE 2#10, #10G BETWEEN THE HEAT TRACE CONTROLLER "HTC" AND EACH HEAT TRACE ELEMENT.



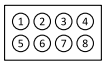
1	SWGW10-P	5"C.
2	SPARE	5"C.

1 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



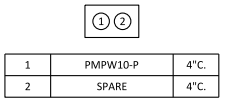
1	GENW10-P	5"C.
2	SPARE	5"C.

2 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



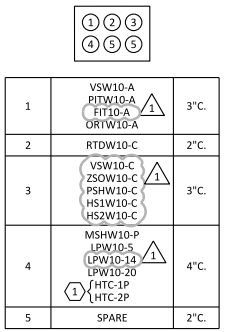
1	GENW10-1C	4"C.
2	GENW10-2C	3"C.
3	GENW10-COM	2"C.
4	GENW10-01CT GENW10-02CT	2"C.
5	GENW10-A	2"C.
6	SWGW10-1C	2"C.
7	LPW10-9,11,13	2"C.
8	SPARE	4"C.

3 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



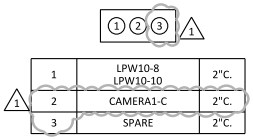
1	PMPW10-P	4"C.
2	SPARE	4"C.

4 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



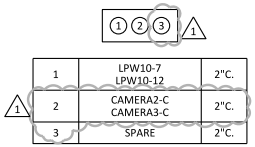
1	VSW10-A PITW10-A FIT10-A (1) ORTW10-A	3"C.
2	RTDW10-C	2"C.
3	VSW10-C ZSOW10-C PSHW10-C HS1W10-C HS2W10-C (1)	3"C.
4	MSHW10-P LPW10-5 LPW10-14 (1) LPW10-20 (1) HTC-1P HTC-2P	4"C.
5	SPARE	2"C.

5 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



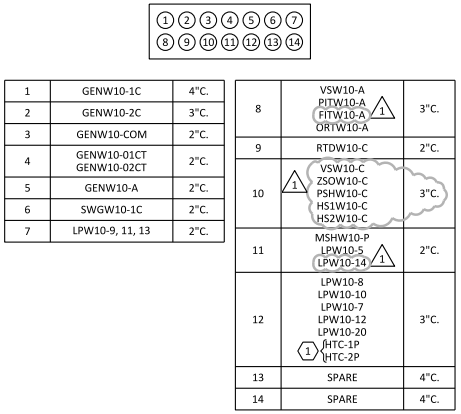
1	LPW10-8 LPW10-10	2"C.
2	CAMERA1-C	2"C.
3	SPARE	2"C.

6 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



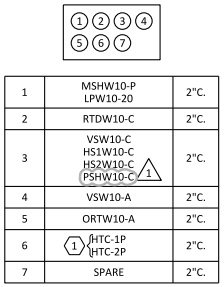
1	LPW10-7 LPW10-12	2"C.
2	CAMERA2-C CAMERA3-C	2"C.
3	SPARE	2"C.

7 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



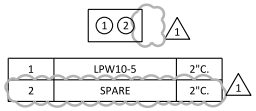
1	GENW10-1C	4"C.
2	GENW10-2C	3"C.
3	GENW10-COM	2"C.
4	GENW10-01CT GENW10-02CT	2"C.
5	GENW10-A	2"C.
6	SWGW10-1C	2"C.
7	LPW10-9, 11, 13	2"C.
8	VSW10-A PITW10-A FITW10-A (1) ORTW10-A	3"C.
9	RTDW10-C	2"C.
10	(1) VSW10-C ZSOW10-C PSHW10-C HS1W10-C HS2W10-C	3"C.
11	MSHW10-P LPW10-5 LPW10-14 (1)	2"C.
12	LPW10-8 LPW10-10 LPW10-7 LPW10-12 LPW10-20 (1) HTC-1P HTC-2P	3"C.
13	SPARE	4"C.
14	SPARE	4"C.

8 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



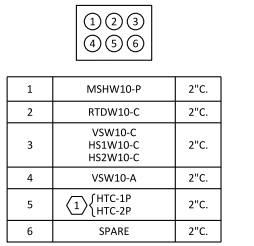
1	MSHW10-P LPW10-20	2"C.
2	RTDW10-C	2"C.
3	VSW10-C HS1W10-C HS2W10-C PSHW10-C (1)	2"C.
4	VSW10-A	2"C.
5	ORTW10-A	2"C.
6	(1) HTC-1P HTC-2P	2"C.
7	SPARE	2"C.

9 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



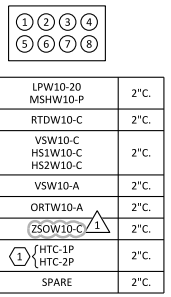
1	LPW10-5	2"C.
2	SPARE	2"C.

10 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



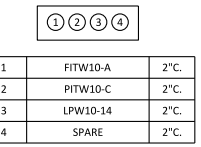
1	MSHW10-P	2"C.
2	RTDW10-C	2"C.
3	VSW10-C HS1W10-C HS2W10-C	2"C.
4	VSW10-A	2"C.
5	(1) HTC-1P HTC-2P	2"C.
6	SPARE	2"C.

11 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



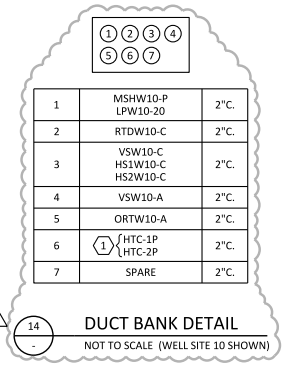
1	LPW10-20 MSHW10-P	2"C.
2	RTDW10-C	2"C.
3	VSW10-C HS1W10-C HS2W10-C	2"C.
4	VSW10-A	2"C.
5	ORTW10-A	2"C.
6	ZSOW10-C (1)	2"C.
7	(1) HTC-1P HTC-2P	2"C.
8	SPARE	2"C.

12 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



1	FITW10-A	2"C.
2	PITW10-C	2"C.
3	LPW10-14	2"C.
4	SPARE	2"C.

13 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)



1	MSHW10-P LPW10-20	2"C.
2	RTDW10-C	2"C.
3	VSW10-C HS1W10-C HS2W10-C	2"C.
4	VSW10-A	2"C.
5	ORTW10-A	2"C.
6	(1) HTC-1P HTC-2P	2"C.
7	SPARE	2"C.

1 14 - DUCT BANK DETAIL
NOT TO SCALE (WELL SITE 10 SHOWN)

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS

WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL

DUCT BANK DETAILS

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
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F&N JOB NO. CC12267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-DT-DUCT01.dwg

SHEET E-11
SEQ. 88

ACAD Rel: 24.2
Filename: N:\ELEC\EL-ALL-DT-DUCT01.dwg
Last Saved: 1/4/2026 6:08 PM Saved By: 04169

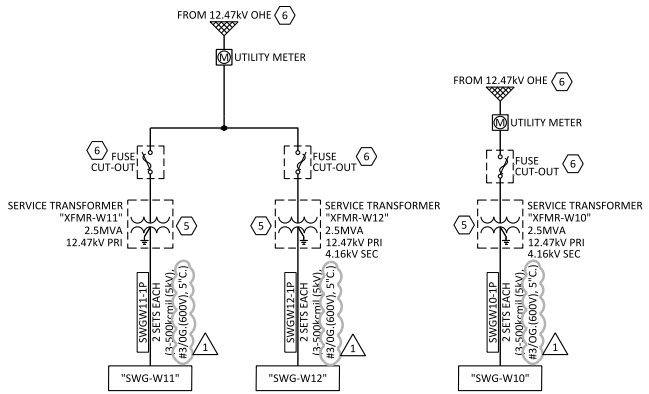
Plot Date: 1/4/2026 6:12 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-DT-DUCT01.dwg

GENERAL NOTES:

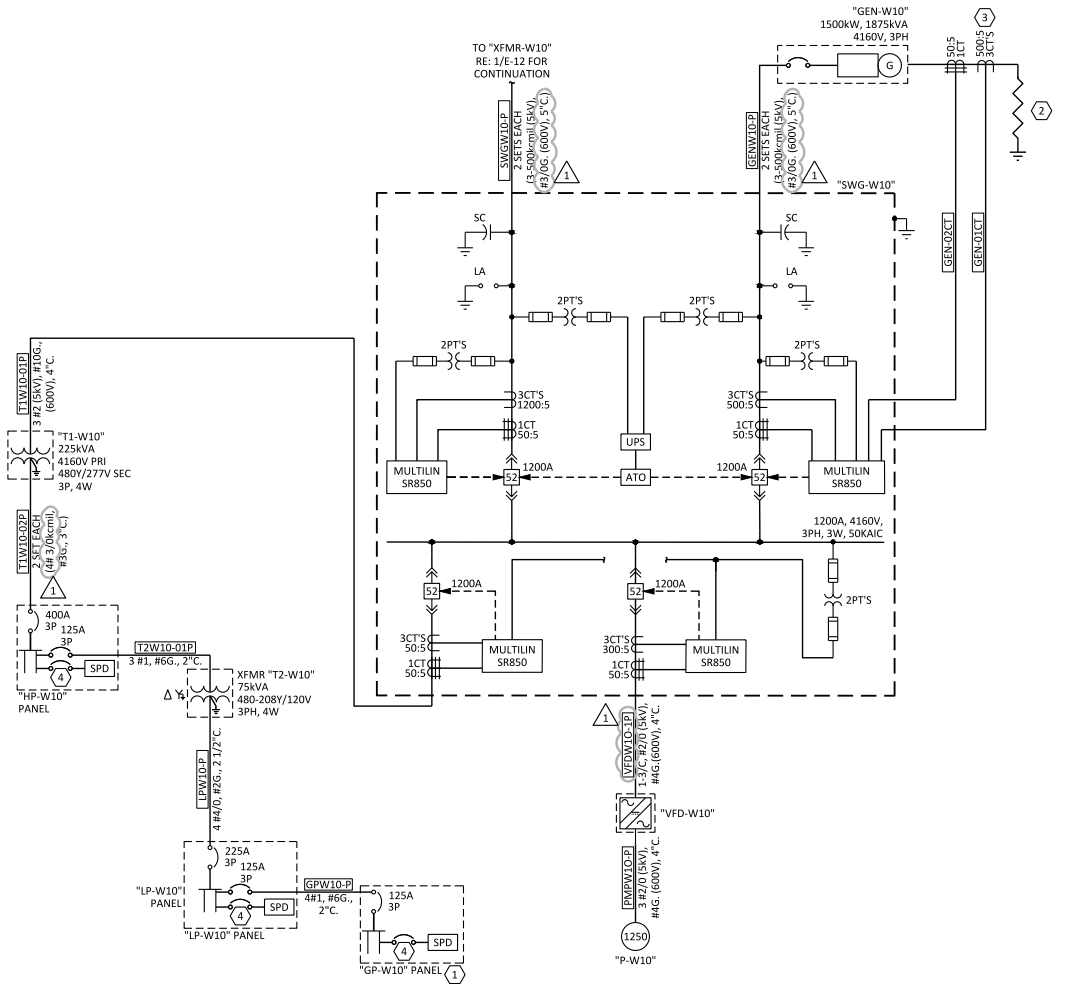
1. CONDUIT SIZES SHOWN ARE MINIMUM SIZE. PROVIDE LARGER SIZE CONDUIT WHERE INDICATED IN THE DUCT DETAILS OR PLAN SHEETS.
2. ALL CABLES ROUTED IN THE CABLE TRAYS SHALL BE CABLE TRAY RATED.

NOTES BY SYMBOL "⬡"

1. GENERATOR MANUFACTURER PROVIDED PANEL. PANEL IN INTERNAL TO THE GENERATOR AND IS USED FOR GENERATOR SHORE POWER.
2. NEUTRAL GROUNDING RESISTOR IF REQUIRED BY THE GENERATOR MANUFACTURER. THE CONTRACTOR MUST COORDINATE EXACT LOCATION OF THE NEUTRAL GROUNDING RESISTOR WITH THE GENERATOR MANUFACTURER AND PROVIDE GROUNDING CABLES AS REQUIRED. THE NEUTRAL GROUNDING RESISTOR SHALL BE SIZED AT 6 OHMS, AND RATED TO WITHSTAND A FAULT CURRENT OF 400A FOR 10 SECONDS.
3. CT RATIO IS SHOWN FOR INFORMATION ONLY. GENERATOR MANUFACTURER IS RESPONSIBLE FOR PROPERLY SIZING CT'S.
4. MANUFACTURER SHALL SIZE THE SPD CIRCUIT BREAKER ACCORDINGLY.
5. THE CONTRACTOR SHALL INSTALL THE OWNER-PROVIDED TRANSFORMER AT THE WELL SITE AND FURNISH ALL MATERIALS DOWNSTREAM OF THE TRANSFORMER AS REQUIRED. ALL ELECTRICAL TERMINATIONS SHALL BE COORDINATED WITH CSU PRIOR TO BIDDING.
6. BTU WILL PROVIDE THE TERMINAL POLE. COLLEGE STATION UTILITIES (CSU) WILL FURNISH THE UTILITY POLES, CONDUCTORS, AND ASSOCIATED INFRASTRUCTURE TO EXTEND POWER FROM THE BTU TERMINAL POLE TO EACH WELL SITE.
7. THE CONTRACTOR SHALL PROVIDE THE FUSE-CUT OFF AT THE WELL SITE TRANSFORMER AND FURNISH ALL MATERIALS DOWNSTREAM OF THE TRANSFORMER AS REQUIRED. ALL ELECTRICAL TERMINATIONS SHALL BE COORDINATED WITH CSU PRIOR TO BIDDING.



1 - UTILITY ONE-LINE FOR EACH WELL SITE
NOT TO SCALE



2 - TYPICAL ONE-LINE DIAGRAM FOR WELL SITES
NOT TO SCALE (WELL SITE 10 SHOWN)

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
WELLS 10. 11, & 12 ONE-LINE DIAGRAM

NO.	ISSUE	BY	DATE
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Plot Date: 1/4/2026 6:11 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-DG-ONEL01.dwg

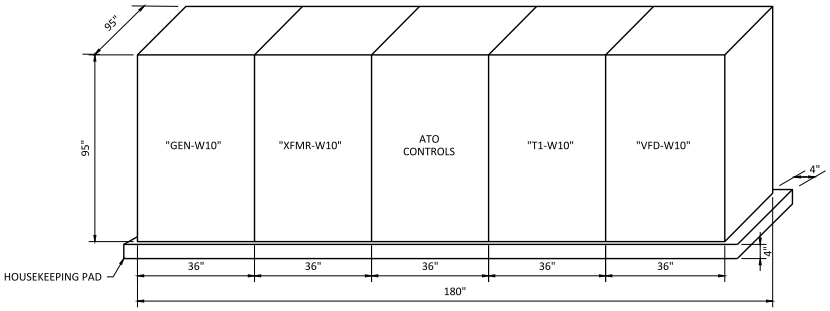
CABLE TRAY LEGEND
LV CABLE TRAY/CONTROLS
MV OTHER

GENERAL NOTES:

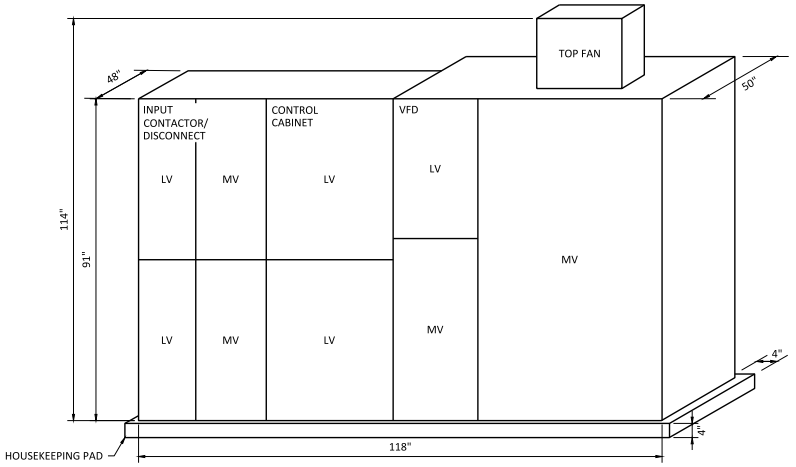
1. EQUIPMENT DIMENSIONS SHOWN ARE MAXIMUM ALLOWED. CONTRACTOR SHALL FIELD VERIFY EXACT DIMENSIONS.
2. ALL EQUIPMENT SHALL BE FRONT ACCESSIBLE ONLY.



1 - CABLE TRAY ELEVATION
NOT TO SCALE



2 TYPICAL SWGR ELEVATION FOR WELL SITES
NOT TO SCALE (WELL SITE 10 SHOWN)



3 4160V VFD ELEVATION
NOT TO SCALE

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL

EQUIPMENT ELEVATION

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SEQ. 90

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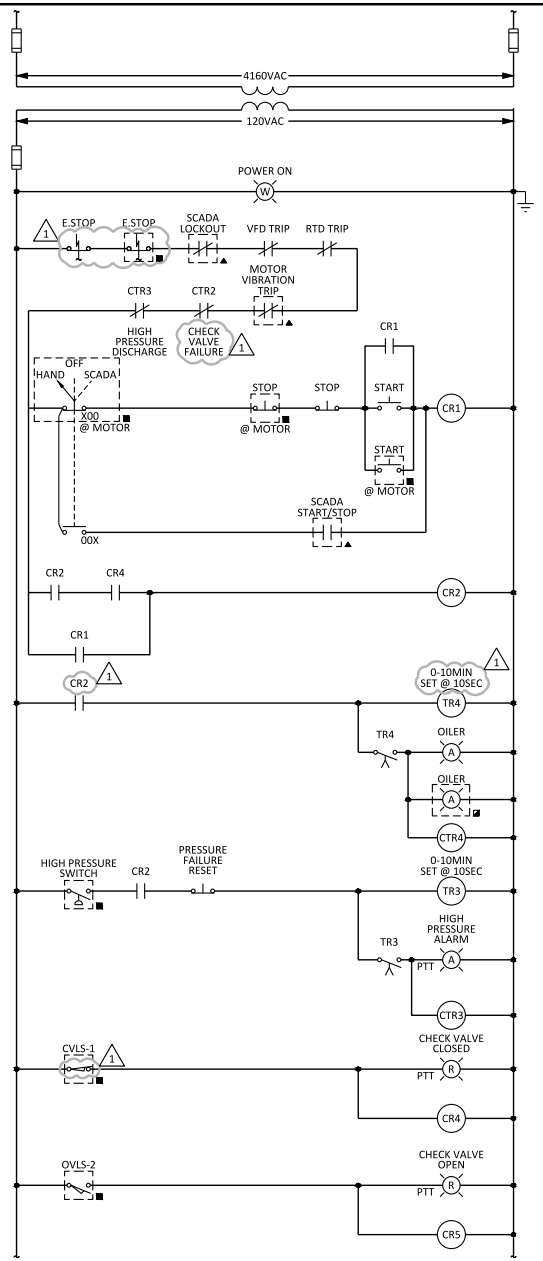
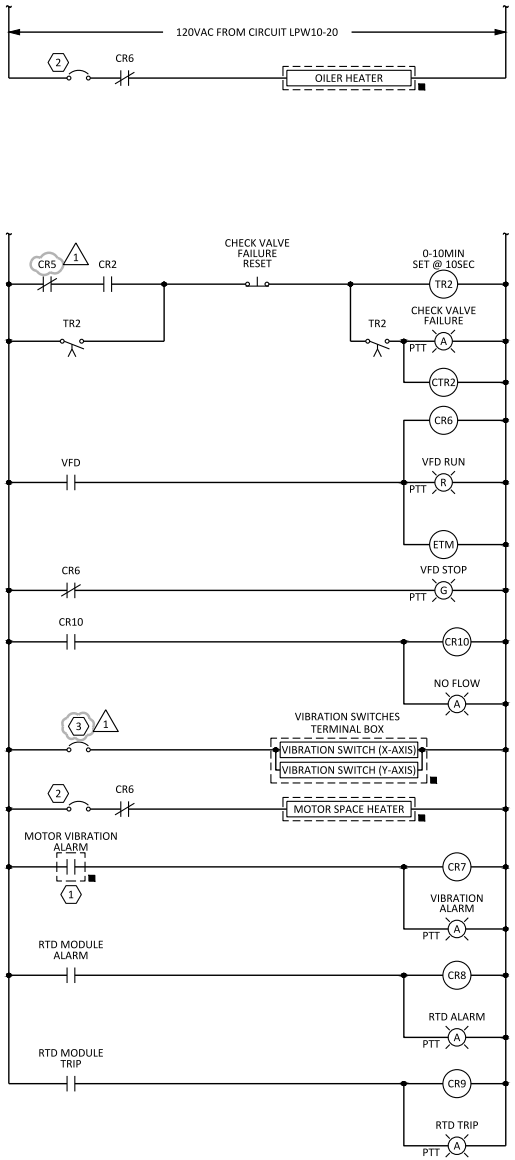




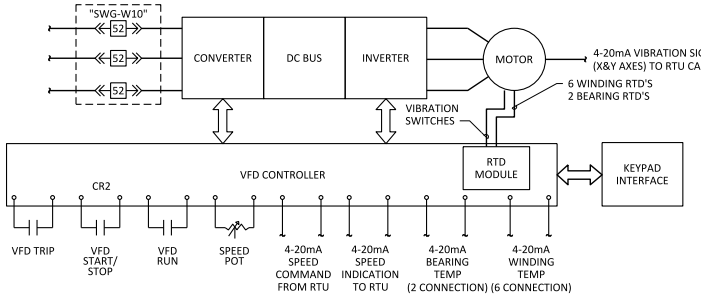
1 PUMP CONTROL SCHEMATIC
NOT TO SCALE (WELL SITE 10 SHOWN)

GENERAL NOTES:

1. ALL RELAY CONTACTS SHALL HAVE A CONTINOUS AND INTERRUPTING RATING SIZED FOR THE LOAD.
2. ALL TIMING RELAYS SHALL BE FIELD ADJUSTABLE.
3. NOT USED. (1)
4. THE CONTROL SCHEMATIC SHOWN SHALL BE INCORPERATED INTO THE VFD MOTOR CONTROLS.
5. EQUIPMENT SHOWN WITH A DASHED BOX IS NOT PROVIDED BY VFD SUPPLIER.

NOTES BY SYMBOL "⬡"

1. ALARM AND TRIP CONTACTS FROM VIBRATION SWITCHES AT MOTOR (X & Y AXES) ARE WIRED IN PARALLEL, RESPECTIVELY, TO GIVE A COMMON OUTPUT FOR ALARM AND A SEPARATE FOR TRIP, RESPECTIVELY.
2. MANUFACTURER WILL BE RESPONSIBLE FOR SIZING THE CIRCUIT FOR THE LOAD OF THE MOTOR SPACE HEATER.
3. (1) MANUFACTURER WILL BE RESPONSIBLE FOR SIZING THE CIRCUIT FOR THE LOAD OF THE VIBRATION SWITCHES TERMINAL BOX.

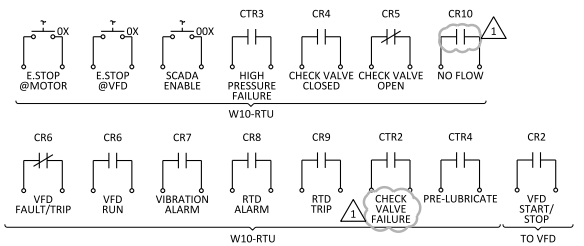


2 VFD BLOCK DIAGRAM
NOT TO SCALE (WELL SITE 10 SHOWN)

LIMIT SWITCH POSITIONS

SWITCH NUMBERS	VALVE POSITION: LIMIT CLOSE	INTERMEDIATE 0%	5%	50%	95%	LIMIT OPEN 100%	FUNCTION
			PERCENT OPEN				
CVLS-1	■						PUMP CONTROL VALVE (CLOSED)
OVLS-2						■	PUMP CONTROL VALVE (OPEN)

NOTES:
1. ═══ INDICATES OPEN CONTACTS.
2. ▬▬ INDICATES CLOSED CONTACTS.



Freese and Nichols, Inc.
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01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
CONTROL SCHEMATICS I

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

F&N JOB NO. CC12426?
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED BS
APPROVED WRM
FILE NAME EL-ALL-SM-CTRL01.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

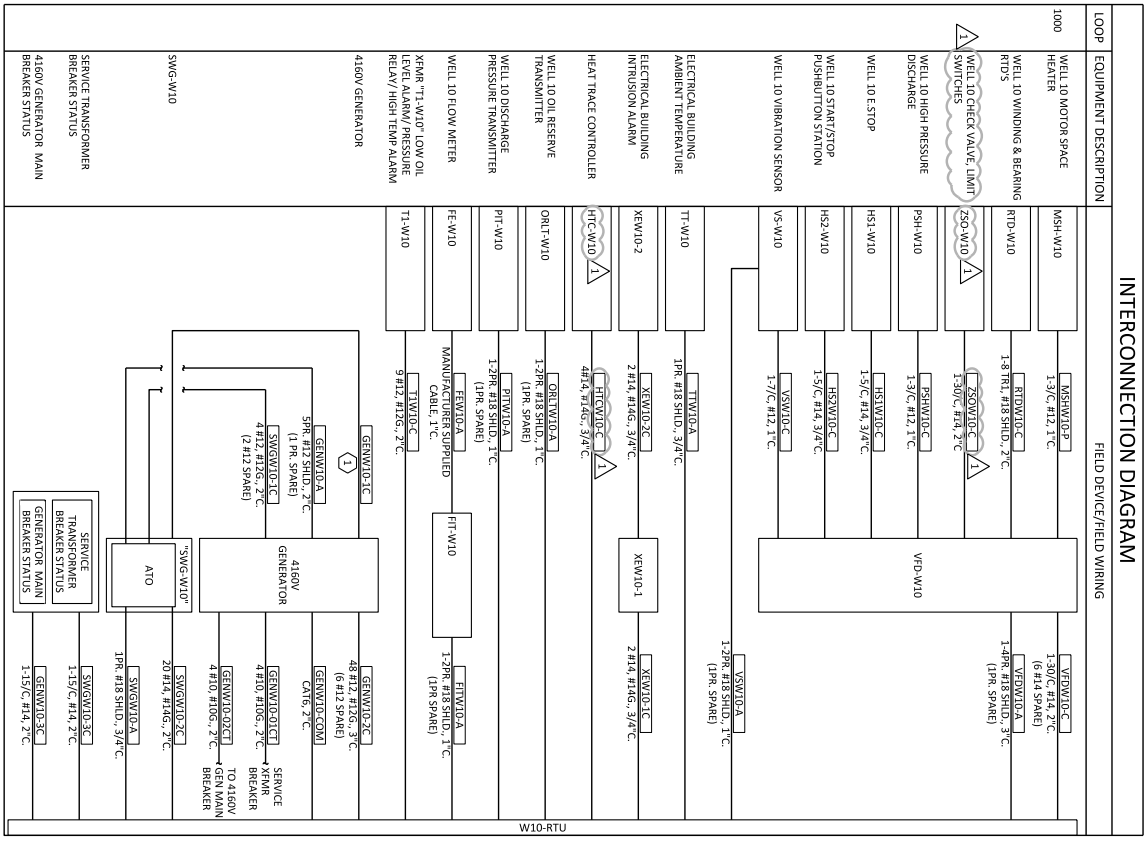
SHEET E-14
SEQ. 91

ACAD Rel: 24.2
Filename: N:\ELEC\EL-ALL-SM-CTRL01.dwg
Last Saved: 1/4/2026 5:15 PM Saved By: 04169

Plot Date: 1/4/2026 6:12 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-SM-CTRL01.dwg

ACAD Rel: 24.2
Filename: N:\ELEC\EL-ALL-DG-INTR01.dwg
Last Saved: 1/4/2026 5:20 PM Saved By: 04169

INTERCONNECTION DIAGRAM



GENERAL NOTES:

1. INTERCONNECTION DIAGRAM DETAILS SHOWN FOR WELL 10 BUT ARE TYPICAL FOR ALL WELL SITES.
2. CONDUIT SIZES SHOWN ARE MINIMUM SIZE. PROVIDE THE THE LARGER SIZE CONDUIT WHERE INDICATED IN THE DUCT BANK DETAIL/PLAN SHEETS.
3. REFER TO NETWORK ARCHITECTURE DIAGRAM, PI-3, AND PI-4 SHEETS FOR MORE DETAILS.

NOTES BY SYMBOL "⬡"

1. COORDINATE CONDUCTORS WITH THE GENERATOR AND SWITCHGEAR/AUTOMATIC THROW OVER MANUFACTURER. PROVIDE CONDUCTORS AS REQUIRED IN A 4" CONDUIT.

Plot Date: 1/4/2026 6:11 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-DG-INTR01.dwg

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE 0 1 Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

F&N JOB NO. CCL24267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-DG-INTR01.dwg

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
.
INTERCONNECTION DIAGRAM

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Texas Registered Engineering Firm F-2144

STATE OF TEXAS
MISEM MANKARIOUS
141770
LICENSED
PROFESSIONAL ENGINEER
01/07/2026

SHEET E-16
SEQ. 93

PANEL NO. HP-W10 — MAIN CIRCUIT BREAKER 400 AMPS — LOCATION ELECTRICAL HOUSE
SERVICE VOLTAGE 480Y/277 VOLTS — BUS RATING 400 AMPS — FEED FROM "T1-W10"
A.I.C. 65,000 AMPS — NEUTRAL BUS 400 AMPS — SECTIONS 1

CKT NO.	DESCRIPTION	POLE	TRIP (A)	A		B		C		POLE	TRIP (A)	DESCRIPTION	CKT NO.
1	SPD (3)	3		1000	8314					3		HVAC -2 (1)	2
3						1000	8314						4
5			30					1000	8314		30		6
7	HVAC -1 (1)	3		8314	8314					3		HVAC -4 (1)	8
9						8314	8314						10
11			30					8314	8314		30		12
13	HVAC -3 (1)	3		8314	12480					3			14
15						8314	12480					TEST WELL POWER ZONE (2)	16
17			30					8314	12480	1	100		18
19	"T2-W10"	3		25000	1000					3			20
21						25000	1000					SPARE	22
23			125					25000	1000		30		24
25		3		13900	1000					3			26
27	HEAT TRACE CONTROLLER					13900	1000					SPARE	28
29			50					13900	1000		30		30
31	SPACE				1000							SPACE	32
33	SPACE											SPACE	34
35	SPACE											SPACE	36
37	SPACE											SPACE	38
39	SPACE											SPACE	40
41	SPACE											SPACE	42
	PHASE TOTALS			88636 VA		87636 VA		87636 VA					
				320 A		316 A		316 A					
	PANEL UNBALANCE			0.8%									

LOAD CLASSIFICATION	CONNECTED LOAD (VA)	DEMAND FACTOR	ESTIMATED DEMAND (VA)	PANEL TOTALS	
LIGHTS	0	1	0	TOTAL CONNECTED LOAD:	263908 VA
RECEPTACLES	0	1	0	TOTAL CONNECTED AMPS:	317 A
MOTOR	0	1.25	0	NON COINCIDENT LOAD:	0 VA
HEATING	99768	1	99768	NON COINCIDENT AMPS:	0 A
ELECTRICAL EQUIPMENT	78000	1	78000	TOTAL DEMAND LOAD:	263908 VA
OTHER	0	1	0	TOTAL DEMAND LOAD AMPS:	318 A
SPARE	86140	1	86140		

NOTES:

PANEL NO. LP-W10 — MAIN CIRCUIT BREAKER 225 AMPS — LOCATION ELECTRICAL HOUSE
SERVICE VOLTAGE 208Y/120 VOLTS — BUS RATING 225 AMPS — FEED FROM "T2-W10"
A.I.C. 42,000 AMPS — NEUTRAL BUS 225 AMPS — SECTIONS 1

CKT NO.	DESCRIPTION	POLE	TRIP (A)	A		B		C		POLE	TRIP (A)	DESCRIPTION	CKT NO.
1	ELECTRICAL ROOM LIGHTING			182	376							LIGHTING CONTACTOR	2
3	RECEPTACLES					1080	376					OUTDOOR LIGHTING	4
5	PUMP RECEPTACLES							360	720			OUTDOR RECEPTACLES	6
7	SITE ENTRANCE LIGHTING			410	410							SOUTH SITE LIGHTING	8
9		3				7000	240					SOUTH SITE CAMERA	10
11	GENERATOR "GP-W10" PANEL							7000	240			SITE ENTERANCE CAMERA	12
13			100	7000	240							FLOW METER	14
15		3				1664	500					SPARE	16
17	SPD							1664	2400	1	20	"RTU-10" PANEL (1)	18
19			30	1664	500							OILER HEATR	20
21	SPARE					1000	1000					SPARE	22
23	SPACE											SPACE	24
25	SPACE											SPACE	26
27	SPACE											SPACE	28
29	SPACE											SPACE	30
	PHASE TOTALS			10782 VA		12860 VA		12384 VA					
				90 A		107 A		103 A					
	PANEL UNBALANCE			7.1%									

LOAD CLASSIFICATION	CONNECTED LOAD (VA)	DEMAND FACTOR	ESTIMATED DEMAND (VA)	PANEL TOTALS	
LIGHTS	0	1	0	TOTAL CONNECTED LOAD:	34126 VA
RECEPTACLES	0	1	0	TOTAL CONNECTED AMPS:	95 A
MOTOR	0	1.25	0	NON COINCIDENT LOAD:	0 VA
HEATING	0	1	0	NON COINCIDENT AMPS:	0 A
ELECTRICAL EQUIPMENT	0	1	0	TOTAL DEMAND LOAD:	34126 VA
OTHER	0	1	0	TOTAL DEMAND LOAD AMPS:	95 A
SPARE	34126	1	34126		

NOTES:

GENERAL NOTES:

1. PROVIDE 2 #10, #10G., 1"C. FOR ALL 120V, SINGLE POLE, 20A CIRCUIT BREAKERS.

NOTES BY SYMBOL "⬡"

1. PROVIDE 3 #8, #10G., 1"C.
2. PROVIDE 3 #1, #6G., 1"C.BREAKER SHOWN IS FOR WELL #12 ONLY. FOR THE OTHER TWO WELLS, PROVIDE SPARE BREAKERS IN LIEU OF WELL BREAKERS; LABEL "SPARE" AND UPDATE PANEL SCHEDULE. (1)
3. MANUFACTURER SHALL SIZE THE SPD CIRCUIT BREAKER ACCORDINGLY.

LIGHTING FIXTURE SCHEDULE

TYPE	MANUFACTURER	CATALOG NO.	VOLT.	DESCRIPTION	INPUT WATTS
S2	LITHONIA	FIXTURE: DSXW1 LED P3 30K 80CRI T3M MVOLT	120V	FIXTURE: POLE MOUNTED DOUBLE LED AREA LIGHT, 3P FORWARD OPTICS, 11,500 LUMENS, 3000K, TYPE IV MEDIUM DISTRIBUTIONS, 80CRI. POLE: SQUARE STEEL POLE, 25'-0" TALL, BLACK FINISH	205
P	ACUITY	POLE: SSS 25 SG DM19 VD DBLXD		SQAURE STRAIGHT STEEL GENERAL PURPOSE POLE	
A	LITHONIA	CSS L24 AL015 1500LM 4000K MVOLT	120-277 MVOLT	CSS L24 AL015 (1500LM), 4000K , 120-277 MVOLT	13
AE	LITHONIA	CSS L24 AL015 1500LM 4000K MVOLT, BATTERY BACKUP	120-277 MVOLT	CSS L24 AL015 (1500LM), 4000K, 120-277 MVOLT, with battery back up	13
W	LITHONIA	WPX2 LED 6000LM 50K MVOLT	120-277 MVOLT	WPX2 LED 6,0000 Lumens, 47W, 50K, 120-277 MVOLT	47

LIGHTING FIXTURE SCHEDULE NOTES:

1. LIGHT FIXTURES PROVIDED SHALL BE APPROVED EQUAL TO THE FIXTURE INDICATED IN THE SCHEDULE ABOVE.
2. FIXTURE MODEL NUMBERS ARE USED TO ESTABLISH MINIMUM QUALITY AND PERFORMANCE STANDARDS AND NOT TO ESTABLISH MOUNTING TYPE. MOUNTING REQUIREMENTS MAY VARY FOR THE SAME TYPE OF FIXTURE THROUGHOUT THE PROJECT. CONTRACTOR SHALL VERIFY INSTALLATION LOCATION AND PROVIDE APPROPRIATE MOUNTING HARDWARE FIXTURE TYPE DESIGN FOR EACH LOCATION.

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144
TEXAS REGISTERED ENGINEERING FIRM F-2144
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01/07/2026
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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
SCHEDULES

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

F&N JOB NO. CC24267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-SH-MISC01.dwg

SHEET E-17
SEQ. 94

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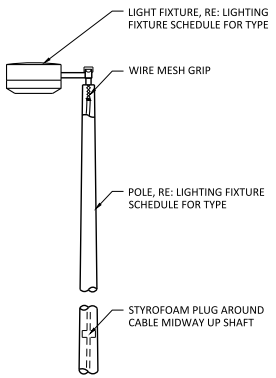
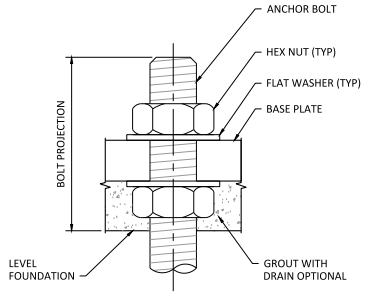
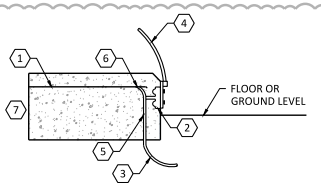




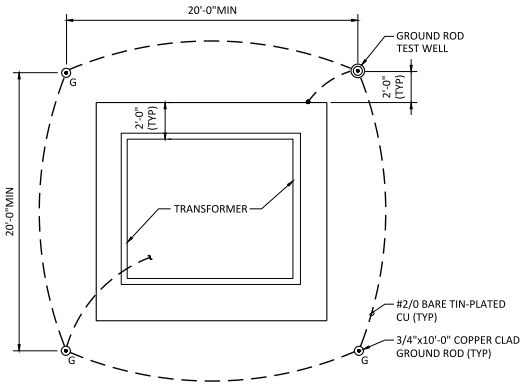
2 - ANCHOR BOLT DETAIL
NOT TO SCALE



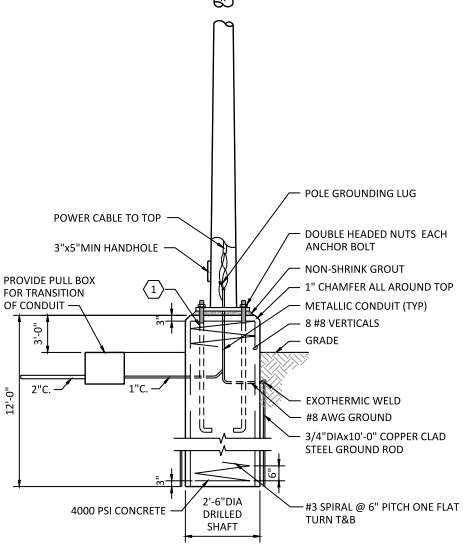
NO.3 NOTES BY SYMBOL "⬡"
1. REINFORCEMENT BAR SHALL BE A MINIMUM OF 1/2"DIA AND 20'-0" IN LENGTH. CONNECTION TO SMALLER REINFORCEMENT BAR SHALL NOT BE ALLOWED.
2. SET GROUND PAD IN PRIOR TO CONCRETE PLACEMENT. GROUND PAD SHALL BE ERICO B1642Q OR APPROVED EQUAL.
3. ROUTE #4/0 BARE COPPER CONDUIT TO GROUNDING SYSTEM.
4. PROVIDE A #4/0 TIN-PLATED BARE COPPER CONDUCTOR TO EQUIPMENT. PROVIDE A 2 HOLE COPPER LUG EXOTHERMICALLY WELDED TO END OF CONDUCTOR FOR CONNECTION TO THE GROUND PAD. CONNECT THE OTHER END TO THE EQUIPMENT GROUND PAD.
5. PROVIDE AN EXOTHERMIC WELD TO GROUND PAD.
6. PROVIDE AN EXOTHERMIC WELD TO REINFORCE BAR.
7. EQUIPMENT PAD. VERIFY ALL REQUIREMENTS.

1

3 - PAD-MOUNTED EQUIPMENT GROUND PAD DETAIL
NOT TO SCALE



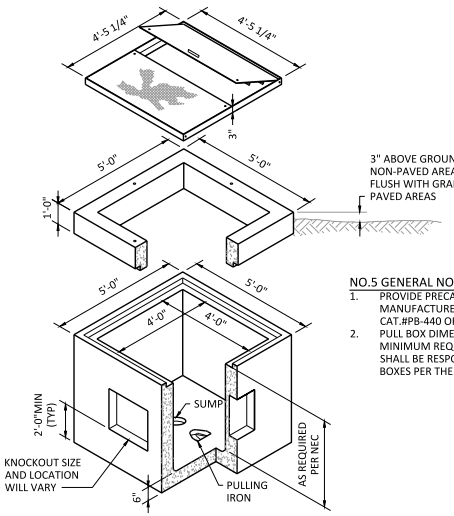
4 - 2.5MVA TRANSFORMER GROUNDING DETAIL
NOT TO SCALE



NO.1 GENERAL NOTES:
1. ALL BOLTS, WASHERS, NUTS AND OTHER FASTENERS SHALL BE 316 STAINLESS STEEL.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SIZING AND PROVIDING ALL PULL BOXES AS REQUIRED BY THE NATIONAL ELECTRICAL CODE.

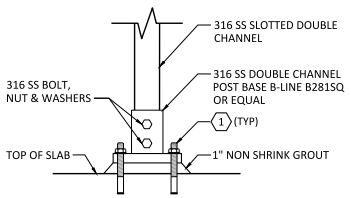
NO.1 NOTES BY SYMBOL "⬡"
1. ANCHOR BOLTS. SIZE, LENGTH, NUMBER AND PATTERN PER MANUFACTURER'S DATA.

1 - LIGHT POLE & BASE
NOT TO SCALE



NO.5 GENERAL NOTES:
1. PROVIDE PRECAST CONCRETE PULL BOX PER MANUFACTURER OLDCASTLE PRECAST CAT.#PB-440 OR APPROVED EQUAL.
2. PULL BOX DIMENSIONS INDICATED ARE MINIMUM REQUIRED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SIZING PULL BOXES PER THE NATIONAL ELECTRIC CODE.

5 - HINGED LID PULL BOX DETAIL
NOT TO SCALE



NO.6 NOTES BY SYMBOL "⬡"
1. 3/4"DIA 316 STAINLESS STEEL EPOXY ANCHOR (TYP OF 4).

6 - FREE STANDING SUPPORT DETAIL
NOT TO SCALE

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
DETAILS II

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale. 0 1

F&N JOB NO. CC24267
DATE JAN 2026
DESIGNED ACC
DRAWN JTR
CHECKED BS
APPROVED WRM
FILE NAME EL-ALL-DT-MISC02.dwg

SHEET E-19
SEQ. 96

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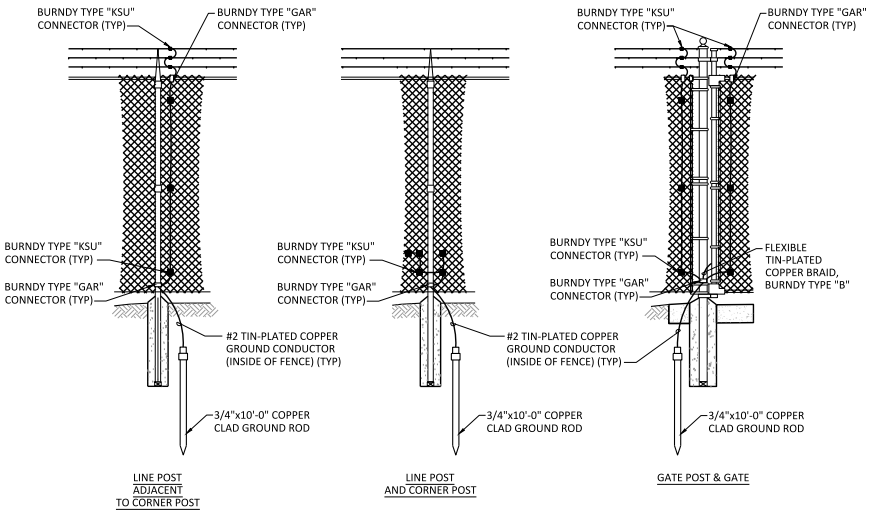
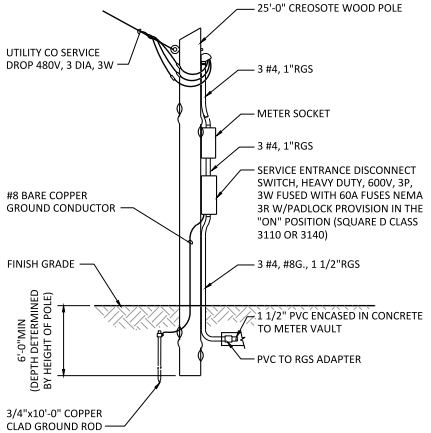
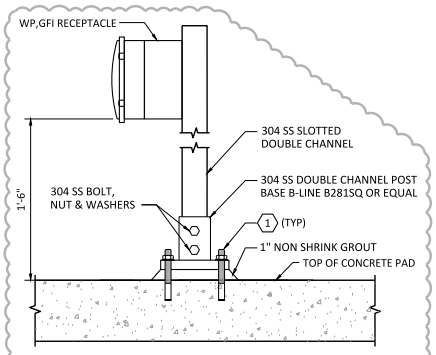


NO.1 GENERAL NOTES:
1. FENCING SHALL BE GROUNDED AT CORNERS AND AT EVERY OTHER POST.

1 - FENCE POST & FENCE GATE GROUNDING DETAIL
NOT TO SCALE

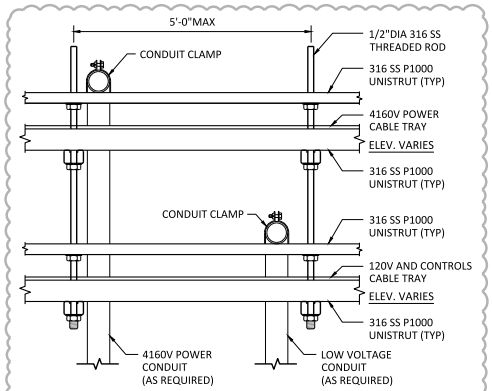


2 - SERVICE POLE DETAIL
NOT TO SCALE



NO.3 NOTES BY SYMBOL " ⬡ "
1. 3/4"DIA 304 STAINLESS STEEL EPOXY ANCHOR (TYP OF 4).

1 3 - STAND ALONE RECEPTACLE
NOT TO SCALE



NO.4 GENERAL NOTES:
1. ALL MOUNTING HARDWARE SHALL BE 316 STAINLESS STEEL.

1 4 - CABLE TRAY SUPPORT DETAIL SECTION VIEW
NOT TO SCALE

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

01/07/2026

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CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE

ELECTRICAL

DETAILS III

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

F&N JOB NO. CCL24267
DATE JAN 2026
DESIGNED ACC
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CHECKED RS
APPROVED WRM
FILE NAME EL-ALL-DT-MISC03.dwg

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SEQ. 97

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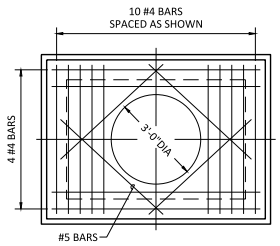
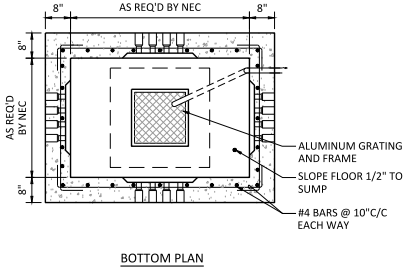
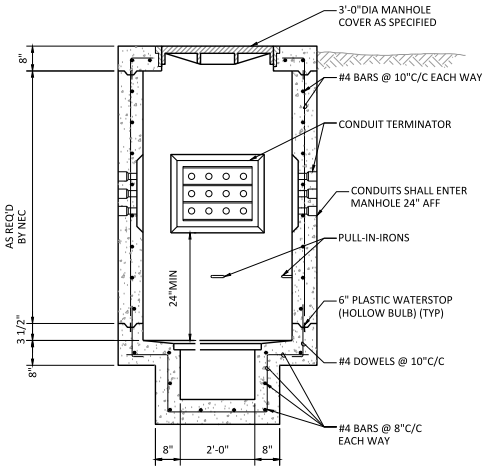


TOP SLAB DETAIL

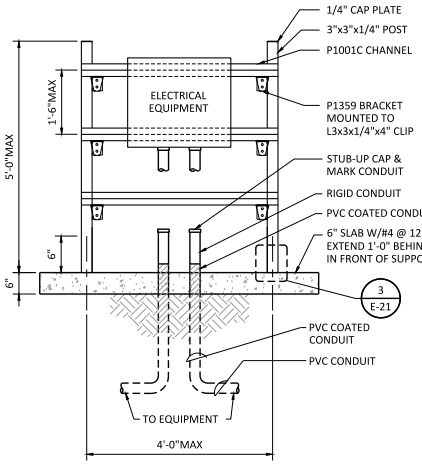


BOTTOM PLAN



SECTION

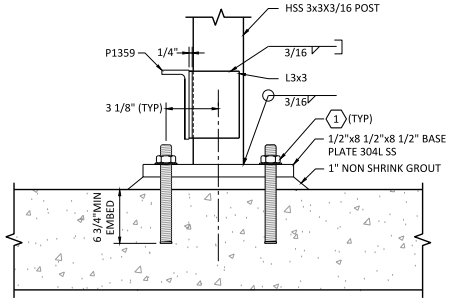
1 - MANHOLE WITH SUMP PUMP DETAIL
NOT TO SCALE



NO.2 GENERAL NOTES:

1. ALL MEMBERS SHOWN AND REQUIRED CONNECTING HARDWARE SHALL BE 316 STAINLESS STEEL.
2. MEMBERS ARE INDICATED BY UNISTRUT PART NUMBERS. PROVIDE ALL MEMBERS AND CONNECTING HARDWARE BY UNISTRUT OR APPROVED EQUAL.
3. SLOPE SLAB-ON-GRADE TO DRAIN.
4. RACKS SHALL BE GROUNDED PER THE NATIONAL ELECTRICAL CODE. PROVIDE AS A MINIMUM ONE 3/4"x10'-0" COPPER CLAD GROUND ROD ON EACH SIDE OF THE ELECTRICAL EQUIPMENT RACK.
5. ALL NUTS, BOLTS, WASHERS, OTHER FASTENERS AND HARDWARE ON ELECTRICAL EQUIPMENT RACK SHALL BE 316 STAINLESS STEEL.
6. PROVIDE TWO (2) 9/16"DIA BOLT HOLES IN OUTSTANDING LEG OF L3x3 CLIP ANGLE OF ATTACHMENT OF UNISTRUT P1359 BRACKET.

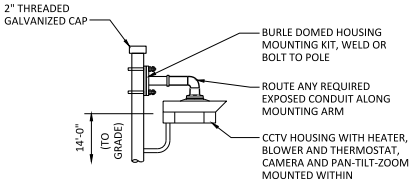
2 - ELECTRICAL EQUIPMENT RACK DETAIL
NOT TO SCALE



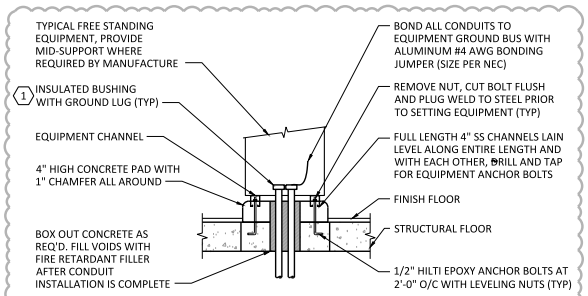
NO.3 NOTES BY SYMBOL "⬡"

1. 3/4"DIA 316 STAINLESS STEEL EPOXY ANCHOR (TYP OF 4). DO NOT DAMAGE STRUCTURE DURING ANCHOR INSTALLMENT.

3 - EQUIPMENT RACK SUPPORT DETAIL
NOT TO SCALE



4 - POLE MOUNTED CAMERA DETAIL
NOT TO SCALE



NO.5 NOTES BY SYMBOL "⬡"

1. SEAL ALL CONDUITS ENTERING ENCLOSURES WITH REMOVABLE SILICON CAULK.

5 - EQUIPMENT PAD DETAIL
NOT TO SCALE

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144
TEXAS MANNING MELISSA MANNING 141770 LICENSED PROFESSIONAL ENGINEER
01/07/2026
FREESE NICHOLS
10497 Town and Country Way, Suite 500
Houston, Texas 77024
Phone: (713) 600-6800
Web: www.freese.com

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
ELECTRICAL
DETAILS IV

NO.	ISSUE	BY	DATE
1	ADDENDUM NO.1	WRM	01/07/26

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

F&N JOB NO.	CC124267
DATE	JAN 2026
DESIGNED	ACC
DRAWN	JTR
CHECKED	BS
APPROVED	WRM
FILE NAME	EL-ALL-DT-MISC04.dwg

SHEET
E-21
SEQ.
98

ACAD Rel: 24.2
Filename: N:\ELEC\EL-ALL-DT-MISC04.dwg
Last Saved: 1/4/2026 6:08 PM Saved By: 04169
Plot Date: 1/4/2026 6:12 PM Plot By: 04169 Filename: N:\ELEC\EL-ALL-DT-MISC04.dwg

Exhibit A-4(c) GMP No. 5

Bid Package 3.03 - Addendum No. 2

City of College Station
Wells 10, 11, 12 and Collection Pipeline

Bid Package 3 - Work Packages for Permanent Well Installation (3.01), Well Piping/Transmission Pipeline (3.02), Electrical & Fiber Optic Installation (3.03).

ADDENDUM No. 2

January 22nd, 2026

TO BIDDER OF RECORD:

The following changes, additions, and/or deletions are hereby made a part of the Contract Documents for the purchase special services described in Bid Package 3.00 for the City of College Station Wells 10, 11, 12 and Collection Pipeline Project dated December 2025 as fully and completely as if the same were full set forth therein. This addendum includes changes, additions, and/or deletions to the Bid Package described above.

BID DATE:

A. Revised Bid Date: February 3, 2026 at 2:00PM

FRONT END SPECIFICATIONS:

1. REVISED 00 11 13 – Advertisement for Bids
    a. Revision made to the Bid Date
        i. Revised Bid Date is February 3, 2026.

TECHNICAL SPECIFICATIONS:

None.

PLAN SHEETS:

None.

ATTACHMENTS:

None.

CIVCAST UPLOADS:

A. This Addenda No. 02 inclusive of the following
    1. Revised Front End Specifications

END OF ADDENDA

00 11 13 ADVERTISEMENT FOR BIDS

ADVERTISEMENT FOR WORK BID PACKAGE #3 –

Competitive sealed proposals (CSP) for the City of College Station Wells 10, 11, 12 and Collection Pipeline Project will be received at the City of College Station, 1101 Texas Avenue, College Station, Texas 77840 on the 3rd Floor – Purchasing Division. **Proposals are to be turned in by 2:00 P.M., prevailing time on February 3, 2026. Said procurement shall include Bid Package #3 for the City of College Station Wells 10, 11, 12 and Collection Line Project as described in the Bid Documents.**

Bid Package #3 includes but is not limited to all work, labor, equipment, personnel, materials and subcontractors necessary to complete the requirements of the proposal documents including **Permanent Well Installation (3.01), Well Piping/Transmission Pipeline (3.02), Electrical & Fiber Optic Installation (3.03).**

Competitive sealed proposals (CSP) shall be addressed to Daniel Murray, Garney Companies, Inc. Bids shall be submitted in separate sealed envelopes marked "Price Proposal" and "Technical Proposal" with the project name "City of College Station Wells 10, 11, 12 and Collection Line - Bid Package #3". For further details refer to Specification Section 00 21 13 Instructions to Bidders, Section 8 Submissions of Bids. Any Bid proposal received after 2:00 p.m., prevailing time on February 3rd, 2026 will be returned unopened.

No bid proposal may be changed, amended, or modified after the above time and date. A bid may, however, be withdrawn and resubmitted any time prior to the time set for receipt of bids.

A **mandatory pre-bid conference** for all Bidders is scheduled for 2:00 PM prevailing time on January 7th, 2026. Immediately following the pre-bid meeting at 3:30 PM, a site visit will be conducted to give potential bidders an opportunity to visit the site. The pre-bid will be virtual at the link provided on the official website below and made available to all bidders.

It is anticipated that Bid Documents will be made available no later than December 22nd, 2025 at the following web address:

https://www.civcastusa.com

Bid Documents may be downloaded from the above-mentioned website for free. No hard copies of plans or specifications will be made available. It is the responsibility of the interested party to download and print the Bid Documents.

The City of College Station, Freese and Nichols, and Garney Companies, Inc. (Contract Team) will receive and open all proposals in a manner which does not disclose the contents to the respondents or the public during the selection process. Bids will be turned in to the Purchasing Division on the 3rd floor at the City of College Station City Hall previously mentioned. The selection shall be made public after award of the agreement or not later than the fourteenth day after the date of the final selection of Bids or proposals, whichever is later. In addition to the proposed costs, selection will be made based upon the entire proposal package. Additional Information can be found in the Section 00 21 13 Instructions to Bidders. The Contract Team reserves the right to make an award to other than the lowest-priced Bidder per Texas Government code chapter 2269. Award is subject to the discretion and final approval of City of College Station. All Bids shall be valid for a period of 60-days from the date Bids are opened and no Bid may be

withdrawn until after the expiration date. The CMAR reserves the right to reject any and all proposals, to waive any informalities and technicalities and to accept the proposal most advantageous to the CMAR Team and the City of College Station.

Qualifications as stated in the instructions to Bidders will be strictly enforced and any Bidder not meeting these qualifications may be disqualified. Neither the state of Texas, nor any of its departments, agencies, or employees are or will be a party to this Invitation for Bids or any resulting contract.

Each Bidder shall furnish a Bid guarantee equivalent to five percent of the Bid price (Water Code §17.183). If a Bid bond is provided, the Contractor shall utilize a surety company which is authorized to do business in Texas in accordance with Surety Bonds and Related Instruments, Chapter 3503 of the Insurance Code.

A governmental entity may not award a governmental contract to a nonresident Bidder unless the nonresident underbids the lowest Bid submitted by a responsible resident Bidder by an amount that is not less than the amount by which a resident Bidder would be required to underbid the nonresident Bidder to obtain a comparable contract in the state in which the nonresident's principal place of business is located. A non-resident Bidder is a Contractor whose corporate offices or principal place of business is outside of the state of Texas (Source: Texas Government Code, Chapter 2252, Subchapter A, Nonresident Bidders, §2252.002).

The Bidder will complete form TWDB-0459, Vendor Compliance with Reciprocity on Non-Resident Bidders, which must be submitted with the Bid. Refer to Instruction to Bidders 00 21 13 for a full list of Documents required to be submitted with Proposal. In evaluating Bids, the Contract Team will consider the qualifications of the Bidders, whether or not the Bids comply with the prescribed requirements, and such alternates, unit prices, and other data, as may be requested in the Bid Form prior to the Notice of Award.

The following criteria will be used in the evaluation process when selecting Bidders:

CONTINUED

Bid Package # 3.01, 3.02, 3.03

Description	Weighting Value
Price Proposal Comprehensive Pricing	**50**
Project Schedule Detailed schedule showing durations of each activity and project milestones Ability to Meet Milestones Ability to meet schedule - including narrative of schedule approach	**10**
Written Understanding and Sequencing / Project Approach Sequencing of Installation Completion of similar projects Understanding of Scope	**5**
Feedback and Past References Experience with CMAR Delivery and City of College Station Historical Project Execution and Sequencing	**10**
Safety Company EMR / TRIR - Past 3 Years Experience of Safety Personnel OSHA Willful and Fatalities Past 3 years	**10**
Qualifications / Key Personnel Field Managers and Superintendents Project Managers Safety Manager Company Leadership	**15**
Instructions Compliance with Instructions to Bidders and Required Proposal Information	**Pass/Fail**
Total (Technical)	**50**
Total (Pricing)	**50**

END OF SECTION

Exhibit A-4(d) GMP No. 5

Bid Package 3.03 - Addendum No. 3

City of College Station
Wells 10, 11, 12 and Collection Pipeline

Bid Package 3 - Work Packages for Permanent Well Installation (3.01), Well Piping/Transmission Pipeline (3.02), Electrical & Fiber Optic Installation (3.03).

ADDENDUM No. 3

January 23rd, 2026

TO BIDDER OF RECORD:

The following changes, additions, and/or deletions are hereby made a part of the Contract Documents for the purchase special services described in Bid Package 3.00 for the City of College Station Wells 10, 11, 12 and Collection Pipeline Project dated December 2025 as fully and completely as if the same were full set forth therein. This addendum includes changes, additions, and/or deletions to the Bid Package described above.

BID DATE:

None.

FRONT END SPECIFICATIONS:

None.

TECHNICAL SPECIFICATIONS:

None.

PLAN SHEETS:

1. New, Updated, and or Revised Plan Sheets attached to this Addenda.
    a. S-4
    b. Plan sheet included within this Addenda No. 3 Packet are to replace and supersede those found within any prior plan sets.

ATTACHMENTS:

1. This Addenda No. 03 Packet
2. Revised SCHEDULE OF VALUES (SOV) (SOV 3.01, 3.02 & 3.03)

CIVCAST UPLOADS:

A. This Addenda No. 03 inclusive of the following
    1. Revised Front End Specifications
B. Revised ELECTRONIC SCHEDULE OF VALUES (SOV) (SOV 3.01, 3.02 & 3.03)

END OF ADDENDA

REVISED SCHEDULE OF VALUES - BID PACKAGE 3.01, 3.02, & 3.03

COCS - Wells 10, 11, 12 and Collection Pipeline - Bid Package 3.00 - SOV 3.03 - Electrical & Fiber Optic Installation - ADDENDA No. 3		ELECTRICAL & FIBER OPTIC INSTALLATION			
ITEM NUMBER	**DESCRIPTION**	**QUANTITY**	**UNIT**	**UNIT PRICE**	**EXTENSION**
1	**Mobilization (Maximim 10% of Total Base Bid Items 2-13)**	1.00	Lump Sum		$ -
2	**Notice of Intent: TCEQ (Including Yearly Fees)**	1.00	Lump Sum		$ -
3	**Well No. 10 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum		$ -
4	**Well No. 10 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum		$ -
5	**Well No. 11 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum		$ -
6	**Well No. 11 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum		$ -
7	**Well No. 12 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum		$ -
8	**Well No. 12 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum		$ -
9	**Fiber Optic Conduit: Supply and Install**	1.00	Lump Sum		$ -
10	**Fiber Optic Cable: Supply and Install**	1.00	Lump Sum		$ -
11	**Pull Boxes and Marker/Locate Post: Supply and Install**	1.00	Lump Sum		$ -
12	**Terminal Connection: Well Site 10, 11, and 12**	1.00	Lump Sum		$ -
13	**Terminal Connection: Well No. 5 Hand Hole**	1.00	Lump Sum		$ -
14	**Testing, Startup, and Commissioning**	1.00	Lump Sum		$ -
15	**Provide Spare Parts and Training**	1.00	Lump Sum		$ -
16	**Trench Safety**	1.00	Lump Sum		$ -
17	**Bonds: Performance and Payment**	1.00	Lump Sum		$ -
	TOTAL BASE BID:	**1.00**	**Lump Sum**	**TOTAL:**	$ -
EW 1.00	Additional Site Mobilizations for Fiber Optic Contractor as Directed by the CMAR	1.00	Each		$ -
EW 2.00	Additional Site Mobilizations for Electrical Contractor as Directed by the CMAR	1.00	Each		$ -
EW 3.00	Directional Drill in Lieu of Direct Bury Conduit as Directed by the CMAR	100.00	Linear Feet		$ -
EW 4.00	Additional Pull Box Supply and Installation as Directed by the CMAR	1.00	Each		$ -
EW 5.00	Additional Slack of Cable as Directed by the CMAR	1.00	Linear Feet		$ -
	TOTAL EXTRA WORK ITEMS:	**1.00**	**Lump Sum**	**TOTAL:**	$ -
	TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS):	**1.00**	**Lump Sum**	**TOTAL:**	$ -

Note: 1 Bidder's project approach will be required to be turned in with the bid for evaluation by the Project Team.

Note: 2 Reference Electrical, Fiber Optic, and Pipeline Plan Drawings for information related to this Bid Package.

Note: 3 Bidder understands multiple mobilizations will be required and work will take place from time to time for the duration of the project. No additional compensation for remobilizations will be made to contractor unless the mobilization is directed by the CMAR (ALT 01)

Note: 4 Bid Package 3.03 Contractor will need to coordinate work with the CMAR as well as the Bid Package 2.05 (Generators), 3.01 (Permanent Wells), and 3.02 (Well Piping and Transmission Pipeline Contractors.

Note: 5 Staking for Contractors work will be included in the Contractors scope to perform. No staking will be provided by the CMAR. As-builts will need to be provided.

Note: 6 Subcontractor is required to furnish liability insurance in accordance with the agreement and Section 00 72 00 - Standard General Conditions and 00 73 00 - Supplementary Conditions.

Note: 7 Spare fiber optic cable to be supplied in lengths specified in the Contract Documents

Note: 8 All work shall be coordinated with the CMAR

Note: 9 Bidder is to understand and incorporate within their pricing the varying conduit and cable details as notated within the plans well site run details vs. detail following main transmission pipeline

Note: 10 Bidder to understand multiple mobilizations may be required to complete their scope of work - bidder also responsible for coordinating with the other

Each bidder shall submit one (1) hard copy of SOV and one (1) digital copy of SOV in excel format as specified in Instructions to Bidders.

Installation Milestone		
1.00	Proposals Due	Tuesday, February 3, 2026
2.00	Anticipated Notice of Award	Friday, March 20, 2026
3.00	Submittal Data to CMAR	Wednesday, April 15, 2026
4.00	Completion of Fiber Optic Installation	Tuesday, December 1, 2026
5.00	Delivery of E-Houses	Monday, February 1, 2027
6.00	Delivery of VFD & Switch Gear	Monday, February 1, 2027
7.00	Testing & Commissioning	Thursday, April 15, 2027
8.00	Substantial Completion	Saturday, May 1, 2027
9.00	Final Completion	Tuesday, June 1, 2027

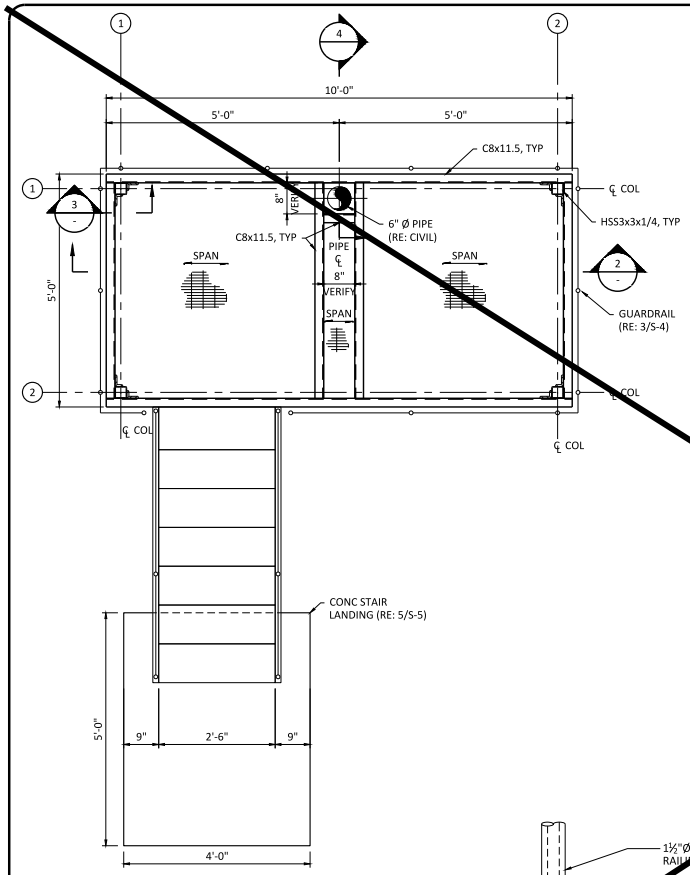
$1,500 Per Day Penalty For Not Achieving Milestones

COCS - Wells 10, 11, 12 and Collection Pipeline - Bid Package 3.00 - SOV 3.03 - Electrical & Fiber Optic Installation - ADDENDA No. 3

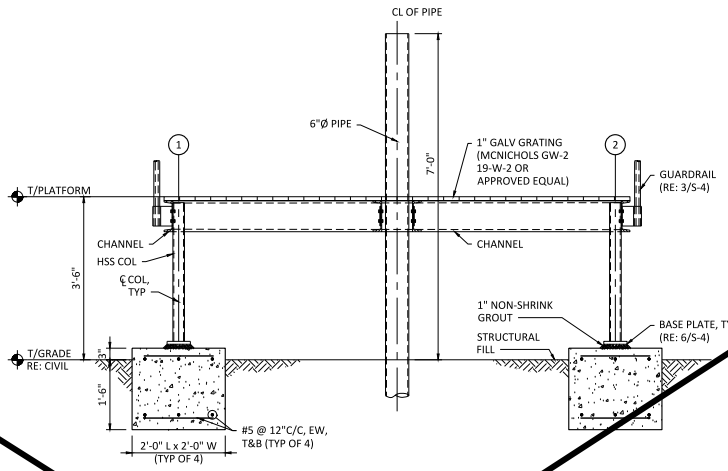
ITEM NUMBER	DESCRIPTION	MEASUREMENT AND PAYMENT
1.00	Mobilization (Maximim 10% of Total Base Bid Items 2-13)	Item shall be measured as Lump Sum per Lump Sum price Bid and include mobilization to the site, demobilization from the site, site mobilizations based on environmental constraints, necessary licenses, permits, and temporary facilities. Mobilization shall be on a lump sum basis at the unit price allowed with a maximum of 10% amount Bid. Amount of the lump sum Bid for mobilization available for payment shall be as follows: 25% of the lump sum Bid upon execution of contracts, certificate of insurance and insurance policies, bonds (if applicable), and the Notice to Proceed is Issued; 75% of the lump sum Bid upon initial equipment mobilization to the site and completion of pre-job video documentation; 100% of the lump sum Bid when 10% or more of the Bid amount is earned (Bid Items 2-10).
2.00	Notice of Intent: TCEQ (Including Yearly Fees)	Measurement of this item will be by Lump Sum. This bid item includes all costs associated with preparing and submitting a Notice of Intent to TCEQ in accordance with the agreement and specifications. Payment will be based on the Lump Sum Price payable upon receipt of NOI submittal.
3.00	Well No. 10 - Electrical Equipment Supply, Installation and Testing	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, commissioning, supervision, and incidentals required to deliver a fully operational system. Including, but not limited to any and all lighting, security, communication, above ground and below ground electrical equipment, terminations of cables, and all concrete on the well pad (E-house, mechanical piping slab, pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
4.00	Well No. 10 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, and incidentals required to pour all concrete on the well pad (E-house, mechanical piping slab, concrete piers (refer to Sheet S-2), pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, concrete piers within the well head foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
5.00	Well No. 11 - Electrical Equipment Supply, Installation and Testing	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, commissioning, supervision, and incidentals required to deliver a fully operational system. Including, but not limited to any and all lighting, security, communication, above ground and below ground electrical equipment, terminations of cables, and all concrete on the well pad (E-house, mechanical piping slab, pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
6.00	Well No. 11 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, and incidentals required to pour all concrete on the well pad (E-house, mechanical piping slab, concrete piers (refer to Sheet S-2), pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, concrete piers within the well head foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
7.00	Well No. 12 - Electrical Equipment Supply, Installation and Testing	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, commissioning, supervision, and incidentals required to deliver a fully operational system. Including, but not limited to any and all lighting, security, communication, above ground and below ground electrical equipment, terminations of cables, and all concrete on the well pad (E-house, mechanical piping slab, pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
8.00	Well No. 12 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, and incidentals required to pour all concrete on the well pad (E-house, mechanical piping slab, concrete piers (refer to Sheet S-2), pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, concrete piers within the well head foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
9.00	Fiber Optic Conduit: Supply and Install	Payment made at Lump Sum Bid shall be measured by percent complete corresponding to the conduit installation item included above for all conduit installation via open cut and by HDD methods. HDD methods of installation are to be at all tunneled locations, open cut road crossings, utility crossings and other areas of subsurface conflict as prescribed by the plans, specifications or other bid documents. Item includes labor, supervision, materials, permits, and equipment for trench safety and shoring in accordance with all applicable contract Documents, federal, and state laws and regulations.
10.00	Fiber Optic Cable: Supply and Install	Item shall be measured at Lump Sum bid and shall include all materials, labor, equipment, and incidentals for complete installation of Fiber Optic Cable including required slack (note 7 on SOV) and spare parts. Item includes all excavation, subgrade, fill, compaction, etc. and all other components necessary for complete operable installation as detailed in Plans and Specifications.
11.00	Pull Boxes and Marker/Locate Post: Supply and Install	Payment made through Lump Sum Bid and shall be measured by percent complete. Item includes materials, labor, equipment, and incidentals for complete installation of the fiber optic pull boxes as a part of the fiber optic system. Item includes Marker/locate post, bedding, wire connections, excavation, backfill, grounding, testing, and all other items as indicated in the Contract.
12.00	Terminal Connection: Well Site 10, 11, and 12	Item shall be Lump Sum Bid all materials, labor, equipment, and incidentals for complete installation of the Terminal Connections and all associated devices at the Well 10, 11, and 12 sites. Measurement will be based upon percent complete as agreed upon by the Contract Team. Item includes all equipment, hardware, and all other components necessary for complete operable installation as detailed in Plans and Specifications.
13.00	Terminal Connection: Well No. 5 Hand Hole	Item shall be Lump Sum Bid all materials, labor, equipment, and incidentals for complete installation of the Terminal Connection at the existing Well No. 5 Handhole. Measurement will be based upon percent complete as agreed upon by the Contract Team. Item includes all equipment, hardware, and all other components necessary for complete operable installation as detailed in Plans and Specifications.
14.00	Testing, Startup, and Commissioning	Payment made at lump sum price Bid. Item includes materials, labor, equipment, and incidentals for complete testing of the electrical and fiber optic systems and all other incidental work as shown on the plans and specifications. Includes testing, startup and commissioning for each electrical and fiber optic system installed under Bid package 3.03. No additional payment will be made for system retesting.
15.00	Provide Spare Parts and Training	Lump sum payment for providing spare parts identified in the following specification sections: •26 29 23.01 Medium Voltage Variable Frequency Drives •26 32 13.13 Diesel Engine Drive Generator Sets •26 50 00 Lighting •28 23 00 Video Surveillance •40 66 33 Metallic and Fiber-Optic Communication and Cabling and Connections Lump Sum Payment for providing training identified in the following specification section: •26 13 00 Medium Voltage Metal Clad Switchgear •26 29 23.01 Medium Voltage Variable Frequency Drives •26 29 87 Electrical Control Panels •26 32 13.13 Diesel Engine Drive Generator Sets 1. •28 23 00 Video Surveillance •40 61 13 Process Control System General Provisions •40 61 26 Process Control System Training All manufacturers recommended spare parts and training not specifically defined in these sections shall be incidental to the appropriate bid item.

16.00	**Trench Safety**	Payment made at Lump Sum Bid shall be measured by percent complete corresponding to the conduit installation item included above. Item includes labor, supervision, materials, and equipment for trench safety and shoring in accordance with all applicable contract Documents, federal, and state laws and regulations.
17.00	**Bonds: Performance and Payment**	Payment made at lump sum price Bid. Item includes furnishing performance and payment bonds in accordance with the Contract Documents
EW 1.00	**Additional Site Mobilizations for Fiber Optic Contractor as Directed by the CMAR**	Payment shall be made per each mobilization directed by the CMAR team. This item is solely to include mobilizing crews and equipment for the Fiber Optic scope at the direction of the CMAR. This item shall not include mobilizations required by Contractor or site conditions or any other circumstances necessitating a mobilization. Initial project startup mobilization to be captured by Item Number 1.00 - Mobilization.
EW 2.00	**Additional Site Mobilizations for Electrical Contractor as Directed by the CMAR**	Payment shall be made per each mobilization directed by the CMAR team. This item is solely to include mobilizing crews and equipment for the Electrical scope at the direction of the CMAR. This item shall not include mobilizations required by Contractor or site conditions or any other circumstances necessitating a mobilization. Initial project startup mobilization to be captured by Item Number 1.00 - Mobilization.
EW 3.00	**Directional Drill in Lieu of Direct Bury Conduit as Directed by the CMAR**	The Work consists of installing fiber optic conduit using Horizontal Directional Drilling (HDD) as directed by the CMAR, in lieu of direct-bury installation, including all labor, materials, equipment, and incidentals for pilot bore, reaming, pullback, conduit placement, tracer wire, drilling fluid management, entry/exit pits, traffic control, restoration, and documentation. Measurement will be per linear foot along the bore centerline for accepted conduit runs.
EW 4.00	**Additional Pull Box Supply and Installation as Directed by the CMAR**	The Work consists of furnishing and installing additional fiber optic pull boxes as directed by the CMAR, including all labor, materials, equipment, excavation, bedding, backfill, compaction, conduit terminations, sealing, and surface restoration. Measurement will be per each accepted pull box installed in the location and configuration approved by the Owner.
EW 5.00	**Additional Slack of Cable as Directed by the CMAR**	The Work consists of providing and installing additional slack in fiber optic cable as directed by the CMAR, including all labor, materials, equipment, handling, and adjustments necessary to achieve the specified slack length and configuration without compromising cable integrity. Measurement will be per linear foot of additional slack installed and accepted by the Owner.

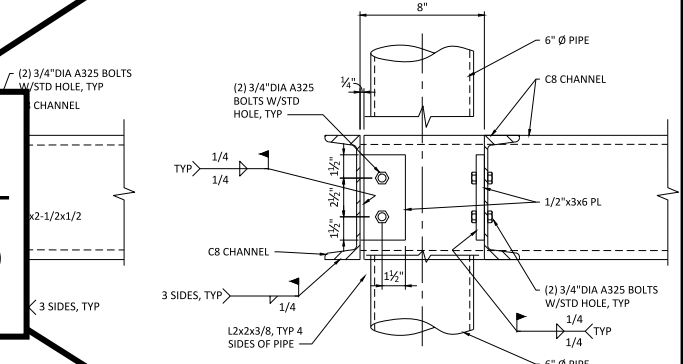
REVISED DRAWING SHEETS



1 PLAN
3/4"=1'-0"

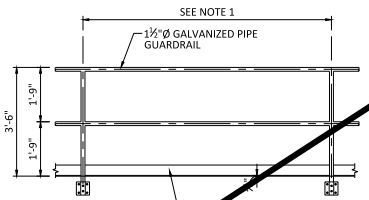


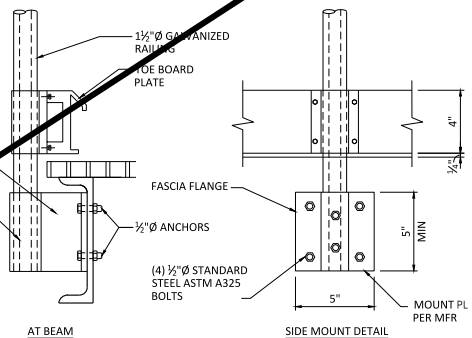
2 SECTION
3/4"=1'-0"



3 DETAIL I
3"=1'-0"

4 DETAIL II
3"=1'-0"



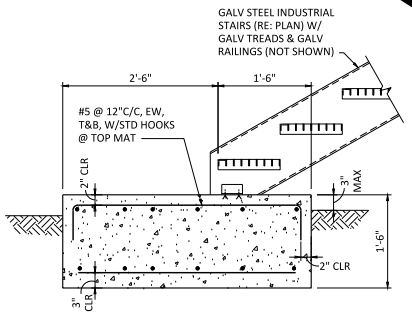


NOTES:
1. POST SPACING SHALL NOT EXCEED MAXIMUM SPACING REQUIRED BY LOCAL OR STATE CODES, OR OSHA REQUIREMENTS OR 8'-0" CENTERS, WHICHEVER IS LEAST. GUARDRAIL POSTS AT STAIRS SHALL BE SPACED AS REQUIRED TO PRODUCE UNIFORM SPACING BETWEEN POSTS.
2. PROVIDE EXPANSION JOINTS AT MAXIMUM 30'-0" INTERVALS OR AS RECOMMENDED BY MANUFACTURER, WHICHEVER IS LESSER ALONG RAILS AND TOE BOARDS.
3. NOTCH TOE BOARD AT GUARDRAIL POSTS TO CLEAR POST BASE PLATE.

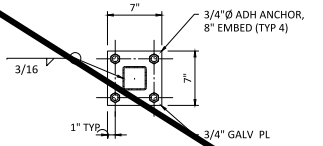
3 GUARDRAIL DETAIL
NOT TO SCALE

DETAIL NOTE:
1. ALL ANCHORS, BOLTS, NUTS, AND CONNECTIONS SHALL BE GALVANIZED STEEL.

4 TYPICAL RAILING POST MOUNTING DETAILS
NOT TO SCALE



5 BOTTOM LANDING AT STAIR
NOT TO SCALE



6 TYPICAL COLUMN BASE PLATE DETAIL
NOT TO SCALE

THE TEST WELL PLATFORM DETAILED ON THIS SHEET IS NOT TO BE CONSTRUCTED IN THIS BID PACKAGE

Freese and Nichols
Texas Registered Engineering Firm F-2144
MICHAEL RAY ROBERTSON
59701
12/8/2025

FREESE NICHOLS
10497 Town and Country Way,
Suite 500
Houston, Texas 77024
Phone: 713.686.9460
Web - www.freese.com

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
STRUCTURAL
TEST WELL
PLAN AND SECTIONS

NO.	BY	DATE	P&N JOB NO. CCL24267
			DESIGNED AS
			DRAWN AD
			CHECKED BBW
			APPROVED MRR
			FILE NAME ST-CCL-PL-TEST.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.
0 1"

SHEET S-4
SEQ.

0 6" 1' 2'
3/4"=1'-0

100% SUBMITTAL

ACAD Rel: 25.0
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Last Saved: 12/5/2025 3:55 PM Saved By: 08175

Plot Date: 12/8/2025 6:59 PM Plot By: 08175 Filename: N:\ST\ST-CCL-PL-TEST.dwg

COCS - Wells 10, 11, 12 and Collection Pipeline - Bid Package 3.00 - SOV 3.03 - Electrical & Fiber Optic Installation - ADDENDA No. 3

ITEM NUMBER	DESCRIPTION	MEASUREMENT AND PAYMENT
1.00	Mobilization (Maximim 10% of Total Base Bid Items 2-13)	Item shall be measured as Lump Sum per Lump Sum price Bid and include mobilization to the site, demobilization from the site, site mobilizations based on environmental constraints, necessary licenses, permits, and temporary facilities. Mobilization shall be on a lump sum basis at the unit price allowed with a maximum of 10% amount Bid. Amount of the lump sum Bid for mobilization available for payment shall be as follows: 25% of the lump sum Bid upon execution of contracts, certificate of insurance and insurance policies, bonds (if applicable), and the Notice to Proceed is Issued; 75% of the lump sum Bid upon initial equipment mobilization to the site and completion of pre-job video documentation; 100% of the lump sum Bid when 10% or more of the Bid amount is earned (Bid Items 2-10).
2.00	Notice of Intent: TCEQ (Including Yearly Fees)	Measurement of this item will be by Lump Sum. This bid item includes all costs associated with preparing and submitting a Notice of Intent to TCEQ in accordance with the agreement and specifications. Payment will be based on the Lump Sum Price payable upon receipt of NOI submittal.
3.00	Well No. 10 - Electrical Equipment Supply, Installation and Testing	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, commissioning, supervision, and incidentals required to deliver a fully operational system. Including, but not limited to any and all lighting, security, communication, above ground and below ground electrical equipment, terminations of cables, and all concrete on the well pad (E-house, mechanical piping slab, pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
4.00	Well No. 10 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, and incidentals required to pour all concrete on the well pad (E-house, mechanical piping slab, concrete piers (refer to Sheet S-2), pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, concrete piers within the well head foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
5.00	Well No. 11 - Electrical Equipment Supply, Installation and Testing	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, commissioning, supervision, and incidentals required to deliver a fully operational system. Including, but not limited to any and all lighting, security, communication, above ground and below ground electrical equipment, terminations of cables, and all concrete on the well pad (E-house, mechanical piping slab, pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
6.00	Well No. 11 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, and incidentals required to pour all concrete on the well pad (E-house, mechanical piping slab, concrete piers (refer to Sheet S-2), pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, concrete piers within the well head foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
7.00	Well No. 12 - Electrical Equipment Supply, Installation and Testing	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, commissioning, supervision, and incidentals required to deliver a fully operational system. Including, but not limited to any and all lighting, security, communication, above ground and below ground electrical equipment, terminations of cables, and all concrete on the well pad (E-house, mechanical piping slab, pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
8.00	Well No. 12 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)	Payment made through Lump Sum and shall be measured by percent complete for the Work covered under this Section. Work under this section shall be complete in place, including all materials, labor, equipment, testing, and incidentals required to pour all concrete on the well pad (E-house, mechanical piping slab, concrete piers (refer to Sheet S-2), pipe supports, generator slab, etc..) with the exception of the discharge head well foundation, concrete piers within the well head foundation, mow strip for permanent fencing, and storm sewer Type E inlet.
9.00	Fiber Optic Conduit: Supply and Install	Payment made at Lump Sum Bid shall be measured by percent complete corresponding to the conduit installation item included above for all conduit installation via open cut and by HDD methods. HDD methods of installation are to be at all tunneled locations, open cut road crossings, utility crossings and other areas of subsurface conflict as prescribed by the plans, specifications or other bid documents. Item includes labor, supervision, materials, permits, and equipment for trench safety and shoring in accordance with all applicable contract Documents, federal, and state laws and regulations.
10.00	Fiber Optic Cable: Supply and Install	Item shall be measured at Lump Sum bid and shall include all materials, labor, equipment, and incidentals for complete installation of Fiber Optic Cable including required slack (note 7 on SOV) and spare parts. Item includes all excavation, subgrade, fill, compaction, etc. and all other components necessary for complete operable installation as detailed in Plans and Specifications.
11.00	Pull Boxes and Marker/Locate Post: Supply and Install	Payment made through Lump Sum Bid and shall be measured by percent complete. Item includes materials, labor, equipment, and incidentals for complete installation of the fiber optic pull boxes as a part of the fiber optic system. Item includes Marker/locate post, bedding, wire connections, excavation, backfill, grounding, testing, and all other items as indicated in the Contract.
12.00	Terminal Connection: Well Site 10, 11, and 12	Item shall be Lump Sum Bid all materials, labor, equipment, and incidentals for complete installation of the Terminal Connections and all associated devices at the Well 10, 11, and 12 sites. Measurement will be based upon percent complete as agreed upon by the Contract Team. Item includes all equipment, hardware, and all other components necessary for complete operable installation as detailed in Plans and Specifications.
13.00	Terminal Connection: Well No. 5 Hand Hole	Item shall be Lump Sum Bid all materials, labor, equipment, and incidentals for complete installation of the Terminal Connection at the existing Well No. 5 Handhole. Measurement will be based upon percent complete as agreed upon by the Contract Team. Item includes all equipment, hardware, and all other components necessary for complete operable installation as detailed in Plans and Specifications.
14.00	Testing, Startup, and Commissioning	Payment made at lump sum price Bid. Item includes materials, labor, equipment, and incidentals for complete testing of the electrical and fiber optic systems and all other incidental work as shown on the plans and specifications. Includes testing, startup and commissioning for each electrical and fiber optic system installed under Bid package 3.03. No additional payment will be made for system retesting.
15.00	Provide Spare Parts and Training	Lump sum payment for providing spare parts identified in the following specification sections: •26 29 23.01 Medium Voltage Variable Frequency Drives •26 32 13.13 Diesel Engine Drive Generator Sets •26 50 00 Lighting •28 23 00 Video Surveillance •40 66 33 Metallic and Fiber-Optic Communication and Cabling and Connections Lump Sum Payment for providing training identified in the following specification section: •26 13 00 Medium Voltage Metal Clad Switchgear •26 29 23.01 Medium Voltage Variable Frequency Drives •26 29 87 Electrical Control Panels •26 32 13.13 Diesel Engine Drive Generator Sets 1. •28 23 00 Video Surveillance •40 61 13 Process Control System General Provisions •40 61 26 Process Control System Training All manufacturers recommended spare parts and training not specifically defined in these sections shall be incidental to the appropriate bid item.

COCS - Wells 10, 11, 12 and Collection Pipeline - Bid Package 3.00 - SOV 3.03 - Electrical & Fiber Optic Installation - ADDENDA No. 3		ELECTRICAL & FIBER OPTIC INSTALLATION			
ITEM NUMBER	**DESCRIPTION**	**QUANTITY**	**UNIT**	**UNIT PRICE**	**EXTENSION**
1	**Mobilization (Maximim 10% of Total Base Bid Items 2-13)**	1.00	Lump Sum		$ -
2	**Notice of Intent: TCEQ (Including Yearly Fees)**	1.00	Lump Sum		$ -
3	**Well No. 10 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum		$ -
4	**Well No. 10 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum		$ -
5	**Well No. 11 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum		$ -
6	**Well No. 11 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum		$ -
7	**Well No. 12 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum		$ -
8	**Well No. 12 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum		$ -
9	**Fiber Optic Conduit: Supply and Install**	1.00	Lump Sum		$ -
10	**Fiber Optic Cable: Supply and Install**	1.00	Lump Sum		$ -
11	**Pull Boxes and Marker/Locate Post: Supply and Install**	1.00	Lump Sum		$ -
12	**Terminal Connection: Well Site 10, 11, and 12**	1.00	Lump Sum		$ -
13	**Terminal Connection: Well No. 5 Hand Hole**	1.00	Lump Sum		$ -
14	**Testing, Startup, and Commissioning**	1.00	Lump Sum		$ -
15	**Provide Spare Parts and Training**	1.00	Lump Sum		$ -
16	**Trench Safety**	1.00	Lump Sum		$ -
17	**Bonds: Performance and Payment**	1.00	Lump Sum		$ -
	TOTAL BASE BID:	**1.00**	**Lump Sum**	**TOTAL:**	$ -
EW 1.00	Additional Site Mobilizations for Fiber Optic Contractor as Directed by the CMAR	1.00	Each		$ -
EW 2.00	Additional Site Mobilizations for Electrical Contractor as Directed by the CMAR	1.00	Each		$ -
EW 3.00	Directional Drill in Lieu of Direct Bury Conduit as Directed by the CMAR	100.00	Linear Feet		$ -
EW 4.00	Additional Pull Box Supply and Installation as Directed by the CMAR	1.00	Each		$ -
EW 5.00	Additional Slack of Cable as Directed by the CMAR	1.00	Linear Feet		$ -
	TOTAL EXTRA WORK ITEMS:	**1.00**	**Lump Sum**	**TOTAL:**	$ -
	TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS):	**1.00**	**Lump Sum**	**TOTAL:**	$ -

Note: 1 Bidder's project approach will be required to be turned in with the bid for evaluation by the Project Team.

Note: 2 Reference Electrical, Fiber Optic, and Pipeline Plan Drawings for information related to this Bid Package.

Note: 3 Bidder understands multiple mobilizations will be required and work will take place from time to time for the duration of the project. No additional compensation for remobilizations will be made to contractor unless the mobilization is directed by the CMAR (ALT 01)

Note: 4 Bid Package 3.03 Contractor will need to coordinate work with the CMAR as well as the Bid Package 2.05 (Generators), 3.01 (Permanent Wells), and 3.02 (Well Piping and Transmission Pipeline Contractors.

Note: 5 Staking for Contractors work will be included in the Contractors scope to perform. No staking will be provided by the CMAR. As-builts will need to be provided.

Note: 6 Subcontractor is required to furnish liability insurance in accordance with the agreement and Section 00 72 00 - Standard General Conditions and 00 73 00 - Supplementary Conditions.

Note: 7 Spare fiber optic cable to be supplied in lengths specified in the Contract Documents

Note: 8 All work shall be coordinated with the CMAR

Note: 9 Bidder is to understand and incorporate within their pricing the varying conduit and cable details as notated within the plans well site run details vs. detail following main transmission pipeline

Note: 10 Bidder to understand multiple mobilizations may be required to complete their scope of work - bidder also responsible for coordinating with the other

Each bidder shall submit one (1) hard copy of SOV and one (1) digital copy of SOV in excel format as specified in Instructions to Bidders.

Installation Milestone		
1.00	Proposals Due	Tuesday, February 3, 2026
2.00	Anticipated Notice of Award	Friday, March 20, 2026
3.00	Submittal Data to CMAR	Wednesday, April 15, 2026
4.00	Completion of Fiber Optic Installation	Tuesday, December 1, 2026
5.00	Delivery of E-Houses	Monday, February 1, 2027
6.00	Delivery of VFD & Switch Gear	Monday, February 1, 2027
7.00	Testing & Commissioning	Thursday, April 15, 2027
8.00	Substantial Completion	Saturday, May 1, 2027
9.00	Final Completion	Tuesday, June 1, 2027

$1,500 Per Day Penalty For Not Achieving Milestones

16.00	**Trench Safety**	Payment made at Lump Sum Bid shall be measured by percent complete corresponding to the conduit installation item included above. Item includes labor, supervision, materials, and equipment for trench safety and shoring in accordance with all applicable contract Documents, federal, and state laws and regulations.
17.00	**Bonds: Performance and Payment**	Payment made at lump sum price Bid. Item includes furnishing performance and payment bonds in accordance with the Contract Documents
EW 1.00	**Additional Site Mobilizations for Fiber Optic Contractor as Directed by the CMAR**	Payment shall be made per each mobilization directed by the CMAR team. This item is solely to include mobilizing crews and equipment for the Fiber Optic scope at the direction of the CMAR. This item shall not include mobilizations required by Contractor or site conditions or any other circumstances necessitating a mobilization. Initial project startup mobilization to be captured by Item Number 1.00 - Mobilization.
EW 2.00	**Additional Site Mobilizations for Electrical Contractor as Directed by the CMAR**	Payment shall be made per each mobilization directed by the CMAR team. This item is solely to include mobilizing crews and equipment for the Electrical scope at the direction of the CMAR. This item shall not include mobilizations required by Contractor or site conditions or any other circumstances necessitating a mobilization. Initial project startup mobilization to be captured by Item Number 1.00 - Mobilization.
EW 3.00	**Directional Drill in Lieu of Direct Bury Conduit as Directed by the CMAR**	The Work consists of installing fiber optic conduit using Horizontal Directional Drilling (HDD) as directed by the CMAR, in lieu of direct-bury installation, including all labor, materials, equipment, and incidentals for pilot bore, reaming, pullback, conduit placement, tracer wire, drilling fluid management, entry/exit pits, traffic control, restoration, and documentation. Measurement will be per linear foot along the bore centerline for accepted conduit runs.
EW 4.00	**Additional Pull Box Supply and Installation as Directed by the CMAR**	The Work consists of furnishing and installing additional fiber optic pull boxes as directed by the CMAR, including all labor, materials, equipment, excavation, bedding, backfill, compaction, conduit terminations, sealing, and surface restoration. Measurement will be per each accepted pull box installed in the location and configuration approved by the Owner.
EW 5.00	**Additional Slack of Cable as Directed by the CMAR**	The Work consists of providing and installing additional slack in fiber optic cable as directed by the CMAR, including all labor, materials, equipment, handling, and adjustments necessary to achieve the specified slack length and configuration without compromising cable integrity. Measurement will be per linear foot of additional slack installed and accepted by the Owner.

Exhibit A-4(e) GMP No. 5

Bid Package 4.01

1700 Swift Street, North Kansas City, MO 64116
Phone: 816.741.4600
Fax: 816.741.4488
www.garney.com

Tab 2 – Contract Documents per Bid Package #4.01

The COCS Wells 10, 11, 12 and Collection Pipeline Bid Package #4 Procurement contract bid documents can be accessed via the following link. On this site, we have posted the following documents.

- Level 100% Drawings and Specifications
- Electronic (MS Excel) SOV File
- Geotechnical Report
- Use of Reference Document Disclaimer
- Google Earth KMZ File
- Addendum #1
- BP 2.01 – Ductile Iron Pipe (CMAR Provided Material) Lay Schedule

Level 100% Drawings and Specifications utilized at time of Bid.

To access the Bid Package 04 Contract Documents:

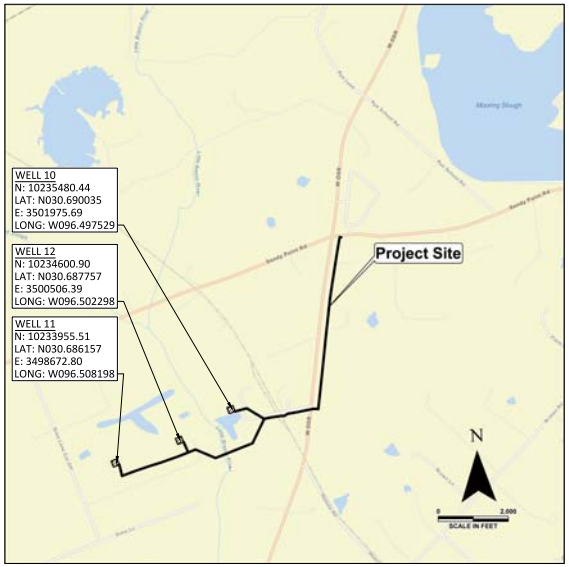
1. Navigate to the following Website: https://www.civcastusa.com/project/699c78436a2a4af3c08523ef/plans
2. On the Home screen, click on the "Docs" link on the top left side of the screen. Then navigate throughout the various documents and files used at the time of public advertisement and solicitation.

CITY OF COLLEGE STATION, TEXAS

CONSTRUCTION PLANS FOR

WELLS 10, 11, 12 AND COLLECTION LINE

100% SUBMITTAL



VICINITY MAP

CITY OF COLLEGE STATION
Home of Texas A&M University

DECEMBER 2025

FNI PROJECT NO.: CCL24267

MAYOR
JOHN NICHOLS

COUNCIL MEMBERS
PLACE 1 - MARK SMITH
PLACE 2 - WILLIAM WRIGHT
PLACE 3 - DAVID WHITE
PLACE 4 - MELISSA MCILHANEY
PLACE 5 - BOB YANCY
PLACE 6 - SCOTT SHAFER

CITY MANAGER
BRYAN WOODS

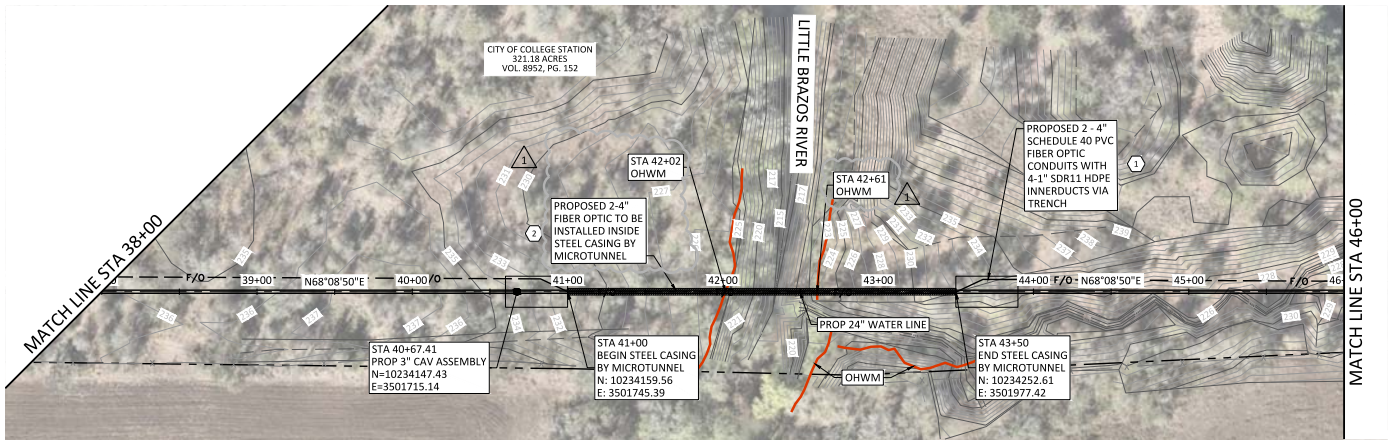
CITY ENGINEER
CAROL COTTER, P.E.

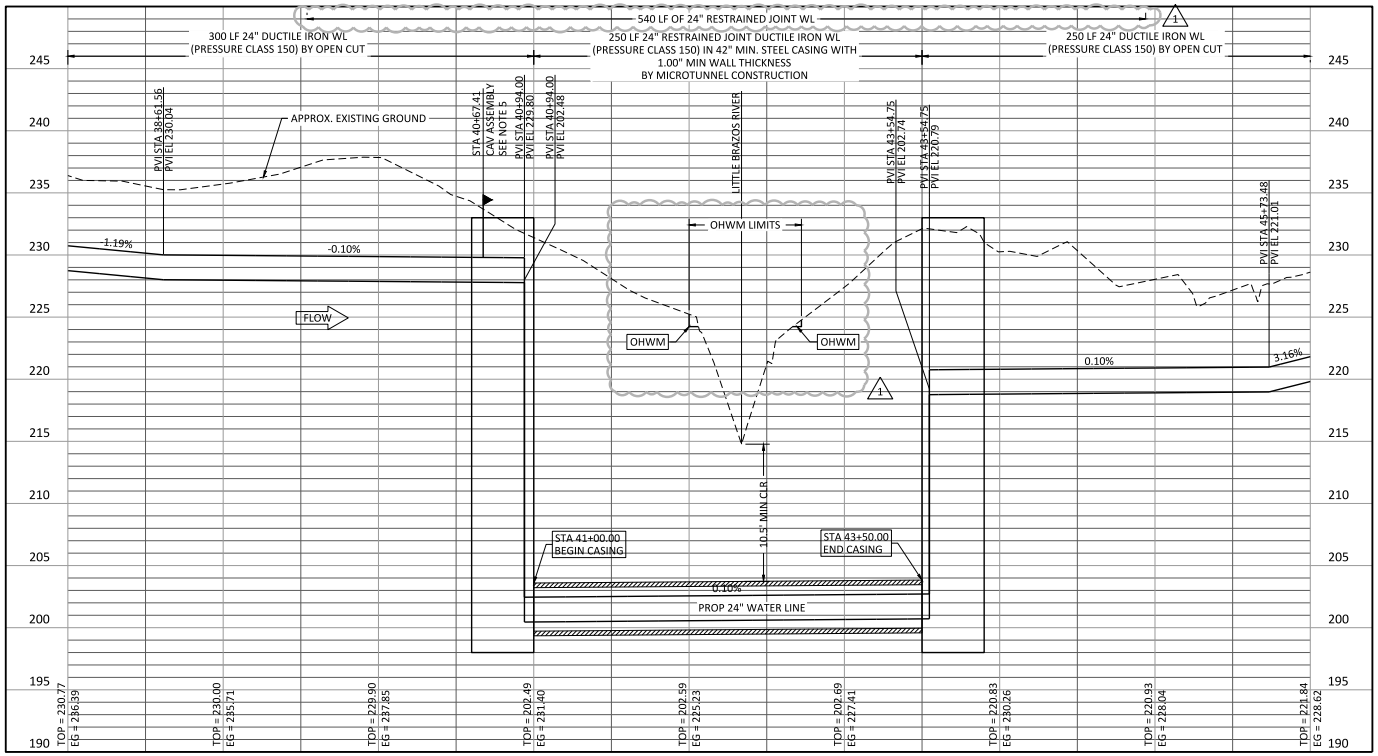
FREESE NICHOLS
10497 Town and Country Way, Suite 500
Houston, Texas 77024
Phone - (713) 600-6800
Web - www.freese.com

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

DAVID M. HUNN
69933
LICENSED PROFESSIONAL ENGINEER
12/08/2025

Date: Dec 09, 2025 - 4:36pm User: 08869 File: N:\WTU\Drawings\GN-ALL-COVER.dwg





0 40' 80'
SCALE IN FEET
HORIZONTAL

0 5' 10'
SCALE IN FEET
VERTICAL

NOTES:

1. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO BEGINNING OF CONSTRUCTION.
2. SHAFTS ASSOCIATED WITH MICROTUNNEL CONSTRUCTION ARE SHOWN FOR ILLUSTRATION PURPOSES ONLY. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF SHAFTS ASSOCIATED WITH MICROTUNNEL CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE PITS OR SHAFTS. SHAFTS SHALL BE IN ACCORDANCE WITH SECTION 33 73 15 SHAFT EXCAVATION.
3. NO WORK OR LAND DISTURBANCE SHALL BE PERFORMED WITHIN OR BELOW THE ORDINARY HIGH WATER MARK (OHWM) ALONG THE LITTLE BRAZOS RIVER OR TRIBUTARIES AS SHOWN.
4. THIS AREA IS SUBJECT TO FLOODING. FLOOD PROTECTION OF THE SITE, INCLUDING THE PITS OR SHAFTS ASSOCIATED MICROTUNNEL CONSTRUCTION, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
5. GOOSE-NECK FOR VENT PIPE OF AIR RELEASE VALVE NEEDS TO BE AT ELEVATION 245'

NOTES BY SYMBOL: "X"

4. "FIBER-W11"AND "FIBER-W12" 48 STRAND SINGLEMODE FIBER OPTIC CABLE.
5. CONTRACTOR SHALL INSTALL FIBER OPTIC LINES WITHIN CONDUITS TO BE PLACED WITHIN THE STEEL CASING PIPE TO BE INSTALLED BY MICROTUNNEL CONSTRUCTION.

100% SUBMITTAL

Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144
12/10/2025
FREESE NICHOLS
10497 Town and Country Way,
Suite 500
Houston, Texas 77024
Phone: 713 462-3600
Web - www.freese.com

CITY OF COLLEGE STATION, TEXAS
WELLS 10, 11, 12 AND COLLECTION LINE
CIVIL
PLAN AND PROFILE STA 38+00 TO STA 46+00

NO.	ISSUE	BY	DATE

P&N JOB NO.	CCL24267
DATE	DEC 2025
DESIGNED	JAE
DRAWN	AO
CHECKED	
APPROVED	JVW
FILE NAME	CV-PPL-PP-01.dwg

VERIFY SCALE Bar Scale is one inch on original drawing. If not one inch on this sheet, adjust scale.

SHEET C-37
SEQ. 48

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AVEVA Roby Mathews (ecb)
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Exhibit A-4(f) GMP No. 5

Bid Package 4.01 - Addendum No. 1

City of College Station
Wells 10, 11, 12 and Collection Pipeline

Bid Package 4 - Work Packages for Little Brazos River Micro Tunnel.

ADDENDUM No. 1

April 8th, 2026

TO BIDDER OF RECORD:

The following changes, additions, and/or deletions are hereby made a part of the Contract Documents for the purchase special services described in Bid Package 4.00 for the City of College Station Wells 10, 11, 12 and Collection Pipeline Project dated February 2026 as fully and completely as if the same were full set forth therein. This addendum includes changes, additions, and/or deletions to the Bid Package described above.

BID DATE:

None.

FRONT END SPECIFICATIONS:

1. REVISED 00 42 23.02 – Bid Package Scope of Work
    a. SOV 4.01 has been REVISED – updated Schedule of Values forms attached herein as well as updated Native Excel Files posted on Civcast as part of this Addenda publication.

TECHNICAL SPECIFICATIONS:

a. None.

PLAN SHEETS:

a. None.

ATTACHMENTS:

1. Bid Package 4.00 Pre-Bid Meeting Agenda and Sign-In Sheet for Mandatory Pre-Bid Meeting on 03/31/2026.
2. Civcast Questions and Answers as of the 04/07/2026 and 2:00 PM CST Deadline.
3. Bid Package 2.01 (Ductile Iron Pipe Procurement) Lay Schedule Specific to Micro Tunnel scope.
4. Revised Bid Package 4.01 Schedule of Values (SOV)

CIVCAST UPLOADS:

1. This Addenda No. 01 Packet
2. Revised ELECTRONIC SCHEDULE OF VALUES (SOV)(SOV 4.01)
    a. PDF versions as attached to this packet
3. Bid Package 2.01 (Ductile Iron Pipe Procurement) Lay Schedule specific to the Micro Tunnel scope.

END OF ADDENDA

Bid Package 04.01 - Well 10, 11, and 12 Project - Little Brazos River Micro Tunnel					Little Brazos River Micro Tunnel	
Item	**Size**	**Description**	**Quantity**	**Units**	**Unit Price**	**Extension**
1.00		Mobilization (5% Max)	1.00	Lump Sum		$ -
2.00		Notice of Intent: TCEQ (Including Yearly Fees)	1.00	Lump Sum		$ -
3.00		Erosion Control and Maintenance of BMPs	1.00	Lump Sum	Included	Included
4.00		Trench Safety	1.00	Lump Sum	Included	Included
5.00		Vertical Shaft Thrust Blocking Install & Design - Design by State of TX PE w/ TX PE Stamp	1.00	Lump Sum		$ -
6.00		Vertical Shaft Installation /Tunnel Pits-Shoring Designed by State of TX PE w/ TX PE Stamp	1.00	Lump Sum		$ -
7.00	42"	Tunnel Construction	1.00	Lump Sum		$ -
8.00	24"	Pipe Installation - Carrier Pipe	1.00	Lump Sum		$ -
9.00		Grouting of Annular Space between Carrier Pipe and Tunnel	1.00	Lump Sum		$ -
10.00	24"	Pipe Installation - Tunnel to Termination (inside shafts)	1.00	Lump Sum		$ -
11.00		Backfill Vertical Shafts - Tunnel Pit (Per Plans & Specifications)	1.00	Lump Sum		$ -
12.00		Filling and Hydrostatic Testing (24" DIP)	1.00	Lump Sum		$ -
13.00		Haul Off and Removal of Excess Spoils	1.00	Lump Sum		$ -
14.00		Installation of Casing Test Station	2.00	Each		$ -
15.00		Installation of Fiber Optic Innerduct per Plans/Specifications at Micro Tunnel	1.00	Lump Sum		$ -
16.00		Bonds: Performance and Payment	1.00	Lump Sum		$ -
				BASE BID TOTAL:		**$ -**

Item		**Description**	**Quantity**	**Units**	**Unit Price**	**Extension**
EWI 001		Additional CLSM Backfill per Specification	100.00	Cubic Yard		$ -
EWI 002		Additional Concrete Backfill (3500 PSI)	100.00	Cubic Yard		$ -
EWI 003		Additional 42" Tunnel Construction Per Foot	20.00	Linear Foot		$ -
				TOTAL EXTRA WORK ITEMS:		**$ -**

TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS): $ -

Milestone:	**Description**	**Date**
1	Proposals Due	04/14/26
2	Anticipated Notice of Award	06/11/26
3	Anticipated Issuance of Notice to Proceed	06/25/26
4	Begin Submittal Package(s) Submitted to CMAR - No Later Than	07/16/26
5	Anticipated Substantial Completion	12/22/26
6	Anticipated Final Completion	01/21/27

$2,500 Penalty Per Day For Not Achieving Milestone (Liquidated Damages)

Clarifications to Proposal: (Contractor Write-in)

1.00	Confirm anticipated Substantial Completion Date based on Proposed Schedule		Date
2.00	Confirm anticipated Final Completion Date based on Proposed Schedule		Date
3.00	Bidder acknowledges receipt of Special Conditions Attachment		Initial

Bidder's Name:

Contact Person: **Title:**

Phone: **Email:**

Special Terms and Conditions Continued (Addenda No. 01):

1. Bidder must supply a bid bond.
2. At all times relevant to the Contract and performance of the Work, Subcontractor shall fully comply with all Laws, Regulations, or Legal Requirements applicable to the City, County, the Project, and the Contract Agreement.
3. Constructor agrees to attend a Site Specific Safety Orientation for all employees prior to work commencing.
4. Compliance with all project milestones and phasing per the contract documents.
5. Any work found to be unsatisfactory or non-compliant with the Contract Documents shall be immediately repaired at no additional cost to Constructor. Constructor shall be responsible for any re-inspection costs passed from the Owner to the Constructor as related to rework.
6. Prior to mobilization, subcontractor shall provide the CMAR copy of their site specific Health and Safety plan.
7. Constructor will be held responsible for the site security and public Safety in regards to open excavations, vertical shafts and the work site.
8. Extra Work Items (EW) and Value Engineering (VE) Scopes and Quantities are to be completed at the direction of the CMAR. EW and VE items, and Quantities are NOT guaranteed.
9. Furnish electronic copies of submittal data and shop drawings within 30 days of subcontract agreement date for Owner approval. Shop drawings to be identified with specifications page and paragraph.
10. Constructor assumes the same obligations as the CMAR has with Owner.
11. All excavated material shall be excavated and hauled away from the ROW in accordance with the Specifications.
12. Liquidated damages will be assessed on both Substantial and Final Completion dates as laid out in the bid documents at an amount of $2,500 (two thousand five hundred dollars) per day.
13. The CMAR will provide quality control testing including the following: Density Testing, CLSM and Concrete Testing and Cellular Grout Testing – cost for testing services shall not be included within Proposal.
14. Constructor shall be responsible for testing and insuring tunnel support system is electrically disconnected from the carrier pipe. Certified test reports will be required for substantial completion.
15. Grading to pre-existing conditions will be the responsibility of the Constructor. Pre-existing conditions are defined as the condition in which the right of way was turned over to the Constructor.
16. Hauling of all excess materials will be the responsibility of the Constructor.
17. All work is to be completed within the Right-of-Way shown on the drawings. No additional working areas or laydown will be provided.
18. Access to the tunnel and shaft(s) will be the sole responsibility of the Constructor and all pricing for construction and maintenance as well as complete removal shall be included in the Cost Proposal.
19. All tree clearing will be completed by the CMAR and is not be included in the Subcontractor scope of work.
20. Final re-vegetation will be completed by the CMAR and is not to be included in the Subcontractor scope of work.
21. Utility locates and potholing are the responsibility of the Subcontractor.
22. Subcontractors will be required to submit the following documents, via email, at the noted frequency.
    a. Daily reports - submitted the following morning.
    b. Six week schedules - updated and submitted every Wednesday.
    c. Project CPM schedule via MS Projects – submitted and approved prior to the start of work. Updated and submitted monthly with the pay requests.
    d. Engineered Trench excavation and safety plans - submitted and approved prior to the start of work.
    e. Dewatering plans – submitted and approved prior to the start of work.
    f. Shaft and Tunnel design plans and method statements – submitted and approved prior to the start of work.
23. Subcontractor is responsible for protecting site, shafts, pits and tunnel from flood events. Any damage incurred from flood events will be the responsibility of the Subcontractor.
24. Hydrostatic Testing and Annular Grouting will not be considered complete until their respective and approved inspection reports/documentation has been received by the CMAR Team.
25. All water and testing materials are to be supplied by the Constructor.

Bid Package 04.01 - Well 10, 11, and 12 Project - Little Brazos River Micro Tunnel

ITEM NUMBER	DESCRIPTION	MEASUREMENT AND PAYMENT
1.00	Mobilization (5% Max)	Item shall be measured as lump sum and include mobilization to the site, demobilization from the site, necessary licenses, permits, and temporary facilities as well as construction site access means, methods and materials per the plans and specifications. Mobilization shall be on a lump sum basis at the unit price allowed with a maximum of 5% total amount of Base Bid. Amount of the lump sum Bid for mobilization available for payment shall be as follows: 25% of the lump sum Bid upon execution of contracts, Approval of submittal package, and completion of pre-job video documentation as well as certificate of insurance and insurance policies, bonds, and the Notice to Proceed is Issued; 75% of the lump sum Bid following completion of pre-construction meetings well as initial equipment mobilization to the site; 100% of the lump sum Bid when 25% or more of the Bid amount is earned. No separate pay item will be made for construction or maintenance of temporary construction access.
2.00	Notice of Intent: TCEQ (Including Yearly Fees)	Measurement of this item will be by Lump Sum. This bid item includes all costs associated with preparing and submitting a Notice of Intent to TCEQ in accordance with the agreement and specifications and remaining in compliance for the duration of the contract. Payment will be based on the Lump Sum Price payable upon receipt of NOI submittal.
3.00	Erosion Control and Maintenance of BMPs	No measure and Payment for this SOV Item and is to be accounted for in other associated Bid Items. Installation Contractor to maintain all BMP's installed by the CMAR in the Tunneling areas, repair and damage caused by the installation contractor, and provide erosion control for any and all discharges of groundwater or surface water resulting from pumping activities.
4.00	Trench Safety	No Measurement and Payment associated with this Scope of work to be included in all applicable line items.
5.00	Vertical Shaft Thrust Blocking Install & Design - Design by State of TX PE w/ TX PE Stamp	Measurement and Payment for Vertical Shaft Thrust Blocking installation and Design shall be lump sum. Payment made at a Lump Sum Bid based on a percent complete for Submission and Approval on TX PE Stamped Design and Contractor installation and shall include but is not limited to: all design, materials, labor, equipment, and incidentals for providing, unloading, staging, surveying and incidentals associated with the construction of the Thrust Blocking in accordance with the Contract Documents. Lump Sum Bid for this item includes the continual monitoring, ventilation, dewatering and other work required to maintain a safe work environment for all workers and public. Upon successful completion and verification of completed work Bidder shall entirely backfill working and receiving pits and clean site, with approval and coordination with the CMAR team. See SOV Item BACKFILL TUNNEL SHAFT (Per Specifications) for measure and payment for backfill, which is not measured or paid under this SOV Line Item. Measurement and Payment of this item by the Lump Sum Bid is understood to be full and complete compensation for the "turn-key" completion of the required Thrust Blocking Design and Installation. Dewatering and maintenance of ground or surface water required to complete the work is included in the Lump Sum Bid and no separate payment will be made. CMAR, Engineer and the City of College Station take no responsibility for any errors or omissions within the Contractor provided design schematics, calculations, or any associated aspect whatsoever and any issues, delays or complications caused due to inadequate design, error or omissions will be responsibility of the Contractor/Installer to remedy at no cost to the CMAR/Engineer/Owner. CMAR and Engineer will verify and approve submittal based on a submittal which adheres to the requirements set forth within the Project Documents but will not approve/reject submittal based on the calculations/design or information contained within.

6.00	Vertical Shaft Installation /Tunnel Pits-Shoring Designed by State of TX PE w/ TX PE Stamp	Measurement and Payment for Vertical Tunnel Shafts/Pits shall be lump sum. Payment made at a Lump Sum Bid based on a percent complete installation and shall include but is not limited to: all materials, labor, equipment, and incidentals for providing, unloading, staging, surveying and installing Tunnel Pits/Vertical Shafts in accordance with the Contract Documents. Lump Sum Bid for this item includes all other work, labor, materials, and equipment to protect, replace, or temporarily relocate existing structures or utilities within work area; disposal of surplus materials, cleaning up and maintenance, dust control, erosion control device maintenance and repair, removal of mud from roadways; excavate, install, shore (Approval on TX PE Stamped Design required), dewater and maintain working and receiving pits as required to conduct the work. Lump Sum Bid for this item includes the continual monitoring, ventilation, dewatering and other work required to maintain a safe work environment for all workers and public. Upon successful completion and verification of completed work Bidder shall entirely backfill working and receiving pits and clean site, with approval and coordination with the CMAR team. See SOV Item BACKFILL TUNNEL SHAFT (CONCRETE AND CLSM) for measure and payment for backfill, which is not measured or paid under this SOV Line Item. Measurement and Payment of this item by the Lump Sum Bid is understood to be full and complete compensation for the "turn-key" completion of all trenchless installations within the specific Pipeline Segment. Dewatering and maintenance of ground or surface water required to complete the work is included in the Lump Sum Bid and no separate payment will be made.
7.00	Tunnel Construction	Measurement and Payment for Tunnel Bid Items shall be measured at Lump Sum Bid based on actual horizontal length from beginning of casing/liner plate to end of casing/liner plate by station as shown on the plans. Payment shall be made based off a linear footage percent complete as compared to total lump sum valve and linear footage based on stationing. Additional Casing or Liner Plate length required for construction means and methods will not be paid for. Diameter, Thickness, and Type of Casing / Liner Material shall be in accordance with the Contract Documents. Minimum ID for Casing/Liner depicted on drawings. Liner Plate flange ID including invert or rail system shall be the same minimum ID shown for casing pipe. Subcontractor may choose to upsize Casing or Liner Plate ID at subcontractor's expense and with approval from CMAR. Payment made at a Lump Sum Bid shall include but is not limited to: all materials, labor, equipment, and incidentals for providing, unloading, staging, surveying and installing Casing Pipe and/or Liner Plate by trenchless methods utilizing Tunnel shield or Other Mechanical Means and all other work associated with the trenchless installation in accordance with the Contract Documents. Lump Sum Bid for this item includes all other work, labor, materials, and equipment to protect, replace, or temporarily relocate existing structures or utilities within work area; cleaning up and maintenance, dust control, erosion control device maintenance and replacement, removal of mud from roadways, dewatering, and maintain working areas as required to conduct the work and verify final elevation of each tunnel / bore end by visual inspection. Lump Sum Bid for this item includes the continual monitoring, ventilation, dewatering and other work required to maintain a safe work environment for all workers and public for the entire length and duration of the trenchless section. Lump Sum Bid for this item includes grouting of the exterior annular space, installation of the rail/invert system in accordance with the contract documents. Measurement and Payment of this item by the Unit Price Bid is understood to be full and complete compensation for the "turn-key" completion of all trenchless installations within the specific Pipeline Segment. Dewatering and maintenance of ground or surface water required to complete the work is included in the Lump Sum Bid and no separate payment will be made. All excavation shall be unclassified. No separate payment shall be made for rock excavation, "soft ground" or otherwise "less than desirable" ground conditions.
8.00	Pipe Installation - Carrier Pipe	Measurement and payment for carrier pipe installation shall be by Lump Sum Bid based on percentage installed taken from stationing and distances found in the plans and lay drawings. . Payment made at a Lump Sum Bid shall include: materials, labor, equipment, and incidentals for unloading, hauling, staging, and installation of carrier pipe in casing / liner plate, brick and mortar bulk-heads, interior and exterior joint coatings (where indicated), welding joints, shoring, dewatering, and pumping where necessary, protecting, cleaning up and maintenance, dust control, erosion control device maintenance and repairs and removal of mud from roadways. Carrier Pipe (24") will be provided by CMAR , delivery of Pipe will be the responsibility of the Installation Contractor with delivery scheduling to be coordinated with the CMAR. Bid Item includes all incidental work and materials not otherwise indicated in other pay items, all in strict accordance with the Plans, Lay Drawings and Specifications. Payment made for this item to also include pipe skids/spacers as well as anti-flotation devices necessary to perform said scope. Bidder shall be a participant in final shop drawing review before release for fabrication. All interior field weld documentation to be submitted to CMAR for approval before any and all grouting activities occur.

9.00	Grouting of Annular Space between Carrier Pipe and Tunnel	Measurement and payment for Annular Space Cellular Grout shall be by Lump Sum Bid. Payment made at a Lump Sum Bid shall include: development submission and approval of grout plan, materials, labor, equipment, and incidentals for unloading, hauling, staging, and installation of annular grout, bulkheads, dewatering, and pumping where necessary, proper shoring, cleaning up and maintenance, dust control, removal of mud from roadways, erosion and sedimentation control device repair. Bid Item includes all incidental work and materials not otherwise indicated in other pay items, all in strict accordance with the Plans and Specifications. To be paid based on percent complete of grout installed and based on a "turn-key" installation. Contractor shall ensure line and grade as well as deflection tolerance of the carrier pipe during the grouting operations.
10.00	Pipe Installation - Tunnel to Termination (inside shafts)	Measurement and payment for pipe installation consisting of Bends, Tees, Fittings, Specials, Standard Joints laid in both horizontal and vertical positioning outside of the tunnel limits shall be by Lump Sum Bid based on percentage installed taken from stationing and distances found in the plans and lay drawings. Payment made at a Lump Sum Bid shall include: materials, labor, equipment, and incidentals for unloading, hauling, staging, installation ,interior and exterior joint coatings (where indicated), welding joints, shoring, dewatering, and pumping where necessary, shoring, backfilling, protecting, disposal of surplus materials, cleaning up and maintenance, dust control, removal of mud from roadways, erosion and sedimentation control device repair. 24" Ductile Iron Pipe (20' joint lengths) will be provided by CMAR(Fittings and Mega Lugs used in the shafts to be provided by the Tunneling Contractor) , off-loading of Pipe will be the responsibility of the Installation Contractor with delivery scheduling to be coordinated with the CMAR. Bid Item includes all incidental work and materials not otherwise indicated in other pay items, all in strict accordance with the Plans, Lay Drawings and Specifications.
11.00	Backfill Vertical Shafts - Tunnel Pit (Per Plans & Specifications)	Payment made at the Lump Sum Bid shall be measured by percent complete based on the Lump Sum Bid per vertical station. Item includes furnishing and installing flowable-fill/Concrete encasement in lieu of embedment aggregates in the pipe zone as per the Contract Documents. Bid Item includes all incidental work and materials not otherwise indicated in other pay items, all in strict accordance with the Plans, Lay Drawings and Specifications.
12.00	Filling and Hydrostatic Testing (24" DIP)	Payment made at Lump Sum Bid. Item includes all labor, equipment and material including pipe, pumps, hoses, gauges, monitoring equipment, dewatering equipment, backflow prevention devices and all other items necessary to fill the test segment, conduct a passing/compliant hydrostatic pressure test and then completely dewatering and proper treatment/disposal of the hydrostatic test water. Installation Contractor to provide two EA- MJ Caps will megalugs at each end of the 24" DIP for testing purposes. Potable water source to be provided by bidder for all testing purposes. Final internal inspection for debris removal and general cleanliness prior to filling activities.
13.00	Haul Off and Removal of Excess Spoils	All Spoil generated from the tunnel and shaft construction to be Removed from the ROW and hauled into the Borrow pits located on-site on each side of the river for disposal. Contractor to provide all labor, equipment, and material to properly dispose of all spoil from construction in the existing borrow sites.
14.00	Installation of Casing Test Station	Payment made at a per Each basis. Item includes all labor, equipment, and material including all wire, test station, panel boards, connections to panel boards, casing, carrier pipe, continuity testing, and all other items called out in the contract drawings for a complete installation.

15.00	Installation of Fiber Optic Innerduct per Plans/Specifications at Micro Tunnel	Payment made at Lump Sum Bid. Item includes all labor, equipment and material including conduits, both PVC (4") and SDR 11 (1"), fittings, testing equipment, supports to suspend conduit, and all other items necessary to install the primary and secondary conduits/innerducts within the steel casing and up/out of the vertical shafts to the limits shown within the plans and per the Project Specifications.
16.00	Bonds: Performance and Payment	This bid Item includes all costs associated with furnishing the required performance and payment bonds in accordance with the agreement and Section 00 72 00 - Standard General Conditions and 00 73 00 - Supplementary Conditions. Payment will be based on the Lump Sum Price in the Bid Form.
EWI 001	Additional CLSM Backfill per Specification	As Directed by the CMAR, Additional Controlled Low Strength Material (CLSM) backfill to be installed and paid for in place and by the Cubic Yard. Measurement will be confirmed by submission and review of load tickets to be provided by the Contractor to the CMAR. This pay items is to be used strictly at the Owners, Engineers and CMARs discretion.
EWI 002	Additional Concrete Backfill (3500 PSI)	As Directed by the CMAR, Additional Concrete backfill to be installed and paid for in place. Measurement will be confirmed by submission and review of load tickets to be provided by the Contractor to the CMAR. This pay items is to be used strictly at the Owners, Engineers and CMARs discretion.
EWI 003	Additional 42" Tunnel Construction Per Foot	As Directed by the CMAR, Measurement and Payment for Tunnel Bid Items shall be measured at Linear Foot based on actual horizontal length of casing installed as directed by the CMAR in addition to what is shown on the Contract Documents. Payment shall be made based off a linear footage percent complete as compared to total lump sum valve and linear footage based on stationing. Additional Casing or Liner Plate length required for construction means and methods will not be paid for. Diameter, Thickness, and Type of Casing / Liner Material shall be in accordance with the Contract Documents. Minimum ID for Casing/Liner depicted on drawings. Liner Plate flange ID including invert or rail system shall be the same minimum ID shown for casing pipe. Subcontractor may choose to upsize Casing or Liner Plate ID at subcontractor's expense and with approval from CMAR. Payment made at a Lump Sum Bid shall include but is not limited to: all materials, labor, equipment, and incidentals for providing, unloading, staging, surveying and installing Casing Pipe and/or Liner Plate by trenchless methods utilizing Tunnel shield or Other Mechanical Means and all other work associated with the trenchless installation in accordance with the Contract Documents. Lump Sum Bid for this item includes all other work, labor, materials, and equipment to protect, replace, or temporarily relocate existing structures or utilities within work area; cleaning up and maintenance, dust control, erosion control device maintenance and replacement, removal of mud from roadways, dewatering, and maintain working areas as required to conduct the work and verify final elevation of each tunnel / bore end by visual inspection. Unit Pricing for this item includes the continual monitoring, ventilation, dewatering and other work required to maintain a safe work environment for all workers and public for the entire length and duration of the trenchless section. Unit Price Bid for this item includes grouting of the exterior annular space, installation of the rail/invert system in accordance with the contract documents. Measurement and Payment of this item by the Unit Price Bid is understood to be full and complete compensation for the "turn-key" completion of all trenchless installations added at the discretion of the CMAR within the specific Pipeline Segment. Dewatering and maintenance of ground or surface water required to complete the work is included in the Unit Price Bid and no separate payment will be made. All excavation shall be unclassified. No separate payment shall be made for rock excavation, "soft ground" or otherwise "less than desirable" ground conditions.

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24" COLLECTION LINE

YELLOW HIGHLIGHTED CELLS BELOW REPRESENT MICRO TUNNEL PIPE PROVIDED BY CMAR

Project Information

Project #: UTX00047
Project Title: 24" COLLECTION LINE
Contractor: Garney
Contact: Ben Snider

DFTR/PC/SE: ***TH/RM/TB***
Order # / D8 #:
Rev./Date: ***REV 0 11-14-25*** ***REV 1 3-31-26***

Coatings and Linings

Double Cement Lined
Zinc Coating
Polyethylene Encasement not included in the lay schedule
Notes:

Pipe Abbreviation Legend

FST/FSTPE: Fastite (Push-on) Bell / Plain Spigot End
FR/FRE: Flex-Ring RJ Bell / RJ Spigot End
MJ/MJPE: Mechanical Joint Bell / Plain Spigot End
LKR/LKRE: Lok-Ring RJ Bell / RJ Spigot End
FSTXDF: Fastite Extra Deflection Bell
MJCJE: Mechanical Joint Coupled Joint

FLG: Flange (per C115/C110 - 250psi)
CGE: Coupling Gland End (coupling by others)
GAFL: Gaged Full Length (for field cut)
CTSIF: Cut To Suit In Field
FLNT: Full Length No Trim Pipe (no cuts)
NOM: Nominal length pipe per AWWA C151

This lay schedule is intended as an aid in determining a bill of material to create an accurate order. The accuracy of dimensions and practical constructability of installation/design is the responsibility of the engineer and installer. Approval indicates agreement with content and form. Installed underground pipe lengths cannot be guaranteed. The industry practice of nominal and trim laying lengths as described in AWWA C151, manufacturing tolerances, advertent and inadvertent joint deflection, and any joint extension or take-up will influence the installed length. For 4" - 36" restrained piping, AMERICAN suggests the use of field adaptable joints such as Fast-Grip or Field Flex-Ring in any critical closure areas. AMERICAN does not warrant the use of others means of field adaptable restraint including, but not limited to Megalugs, steel rodding (other than CGE), or field welding. Stationing is assumed to exist along a fictitious horizontal line, and changes in elevation and/or deviation from the stationing baseline will result in variance between actual pipe length and length along the baseline.

*Slopes listed are average. Actual slopes should be taken from the contract drawings and/or adjusted in the field to meet the design requirements of the projects (e.g. minimum 4' cover). Do not install explicitly by the slopes shown in this document.**

#	Rev.	From STA	To STA	Dist. (STA to STA)	Unit Lgth	Lgth w/ Slope	Total Net Lgth	Begin INV Elev.	Slope*	End INV Elev.	Mk. #	Qty	Description of Pipe/Fitting	Notes

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24" COLLECTION LINE

#	Rev.	From STA	To STA	Dist. (STA to STA)	Unit Lgth	Lgth w/ Slope	Total Net Lgth	Begin INV Elev.	Slope*	End INV Elev.	Mk. #	Qty	Description of Pipe/Fitting	Notes
1													**BEGIN LAY SCHEDULE AT STA 0+00±**	CONNECT TO 30" COLLECTION LINE
36		44+27.25	44+27.00	-0.25	0.25	0.25	0.25	220.86	-0.001	220.86	-	1	24" MJ BUTTERFLY VALVE LL= 6"	MOVED VALVE 2'-0" TO FIT PIPE
37		44+27.00	44+26.75	-0.25	0.25	0.25	0.25	220.86	-0.001	220.86	-	1	OTHER SIDE OF VALVE	
38		44+26.75	44+07.00	-19.75	19.75	19.75	19.75	220.86	-0.001	220.84	T2	1	24" FRBELL FSTPE CL-200 PIPE 19'-9" NOM	
39		44+07.00	43+67.50	-39.50	19.75	19.75	39.50	220.84	-0.001	220.80	R3	2	24" FRBELL FRE CL-200 PIPE 19'-9" NOM	
40		43+67.50	43+56.17	-11.33	11.33	11.33	11.33	220.80	-0.001	220.79	R4	1	24" FRBELL FRE CL-200 PIPE 19'-9" NOM GAFL	PART A
41		43+56.17	43+54.75	-1.42	1.42	1.42	1.42	220.79	-0.001	220.79	-	1	24" MJ C153 90° BEND ALL CENTERS 17"	VERT BEND
42					1.42						-	1	OTHER SIDE OF BEND	
43					8.42						-	1	24" FRBELL MJPE REMNANT	PART B
44					10.82						R4	1	24" FRBELL FRE CL-200 PIPE 19'-9" NOM GAFL	PART A
45					1.42				198.720		-	1	24" MJ C153 90° BEND ALL CENTERS 17"	VERT BEND
46		43+54.75	43+53.33	-1.42	1.42	1.42	1.42	198.72	-0.001	198.72	-	1	OTHER SIDE OF BEND	
47		43+53.33	43+44.40	-8.93	8.93	8.93	8.93	198.72	-0.001	198.71	-	1	24" FRBELL MJPE REMNANT	PART B BEGIN CASING STA 43+50
48		43+44.40	41+07.40	-237.00	19.75	19.75	237.00	198.71	-0.001	198.46	R3	12	24" FRBELL FRE CL-200 PIPE 19'-9" NOM	
49		41+07.40	40+95.42	-11.99	11.99	11.99	11.99	198.46	-0.001	198.45	R4	1	24" FRBELL FRE CL-200 PIPE 19'-9" NOM GAFL	PART A
50		40+95.42	40+94.00	-1.42	1.42	1.42	1.42	198.45	-0.001	198.46	-	1	24" MJ C153 90° BEND ALL CENTERS 17"	VERT BEND
51					1.42						-	1	OTHER SIDE OF BEND	

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24" COLLECTION LINE

#	Rev.	From STA	To STA	Dist. (STA to STA)	Unit Lgth	Lgth w/ Slope	Total Net Lgth	Begin INV Elev.	Slope*	End INV Elev.	Mk. #	Qty	Description of Pipe/Fitting	Notes
52					5.00						-	1	24" FRBELL MJPE REMNANT	PART B
53					19.75						R3	1	24" FRBELL FRE CL-200 PIPE 19'-9" NOM	
54					3.75						R4	1	24" FRBELL FRE CL-200 PIPE 19'-9" NOM GAFL	PART A
55			40+94.00							229.80	-	1	24" MJ C153 90° BEND ALL CENTERS 17"	
56		40+94.00	40+92.58	-1.42	1.42	1.42	1.42	229.80	0.001	229.80	-	1	OTHER SIDE OF BEND	
57		40+92.58	40+81.08	-11.50	11.50	11.50	11.50	229.80	0.001	229.81	-	1	24" MJPE MJPE REMNANT	PART B
58		40+81.08	40+80.00	-1.08	1.08	1.08	1.08	229.81	0.001	229.81	-	1	24"X24"X18" MJ MJ FLG C153 TEE C TO MJ SOCKET 13" C TO MJ SOCKET 13" C TO FLG 22"	CAV
59		40+80.00	40+78.92	-1.08	1.08	1.08	1.08	229.80	0.001	229.80	-	1	OTHER SIDE OF TEE	
60		40+78.92	40+74.42	-4.50	4.50	4.50	4.50	229.80	0.001	229.81	-	1	24" FRBELL MJPE REMNANT	PART C
61		40+74.42	40+34.92	-39.50	19.75	19.75	39.50	229.81	0.001	229.85	R3	2	24" FRBELL FRE CL-200 PIPE 19'-9" NOM	END RESTRAINT STA 39+54.37
62		40+34.92	40+25.25	-9.67	9.67	9.67	9.67	229.85	0.001	229.86	R4	1	24" FRBELL FRE CL-200 PIPE 19'-9" NOM GAFL	PART A
63		40+25.25	40+25.00	-0.25	0.25	0.25	0.25	229.86	0.001	229.87	-	1	24" MJ BUTTERFLY VALVE LL= 6"	
64		40+25.00	40+24.75	-0.25	0.25	0.25	0.25	229.87	0.001	229.87	-	1	OTHER SIDE OF VALVE	

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Exhibit A-5 GMP No. 5

Assumptions and Exclusions

CITY OF COLLEGE STATION
WELLS 10, 11, 12 and
COLLECTION PIPELINE

Project No. CCL24267

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

CMAR Recommendation #5
COCS Bid Packages 3.03 & 4.01
Work Procurement

Assumptions and Exclusions

GARNEY

1700 Swift Street, North Kansas City, MO 64116
Phone: 816.741.4600
Fax: 816.741.4488
www.garney.com

Tab 3 – Description of Variations, Substitutions Proposed

1. **Specifications** (See hyperlink provided in Tab 2 to gain access to the contract documents that accompanied Bid Package #3). Per this Electrical & Fiber Optic Installation as well as Micro Tunnel under the Little Brazos River GMP #5, submittal is "as per specifications" at time of Bid Package #3 and $4.
    a. Qualifications and Assumptions (See Below)
    b. Exclusions (See Below)

2. **Assumptions and Clarifications**
    a. This is strictly work procurement per plans and specifications available at time of bid.
    b. GMP pricing exclusive of installation costs outside of the scopes of work outlined in Bid Package 3.03 and 4.01.
    c. GMP pricing contingent upon COCS May 28th Board Approval.
    d. There are no contingencies included to facilitate material storage at manufacturer (Pipe, fittings, valves, motors and any other component(s)).
    e. GMP based upon 5-day work weeks (Monday through Friday) for BP 3.01 and 24 hr. continuous working durations/shifts per Bid Package 4.01 as shown in their Technical Proposal and Schedule during select phases of construction.
    f. Amendment does not include continuity survey for corrosion protection; this scope is to be provided by others.
    g. Amendment does not reflect abnormal cost escalations incurred due to pandemics, changes in law or regulations by the State or Federal Government, Tariffs, or Global affairs that directly or indirectly affect the procurement, schedule, or construction of the conveyance system.
    h. Amendment includes GCs, Overhead Expenses, and CMAR cost of work through the Final Completion date provided. Any extension of the project and Garney's CMAR services, outside of Garney's scope of work or due to a change of conditions, is excluded.
    i. GMP does not include standard nor overtime for Construction Inspection Fees that are provided by others.
    j. GMP does not include costs to improve county roads to accommodate construction deliveries, maintenance during construction, nor reimbursement funds. That is to be included in a future GMP if directed and or deemed necessary by the remainder of the Project Team.
    k. GMP does not include additional pricing for additional pipe in the event it is deemed the BP 4.01 scope of work requires additional length or depth.
    l. GMP does not include permits, utility encroachment agreement, etc. to be obtained by Others. GMP based on timely procurement of these permits by others to avoid unforeseen construction delay.
    m. GMP assumes that access to all properties will remain constant for the duration of the project and all properties necessary for construction.
    n. GMP based on geotechnical reports available at time of CMAR Bid Package 3.03 and BP 4.01. CMAR not responsible for unforeseen site conditions that differ from those indicated in the available geotechnical reports.
    o. GMP assumed all necessary materials testing called out in the Project Specification are financially covered by others.
    p. GMP Includes 8% cost of work per CMAR Contract (General Conditions)
    q. GMP Includes 9% cost of work per CMAR Contract (Construction Services Fee)

    The new Contract total and GMP value is inclusive of a reduction in Contingency from 5% to 2% considering design has reached 100%. This 2% Contingency will serve as the CMAR Contingnecy while the Owner/Design Contingency has been reduced to 0%.
    r. The CMAR does not assume any responsibility for well performance issues related to the design of the wells and associated equipment.

3. **Value Analysis**
    a. GMP does take into account Value Engineering deducts per Bid Package 3.03 and 4.01.

i. Opportunities for value to the program can be negotiated based on team consensus. Items identified specifically with this bid package will be discussed, modified, and tracked through the start of construction.

4. **Allowance Schedule (Refer to Tab 4 – Recommendation Summary)**
   a. GMP includes (established in GMP 04) a $100,000 CMAR Allowance for any necessary relocation of the Frontier Communications Line – this Allowance value was not included within the GMP 05 COW, but is embedded within the final GMP 05 value.

5. **Schedule of Unit Prices (Not applicable)**
   a. a. As included in the schedule of values provided by the proposers.

6. **All other information (Not applicable)**

Exhibit A-6(a) GMP No. 5

SOV 3.03 - Electrical & Fiber Optic Installs

OCS - Wells 10, 11, 12 and Collection Pipeline - Bid Package 3.00 - SOV 3.03 - Electrical & Fiber Optic Installation - ADDENDA No. 3		ELECTRICAL & FIBER OPTIC INSTALLATION			
ITEM NUMBER	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	EXTENSION
1	**Mobilization (Maximim 10% of Total Base Bid Items 2-13)**	1.00	Lump Sum	$ 1,492,050.00	$ 1,492,050.00
2	**Notice of Intent: TCEQ (Including Yearly Fees)**	1.00	Lump Sum	$ 5,300.00	$ 5,300.00
3	**Well No. 10 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum	$ 3,639,737.00	$ 3,639,737.00
4	**Well No. 10 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum	$ 88,350.00	$ 88,350.00
5	**Well No. 11 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum	$ 3,637,960.00	$ 3,637,960.00
6	**Well No. 11 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum	$ 88,350.00	$ 88,350.00
7	**Well No. 12 - Electrical Equipment Supply, Installation and Testing**	1.00	Lump Sum	$ 3,684,653.00	$ 3,684,653.00
8	**Well No. 12 - Cast-In-Place Concrete (Mechanical Piping Slab, Concrete Piers, Mechanical Piping Supports, E-House Slab, Etc..)**	1.00	Lump Sum	$ 88,350.00	$ 88,350.00
9	**Fiber Optic Conduit: Supply and Install**	1.00	Lump Sum	$ 1,228,600.00	$ 1,228,600.00
10	**Fiber Optic Cable: Supply and Install**	1.00	Lump Sum	$ 981,122.00	$ 981,122.00
11	**Pull Boxes and Marker/Locate Post: Supply and Install**	1.00	Lump Sum	$ 129,512.00	$ 129,512.00
12	**Terminal Connection: Well Site 10, 11, and 12**	1.00	Lump Sum	$ 15,117.00	$ 15,117.00
13	**Terminal Connection: Well No. 5 Hand Hole**	1.00	Lump Sum	$ 18,573.00	$ 18,573.00
14	**Testing, Startup, and Commissioning**	1.00	Lump Sum	$ 288,773.00	$ 288,773.00
15	**Provide Spare Parts and Training**	1.00	Lump Sum	$ 246,151.00	$ 246,151.00
16	**Trench Safety**	1.00	Lump Sum	$ 4,700.00	$ 4,700.00
17	**Bonds: Performance and Payment**	1.00	Lump Sum	$ 217,114.29	$ 217,114.29
	TOTAL BASE BID:	**1.00**	**Lump Sum**	**TOTAL:**	$ 15,854,412.29
EW 1.00	Additional Site Mobilizations for Fiber Optic Contractor as Directed by the CMAR	1.00	Each	$ 5,000.00	$ 5,000.00
EW 2.00	Additional Site Mobilizations for Electrical Contractor as Directed by the CMAR	1.00	Each	$ 7,500.00	$ 7,500.00
EW 3.00	Directional Drill in Lieu of Direct Bury Conduit as Directed by the CMAR	100.00	Linear Feet	$ 45.00	$ 4,500.00
EW 4.00	Additional Pull Box Supply and Installation as Directed by the CMAR	1.00	Each	$ 4,625.00	$ 4,625.00
EW 5.00	Additional Slack of Cable as Directed by the CMAR	1.00	Linear Feet	$ 10.00	$ 10.00
EW 6.00	Cost Increase to Upsize VFD to 1,250 HP and Add AC Unit	1.00	Lump Sum	$ 482,976.00	$ 482,976.00
	TOTAL EXTRA WORK ITEMS:	**1.00**	**Lump Sum**	**TOTAL:**	$ 504,611.00
	TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS):	**1.00**	**Lump Sum**	**TOTAL:**	$ 16,359,023.29

ote: 1	Bidder's project approach will be required to be turned in with the bid for evaluation by the Project Team.
ote: 2	Reference Electrical, Fiber Optic, and Pipeline Plan Drawings for information related to this Bid Package.
ote: 3	Bidder understands multiple mobilizations will be required and work will take place from time to time for the duration of the project. No additional compensation for remobilizations will be made to contractor unless the mobilization is directed by the CMAR (ALT 01)
ote: 4	Bid Package 3.03 Contractor will need to coordinate work with the CMAR as well as the Bid Package 2.05 (Generators), 3.01 (Permanent Wells), and 3.02 (Well Piping and Transmission Pipeline Contractors.
ote: 5	Staking for Contractors work will be included in the Contractors scope to perform. No staking will be provided by the CMAR. As-builts will need to be provided.
ote: 6	Subcontractor is required to furnish liability insurance in accordance with the agreement and Section 00 72 00 - Standard General Conditions and 00 73 00 - Supplementary Conditions.
ote: 7	Spare fiber optic cable to be supplied in lengths specified in the Contract Documents
ote: 8	All work shall be coordinated with the CMAR
ote: 9	Bidder is to understand and incorporate within their pricing the varying conduit and cable details as notated within the plans well site run details vs. detail following main transmission pipeline
ote: 10	Bidder to understand multiple mobilizations may be required to complete their scope of work - bidder also responsible for coordinating with the other

ach bidder shall submit one (1) hard copy of SOV and one (1) digital copy of SOV in excel format as specified in Instructions to Bidders.

Installation Milestone		
1.00	Proposals Due	Tuesday, February 3, 2026
2.00	Anticipated Notice of Award	Friday, March 20, 2026
3.00	Submittal Data to CMAR	Wednesday, April 15, 2026
4.00	Completion of Fiber Optic Installation	Tuesday, December 1, 2026
5.00	Delivery of E-Houses	Monday, February 1, 2027
6.00	Delivery of VFD & Switch Gear	Monday, February 1, 2027
7.00	Testing & Commissioning	Thursday, April 15, 2027
8.00	Substantial Completion	Saturday, May 1, 2027
9.00	Final Completion	Tuesday, June 1, 2027

$1,500 Per Day Penalty For Not Achieving Milestones

Company:	Loenbro, LLC

Exhibit A-6(b) GMP No. 5

SOV 4.01 - Little Brazos River Micro Tunnel

Bid Package 04.01 - Well 10, 11, and 12 Project - Little Brazos River Micro Tunnel	Little Brazos River Micro Tunnel

Item	Size	Description	Quantity	Units	Unit Price	Extension
1.00		Mobilization (5% Max)	1.00	Lump Sum	$ 190,000.00	$ 190,000.00
2.00		Notice of Intent: TCEQ (Including Yearly Fees)	1.00	Lump Sum	$ 25,000.00	$ 25,000.00
3.00		Erosion Control and Maintenance of BMPs	1.00	Lump Sum	Included	Included
4.00		Trench Safety	1.00	Lump Sum	Included	Included
5.00		Vertical Shaft Thrust Blocking Install & Design - Design by State of TX PE w/ TX PE Stamp	1.00	Lump Sum	$ 250,000.00	$ 250,000.00
6.00		Vertical Shaft Installation /Tunnel Pits-Shoring Designed by State of TX PE w/ TX PE Stamp	1.00	Lump Sum	$ 1,600,000.00	$ 1,600,000.00
7.00	42"	Tunnel Construction	1.00	Lump Sum	$ 1,000,000.00	$ 1,000,000.00
8.00	24"	Pipe Installation - Carrier Pipe	1.00	Lump Sum	$ 100,000.00	$ 100,000.00
9.00		Grouting of Annular Space between Carrier Pipe and Tunnel	1.00	Lump Sum	$ 85,000.00	$ 85,000.00
10.00	24"	Pipe Installation - Tunnel to Termination (inside shafts)	1.00	Lump Sum	$ 80,000.00	$ 80,000.00
11.00		Backfill Vertical Shafts - Tunnel Pit (Per Plans & Specifications)	1.00	Lump Sum	$ 350,000.00	$ 350,000.00
12.00		Filling and Hydrostatic Testing (24" DIP)	1.00	Lump Sum	$ 60,000.00	$ 60,000.00
13.00		Haul Off and Removal of Excess Spoils	1.00	Lump Sum	$ 30,000.00	$ 30,000.00
14.00		Installation of Casing Test Station	2.00	Each	$ 4,000.00	$ 8,000.00
15.00		Installation of Fiber Optic Innderduct per Plans/Specifications at Micro Tunnel	1.00	Lump Sum	$ 15,000.00	$ 15,000.00
16.00		Bonds: Performance and Payment	1.00	Lump Sum	$ 100,000.00	$ 100,000.00
					BASE BID TOTAL:	**$ 3,893,000.00**

Item		Description	Quantity	Units	Unit Price	Extension
EWI 001		Additional CLSM Backfill per Specification	100.00	Cubic Yard	$ 200.00	$ 20,000.00
EWI 002		Additional Concrete Backfill (3500 PSI)	100.00	Cubic Yard	$ 200.00	$ 20,000.00
EWI 003		Additional 42" Tunnel Construction Per Foot	20.00	Linear Foot	$ 3,000.00	$ 60,000.00
VE 001		FRP Casing In Lieu of Steel Casing & Casing Test Station Elimination	1.00	Lump Sum	$ (142,625.00)	$ (142,625.00)
VE 002		Reduce CLSM Backfill to 15'-0" Below Grade	1.00	Lump Sum	$ (122,158.00)	$ (122,158.00)
VE 003		Install Gravel Access Road & Leave in Place	1.00	Lump Sum	$ (144,000.00)	$ (144,000.00)
					TOTAL EXTRA WORK ITEMS:	**$ (308,783.00)**

TOTAL PROPOSED VALUE (BASE BID ITEMS & EXTRA WORK or ALTERNATE ITEMS): $ 3,584,217.00

Milestone:	Description	Date
1	Proposals Due	04/14/26
2	Anticipated Notice of Award	06/11/26
3	Anticipated Issuance of Notice to Proceed	06/25/26
4	Begin Submittal Package(s) Submitted to CMAR - No Later Than	07/16/26
5	Anticipated Substantial Completion	12/22/26
6	Anticipated Final Completion	01/21/27

$2,500 Penalty Per Day For Not Achieving Milestone (Liquidated Damages)

Clarifications to Proposal: (Contractor Write-in)

2.00	Confirm anticipated Substantial Completion Date based on Proposed Schedule	12/22/2026	Date
3.00	Confirm anticipated Final Completion Date based on Proposed Schedule	01/21/27	Date
4.00	Bidder acknowledges receipt of Special Conditions Attachment		Initial

Bidder's Name: Pate Garver, LP

Contact Person: David Ellet **Title:** Vice President

Phone: 832.917.1611 **Email:** david.ellet@pategarver.com

Exhibit A-7 GMP No. 5

Schedule

CITY OF COLLEGE STATION
WELLS 10, 11, 12 and
COLLECTION PIPELINE

Project No. CCL24267

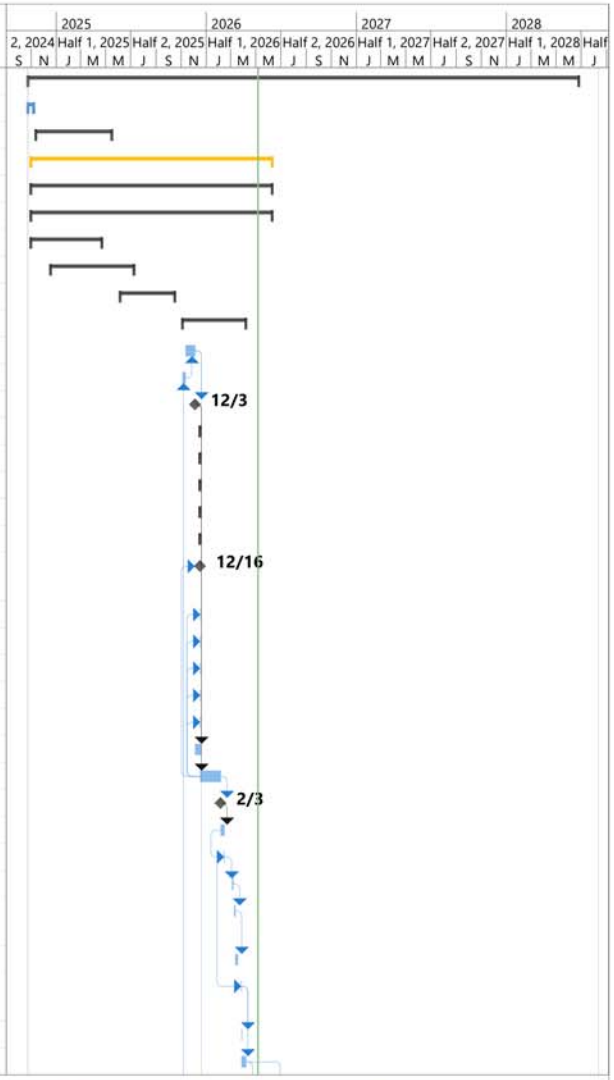
CITY OF COLLEGE STATION
Home of Texas A&M University®
cstx.gov

CMAR Recommendation #5
COCS Bid Packages 3.03 & 4.01
Work Procurement

Tab-5 Schedule

GARNEY

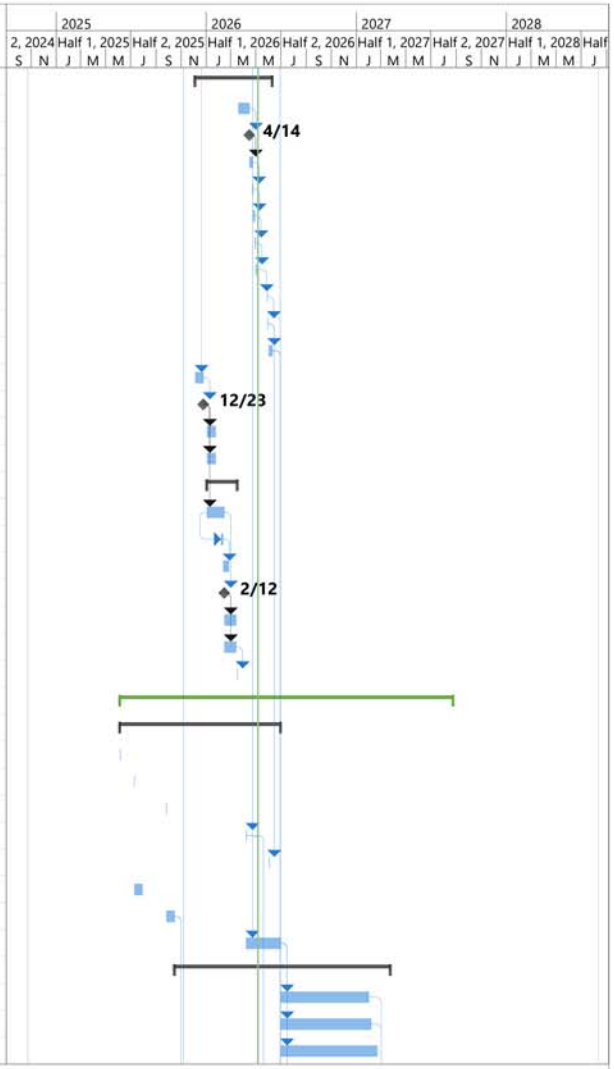
ID	Bid Package No.	Task Name	Duration	Start	Finish	Predecessors
1		**City of College Station - RFP #24-084 - CMAR PROPOSAL SCHEDULE**	**936 days**	**Thu 10/24/24**	**Sun 6/25/28**	
2		**Proposal and Award**	**10 days**	**Thu 10/24/24**	**Wed 11/6/24**	
11		**Engineering, Permitting and Land Acquisition**	**124 days**	**Tue 11/12/24**	**Thu 5/15/25**	
21		**Phase I - Preconstruction**	**398 days**	**Thu 10/31/24**	**Tue 6/9/26**	
22		**Design**	**398 days**	**Thu 10/31/24**	**Tue 6/9/26**	
23		**Phases**	**398 days**	**Thu 10/31/24**	**Tue 6/9/26**	
24		**Phase 1**	**114 days**	**Thu 10/31/24**	**Mon 4/21/25**	
34		**50% Plans and Specs**	**136 days**	**Wed 12/18/24**	**Tue 7/8/25**	**25SS+10 days**
82		**60%-75% Packages**	**93 days**	**Thu 6/5/25**	**Wed 10/15/25**	
105		**100% Design**	**101 days**	**Tue 11/4/25**	**Mon 4/6/26**	
106		50% Design to 100% (Design Progression)	15 days	Tue 11/11/25	Wed 12/3/25	40,107
107		Exercise and Test (Test Well Data) - Preliminary Well Data	5 days	Tue 11/4/25	Mon 11/10/25	199FS+10 days
108		Finalize Well Design and Associated Components	0 days	Wed 12/3/25	Wed 12/3/25	106
109		**90% Design Packages**	**1 day**	**Tue 12/16/25**	**Tue 12/16/25**	
110		**Wells and Associated Scopes**	**1 day**	**Tue 12/16/25**	**Tue 12/16/25**	
111		**Creation of Bid Packages - (100% Design Packages)**	**1 day**	**Tue 12/16/25**	**Tue 12/16/25**	
112		**Anticipated 'Packages'/Scopes within (100%) solicitation**	**1 day**	**Tue 12/16/25**	**Tue 12/16/25**	
113		**Bid Package No. 2 (BP 2.0) - Early Out Materials**	**1 day**	**Tue 12/16/25**	**Tue 12/16/25**	
114		Permanent Well Construction (3), Materials and Associated Devices	0 days	Tue 12/16/25	Tue 12/16/25	121SS
115		Electrical Equipment and VFD's	1 day	Tue 12/16/25	Tue 12/16/25	121SS
116		Misc. Well Site Piping	1 day	Tue 12/16/25	Tue 12/16/25	121SS
117		Microtunnel Installation Procurement (LBR)	1 day	Tue 12/16/25	Tue 12/16/25	121SS
118		Pipeline and Well Collection Package	1 day	Tue 12/16/25	Tue 12/16/25	121SS
119		Fiber Optic Installation	1 day	Tue 12/16/25	Tue 12/16/25	121SS
120		100% Packages - Design Document Submittal to CMAR	10 days	Thu 12/4/25	Wed 12/17/25	108
121		**Bid Package Solicitations and Public Advertisements**	29 days	Tue 12/16/25	Tue 2/3/26	108FS+8 days
122		**Anticipated due date of CSP's**	0 days	Tue 2/3/26	Tue 2/3/26	121
123		**Project Team Bid Package Evaluation - Internal REVIEW**	7 days	Wed 2/4/26	Thu 2/12/26	122,56,73
124		Project Team Bid Package Evaluation - FORMAL SELECTION MEETING	1 day	Thu 2/12/26	Thu 2/12/26	123SS+6 days
125		CMAR Develop Amendment Packet and provide to COCS	3 days	Wed 3/4/26	Fri 3/6/26	124FS+13 days
126		COCS finalize amendment and provide back to CMAR - P&P Bonding (or Bond Rider)	3 days	Mon 3/9/26	Wed 3/11/26	125
127		CMAR finalize Amendment Packet and provide final document to CO	4 days	Thu 3/12/26	Tue 3/17/26	126
128		City of College Station Board Meeting (2nd and 4th THUR) - MONDAY 24th	1 day	Thu 3/26/26	Thu 3/26/26	124SS+1 day
129		**Publication/Notification of Contract Award - Excluding BP 3.03**	1 day	Fri 3/27/26	Fri 3/27/26	128
130		**Contract Execution - 100% Packages - Excluding BP 3.03**	7 days	Fri 3/27/26	Mon 4/6/26	128



Project:
COCS - Preliminary CMAR Schedule

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone	

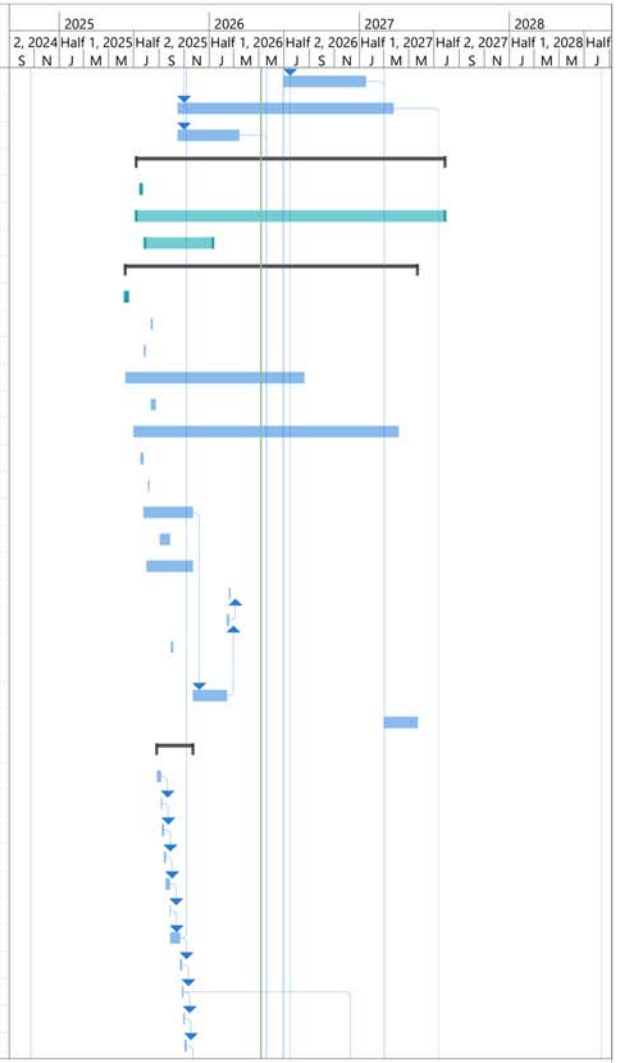
ID	Bid Package No.	Task Name	Duration	Start	Finish	Predecessors
131		**Bid Package 4.00 - Microtunnel**	**127 days**	**Thu 12/4/25**	**Tue 6/9/26**	
132		**Bid Package Solicitations and Public Advertisements**	**19 days**	**Thu 3/19/26**	**Tue 4/14/26**	
133		**Anticipated Due Date CSP's**	0 days	Tue 4/14/26	Tue 4/14/26	132
134		Project Team Bid Package Evaluation - Internal Review	6 days	Wed 4/15/26	Wed 4/22/26	133
135		Project Team Bid Package Evaluation - Formal Selection	1 day	Thu 4/23/26	Thu 4/23/26	134
136		CMAR Develop Amendment Packet and Provide to COCS	2 days	Fri 4/24/26	Mon 4/27/26	135
137		COCS Finalize Amendment and Provide Back to CMAR	2 days	Tue 4/28/26	Wed 4/29/26	136
138		CMAR Finalize Amendment Packet and Provide Final Documents	2 days	Thu 4/30/26	Fri 5/1/26	137
139		City of College Station Board Meeting	1 day	Thu 5/28/26	Thu 5/28/26	138FS+18 days
140		Public Notification of Contract Award - Including BP 3.03	1 day	Fri 5/29/26	Fri 5/29/26	139
141		Contract Execution - Including BP 3.03	7 days	Mon 6/1/26	Tue 6/9/26	140
142		Design Work Shops	14 days	Thu 12/4/25	Tue 12/23/25	106
143		100% Design Milestone	0 days	Tue 12/23/25	Tue 12/23/25	142
144		Cost Model Update	15 days	Fri 1/2/26	Thu 1/22/26	143
145		Conceptual Schedule Update	15 days	Fri 1/2/26	Thu 1/22/26	143
146		**100% Design Garney Deliverables**	**52 days**	**Fri 1/2/26**	**Mon 3/16/26**	
147		Design Progression	30 days	Fri 1/2/26	Thu 2/12/26	143
148		GMP Preparation	3 days	Thu 2/5/26	Mon 2/9/26	147SS+24 days
149		GMP Approval/Construction Contract/NTP	10 days	Tue 2/10/26	Mon 2/23/26	148
150		100% Design Milestone	0 days	Thu 2/12/26	Thu 2/12/26	147
151		Cost Model Reconciliation - CMAR GMP DELIVERY	21 days	Fri 2/13/26	Fri 3/13/26	150
152		Schedule Update	21 days	Fri 2/13/26	Fri 3/13/26	150
153		Schedule Delivery	1 day	Mon 3/16/26	Mon 3/16/26	152
154		**Phase II - Construction**	**568 days**	**Wed 6/4/25**	**Mon 8/23/27**	
155		**Administrative**	**268 days**	**Wed 6/4/25**	**Mon 6/29/26**	
156		Notice to Proceed (Early Out Packages - 50%) - Initial Round Packages	1 day	Wed 6/4/25	Wed 6/4/25	64
157		Notice to Proceed (Early Out Packages - 50%) - Re-Bid Packages	1 day	Wed 7/9/25	Wed 7/9/25	81
158		Notice to Proceed - 60%-75% Packages	1 day	Thu 9/25/25	Thu 9/25/25	102
159		Notice to Proceed (100% Packages)	1 day	Tue 4/7/26	Tue 4/7/26	130
160		Notice To Proceed - BP 4.01 and 3.03	1 day	Tue 6/2/26	Tue 6/2/26	140FS+1 day
161		Submittals - Early Out Packages (50%)	14 days	Wed 7/9/25	Mon 7/28/25	64,81
162		Submittals - 60%-75% Packages	14 days	Thu 9/25/25	Tue 10/14/25	102
163		Submittals - 100% Packages	60 days	Tue 4/7/26	Mon 6/29/26	130
164		**Manufacturing**	**366 days**	**Tue 10/14/25**	**Tue 3/23/27**	
165		Electrical/Process Equipment	215 edays	Mon 6/29/26	Sat 1/30/27	163
166		Well Pump Manufacturing	220 edays	Mon 6/29/26	Thu 2/4/27	163
167		VFD Manufacturing	235 edays	Mon 6/29/26	Fri 2/19/27	163



Project:
COCS - Preliminary CMAR Schedule

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone

ID	Bid Package No.	Task Name	Duration	Start	Finish	Predecessors
168		Well Motor Manufacturing	200 edays	Mon 6/29/26	Fri 1/15/27	163
169		Generator and Fuel Tank Manufacturing	525 edays	Tue 10/14/25	Tue 3/23/27	162
170		Pipe Manufacturing	150 edays	Tue 10/14/25	Fri 3/13/26	162
171		**Owner Provider Services/Coordination**	**527 days**	**Mon 7/7/25**	**Tue 7/27/27**	
172		Site Soil Proctors	2 days	Fri 7/18/25	Sat 7/19/25	
173		Daily Oberservation/Inspection - Permanent Installation(s)	527 days	Mon 7/7/25	Tue 7/27/27	
174		Compaction and Materials Testing	110 days	Mon 7/28/25	Fri 1/9/26	
175		**Site Work**	**498 days**	**Tue 6/10/25**	**Fri 5/21/27**	
176	1.01	Pre-Existing Topography Documentation (LiDar)	5 days	Tue 6/10/25	Sun 6/15/25	
177	1.01	Easement and Clearing Staking - East of LBR	4 days	Mon 8/11/25	Thu 8/14/25	
178	1.01	Access Road Layout/Staking	2 days	Fri 7/25/25	Mon 7/28/25	
179	1.01	Misc. Construction Staking - Ongoing/As Needed and or CMAR Directed	300 days	Tue 6/10/25	Tue 8/18/26	
180	1.03	Clearing, Temporary Entrances and Temporary Access gates	10 days	Mon 8/11/25	Fri 8/22/25	
181	1.02	NOI, SWP3 Plan, SWPPP Installations and Weekly Inspections	450 days	Mon 6/30/25	Mon 4/5/27	
182	1.04	Mobilization - Garney/MSI	5 days	Thu 7/17/25	Wed 7/23/25	
183	1.04	Office Pad Construction (200' x 200')	3 days	Mon 8/4/25	Wed 8/6/25	
184	1.04	Access Road to Well's 11 and 12	85 days	Thu 7/24/25	Thu 11/20/25	
185	1.04	Drainage Ditches/Swale Construction along Access Roads	18 days	Tue 9/2/25	Thu 9/25/25	
186	1.04	Elevated Earthen Plateau's and Aggregate Well Pads - Wells 11 and 12	80 days	Thu 7/31/25	Thu 11/20/25	
187	1.04	Misc. Site Grading and Berm Cut	3 days	Tue 2/17/26	Thu 2/19/26	188
188	1.04	Drainage Ditches/Swale Construction along Sims Lane Cutoff	3 days	Thu 2/12/26	Mon 2/16/26	190
189	1.04	Drainage Ditches/Swale Construction along existing COCS Access (southern portion of site)	5 days	Mon 9/29/25	Fri 10/3/25	
190	1.04	Well 10 Access Road & Pad Construction	50 days	Fri 11/21/25	Wed 2/11/26	184
191	1.04	Remobilization - To Be Determined	60 days	Mon 3/1/27	Fri 5/21/27	
192	**1.05**	**Test Well Construction**	**63 days**	**Tue 8/26/25**	**Sat 11/22/25**	
193	1.05	Modifications to Pad Site	10 edays	Tue 8/26/25	Fri 9/5/25	
194	1.05	Installation of Outer Conductor Casing and Site Prep for Drilling Equipmen	2 edays	Fri 9/5/25	Sun 9/7/25	193
195	1.05	Mobilization of Drilling Equipment	5 edays	Sun 9/7/25	Fri 9/12/25	194
196	1.05	Inner Conductor Casing Installation	4 edays	Fri 9/12/25	Tue 9/16/25	195
197	1.05	Drilling of Test Hole	10 edays	Tue 9/16/25	Fri 9/26/25	196
198	1.05	Test Hole Logging	1 eday	Fri 9/26/25	Sat 9/27/25	197
199	1.05	Temp Well Water Samples and Testing (2)	24 edays	Sat 9/27/25	Tue 10/21/25	198
200	1.05	Install Casing/Screen/Gravel Pack	5 edays	Tue 10/21/25	Sun 10/26/25	199
201	1.05	Develop Well with Drill Rig	3 edays	Sun 10/26/25	Wed 10/29/25	200
202	1.05	Install Cement	3 edays	Wed 10/29/25	Sat 11/1/25	201
203	1.05	Demobilization of Drilling Rig	5 edays	Sat 11/1/25	Thu 11/6/25	202



Project:
COCS - Preliminary CMAR Schedule

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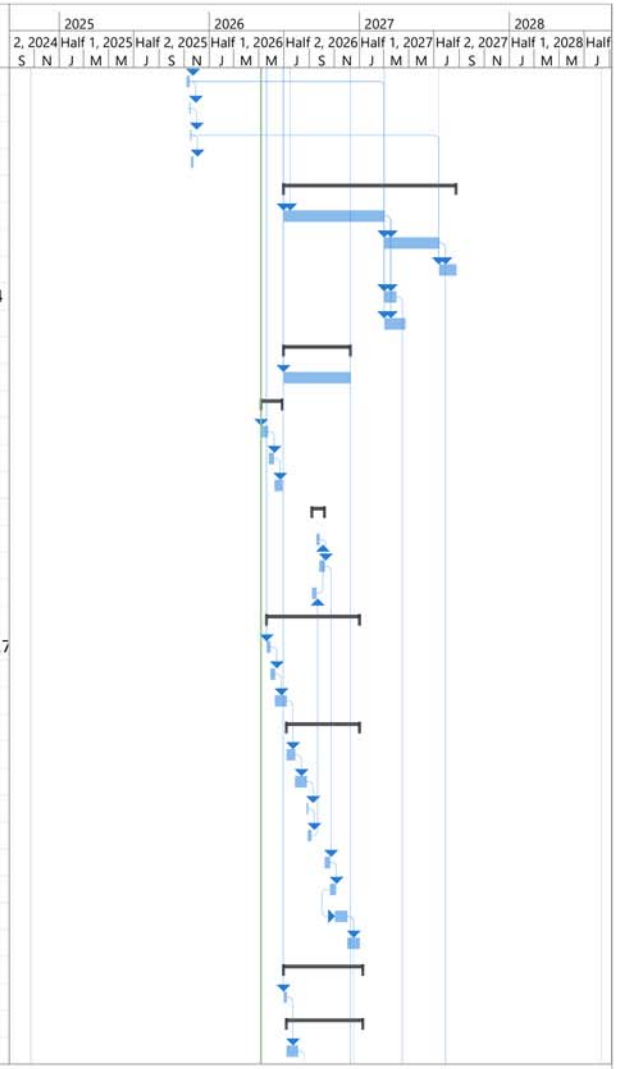
Split	Inactive Task	Duration-only	Finish-only	Progress			
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress			
Summary	Inactive Summary	Manual Summary	External Milestone				

ID	Bid Package No.	Task Name	Duration	Start	Finish	Predecessors
204	1.05	Pump Test	7 edays	Thu 11/6/25	Thu 11/13/25	203
205	1.05	Well Foundation and Capping	2 edays	Thu 11/13/25	Sat 11/15/25	204
206	1.05	Site Clean Up and Final Completion (Punchlist Items as Applicable)	2 edays	Sat 11/15/25	Mon 11/17/25	205
207	1.05	Project Site Demobilization	5 edays	Mon 11/17/25	Sat 11/22/25	206
208		**Well Sites and Well Construction**	**300 days**	**Tue 6/30/26**	**Mon 8/23/27**	
209		Well Drilling - Three Wells (3,000' min depth)	175 days	Tue 6/30/26	Mon 3/1/27	130,163
210		Process Equipment and Electrical	95 days	Tue 3/2/27	Mon 7/12/27	209,165
211		Generator and Fuel Tank Installation	30 days	Tue 7/13/27	Mon 8/23/27	210,206,169
212		Setting Pumps and Motors	21 days	Tue 3/2/27	Tue 3/30/27	209,168,166,204
213		Mechanical Piping Installation	37 days	Tue 3/2/27	Wed 4/21/27	209,204
214		**Microtunnel - Little Brazos River**	**117 days**	**Tue 6/30/26**	**Wed 12/9/26**	
215		Microtunnel - Little Brazos River Tunnel	117 days	Tue 6/30/26	Wed 12/9/26	141FS+14 days
216		**Tunnels**	**37 days**	**Thu 5/7/26**	**Fri 6/26/26**	
217		FM 1687 (Sandy Point Road) Tunnel	12 days	Thu 5/7/26	Fri 5/22/26	159FS+21 days
218		TX-OSR Tunnel	10 days	Mon 5/25/26	Fri 6/5/26	217
219		UPRR Tunnel	15 days	Mon 6/8/26	Fri 6/26/26	218
220		**Well Collection Lines**	**23 days**	**Mon 9/7/26**	**Wed 10/7/26**	
221		Well 11 Collection Line (446 LF Approx.)	5 days	Fri 9/18/26	Thu 9/24/26	223
222		Well 12 Collection Line - 10+00 - 29+44.13 (1944 LF Approx.)	9 days	Fri 9/25/26	Wed 10/7/26	221
223		Well 10 Collection Line (1,100 LF Approx.)	9 days	Mon 9/7/26	Thu 9/17/26	232
224		**Pipeline Construction**	**162 days**	**Wed 5/20/26**	**Thu 12/31/26**	
225		Mobilization	7 days	Wed 5/20/26	Thu 5/28/26	159FS+30 days,17
226		Prove-outs and Trainings	7 days	Fri 5/29/26	Mon 6/8/26	225
227		Remove Topsoil, Pipe Delivery and Staging	20 days	Tue 6/9/26	Mon 7/6/26	226
228		**Pipeline Installation (29+44.07 - 129+36.24)**	**128 days**	**Tue 7/7/26**	**Thu 12/31/26**	
229		Station 122+95.44 - 129+36.24 - Existing Connection	15 days	Tue 7/7/26	Mon 7/27/26	227
230		STA. 122+95.44 - 73+02.99 - Sandy Point Tunnel to OSR Tunnel	20 days	Tue 7/28/26	Mon 8/24/26	229
231		Station 73+02.99 - 64+16.28 - OSR Tunnel to UPRR Tunnel	3 days	Tue 8/25/26	Thu 8/27/26	230
232		Station 64+16.28 - 43+50 - UPRR Tunnel to Microtunnel	6 days	Fri 8/28/26	Fri 9/4/26	231
233		Station 29+44.13 - 41+00 - Begin Collection Line to Microtunnel	9 days	Thu 10/8/26	Tue 10/20/26	222
234		Connection to Existing System	10 days	Wed 10/21/26	Tue 11/3/26	233
235		Appurtenance Construction	22 days	Mon 11/2/26	Tue 12/1/26	234SS+8 days
236		Restoration and Final Works, Punch list	22 days	Wed 12/2/26	Thu 12/31/26	235
237		**Fiber Optic Installation**	**139 days**	**Tue 6/30/26**	**Fri 1/8/27**	
238		Mobilization	5 days	Tue 6/30/26	Mon 7/6/26	141FS+14 days
239		**Fiber Optic Installation - Plow/HDD Methods**	**134 days**	**Tue 7/7/26**	**Fri 1/8/27**	
240		Station 10+00B - 41+00 - Well 11 & 12 to Micro Tunnel	20 days	Tue 7/7/26	Mon 8/3/26	238



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Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress			
Summary	Inactive Summary	Manual Summary	External Milestone				

ID	Bid Package No.	Task Name	Duration	Start	Finish	Predecessors
241		Station 43+50 - 62+79 - Micro Tunnel to UPRR (Including Well 10)	25 days	Tue 8/4/26	Mon 9/7/26	240
242		Station 64+16 - 72+06 - UPRR to OSR	5 days	Tue 9/8/26	Mon 9/14/26	241
243		Station 73+02 - 122+45 - OSR to Sandy Point	30 days	Tue 9/15/26	Mon 10/26/26	242
244		Station 122+86 - 129+36.24 - Sandy Point to 36" Connection	7 days	Tue 10/27/26	Wed 11/4/26	243
245		Connection to Existing System & Terminations	25 days	Thu 11/5/26	Wed 12/9/26	244
246		Restoration and Final Works, Punch list	22 days	Thu 12/10/26	Fri 1/8/27	245
247		**Pre-Commissioning Testing - Wells and Pipeline**	**137 days**	**Wed 12/2/26**	**Thu 6/10/27**	
248		Hydrostatic Testing - Pipeline	30 days	Wed 12/2/26	Tue 1/12/27	235
249		Internal Startup	37 days	Wed 3/31/27	Thu 5/20/27	212
250		Internal Commissioning - Wells and Pipeline	15 days	Fri 5/21/27	Thu 6/10/27	249
251		Fiber Optic Startup and Testing/OTDR & end-to-ends	15 days	Thu 12/10/26	Wed 12/30/26	245,201
252		**Commissioning - Project**	**30 days**	**Tue 7/13/27**	**Mon 8/23/27**	
253		System Startup	10 days	Tue 7/13/27	Mon 7/26/27	210
254		Final Commissioning	10 days	Tue 7/27/27	Mon 8/9/27	253
255		Owner/Operator Trainings	5 days	Tue 7/27/27	Mon 8/2/27	254SS
256		Substantial Completion	0 days	Tue 7/27/27	Tue 7/27/27	254SS
257		Final Completion	20 days	Tue 7/27/27	Mon 8/23/27	256
258		Warranty Inspection/Corrective Action - 11 Months post Substantial	334 edays	Tue 7/27/27	Sun 6/25/28	256
259		No Later Than Completion Date - Well Permit Expiration	0 days	Thu 8/10/28	Thu 8/10/28	

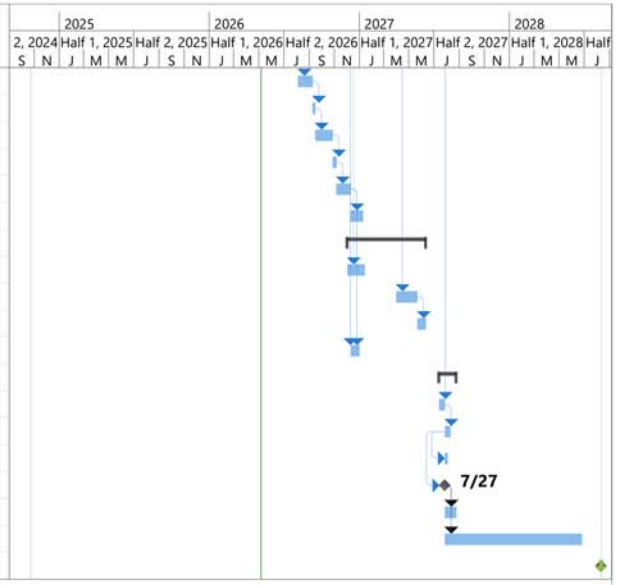

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Exhibit A-8 GMP No. 5

Bond Rider(s) for Payment and Performance Bonds

INCREASE PENALTY RIDER

BOND NO. 30236819/ 674224407

To be attached and form a part of Bond No. 30236819/ 674224407 dated the 2nd Day of May, 2025, executed by The Continental Insurance Company/ Liberty Mutual Insurance Company as surety, on behalf of Garney Companies, Inc. as current principal of record, and in favor of City of College Station, TX, as Obligee for JOB 7488: New Water Wells 10,11,12 Access Roads and Pipelines Project, and in the amount of Forty Four Million Two Hundred Forty Nine Thousand Four Hundred Twenty Eight Dollars and 50/100 ($44,249,428.50).

In consideration of the agreed premium charged for this bond, it is understood and agreed that The Continental Insurance Company/ Liberty Mutual Insurance Company hereby consents that effective from the 13th Day of May, 2026, said bond shall be amended as follows:

THE BOND PENALTY SHALL BE INCREASED: (GMP Amendment 5 - $22,548,606.43)

FROM: Forty Four Million Two Hundred Forty Nine Thousand Four Hundred Twenty Eight Dollars and 50/100 ($44,249,428.50)

TO: Sixty Six Million Seven Hundred Ninety Eight Thousand Thirty Four Dollars and 93/100 ($66,798,034.93)

The INCREASE of said bond penalty shall be effective as of the 13th Day of May, 2026, and does hereby agree that the continuity of protection under said bond subject to changes in penalty shall not be impaired hereby, provided that the aggregate liability of the above mentioned bond shall not exceed the amount of liability assumed by it at the time the act and/or acts of default were committed and in no event shall such liability be cumulative.

Signed, sealed and dated this 13th Day of May, 2026

GARNEY COMPANIES, INC. Type text here CORPORATE SEAL STATE OF MISSOURI

Garney Companies, Inc.
PRINCIPAL

BY _____
William D. Williams, Executive Vice President

The Continental Insurance Company/ Liberty Mutual Insurance Company
SURETY

BY _____
K. Zerounian, ATTORNEY-IN-FACT

THE ABOVE BOND IS HEREBY AGREED TO AND ACCEPTED BY:

City of College Station, TX
OBLIGEE

BY _____

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of San Francisco)

On MAY 13, 2026 before me, Janet C. Rojo, Notary Public
(insert name and title of the officer)

personally appeared K. Zerounian,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

JANET C. ROJO
Notary Public - California
San Francisco County
Commission # 2536962
My Comm. Expires Nov 17, 2029

WITNESS my hand and official seal.

Signature _____ **(Seal)**

POWER OF ATTORNEY APPOINTING INDIVIDUAL ATTORNEY-IN-FACT

Know All Men By These Presents, That The Continental Insurance Company, a Pennsylvania insurance company, is a duly organized and existing insurance company having its principal office in the City of Chicago, and State of Illinois, and that it does by virtue of the signature and seal herein affixed hereby make, constitute and appoint

M Moody, Susan Hecker, K Zerounian, Tina K Nierenberg, Janet C Rojo, Betty L Tolentino, Maureen O'Connell, Brian F Cooper, Robert P Wrixon, Julia Ortega, Virginia L Black, Kevin Re, Brittany Kavan, Thuyduong Le, Misty R Hemje, Shawndrae N Johnston, Maria D Reynoso, Forrest Chamberlain, Harold Foy, Salina Ko, Fnu Yilan, Individually

of Walnut Creek, CA, its true and lawful Attorney(s)-in-Fact with full power and authority hereby conferred to sign, seal and execute for and on its behalf bonds, undertakings undertakings and other obligatory instruments of similar nature - **In Unlimited Amounts** - and to bind it thereby as fully and to the same extent as if such instruments were signed by a duly authorized officer of the corporation and all the acts of said Attorney, pursuant to the authority hereby given, are hereby ratified and confirmed.

This Power of Attorney is made and executed pursuant to and by authority of the Authorizing By-Laws and Resolutions printed at the bottom of this page, duly adopted, as indicated, by the Board of Directors of the insurance company.

In Witness Whereof, The Continental Insurance Company has caused these presents to be signed by its Vice President and its corporate seal to be hereto affixed on April 4, 2026.

The Continental Insurance Company

Larry Kasten, Vice President

State of South Dakota, County of Minnehaha, ss:

On April 4, 2026, before me personally came Larry Kasten to me known, who, being by me duly sworn, did depose and say: that he resides in the City of Sioux Falls, State of South Dakota; that he is a Vice President of The Continental Insurance Company, a Pennsylvania insurance company described in and which executed the above instrument; that he knows the seals of said insurance company; that the seals affixed to the said instrument is such corporate seal; that it was so affixed pursuant to authority given by the Boards of Directors of said insurance company and that he signed his name thereto pursuant to like authority, and acknowledges same to be the act and deed of said insurance company.

My commission expires

December 4, 2031

K. WALSH
NOTARY PUBLIC
SOUTH DAKOTA

K. Walsh, Notary Public

CERTIFICATE

I, P. Kolsrud, Assistant Secretary of The Continental Insurance Company, a Pennsylvania insurance company, do hereby certify that the Power of Attorney herein above set forth is still in force, and further certify that the By-Laws and Resolutions of the Board of Directors of the insurance company printed below this certificate are still in force. In testimony whereof I have hereunto subscribed my name and affixed the seal of the said insurance company on May 13, 2026

The Continental Insurance Company

P. Kolsrud, Assistant Secretary

Authorizing By-Laws and Resolutions

ADOPTED BY THE BOARD OF DIRECTORS OF THE CONTINENTAL INSURANCE COMPANY:

This Power of Attorney is made and executed pursuant to and by authority of the following resolution duly adopted by the Board of Directors of the Company at a meeting held on May 10, 1995.

"RESOLVED: That any Senior or Group Vice President may authorize an officer to sign specific documents, agreements and instruments on behalf of the Company provided that the name of such authorized officer and a description of the documents, agreements or instruments that such officer may sign will be provided in writing by the Senior or Group Vice President to the Secretary of the Company prior to such execution becoming effective."

This Power of Attorney is signed by Larry Kasten, Vice President, who has been authorized pursuant to the above resolution to execute power of attorneys on behalf of The Continental Insurance Company.

This Power of Attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the April 25, 2012.

"Whereas, the bylaws of the Company or specific resolution of the Board of Directors has authorized various officers (the "Authorized Officers") to execute various policies, bonds, undertakings and other obligatory instruments of like nature; and

Whereas, from time to time, the signature of the Authorized Officers, in addition to being provided in original, hard copy format, may be provided via facsimile or otherwise in an electronic format (collectively, "Electronic Signatures"), Now therefore be it resolved: that the Electronic Signature of any Authorized Officer shall be valid and binding on the Company."

This Power of Attorney may be signed by digital signature and sealed by a digital or otherwise electronic-formatted corporate seal under and by the authority of the following Resolution adopted by the Board of Directors of the Company by unanimous written consent dated the April 27, 2022:

"RESOLVED: That it is in the best interest of the Company to periodically ratify and confirm any corporate documents signed by digital signatures and to ratify and confirm the use of a digital or otherwise electronic-formatted corporate seal, each to be considered the act and deed of the Company."

Go to www.cnasurety.com > Owner / Obligee Services > Validate Bond Coverage, if you want to verify bond authenticity.

POWER OF ATTORNEY

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

Certificate No: **8215826 - 024125**

KNOWN ALL PERSONS BY THESE PRESENTS: That The Ohio Casualty Insurance Company is a corporation duly organized under the laws of the State of New Hampshire, that Liberty Mutual Insurance Company is a corporation duly organized under the laws of the State of Massachusetts, and West American Insurance Company is a corporation duly organized under the laws of the State of Indiana (herein collectively called the "Companies"), pursuant to and by authority herein set forth, does hereby name, constitute and appoint, Betty L. Tolentino, Brian Cooper, Brittany Kavan, Fnu Yilan, Forrest Chamberlain, Harold Foy, Janet C. Rojo, Julia Ortega, K. Zerounian, Kevin Re, M.Moody, Maria D. Reynoso, Maureen O'Connell, Misty R. Hemje, Robert P. Wrixon, Salina Ko, Shawndrae N. Johnston, Susan Hecker, Thuyduong Le, Tina K. Nierenberg, Virginia L. Black

all of the city of Walnut Creek state of CA each individually if there be more than one named, its true and lawful attorney-in-fact to make, execute, seal, acknowledge and deliver, for and on its behalf as surety and as its act and deed, any and all undertakings, bonds, recognizances and other surety obligations, in pursuance of these presents and shall be as binding upon the Companies as if they have been duly signed by the president and attested by the secretary of the Companies in their own proper persons.

IN WITNESS WHEREOF, this Power of Attorney has been subscribed by an authorized officer or official of the Companies and the corporate seals of the Companies have been affixed thereto this 23rd day of March, 2026.

Liberty Mutual Insurance Company
The Ohio Casualty Insurance Company
West American Insurance Company

By: _____
Nathan J. Zangerle, Assistant Secretary

State of PENNSYLVANIA
County of MONTGOMERY ss

On this 23rd day of March, 2026 before me personally appeared Nathan J. Zangerle, who acknowledged himself to be the Assistant Secretary of Liberty Mutual Insurance Company, The Ohio Casualty Company, and West American Insurance Company, and that he, as such, being authorized so to do, execute the foregoing instrument for the purposes therein contained by signing on behalf of the corporations by himself as a duly authorized officer.

IN WITNESS WHEREOF, I have hereunto subscribed my name and affixed my notarial seal at Plymouth Meeting, Pennsylvania, on the day and year first above written.

Commonwealth of Pennsylvania - Notary Seal
Teresa Pastella, Notary Public
Montgomery County
My commission expires March 28, 2029
Commission number 1126044
Member, Pennsylvania Association of Notaries

By: _____
Teresa Pastella, Notary Public

This Power of Attorney is made and executed pursuant to and by authority of the following By-laws and Authorizations of The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company which resolutions are now in full force and effect reading as follows:

ARTICLE IV – OFFICERS: Section 12. Power of Attorney.
Any officer or other official of the Corporation authorized for that purpose in writing by the Chairman or the President, and subject to such limitation as the Chairman or the President may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Corporation to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact, subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Corporation by their signature and execution of any such instruments and to attach thereto the seal of the Corporation. When so executed, such instruments shall be as binding as if signed by the President and attested to by the Secretary. Any power or authority granted to any representative or attorney-in-fact under the provisions of this article may be revoked at any time by the Board, the Chairman, the President or by the officer or officers granting such power or authority.

ARTICLE XIII – Execution of Contracts: Section 5. Surety Bonds and Undertakings.
Any officer of the Company authorized for that purpose in writing by the chairman or the president, and subject to such limitations as the chairman or the president may prescribe, shall appoint such attorneys-in-fact, as may be necessary to act in behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations. Such attorneys-in-fact subject to the limitations set forth in their respective powers of attorney, shall have full power to bind the Company by their signature and execution of any such instruments and to attach thereto the seal of the Company. When so executed such instruments shall be as binding as if signed by the president and attested by the secretary.

Certificate of Designation – The President of the Company, acting pursuant to the Bylaws of the Company, authorizes Nathan J. Zangerle, Assistant Secretary to appoint such attorneys-in-fact as may be necessary to act on behalf of the Company to make, execute, seal, acknowledge and deliver as surety any and all undertakings, bonds, recognizances and other surety obligations.

Authorization – By unanimous consent of the Company's Board of Directors, the Company consents that facsimile or mechanically reproduced signature of any assistant secretary of the Company, wherever appearing upon a certified copy of any power of attorney issued by the Company in connection with surety bonds, shall be valid and binding upon the Company with the same force and effect as though manually affixed.

I, Renee C. Llewellyn, the undersigned, Assistant Secretary, The Ohio Casualty Insurance Company, Liberty Mutual Insurance Company, and West American Insurance Company do hereby certify that the original power of attorney of which the foregoing is a full, true and correct copy of the Power of Attorney executed by said Companies, is in full force and effect and has not been revoked.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seals of said Companies this 13th day of May, 2026.

By: _____
Renee C. Llewellyn, Assistant Secretary

Not valid for mortgage, note, loan, letter of credit, currency rate, interest rate or residual value guarantees.

For bond and/or Power of Attorney (POA) verification inquiries, please call 610-832-8240 or email HOSUR@libertymutual.com.

May 28, 2026
Item No. 6.6.

BVCAP Agreement for CDBG funds - 2402 Colgate Circle

Sponsor: David Brower

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on an agreement granting Community Development Block Grant (CDBG) funds to Brazos Valley Community Action Programs (BVCAP) in the amount of $330,000 for the purchase and rehabilitation costs related to the acquisition of a single-family home located at 2402 Colgate Circle in order to create an affordable rental opportunity.

Relationship to Strategic Goals:

- Financially Sustainable City
- Core Services and Infrastructure
- Neighborhood Integrity

Recommendation(s): Staff recommends approval

Summary:

The City of College Station annually receives Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development. This project supports the goals outlined in the City's 2025–2029 Consolidated Plan by addressing the growing need for affordable, decent housing, creating a suitable living environment, and expanding economic opportunities—primarily for low- and moderate-income residents.

Request for Proposals (RFP) 26-061 was issued to solicit proposals for the development of affordable housing. Two responses were received: one from Brazos Valley Community Action Programs (BVCAP) and one from Elder-Aid, Inc. Based on the established ranking and scoring criteria, BVCAP was selected.

BVCAP currently operates a rental housing program that includes the ownership and management of multiple properties providing affordable rental opportunities. Their proposal expands this program through the acquisition of a three-bedroom, 1,496-square-foot single-family home, constructed in 1992, located at 2402 Colgate Circle.

Under this agreement, the City will award $330,000.00 in CDBG funds to BVCAP. These funds will be used to acquire and rehabilitate the property, which will then be made available for lease to an income-eligible household.

Budget & Financial Summary:

This agreement commits $330,000.00 in unobligated CDBG funds from Program Year 2025. Funds will be disbursed to BVCAP on a reimbursement basis and are budgeted and available through the Community Development FY 2026 federal CDBG budget.

Attachments:

1. CDBG Funding Ageement-Affordable Housing - BVAP 2402 Colgate Cir

CITY OF COLLEGE STATION COMMUNITY DEVELOPMENT
BLOCK GRANT FUNDING AGREEMENT

This Agreement is by and between the CITY OF COLLEGE STATION, a Home Rule Municipal Corporation incorporated under the laws of the State of Texas (hereinafter referred to as the "City"), and Brazos Valley Community Action Programs, a private non-profit agency (hereinafter referred to as "Agency").

WHEREAS, the City has applied for and received funds from the United States Government under Title I of the Housing and Community Development Act of 1974, as amended (HCD Act), Public Law 93-383; and

WHEREAS, the City wishes to engage Agency as a subrecipient for the use of a portion of such funds; and

WHEREAS, the City desires to assist Agency in the acquisition, rehabilitation, or new construction of housing unit(s) for the purpose of providing affordable rental unit(s) for income eligible tenants in accordance with the Community Development Block Grant (hereinafter referred to as "CDBG") program administered by the U.S. Department of Housing and Urban Development (hereinafter referred to as "HUD") by providing CDBG funds to the Agency in accordance with the terms of this Agreement (Federal Award Identification CDFA 14.218 and Federal Award Date 10/1/2025); and

NOW, THEREFORE, FOR AND IN CONSIDERATION of funding in an amount not to exceed THREE HUNDRED THIRTY THOUSAND and NO/100 DOLLARS ($330,000.00) appropriated by the City for use by the Agency as set forth herein below, the City and Agency covenant and agree as follows:

ARTICLE I
STATEMENT OF WORK

Agency will provide at least one single-family home project consisting of the acquisition and rehabilitation of 2402 Colgate Circle, College Station, TX 77840, and providing no less than one (1) affordable unit to be rented to households at or below 80% of the Area Median Income (AMI) in accordance with the HUD requirements for CDBG programs and use of funds to meet the national objective of benefitting low- and moderate- income families through housing activities in accordance with 24 CFR 570.208(a)(3), as more particularly described in the Detailed Statement of Work attached as Exhibit A ("Project"). Agency shall provide all necessary services, equipment, materials and supplies to complete the Project utilizing CDBG funds as specified in the Budget attached as Exhibit B.

ARTICLE II
PAYMENT

2.01 From the City's Fiscal Year Budget FY 2025, City shall fund Agency, in an amount not to exceed THREE HUNDRED THIRTY THOUSAND and NO/100 DOLLARS ($330,000.00),

for services or expenditures as referenced in Article I of this Agreement, subject to compliance by Agency with the terms and conditions of this Agreement, applicable law and CDBG requirements.

2.02 No funds will be distributed until City receives either, (1) Reimbursement Request Form along with all required receipts, bills, payroll records, canceled checks and other proofs of expenditures, as determined by City, in its sole discretion, or (2) a proposed settlement statement (HUD-1) representing eligible expenditures under this Agreement approved by City. Agency may not request disbursement of funds under this Agreement until the funds are needed for payment of eligible costs. The amount of each request must be limited to the amount of money needed to pay eligible costs actually incurred after the effective date of this Agreement, and may not include amounts for prospective or future needs. Unexpended funds may be reallocated. Unexpended funds will remain in the possession of City.

2.03 This Agreement and the payments made herein, are contingent upon receipt by City of U.S. Department of Housing and Urban Development Community Development Block Grant funds and the City of College Station City Council funding approval. Should funds be unavailable, discontinued or disapproved, this Agreement may be revised or terminated as determined by the HUD or the City, in their sole discretion.

2.04 The City retains the right, in its sole discretion, to recapture and seek full reimbursement from Agency for any funds used for prohibited activities, prohibited purposes, usages of funds which cause a breach of this Agreement, failure of Agency to meet the national objective required by CDBG program requirements during the term of this Agreement, or disallowance of any reimbursed eligible expense by HUD or OAG.

ARTICLE III
TERM; LAND USE RESTRICTIONS

3.01 The term of this Agreement shall commence on May 28, 2026 and end on the later of: (i) the current deadline for Project completion of May 28, 2028, or (ii) the date on which funds awarded by the City under this Agreement are completely expended by Agency, unless the Agreement is terminated as provided for herein. This Agreement will remain valid throughout the "Period of Affordability", which will be fifteen (15) years.

3.02 Agency agrees to impose restrictive covenants on property: (i) acquired with CDBG funds provided by the City under this Agreement upon closing of the acquisition of the property by the Agency, or (ii) on which CDBG funds provided by the City under this Agreement are used to construct, rehabilitate or maintain improvements prior to commencement of any such work, in the form of a Land Use Restriction Agreement in a form approved by the City ("LURA") requiring that the property and improvements continue to meet the CDBG requirements for the Period of Affordability. Agency shall not subordinate or agree to termination upon foreclosure of the LURA without the express written approval of the City.

3.03 The term of this Agreement may be extended by mutual agreement of the parties, in writing, provided that Agency is in compliance with the CDBG requirements and has not failed to meet any Project deadline at the time of request of the extension. Further, City may deny an extension request at City's sole discretion if City is subject to any HUD deadline that it would fail

to meet as a result of such extension, or if City would be unable to grant an extension request without new or additional budget appropriations from the then-current Fiscal Year.

ARTICLE IV
BENEFICIARY POPULATIONS

4.01 Direct services provided through programs supported by CDBG shall target residents of College Station and Bryan whose annual family income is at or below 80% of the median family income for the College Station Metropolitan Statistical Area as established by the U.S. Department of Housing and Urban Development Income Limits attached as Exhibit E. All of the clients served through this program must be determined to be at or below 80% of the median family income.

4.02 Annually or as tenant occupancy changes, whichever occurs earlier, the Agency will submit to the City a copy of the lease and proof of income of the tenants occupying the units. This information will be submitted for the duration of the affordability period as noted in the Land Use Restriction Agreement.

4.03 Agency agrees not to prohibit a Section 8 tenant from occupying a funded unit. Agency is not prohibited from conducting a background check on credit history or criminal history.

ARTICLE V
VERIFICATION OF INCOME

5.01 Verification of income will be pursuant to 24 CFR 5.609. Agency shall document income verification for low-income beneficiaries receiving assistance through programs supported by CDBG funds and may use the following documents for verification:

(a) W-2 Forms.

(b) 1040 Forms.

(c) Pay check stubs.

5.02 In lieu of the above documents, Agency may substitute:

(a) Documentation of client participation in other programs of public assistance including Temporary Assistance for Needy Families Program (TANF), Supplemental Security Income (SSI), Food Stamps, Low-Income Energy Assistance, Title XX General Assistance, Public Housing, Section 8 Rental Assistance, Job Training Partnership Act (JTPA) or similar income tested programs having the income qualification criteria at least as restrictive as that used under the Section 8 low-income limit established by HUD;

(b) Evidence that the assisted person is homeless; or

(c) A notice that the assisted person is a referral from a state, county or local employment agency or other entity that agrees to refer individuals it determines to be low and moderate-income persons based on HUD's criteria and agrees to maintain documentation supporting these determinations.

5.03 Recipients of services designed to meet critical emergency needs such as, assistance to

abused children, battered spouses, elderly persons, severely disabled adults, homeless persons, illiterate adults, persons living with AIDS and migrant farm workers do not need to meet an income test.

ARTICLE VI
PROGRAM INCOME

6.01 Agency shall report annually to the City all program income (as defined at 24 CFR 570.500(a)) generated by activities carried out with CDBG funds made available under this Agreement. The use of program income by the Agency shall comply with the requirements set forth at 24 CFR 570.504. By way of further limitations, Agency may use such income during the term of this Agreement for activities permitted under this Agreement and shall reduce requests for additional funds by the amount of any such program income balances on hand. All unexpended program income shall be returned to the City at the end of the Agreement period or within thirty (30) days of any written request by the City. Any interest earned on cash advances from the U.S. Treasury and from funds held in a revolving fund account is not program income and shall be remitted promptly to the City.

ARTICLE VII
RECORDS AND REPORTS

7.01 Agency shall maintain fiscal records and supporting documents in the form of receipts, canceled checks, payroll records, employee time sheets and other mutually agreed upon documentation to verify all expenditures of funds under the terms of this Agreement. Said documentation shall conform to HUD and the City's accounting practices. Said documentation and accounting principles shall comply with 2 CFR 200, including the utilization of adequate internal controls.

7.02 Agency shall maintain written records and supporting documents as required under this Agreement for all applicable, generally accepted, and required administrative and operating policies. Agency shall maintain such records, accounts, reports, files or other documents for a minimum of four (4) years beginning with the submission of the Consolidated Annual Performance and Evaluation Report for the fiscal year 2026. City and HUD's right to access Agency's files shall continue during this period and for as long as the records are retained past the minimum four (4) year period by Agency.

7.03 Agency shall provide the City and HUD representative reasonable access during regular business hours to any financial records, client records, administrative reports, board documentation, files or other papers belonging to or in use by Agency.

7.04 Agency shall submit activity reports to the City on an annual basis. The format of such reports shall be prescribed by the City. Annual reports will be due no later than October 30th of each year during the term of this Agreement. Failure to provide timely and complete reports may result in forfeiture, offset, and recapture of funds, termination of this Agreement pursuant to Article VIII herein, foreclosure of the LURA, notification of Agency's failure to HUD which may result in debarment, or any other remedy available to the City at law or under this Agreement.

7.05 The City reserves the right to carry out regular and periodic field inspections to ensure compliance with the requirements of this Agreement. After each monitoring visit, City shall provide Agency with a written report of the monitor's findings. If the monitoring reports note deficiencies in Agency's performances under the terms of this Agreement, the monitoring report shall include requirements for the timely correction of such deficiencies by Agency. Failure by Agency to take action specified in the monitoring report may be cause for suspension or termination of this Agreement as provided in Article VIII of this Agreement. In addition to the limitations on liability otherwise specified in this Agreement, it is expressly understood and agreed by the Parties hereto that if Agency fails to promptly submit to City any report required by this Agreement, City may, at its sole option and in its sole discretion, withhold any or all payments otherwise due or requested by Agency hereunder. If City withholds such payments, it shall notify Agency in writing of its decision and the reasons therefore. Payments withheld pursuant to this paragraph may be held by City until such time as Agency fully cures or performs any and all delinquent obligations which are identified as the reason funds are withheld.

7.06 Public Access to Records and Privacy (24 CFR § 570.508). Agency must provide citizens with reasonable access to records regarding the use of CDBG funds in connection with the Project or the Agreement, consistent with applicable State and local laws regarding privacy and obligations of confidentiality and with 24 CFR 570.508 and 2 CFR 200.303. Agency agrees and must ensure that no information about or obtained from any person in connection with the Project or the Agreement shall be voluntarily disclosed in any form identifiable with such person without first obtaining the written consent of such person.

7.07 Records. The following access to records requirements apply to the Agreement:

1. Agency must maintain and provide to the City on request sufficient records to meet the requirements of 24 CFR §§ 570.506 – 570.507.
2. Agency agrees to provide the City, any Federal Agency, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of Agency which are pertinent to the Agreement for the purposes of making audits, examinations, excerpts, and transcriptions. Agency must keep its books, documents, papers, and records available for this purpose for the longer of at least (i) five (5) years after the Agreement terminates or expires, (ii) following the completion of the closeout of the Agreement, or (iii) such longer time as the City specifies prior to the end of such 5-year period, provided, however, in the event of litigation, claim, or audit, the records must be retained until all litigation, claims, and audit findings involving the records have been fully resolved. This provision does not limit the applicable statute of limitations.
3. Agency agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.
4. Agency agrees to provide the Federal Agency or its authorized representatives access to construction or other work sites pertaining to the work being completed under the Agreement.
5. Agency acknowledges and agrees that no language in the Agreement is intended to prohibit audits or internal reviews by the Federal Agency or its authorized representatives or the Comptroller General of the United States.

6. Within ten (10) days of written request by the City, Agency agrees to provide the City all relevant documentation pertaining to the Agreement to confirm compliance with Federal requirements, ensure the Agreement is achieving its purpose, and to respond to audits, as necessary.
7. If any litigation, claim, negotiation, audit, monitoring, inspection, or other action commences during this required retention period, all records must be retained until a full and final resolution of the action.

ARTICLE VIII
AGREEMENT SUSPENSION/TERMINATION

8.01 The City has the right to terminate this Agreement, in whole or in part, at any time if the City determines that Agency has failed to comply with any part of this Agreement or if funds are unavailable, discontinued or disapproved, as determined by the City or HUD, at their sole discretion. In addition, the City has the right, in its sole discretion, to terminate this Agreement if it determines that the information contained in its application for CDBG funding was materially incorrect, if the City determines that Agency is not delivering the services approved in its application for CDBG funding, if Agency fails to file the reports required under Article VII of this Agreement, or if Agency fails to fulfill any other obligations required under this Agreement.

8.02 The City retains the right to terminate this Agreement, in whole or in part, at any time, for convenience.

8.03 The City shall notify Agency, in writing, thirty (30) days prior to the date of termination. The notice shall include the reason for termination and the effective date of termination.

8.04 If this Agreement is terminated for any of the reasons referenced in Section 8.01 hereinabove, excluding funding discontinuance or disapproval, Agency shall have the right to attempt to cure its failure, during the thirty (30) day period prior to termination to the satisfaction of the City at the City's sole discretion. The City retains the right to terminate this Agreement, in whole or in part, at any time, for convenience.

8.05 Either party to this Agreement has the right to terminate this Agreement, in whole or in part, upon the mutual written agreement of the parties that the continuation of the activities funded under this Agreement would not produce beneficial results commensurate with the further expenditure of funds.

ARTICLE IX
REVERSION OR TRANSFER OF ASSETS

9.01 Upon the termination or expiration of this Agreement, the Agency shall transfer to City any CDBG funds on hand at the time of expiration and any program income and accounts receivable attributable to the use of CDBG funds. Further, upon the termination or expiration of this Agreement, any real property under Agency's control that was acquired or improved in whole or in part with CDBG funds in excess of $25,000 shall:

(a) If the rehabilitation and/or construction of improvements for the Project is complete, subject to a LURA and currently within the applicable Period of Affordability, continue to be used to meet one of the national objective;

(b) If the rehabilitation and/or construction of improvements for the Project is incomplete or the property has not yet been conveyed to an eligible low- or moderate-income family pursuant to the CDBG requirements, be used to meet an alternative national objective in compliance with the CDBG requirements and City's approval (which may also require HUD approval); or

(c) be disposed of in a manner compliant with 2 CFR 200 and the CDBG requirements, subject to City's advance written approval at City's sole discretion, prior to any transfer, conveyance, lease, sell, gift or encumbrance (i.e., property acquired or improved with federal funds must be sold for fair market value as determined under the CDBG requirements AND in a manner that recaptures CDBG funds provided under this Agreement not used by the Agency to complete the Project in a manner that meets the national objective, except as expressly agreed otherwise by the City).

Compliance with this Section shall not relieve Agency of any recapture or obligations for CDBG funds due to the City if Agency fails to complete the Project.

9.02 Agency shall not transfer, convey, lease, sell, gift or encumber property acquired with CDBG funds provided by the City under this Agreement, other than to a qualified beneficiary under the CDBG requirements, prior to completion of the Project without advanced written approval by the City.

ARTICLE X
ADMINISTRATIVE REQUIREMENTS

10.01 City and Agency agree to perform their duties in relation to this Agreement in compliance with all applicable HUD regulations.

10.02 Agency shall administer this Agreement in compliance with U.S. Department of Housing and Urban Development applicable Uniform Administrative Requirements, 2 CFR 200 as modified by 24 CFR 570.502.

10.03 Single Audit Act. Non-federal entities that receive at least seven hundred fifty thousand dollars ($750,000) a year in Federal Awards shall have an audit made in accordance with the requirements set forth in 2 CFR 200.501. If applicable, Agency will provide a financial audit within three (3) months of the ending of their fiscal year covered by this Agreement.

10.04 Agency agrees to comply with all CDBG requirements as a subrecipient, including but not limited to HUD rules, regulations, guidance and opinions, as well as all applicable cross-cutting laws, generally including, without limitation, compliance with the following:

- National Objectives under 24 CFR 570.204 (Area Benefit; Limited Clientele; Housing Activities; Prevention or Elimination of Slums or Blight; Urgent Need);

- Eligible activities and costs under 24 CFR 570.201-.207[1];
- Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards under 2 CFR 200[2];
- Grant administration requirements[3] under 24 CFR 570 Subpart J, including, without limitation, requirements for;
    - Records submission and maintenance;
    - Program Income reporting;
    - Reversion of assets;
    - Debarment, suspension, and remedies;
- 24 CFR 570 Subpart K requirements, including, without limitation, requirements for;
    - Fair Housing Act and title VI of the Civil Rights Act;
    - Affirmatively furthering fair housing;
    - Equal Employment Opportunity and Section 3;
    - Non-discrimination[4];
    - Labor standards[5];
    - Environmental Standards under 24 CFR Part 58[6];
    - National Flood Insurance Program under 24 CFR 570.605;
    - Relocation assistance under 24 CFR 570.606[7];
    - Lead-based paint[8];
    - Prohibition on use of debarred, suspended, or ineligible contractors or subrecipients under 24 CFR 570.609;
    - Conflicts of interest under 24 CR 570.611[9];
    - Architectural Barriers Act of 1968 and Americans with Disabilities Act of 1990 under 28 CFR Parts 35-36;
- Closeout procedures established by HUD for the applicable funding program(s);
- The Housing and Community Development Act of 1974 (12 U.S.C. § 5301 et seq.);
- The United States Housing Act of 1937, as amended, 42 U.S.C. § 1437f(o)(13) and related provisions governing Public Housing Authority project-based assistance, and implementing regulations at 24 C.F.R. Part 983;
- Cash Management Improvement Act regulations (31 C.F.R. Part 205);
- Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R. Part 200); and

[1] 24 CFR 570.209-.210 may be applicable for economic development projects and employment relocation activities.
[2] Requirements of 2 CFR Part 200 apply as modified by 24 CFR 570.502.
[3] Additional state law requirements may also apply. See Uniform Grant and Contract Management Act (Texas Government Code Chapter 783) and the Uniform Grant Management Standards, issued by Governor's Office of Budget and Planning.
[4] Includes requirements of Section 109 of the Housing and Community Development Act of 1974, as amended, and Section 504 of the Rehabilitation Act of 1973.
[5] Includes section 110(a) of the Housing and Community Development Act of 1974, as amended; the Contract Work Hours and Safety Standards Act Department of Labor Regulations under 29 CFR Parts 1, 3, 5, 6 and 7; regulations under 24 CFR Part 70 for volunteers; and Labor Standards Provisions Applicable to Contracts Covering Federally Financed and Assisted Construction (Also Labor Standards Provisions Applicable to Non-construction Contracts Subject to the Contract Work Hours and Safety Standards Act) (29 C.F.R. Part 5).
[6] Subject to 24 CFR 570.503, 570.509, and 570.604, as applicable.
[7] Includes requirements under 49 CFR Part 24, as applicable.
[8] Includes requirements of the Lead–Based Paint Poisoning Prevention Ac (42 U.S.C. § 4801 *et seq*.); the Residential Lead–Based Paint Hazard Reduction Act of 1992; and 24 CFR Part 35, as applicable.
[9] Requires compliance with 24 CFR 570.611.

- Single Audit Act Amendments of 1996, 31 U.S.C. § 7501.

10.05 Protection for Victims of Domestic Violence, Dating Violence, Sexual Assault, Stalking and Trafficking. Agency must comply with the applicable protections provided to victims of domestic violence, dating violence, sexual assault, and stalking set forth in Title 24, Part 5, subpart L. Agency must comply with the applicable requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits Agency from (1) engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) procuring a commercial sex act during the period of time that the award is in effect or (3) using forced labor in the performance of the Agreement.

10.06 Mandatory Disclosure (2 CFR § 200.113, 41 U.S.C. § 2313). Agency must disclose, in a timely manner, in writing to the City all violations of Federal criminal law involving fraud, bribery, or gratuity violations potentially affecting the Agreement. Failure to make required disclosures constitutes a breach of the Agreement. During the term of the Agreement, Agency must submit the information to the City about each proceeding that:

(1) Is in connection with the Agreement or performance of work or services for the Project, cooperative agreement, or procurement contract from the Federal Government;

(2) Reached its final disposition during the most recent five-year period; and

(3) Is one of the following:

a. A criminal proceeding that resulted in a conviction;

b. A civil proceeding that resulted in a finding of fault and liability and payment of a monetary fine, penalty, reimbursement, restitution, or damages of $5,000 or more;

c. An administrative proceeding, that resulted in a finding of fault and liability and the Grantee's payment of either a monetary fine or penalty of $5,000 or more or reimbursement, restitution, or damages in excess of $100,000; or

d. Any other criminal, civil, or administrative proceeding if:

i. It could have led to an outcome described above;

ii. It had a different disposition arrived at by consent or compromise with an acknowledgment of fault on the Agency's part; and

iii. The requirement to disclose information about the proceeding does not conflict with applicable laws and regulations.

10.07 Internal Controls (2 CFR § 200.303).
Agency must take reasonable measures to safeguard protected personally identifiable information and other information considered to be sensitive consistent with applicable Federal, State, and local laws regarding privacy and responsibility over confidentiality.

10.08 Federal Government not a Party. Contractor acknowledges that the Federal Government is not a party to the Agreement and is not subject to any obligations or liabilities to the City, Contractor, or any other party pertaining to any matter resulting from the Agreement.

ARTICLE XI
CIVIL RIGHTS COMPLIANCE

11.01 Agency hereby agrees and binds itself that no person shall, on the ground of race, color, national origin, religion, sex, age or disability be excluded from participation in, be denied the

benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance, such as is provided under this Agreement, in compliance with Title VI of the Civil Rights Act of 1964 as amended, Title VIII of the Civil Rights Act of 1968 as amended, Section 104(b) and Section 109 of Title I of the Housing and Community Development Act of 1974 as amended, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990, the Age Discrimination Act of 1975, Executive Order 11063, and Executive Order 11246 as amended by Executive Orders 11375, 11478, 12107 and 12086.

11.02 Agency hereby agrees and binds itself that no person shall, on the ground of race, color, religion (creed), national origin, sex, age, reprisal or disability be discriminated against in any phase of employment during the performance of this Agreement. Further, Agency shall take affirmative action to ensure fair treatment in employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay, or other forms of compensation and selection for training and apprenticeship. Agency agrees to comply with the non-discrimination in employment and contracting opportunities laws, regulations, and executive orders referenced in 24 CFR 570.607, as revised by Executive Order 13279. The applicable non-discrimination provisions in Section 109 of the Housing and Community Development Act are still applicable.

11.03 This Agreement is subject to the requirements of Title VI of the Civil Rights Act of 1964 and 24 CFR 570.601 and 570.602. In regard to the sale, lease, or other transfer of land acquired, cleared, or improved with assistance provided under this Agreement, Agency shall cause or require a covenant running with the land to be inserted in the deed or lease for such transfer, prohibiting discrimination as herein defined, in the sale, lease or rental, or in the use or occupancy of such land, or in any improvements erected or to be erected thereon, providing that the City and the United States are beneficiaries of and entitled to enforce such covenants. Agency, in undertaking its obligation to carry out the Program, agrees to take such measures as are necessary to enforce such covenant, and will not itself so discriminate.

11.04 Agency agrees to comply with all Federal regulations issued pursuant to compliance with Section 504 of the Rehabilitation Act of 1973 (29 U.S.C 794), which prohibits discrimination against individuals with disabilities or handicaps in any Federally assisted program. The City shall provide Agency with any guidelines necessary for compliance with that portion of the regulations in force during the time of this Agreement.

ARTICLE XII
ENVIRONMENTAL REVIEW REQUIREMENTS

12.01 Agency understands and agrees that by the execution of this Agreement, Agency agrees to cause all tests, assessments, impact statements and studies necessary for City to meet any applicable requirements for environmental review, decision making, and other action which otherwise applies to City in accordance with and to the extent specified in 24 CFR 58. In accordance with 24 CFR 58.77(b), Agency shall cooperate with any written request of City with regard to information or additional services of Agency necessary to meet this requirement. Agency further understands and agrees that City shall handle inquiries and complaints from persons and agencies seeking redress in relation to environmental reviews covered by approved certifications.

12.02 To the extent applicable, City shall prepare and maintain a written Environmental Review Record for this project in accordance with 24 CFR 58 to ensure compliance with the National Environmental Policy Act (NEPA). Agency must maintain a copy of the Environmental Review Record in Agency's project file.

ARTICLE XIII
EMPLOYMENT AND CONTRACTING OPPORTUNITIES

13.01 In accordance with Executive Order 11246, as amended and the regulations issued pursuant thereto, Agency hereby agrees and binds itself that no person shall, on the ground of race, color, religion (creed), national origin, sex, age, reprisal or disability be discriminated against in any phase of employment during the performance of this Agreement. Further, Agency shall take affirmative action to ensure fair treatment in employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay, or other forms of compensation and selection for training and apprenticeship.

13.02 In accordance with Section 3 of the Housing and Urban Development Act of 1968, Agency agrees that, to the greatest extent feasible, opportunities for training and employment will be given to low and moderate income persons residing within the City of College Station, and, to the greatest extent feasible, contracts for work in connection with the project will be awarded to eligible business concerns which are located in or owned by persons residing in the City of College Station.

13.03 Agency will use its best efforts to afford small businesses, minority business enterprises, and women's business enterprises the maximum practicable opportunity to participate in the performance of this Agreement. As used in this Agreement, the terms "small business" means a business that meets the criteria set forth in section 3(a) of the Small Business Act, as amended (15 U.S.C. 632), and "minority and women's business enterprise" means a business at least fifty-one (51) percent owned and controlled by minority group members or women. Agency may rely on written representations by businesses regarding their status as minority and female business enterprises in lieu of an independent investigation.

13.04 Agency is prohibited from using funds provided herein or personnel employed in the administration of the program for: political activities; inherently religious activities; lobbying; political patronage; and nepotism activities.

13.05 Agency agrees to comply with the requirements of the Secretary of Labor in accordance with the Davis-Bacon Act as amended, the provisions of Contract Work Hours and Safety Standards Act (40 U.S.C. 327 et seq.) and all other applicable Federal, state and local laws and regulations pertaining to labor standards insofar as those acts apply to the performance of this Agreement. Agency agrees to comply with the Copeland Anti-Kick Back Act (18 U.S.C. 874 et seq.) and its implementing regulations of the U.S. Department of Labor at 29 CFR Part 5. Agency shall maintain documentation that demonstrates compliance with hour and wage requirements of this part. Such documentation shall be made available to the City for review upon request. Agency agrees that, except with respect to the rehabilitation or construction of residential property containing less than eight (8) units, all contractors engaged under contracts in excess of $2,000.00 for construction, renovation or repair work financed in whole or in part with assistance provided

under this Agreement, shall comply with Federal requirements adopted by the City pertaining to such contracts and with the applicable requirements of the regulations of the Department of Labor, under 29 CFR Parts 1, 3, 5 and 7 governing the payment of wages and ratio of apprentices and trainees to journey workers; provided that, if wage rates higher than those required under the regulations are imposed by state or local law, nothing hereunder is intended to relieve Agency of its obligation, if any, to require payment of the higher wage. Agency shall cause or require to be inserted in full, in all such contracts subject to such regulations, provisions meeting the requirements of this paragraph.

13.06 "Section 3" Clause - Compliance with the provisions of Section 3 of the HUD Act of 1968, as amended, and as implemented by the regulations set forth in 24 CFR Part 75, and all applicable rules and orders issued hereunder prior to the execution of this Agreement, shall be a condition of the Federal financial assistance provided under this Agreement and binding upon the City, Agency and any of the Agency's subrecipients and subcontractors. Failure to fulfill these requirements shall subject the City, Agency and any of Agency's subrecipients and subcontractors, their successors and assigns, to those sanctions specified by the Agreement through which Federal assistance is provided. Agency certifies and agrees that no contractual or other disability exists that would prevent compliance with these requirements.

Agency further agrees to comply with these "Section 3" requirements and to include the following language in all subcontracts executed under this Agreement:

> "The work to be performed under this Agreement is a project assisted under a program providing direct Federal financial assistance from HUD and is subject to the requirements of Section 3 of the Housing and Urban Development Act of 1968, as amended. Section 3 requires that to the greatest extent feasible opportunities for training and employment be given to low- and very low-income residents of the project area, and that contracts for work in connection with the project be awarded to business concerns that provide economic opportunities for low- and very low-income persons residing in the city in which the project is located."

Agency further agrees to ensure that opportunities for training and employment arising in connection with a housing rehabilitation (including reduction and abatement of lead-based paint hazards), housing construction, or other public construction project are given to low- and very low-income persons residing within the metropolitan area in which the CDBG-funded project is located; where feasible, priority should be given to low- and very low-income persons within the service area of the project or the neighborhood in which the project is located, and to low- and very low-income participants in other HUD programs; and award contracts for work undertaken in connection with a housing rehabilitation (including reduction and abatement of lead-based paint hazards), housing construction, or other public construction project to business concerns that provide economic opportunities for low- and very low-income persons residing within the metropolitan area in which the CDBG-funded project is located; where feasible, priority should be given to business concerns that provide economic opportunities to low- and very low-income residents within the service area or the neighborhood in which the project is located, and to low- and very low-income participants in other HUD programs. Agency certifies and agrees that no contractual or other legal incapacity exists that would prevent compliance with these requirements.

Agency agrees to send to each labor organization or representative of workers with which it has a collective bargaining agreement or other contract or understanding, if any, a notice advising said labor organization or worker's representative of its commitments under this Section 3 clause and shall post copies of the notice in conspicuous places available to employees and applicants for employment or training.

Agency will include this Section 3 clause in every subcontract and will take appropriate action pursuant to the subcontract upon a finding that the subcontractor is in violation of regulations issued by the grantor agency. Agency will not subcontract with any entity where it has notice or knowledge that the latter has been found in violation of regulations under 24 CFR Part 75 and will not let any subcontract unless the entity has first provided it with a preliminary statement of ability to comply with the requirements of these regulations.

13.07 Subcontracts - Agency shall not enter into any subcontracts with any agency or individual in the performance of this Agreement without the written consent of the City prior to the execution of such agreement. Agency will monitor all subcontracted services on a regular basis to assure contract compliance. Results of monitoring efforts shall be summarized in written reports and supported with documented evidence of follow-up actions taken to correct areas of noncompliance. Agency shall cause all of the provisions of this Agreement in its entirety to be included in and made a part of any subcontract executed in the performance of this Agreement. Agency shall undertake to insure that all subcontracts let in the performance of this Agreement shall be awarded on a fair and open competition basis in accordance with applicable procurement requirements. Executed copies of all subcontracts shall be forwarded to the City along with documentation concerning the selection process.

13.08 Hatch Act - Agency agrees that no funds provided, nor personnel employed under this Agreement, shall be in any way or to any extent engaged in the conduct of political activities in violation of 5 U.S.C Pt. II, Ch. 15

13.09 Lobbying – Agency hereby certifies that:

a. No Federal appropriated funds have been paid or will be paid, by or on behalf of it, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;

b. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, it will complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions; and

c. It will require that the language of paragraph (d) of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all Subrecipients shall certify and disclose accordingly:

d. Lobbying Certification: This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 U.S.C §1352 Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

ARTICLE XIV
ARCHITECTURAL BARRIERS ACT AND AMERICANS WITH DISABILITIES ACT

14.01 In accordance with the Architectural Barriers Act of 1968, 42 U.S.C. §§ 4151-4157, Agency agrees to abide by laws and regulations requiring certain Federal and Federally funded buildings and other facilities to be designed, constructed, or altered.

14.02 In accordance with standards that ensure accessibility to, and use by, persons with physical disabilities. A building or facility designed, constructed, or altered with funds allocated or reallocated, and that meets the definition of "residential structure" as defined in 24 CFR 40.2 is subject to the requirements of this Act and shall comply with the Uniform Federal Accessibility Standards.

14.03 In accordance with the Americans with Disabilities Act 42 U.S.C. §12131; 47 U.S.C. §§ 155, 201, 218 and 225 (ADA), the Agency agrees to comply with the provision of comprehensive civil rights to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications. Further, the ADA requires the removal of architectural barriers and communication barriers that are structural in nature in existing facilities, where such removal is readily achievable.

ARTICLE XV
USE OF DEBARRED, SUSPENDED, INELIGIBLE CONTRACTORS OR SUBRECIPIENTS

15.01 Agency agrees and binds itself that it has not and will not directly or indirectly employ, award contracts to, or otherwise engage the services of any contractor or other subrecipient of CDBG monies during any period of that agency's or subrecipient's debarment, suspension, or placement in ineligible status under the provisions of 2 CFR 200.214. Further, Agency shall not employ on the Project, contract with or pay with CDBG funds under this Agreement any person or entity debarred, suspended or ineligible to receive federal funds.

ARTICLE XVI
CONFLICT OF INTEREST; FALSE CLAIMS; AND PROTECTION FOR WHISTLEBLOWERS

16.01 Agency agrees to abide by the provisions of 2 CFR 200 and 24 CFR 570.611, which include maintaining a written code or standards of conduct governing the performance of its officers, employees, or agents engaged in the award and administration of contracts supported by Federal funds

16.02 Agency certifies that no employee, agent, consultant, officer, elected or appointed official of the Agency who exercises or has exercised any functions or responsibilities with respect to CDBG activities or who is in a position to participate in a decision-making process or gain inside information with regard to such activities has or will have any personal or financial interest or benefit to obtain from this Agreement and the CDBG-assisted activity, nor any interest in any contract, subcontract or Agreement with respect thereto, or the proceeds thereunder, either for the official or those with whom they have family or business ties, either during the official's tenure or for one year after completion of the Agreement term.

16.03 Agency and Agency's contractors and subcontractors may not discharge, demote, or otherwise discriminate against an employee in reprisal for disclosing, in accordance with 41 U.S.C. § 4712, information that the employee reasonably believes is evidence of gross mismanagement of a federal contract or grant, a gross waste of federal funds, an abuse of authority relating to a federal contract or grant, a substantial and specific danger to public health or safety, or a violation of law, rule, or regulation related to a federal contract (including the competition for or negotiation of a contract) or grant.

16.04 False Statements. Agency acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to Agency's actions pertaining to the Agreement. False statements or claims may result in criminal, civil, or administrative sanctions, including fines, imprisonment, civil damages and penalties, debarment from participating in federal awards or contracts, and/or any other remedy available by law. Except as otherwise provided under federal law, any person who knowingly and willfully falsifies, conceals, or covers up a material fact by any trick, scheme, or device or who makes any materially false, fictitious, or fraudulent statement or representation or who makes or uses any false writing or document despite knowing the writing or document to contain any materially false, fictitious, or fraudulent statement or entry shall be prosecuted under Title 18, United States Code, § 1001.

ANY PERSON WHO KNOWINGLY MAKES A FALSE CLAIM OR STATEMENT TO HUD MAY BE SUBJECT TO CIVIL OR CRIMINAL PENALTIES UNDER 18 U.S.C. § 287, 18 U.S.C. § 1001, AND 31 U.S.C. § 3729.

ARTICLE XVII
WHERE AGENCY IS A RELIGIOUS ENTITY

17.01 Where Agency is a religious entity, Agency certifies that all CDBG funds shall be used wholly for secular purposes. Agency agrees and binds itself that it will not discriminate against any person applying for such public services on the basis of religion and will not limit such services or give preference to persons on the basis of religion. Agency agrees and binds itself that it will provide no religious instruction or counseling, conduct no religious worship or services, engage in no religious proselytizing, and exert no other religious influence in the provision of public services

funded by this Agreement.

ARTICLE XVIII
RELOCATION, REAL PROPERTY ACQUISISTION AND ONE-FOR-ONE HOUSING REPLACEMENT

18.01 Agency agrees to comply with (a) the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (URA), and implementing regulations at 49 CFR Part 24 and 24 CFR 570.606(b); (b) the requirements of 24 CFR 570.606(c) governing the Residential Anti-displacement and Relocation Assistance Plan under section 104(d) of the HCD Act; and (c) the requirements in 24 CFR 570.606(d) governing optional relocation policies. Agency shall provide relocation assistance to displaced persons as defined by 24 CFR 570.606(b)(2) that are displaced as a direct result of acquisition, rehabilitation, demolition or conversion for a CDBG-assisted project. Agency also agrees to comply with applicable City ordinances, resolutions and policies concerning the displacement of persons from their residences.

ARTICLE XIX
INDEMNIFICATION AND RELEASE

19.01 Agency agrees to indemnify and hold harmless the City, its officers, agents, volunteers, and employees from and against any and all loss, costs, or damage of any kind, nature, or description that may arise out of or in connection with this Agreement whether or not the claim or cause of action results from any negligence of the City or any of its officers, agents, or employees. There shall be no additional indemnification other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

19.02 Agency assumes full responsibility for the work to be performed and services to be provided hereunder, and hereby releases, relinquishes and discharges the City, its officers, agents, volunteers, and, employees from any and all claims, demands, causes of action of every kind and character, including the cost of defense thereof, for any injury to, including death of, any person (whether employees or agents of either of the parties hereto or third persons) and any loss of or damage to property (whether the property is that of either of the parties hereto or of third parties) that is caused by or alleged to be caused by, arising out of, or in connection with the Agency's work or services provided hereunder whether or not said claims, demands, or causes of actions are covered in whole or part by insurance. There shall be no additional release or hold harmless provision other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

ARTICLE XX
INSURANCE

19.01 General. The Agency shall procure and maintain, at its sole cost and expense for the duration of this Agreement, insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the services performed by the Agency, its agents, representatives, volunteers, employees, or subcontractors.

19.02 The Agency's insurance shall list the City of College Station, its employees, agents, volunteers, and officials as additional insureds. Insurance requirements are as set forth below. Certificates of insurance evidencing the required insurance coverages are attached in Exhibit C**.**

During the term of this Agreement the Agency's insurance policies shall meet the minimum requirements of this section:

19.03 Types. Agency shall have the following types of insurance:

(a) Commercial General Liability.

(b) Business Automobile Liability.

(c) Workers' Compensation/Employer's Liability.

19.04 General Requirements Applicable to All Policies. The following General requirements to all policies shall apply:

(a) Certificates of Insurance shall be prepared and executed by the insurance company or its authorized agent.

(b) Certificates of Insurance and endorsements shall be furnished on the most current State of Texas Department of Insurance-approved forms to the City's Representative at the time of execution of this Agreement; shall be attached to this Agreement as Exhibit C; and shall be approved by the City before work begins.

(c) Agency shall be responsible for all deductibles on any policies obtained in compliance with this Agreement. Deductibles shall be listed on the Certificate of Insurance and are acceptable on a per-occurrence basis only.

(d) The City will accept only Insurance Carriers licensed and authorized to do business in the State of Texas.

(e) The City will not accept "claims made" policies.

(f) Coverage shall not be suspended, canceled, non-renewed or reduced in limits of liability before thirty (30) days written notice has been given to the City.

19.05 Commercial General Liability. The following Commercial General Liability requirements shall apply:

(a) General Liability insurance shall be written by a carrier rated "A:VIII" or better under the current A. M. Best Key Rating Guide.

(b) Policies shall contain an endorsement naming the City as Additional Insured and further providing "primary and non-contributory" language with regard to self-insurance or any insurance the City may have or obtain.

(c) Limits of liability must be equal to or greater than $500,000 per occurrence for bodily injury and property damage, with an annual aggregate limit of $1,000,000.00. Limits shall be endorsed to be per project.

(d) No coverage shall be excluded from the standard policy without notification of individual exclusions being submitted for the City's review and acceptance.

(e) The coverage shall include, but not be limited to the following: premises/operations with separate aggregate; independent contracts; products/completed operations; contractual liability (insuring the indemnity provided herein) Host Liquor Liability, and Personal & Advertising Liability.

19.06 Business Automobile Liability. The following Business Automobile Liability requirements shall apply:

(a) Business Automobile Liability insurance shall be written by a carrier rated "A:VIII" or better rating under the current A. M. Best Key Rating Guide.

(b) Policies shall contain an endorsement naming the City as Additional Insured and further providing "primary and non-contributory" language with regard to self-insurance or any insurance the City may have or obtain.

(c) Combined Single Limit of Liability not less than $1,000,000 per occurrence for bodily injury and property damage.

(d) The Business Auto Policy must show Symbol 1 in the Covered Autos Portion of the liability section in Item 2 of the declarations page.

(e) The coverage shall include any autos, owned autos, leased or rented autos, non-owned autos, and hired autos.

19.07 Workers' Compensation/Employer's Liability Insurance. Workers' Compensation/Employer's Liability insurance shall include the following terms:

(a) Employer's Liability minimum limits of liability not less than $500,000 for each accident/each disease/each employee are required.

(b) "Texas Waiver of Our Right to Recover From Others Endorsement, WC 42 03 04" shall be included in this policy.

(c) TEXAS must appear in Item 3A of the Workers' Compensation coverage or Item 3C must contain the following: "All States except those listed in Item 3A and the States of NV, ND, OH, WA, WV, and WY.

ARTICLE XXI
GENERAL PROVISIONS

20.01 Environmental Laws. Agency must comply with environmental standards that may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988 as interpreted in HUD regulations at 24 C.F.R. Part 55; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.), 40 C.F.R. Parts 6, 51, and 93; (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205); (i) Wild and Scenic Rivers Act

of 1989 (16 U.S.C. § 1271 et seq.); (j) Sole Source Aquifers (Environmental Protection Agency-40 C.F.R. part 149; (k) Farmland Protection Policy Act of 1981 (7 U.S.C. § 4201, et seq.); (l) Farmland Protection Policy (Department of Agriculture-7 C.F.R. part 658); (m) applicable criteria and standards specified in HUD environmental regulations (24 C.F.R. Part 51) (other than the runway clear zone and clear zone notification requirement in 24 C.F.R. § 51.303(a)(3); (n) HUD Notice 79-33, Policy Guidance to Address the Problems Posed by Toxic Chemicals and Radioactive Materials, September 10, 1979; (o) Executive Order 12898 of February 11, 1994—Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, (59 FR 7629), 3 C.F.R., 1994 Comp. p. 859. Agency must include this requirement in all subcontracts under the Agreement.

20.02 Increasing Seat Belt Use in the United States. Pursuant to Executive Order 13043, 62 FR 19217 (Apr. 18, 1997), Agency is encouraged to adopt and enforce on-the-job seat belt policies and programs for its employees when operating Agency-owned, rented, or personally-owned vehicles.

20.03 Reducing Text Messaging While Driving. Pursuant to Executive Order 13513, 74 FR 51225 (Oct. 6, 2009), Agency is encouraged to adopt and enforce policies that ban text messaging while driving.

20.04 Prohibition on Certain Telecommunications and Video Surveillance Services or Equipment. Agency must not contract (or extend or renew a contract) to procure or obtain equipment, services, or systems that uses covered telecommunications equipment or services as a substantial or essential component of any system, or as critical technology as part of any system funded under the Agreement. As described in Public Law 115–232, section 889, covered telecommunications equipment is telecommunications equipment produced by Huawei Technologies Company or ZTE Corporation (or any subsidiary or affiliate of such entities).

(1) For the purpose of public safety, security of government facilities, physical security surveillance of critical infrastructure, and other national security purposes, video surveillance and telecommunications equipment produced by Hytera Communications Corporation, Hangzhou Hikvision Digital Technology Company, or Dahua Technology Company (or any subsidiary or affiliate of such entities).

(2) Telecommunications or video surveillance services provided by such entities or using such equipment.

(3) Telecommunications or video surveillance equipment or services produced or provided by an entity that the Secretary of Defense, in consultation with the Director of the National Intelligence or the Director of the Federal Bureau of Investigation, reasonably believes to be an entity owned or controlled by, or otherwise connected to, the government of a covered foreign country.

(ii) See Public Law 115-232, section 889 for additional information.

(iii) Subcontracts. Agency must include the substance of this section, including this paragraph, in all subcontracts and other contractual instruments.

20.05 Domestic Preferences for Procurement. Agency must, to the greatest extent practicable, purchase, acquire, or use goods, products, or materials produced in the United States (including

but not limited to iron, aluminum, steel, cement, and other manufactured products). The requirements of this section must be included in all subcontracts. For purposes of this section:

(1) "Produced in the United States'' means, for iron and steel products, that all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States.

(2) ''Manufactured products'' means items and construction materials composed in whole or in part of nonferrous metals such as aluminum; plastics and polymer-based products such as polyvinyl chloride pipe; aggregates such as concrete; glass, including optical fiber; and lumber.

20.06 Procurement of Recovered Materials. Agency must comply, as applicable, with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act. The requirements of Section 6002 include procuring only items designated in guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement. In the performance of the Agreement, Agency must make maximum use of products containing recovered materials that are EPA-designated items unless the product cannot be acquired:

(1) Competitively within a timeframe providing for compliance with the Agreement performance schedule;

(2) Meeting Agreement performance requirements; or

(3) At a reasonable price.

Information about this requirement, along with the list of EPA-designated items, is available at EPA's Comprehensive Procurement Guidelines web site, https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.

Agency also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act.

20.07 The parties to this Agreement agree and understand that Agency is an independent contractor and not an agent or representative of the City and that the obligation to compensate its employees and personnel furnished or used by Agency to provide the services specified in Article I shall be the responsibility of Agency and shall not be deemed employees of the City for any purpose.

20.08 The City's Planning & Development Services Department shall provide "technical" assistance to Agency as requested and as mutually agreed upon in the performance of Agency's duties under this Agreement. "Technical" assistance is described as including, but not limited to staff assistance to ensure compliance to CDBG regulations and to ensure that proper accountability and program delivery results are achieved; and providing orientation to Agency staff and board members regarding CDBG regulations and procedures. The provision of "technical" assistance is dependent on time constraints and priorities of the Planning & Development Services Department staff, at City's sole discretion. **City shall have no liability to Agency or any third party in providing any "technical" assistance.**

20.09 No amendment to this Agreement shall be effective and binding unless and until it is reduced to writing and signed by duly authorized representatives of both parties.

20.010 This Agreement has been made under and shall be governed by the laws of the State of Texas.

20.011 Performance and all matters related thereto shall be in Brazos County, Texas, United States of America.

20.012 Each party has the full power and authority to enter into and perform this Agreement, and the person signing this Agreement on behalf of each party has been properly authorized and empowered to enter into this Agreement. The persons executing this Agreement hereby represent that they have authorization to sign on behalf of their respective organizations.

20.013 Failure of any party, at any time, to enforce a provision of this Agreement, shall in no way constitute a waiver of that provision, nor in any way affect the validity of this Agreement, any part hereof, or the right of either party thereafter to enforce each and every provision hereof. No term of this Agreement shall be deemed waived or breach excused unless the waiver shall be in writing and signed by the party claimed to have waived. Furthermore, any consent to or waiver of a breach will not constitute consent to or waiver of or excuse of any other different or subsequent breach.

20.014 The parties acknowledge that they have read, understand, and intent to be bound by terms and conditions of this Agreement.

20.015 This Agreement and the rights and obligations contained herein may not be assigned by any party without the prior written approval of the other parties to this Agreement.

20.10 It is understood and agreed that this Agreement may be executed in a number of identical counterparts, each of which shall be deemed an original for all purposes.

20.11 Invalidity. If any provision of this Agreement shall be held to be invalid, illegal or unenforceable by a court or other tribunal of competent jurisdiction, the validity, legality, and enforceability of the remaining provisions shall not in any way be affected or impaired thereby. The parties shall use their best efforts to replace the respective provision or provisions of this Agreement with legal terms and conditions approximating the original intent of the parties.

20.12 Prioritization. Agency and City agree that City is a political subdivision of the State of Texas and is thus subject to certain laws. Because of this there may be documents or portions thereof added by Agency to this Agreement as exhibits that conflict with such laws, or that conflict with the terms and conditions herein excluding the additions by Agency. In either case, the applicable law or the applicable provision of this Agreement excluding such conflicting addition by Agency shall prevail. The parties understand this section comprises part of this Agreement without necessity of additional consideration.

20.13 It is understood that this Agreement contains the entire agreement between the parties and supersedes any and all prior agreements, arrangements, or understandings between the parties relating to the subject matter. No oral understandings, statements, promises, or inducements contrary to the terms of this Agreement exist. This Agreement cannot be changed or terminated orally. No verbal agreement or conversation with any officer, agent, or employee of any party before or after the execution of this Agreement shall affect or modify any of the terms or obligations hereunder.

20.14 Unless otherwise specified, written notice shall be deemed to have been duly served if delivered in person or sent by certified mail to the last business address as named herein. Each party has the right to change its business address by giving at least thirty (30) days advance written notice of the change to the other party.

Agency: Attn: Harold Womble, Deputy Director
Brazos Valley Community Action Programs
400 E. 29th St. Suite 175
Bryan, TX 77802

City: Attn: David Brower
Planning & Development Services Department
City of College Station
1101 Texas Ave.
P.O. Box 9960
College Station, Texas 77842

20.15 To the extent applicable, this Agreement is subject to the following:

(a) Boycott Israel. If this Agreement is for goods and services subject to § 2271.002 Texas Government Code, Agency verifies that it i) does not boycott Israel; and ii) will not boycott Israel during the term of this Agreement;

(b) Boycott Firearms. If this Agreement is for goods and services subject to § 2274.002 Texas Government Code, Agency verifies that it i) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association; and ii) will not discriminate during the term of the contract against a firearm entity or firearm trade association; and

(c) Boycott Energy Companies. Subject to § 2276.002 Texas Government Code, Agency herein verifies that it i) does not boycott energy companies; and ii) will not boycott energy companies during the term of this Agreement.

List of Exhibits

A Statement of Work
B Budget
C Certificates of Insurance
D Reimbursement Request
E HUD Income Limits

F Project Compliance Report
G HOME Rents

CITY OF COLLEGE STATION

By:_____

Printed Name: _____

Title:_____

Date: _____

By: _____
City Manager
Date: _____

APPROVED:

_____
City Attorney
Date: _____

_____
Assistant City Manager / CFO
Date: _____

EXHIBIT A
DETAILED STATEMENT OF WORK

1. Sub-Recipient is awarded up to $330,000.00 from the City of College Station FY 2026 (HUD Grant Year 2025) Community Development Block Grant (CDBG). These funds must be used for At least one Project consisting of the acquisition and rehabilitation of 2402 Colgate Circle, College Station, TX 77840, and provide no less than one (1) unit to be rental to households at or below 80% of the Area Median Income (AMI).
2. All construction and rehabilitation shall be of a design approved by the City. All homes must be inspected and approved by City staff.
3. A detailed Project Budget and cost breakdown shall be submitted by the Agency to the City for review of each project for a cost or price analysis prior to the start of the project.
4. A final budget shall be submitted with CDBG close-out information at the end of each project showing total costs and funding sources.
5. All work must be in compliance with current City of College Station Building Codes. Agency shall dedicate all easements required by City including blanket easements which shall be substituted with as-built easements for all City utilities. All Projects must be substantially completed within two (2) years of the date of this Agreement.
6. All required permits must be obtained prior to any work commencing. All required inspections must be performed by the City of College Station Building Inspectors.
7. Agency must provide written notification of all subcontractors to City.
8. Upon completion of such construction or rehabilitation Agency must submit a copy of all receipts paid. At that point, the City will have 30 days to make payment on said receipts, not to exceed maximums established in Exhibit B, Budget.
9. Within six (6) months from completion of rehabilitation, said CDBG unit must be occupied by an eligible resident. Agency is not prohibited from conducting a background check on credit history or criminal history.
10. Any program income, recaptured funds, or repayment of any funds must be immediately returned to the City of College Station. In the event that there is program income, repayments, and/or recaptured funds, the funds must be used in accordance with the requirements of 24 C.F.R. § 570.504.

EXHIBIT B
BUDGET

Agency: Brazos Valley Community Action Programs

SOURCES OF FUNDS: U.S. Department of Housing and Urban Development Community Development Block Grant Direct Entitlement

Maximum Proceeds of grant under the Agreement

USES OF FUNDS:

Acquisition Costs……..$275,000.00
Construction/Rehabilitation Costs…….$25,650.00
Developer Fees…….$27,500.00
Other Soft Costs…….$1,850.00
Total…….$330,000.00

EXHIBIT C
CERTIFICATES OF INSURANCE

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/6/2026

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 ANCO Insurance PO Box 3889 Bryan TX 77805	**CONTACT NAME:** Cheryl Murski **PHONE (A/C, No, Ext):** 979-774-6259 **FAX (A/C, No):** 979-774-5372 **E-MAIL ADDRESS:** murski@anco.com
INSURED BVCABRA-01 BVCAP - Brazos Valley Community Action Programs P.O. Box 4128 Bryan TX 77805	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A :** Philadelphia Insurance Compani / 18058 **INSURER B :** Texas Mutual Insurance Company / 22945 **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 40991158 **REVISION NUMBER:**

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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X **COMMERCIAL GENERAL LIABILITY** CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY PRO-JECT LOC OTHER:			PHPK2606061-008	9/30/2025	9/30/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 100,000 $ 5,000 $ 1,000,000 $ 3,000,000 $ 3,000,000 $
A	**AUTOMOBILE LIABILITY** X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY			PHPK2606061-008	9/30/2025	9/30/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
A	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** CLAIMS-MADE DED X RETENTION $ 10,000			PHUB882769-008	9/30/2025	9/30/2026	EACH OCCURRENCE AGGREGATE 	$ 5,000,000 $ 5,000,000 $
B	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** Y / N ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		0002100480	6/30/2025	6/30/2026	X 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)

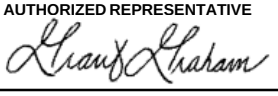
CERTIFICATE HOLDER

City of College Station
Risk Management
P.O. Box 9960
College Station TX 77842
USA

CANCELLATION

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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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):
Blanket-As Required by Written Contract
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.

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 shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

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

SCHEDULE

Name Of Person Or Organization:
Blanket - As Required by Written Contract
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

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 we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

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

A. SECTION II – COVERED AUTOS LIABILITY COVERAGE, A. Coverage, 1. Who Is An Insured is amended by adding the following:

The following are also "insureds":

Any person or organization for whom you are required by an “insured contract” to procure “bodily injury” or “property damage” liability insurance arising out of the operation of a covered "auto" with your permission. However, this additional insurance does not apply to:

1. The owner or anyone else from whom you hire or borrow a covered "auto." This exception does not apply if the covered "auto" is a "trailer” connected to a covered "auto” you own;

2. Your "employee” if the covered “auto" is owned by that "employee” or a member of his or her household;

3. Anyone using a covered "auto” while he or she is working in a business of selling, servicing, repairing, parking or storing "autos" unless that business is yours;

4. Anyone other than your "employees," partners (if you are a partnership), members (if you are a limited liability company), or a lessee or borrower or any of their "employees," while moving property to or from a covered "auto"; or

5. A partner (if you are a partnership), or a member (if you are a limited liability company) for covered "auto” owned by him or her or a member of his or her household.

B. The “insured contract” must be in effect during the policy period shown in the Declarations and must have been executed prior to the “bodily injury” or “property damage”.

C. This person or organization is an “insured” only to the extent you are liable due to your ongoing operations for that “insured”, whether the work is performed by you or for you, and only to the extent you are held liable for an “accident” occurring while a covered “auto” is being driven by you or one of your employees.

D. There is no coverage provided to this person or organization for “bodily injury” to its employees or for “property damage” to its property.

E. Coverage for this person or organization shall be limited to the extent of your negligence or fault according to the applicable principles of comparative negligence or fault.

F. The defense of any claim or “suit” must be tendered by this person or organization as soon as practicable to all other insurers which potentially provide insurance for such claim or “suit”.

G. A person’s or organization’s status as an “insured” under this endorsement ends when your operations for that “insured” are completed.

H. The coverage extended to any additional insured by this endorsement is limited to, and subject to all terms, conditions, and exclusions of the Coverage Part to which this endorsement is attached.

In addition, coverage shall not exceed the terms and conditions that are required by the terms of the written agreement to add any “insured,” or to procure insurance.

I. The following additional exclusions apply:

The insurance afforded to any person or organization as an “insured” under this endorsement does not apply to “loss”:

1. Which occurs prior to the date your contract is effective with such person or organization;

2. Arising out of the sole negligence of any person or organization that would not be an “insured” except for this endorsement; or

3. Which occurs after you returned the leased or rented “auto” to the lessor or the policy period ends, whichever occurs first.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

COMMERCIAL AUTOMOBILE ELITE ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE PART

Following is a summary of the Limits of Insurance and additional coverages provided by this endorsement. For complete details on specific coverages, consult the policy contract wording.

Coverage Applicable	Limit of Insurance	Page #
Who is An Insured Board Members Newly Acquired Entities Designated Insured Lessor of Leased Autos	 Included Included Included Included	2
Cost of Bail Bonds	$5,000	2
Reasonable Expenses – Loss of Earnings	$500 per day	2
Fellow Employee Coverage	Amended	3
Towing	$100 per disablement	3
Glass Breakage (Windshields and Windows)	No deductible applies	3
Transportation Expenses	$100 per day / $3,000 maximum	3
Hired Auto Physical Damage – Loss of Use	$100 per day / $1,000 maximum	3
Hired Auto Physical Damage	ACV or repair or replacement of the vehicle whichever is less	4
Personal Effects	$500	4
Rental Reimbursement	$100 per day / 30 days	4
Accidental Discharge – Air Bag	Amended	4
Electronic Equipment	$1000	5
Original Equipment Manufacturer Parts Replacement	Included	5
Auto Loan / Lease Gap Coverage	Amended	5
One Comprehensive Coverage Deductible Per Occurrence	Amended	6
Notice of and Knowledge of Occurrence	Amended	7
Blanket Waiver of Subrogation	Amended (as required by written contract)	7
Unintentional Errors or Omissions	Amended	7
Mental Anguish – Bodily Injury Redefined	Amended	7

Coverage extensions under this endorsement only apply in the event that no other specific coverage for these extensions is provided under this policy. If such specific coverage applies, the terms, conditions and limits of that coverage are the sole and exclusive coverage applicable under this policy, unless otherwise noted in this endorsement.

Any deductible listed in the Auto Declarations Page will apply unless specific deductible provisions are set forth under a coverage enhancement below.

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I. LIABILITY COVERAGE EXTENSIONS

A. Who Is An Insured

SECTION II – LIABILITY COVERAGE, A. Coverage, 1. Who Is An Insured is amended by adding the following:

The following are also "insureds":

1. **Board Members –** Board members (or their spouses) while renting a vehicle while on business for the named insured.

2. **Newly Acquired Entities –** Any business entity newly acquired or formed by you during the policy period, provided you own 50% or more of the business entity and the business entity is not separately insured for Business Auto Coverage. Coverage is extended up to a maximum of 180 days following the acquisition or the formation of the business entity.

3. **Designated Insured** – Any person or organization designated by the “insured” is an "insured" for Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured Provision contained in **SECTION II** of the Coverage Form.

4. **Lessor of Leased Autos** – The lessor of a “leased auto” is an “insured" only for "bodily injury" or "property damage" resulting from the acts or omissions by:

   a. You;

   b. Any of your "employees" or agents; or

   c. Any person, except the lessor or any "employee" or agent of the lessor, operating a “leased auto” with the permission of any of the above.

   Any “leased auto” in the policy schedule will be considered a covered "auto" you own and not a covered "auto" you hire or borrow.

   The coverages provided under this endorsement apply to any “leased auto” in the policy schedule until the expiration date of the lease, or when the lessor or his or her agent takes possession of the “leased auto,” whichever occurs first.

   “Leased auto” means an “auto” leased or rented to you, including any substitute, replacement or extra “auto” needed to meet seasonal or other needs, under a leasing or rental agreement that requires you to provide direct primary insurance for the lessor.

B. Cost of Bail Bonds

SECTION II – LIABILITY COVERAGE, A. Coverage, 2. Coverage Extensions, a. Supplementary Payments, Item (2) is deleted in its entirety and replaced with the following:

(2) Up to $5,000 for cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

C. Reasonable Expenses

SECTION II – LIABILITY COVERAGE, A. Coverage, 2. Coverage Extensions, a. Supplementary Payments, Item (4) is deleted in its entirety and replaced with the following:

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(4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $500 a day because of time off from work.

D. Fellow Employee Coverage

SECTION II – LIABILITY COVERAGE, B. Exclusions, 5. Fellow Employee is deleted in its entirety and replaced by the following:

"Bodily injury" to any fellow "employee" of the "insured" arising out of and in the course of the fellow "employee's" employment or while performing duties related to the conduct of your business.

However, this exclusion does not apply to any manager or officer of your company.

II. PHYSICAL DAMAGE COVERAGE EXTENSIONS

A. Towing

SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 2. Towing is deleted in its entirety and replaced with the following:

2. Towing

We will pay up to $100 for towing and labor costs incurred each time a covered "auto" is disabled. However, the labor must be performed at the place of disablement. No deductible applies to this enhancement.

B. Glass Breakage

SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 3. Glass Breakage – Hitting A Bird Or Animal – Falling Objects Or Missiles is amended by adding the following:

No deductible applies to "loss" to glass used in the windshield or windows.

C. Transportation Expenses

SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions, a. Transportation Expenses is deleted in its entirety and replaced with the following:

a. Transportation Expenses

We will pay up to $100 per day to a maximum of $3,000 for temporary transportation expenses incurred by you because of a “loss” to a covered “auto.” We will pay for temporary transportation expenses incurred during the period beginning 48 hours after the “loss” and ending, regardless of the policy’s expiration, when the covered “auto” is returned to use or we pay for its “loss.”

D. Hired Auto Physical Damage – Loss of Use

The last sentence of **SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions, b. Loss of Use Expenses** is deleted in its entirety and replaced with the following:

However, the most we will pay for any expenses for loss of use is $100 per day, to a maximum of $1,000.

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E. Hired Auto Physical Damage

SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions is amended by adding the following extension:

Hired Auto Physical Damage

Any "auto" you lease, hire, rent or borrow from someone other than your “employees” or partners, or members of their household is a covered "auto" for each of your physical damage coverages.

The most we will pay for any “loss” in any one “accident” is the ACV or the cost for repair or replacement of the vehicle, whichever is less.

For each covered “auto” our obligation to pay will be reduced by a deductible of $500 for Comprehensive Coverage and $1000 for Collision Coverage.

F. Personal Effects Coverage

SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions is amended by adding the following extension:

Personal Effects Coverage

We will pay up to $500 for “loss” to personal effects, which are:

1. Owned by an “insured”; and

2. In or on your covered “auto.”

This coverage applies only in the event of the total theft of your covered “auto.” No deductible applies to this coverage.

G. Rental Reimbursement

SECTION III – PHYSICAL DAMAGE COVERAGE, A. Coverage, 4. Coverage Extensions is amended by adding the following extension:

Rental Reimbursement Coverage

We will pay up to $100 per day, for up to 30 days, for rental reimbursement expenses incurred by you for the rental of an “auto” because of “loss” to a covered “auto.”

We will also pay up to $300 for reasonable and necessary expenses incurred by you to remove and replace your materials and equipment from the covered “auto.”

If “loss” results from the total theft of a covered “auto,” we will pay under this coverage only that amount of your rental reimbursement expenses which is not already provided under Item **III. C. Transportation Expenses** of this endorsement.

H. Accidental Discharge – Airbag Coverage

SECTION III – PHYSICAL DAMAGE COVERAGE, B. Exclusions, Paragraph 3. is amended by adding the following exception:

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This exclusion does not apply to the accidental discharge of an airbag. This coverage is excess of any other collectible insurance or warranty. No deductible applies to this coverage.

I. Electronic Equipment Coverage

The following supersedes anything to the contrary in **SECTION III – PHYSICAL DAMAGE COVERAGE, B. Exclusions**, Paragraph 4.

Exclusions **4.c.** and **4.d.** do not apply to:

Any risk management or monitoring equipment and electronic equipment that receives or transmits audio, visual or data signals and that is not designed solely for the reproduction of sound. This coverage applies only if the equipment is permanently installed in the covered "auto" at the time of the "loss" or the equipment is removable from a housing unit which is permanently installed in the covered "auto" at the time of the "loss," and such equipment is designed to be solely operated by use of the power from the "auto's" electrical system, in or upon the covered "auto."

The most we will pay for all “loss” to risk management or monitoring equipment, audio, visual or data electronic equipment that is not designed solely for the reproduction of sound and any accessories used with this equipment as a result of any one “accident” is the least of:

a. The actual cash value of the damaged or stolen property at the time of the “loss”;

b. The cost of repairing or replacing the damaged or stolen property with other property of like kind and quality; or

c. $1,000.

This coverage will not apply if there is other insurance provided by this policy for the above-described electronic equipment. We will, however, pay any deductible, up to $500, that is applicable under the provisions of the other insurance.

J. Original Equipment Manufacturer (OEM) Parts Replacement

SECTION III – PHYSICAL DAMAGE COVERAGE, C. Limit of Insurance, Paragraph 1. is amended to include:

However, if the covered “auto” has less than 20,000 miles on its odometer, then the following condition will apply:

We will pay the cost to replace the damaged parts (excluding glass and mechanical parts) with new Original Equipment Manufacturer replacement parts if the damaged parts cannot be repaired.

K. Auto Loan / Lease Gap Protection

SECTION III – PHYSICAL DAMAGE COVERAGE, C. Limit of Insurance is amended to include the following:

4. In the event of “loss” to a covered “auto” that is loaned or leased to an “insured”:

   a. The most we will pay for “loss” in any one “accident” is the lesser of:

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(1) The actual cash value of the damaged or stolen property as of the time of the “loss”; or

(2) The cost of repairing or replacing the damaged or stolen property with other property of like, kind and quality.

b. Our Limit of Insurance for “total loss” will be the greater of:

(1) The balance due under the terms of the lease or loan, to which your "auto" is subject but not including:

(a) Past due payments;

(b) Financial penalties imposed under the lease;

(c) Security deposits not refunded;

(d) Costs for extended warranties or insurance; or

(e) Final payment due under a “balloon loan”; or

(2) Actual cash value of the stolen or damaged property.

An adjustment for depreciation and physical condition will be made in determining actual cash value at the time of “loss.”

c. Additional Definitions

(1) “Total loss” for the purpose of this coverage, means a loss in which the estimated cost of repairs, plus the salvage value, exceeds the actual cash value.

(2) “Balloon loan” is one with periodic payments that are insufficient to repay the balance over the term of the loan, thereby requiring a large final payment.

d. Additional Conditions

This coverage will apply only to the original lease or loan written on your covered “auto.” In order for this coverage to apply, leased “autos” must be leased or rented to you under a leasing or rental agreement, for a period of not less than six months, which requires you to provide direct primary insurance for the benefit of the lessor.

L. One Comprehensive Coverage Deductible

SECTION III – PHYSICAL DAMAGE COVERAGE, D. Deductible is amended by adding the following:

Only one Comprehensive Coverage Deductible per occurrence will apply to any “loss” resulting from a covered peril.

For the purpose of this extension, occurrence means a single incident, including continuous or repeated exposure to substantially the same general harmful conditions within a 24-hour period.

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III. BUSINESS AUTO CONDITIONS

A. Notice and Knowledge of Occurrence

SECTION IV – BUSINESS AUTO CONDITIONS, A. Loss Conditions, 2. Duties In The Event Of Accident, Claim, Suit Or Loss, Paragraph a. is deleted in its entirety and replaced with the following:

a. In the event of "accident," claim, "suit" or "loss," you must give us, or our authorized representative, prompt notice of the "accident" or "loss." Include:

(1) How, when and where the "accident" or "loss" occurred;

(2) The "insured's" name and address; and

(3) To the extent possible, the names and addresses of any injured persons and witnesses.

Your duty to give us or our authorized representative prompt notice of the "accident" or "loss" applies only when the "accident" or "loss" is known to:

(1) You, if you are an individual;

(2) A partner, if you are a partnership; or

(3) An executive officer or insurance manager, if you are a corporation.

B. Blanket Waiver Of Subrogation

SECTION IV – BUSINESS AUTO CONDITIONS, A. Loss Conditions, 5. Transfer Of Rights Of Recovery Against Others To Us, is amended by adding the following exception:

However, we waive any right of recovery we may have against any person or organization because of payments we make for "bodily injury" or "property damage" arising out of the operation of a covered "auto" when you have assumed liability for such "bodily injury" or "property damage" under an "insured contract."

C. Unintentional Errors or Omissions

SECTION IV – BUSINESS AUTO CONDITIONS, B. General Conditions, 2. Concealment, Misrepresentation, Or Fraud is amended by adding the following:

The unintentional omission of, or unintentional error in, any information given by you shall not prejudice your rights under this insurance. However, this provision does not affect our right to collect additional premium or exercise our right of cancellation or non-renewal.

IV. DEFINITIONS

A. Mental Anguish

SECTION V – DEFINITIONS, C. "Bodily injury" is amended by adding the following:

"Bodily injury" also includes mental anguish but only when the mental anguish arises from other bodily injury, sickness, or disease.

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CANCELLATION NOTICE TO SCHEDULED ADDITIONAL INSURED OR CERTIFICATE HOLDER

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PROFESSIONAL LIABILITY COVERAGE PART
COMMERCIAL CRIME COVERAGE PART
COMMERCIAL INLAND MARINE COVERAGE PART
COMMERCIAL PROPERTY COVERAGE PART
COMMERCIAL AUTOMOBILE COVERAGE PART

SCHEDULE OF ADDITIONAL INSUREDS OR CERTIFICATE HOLDERS

AI or CH	Additional Insured or Certificate Holder	Address
AI	Blanket- As Required by	
	Written Contract	

The following is added to **A. CANCELLATION** of the Common Policy Conditions of the above applicable coverage part:

A. In the event we cancel the policy in accordance with the policy's terms and conditions, we will endeavor to mail written notice of cancellation to Additional Insureds or Certificate Holders, shown in the above SCHEDULE within the time frame listed below. However, failure to mail such notice shall impose no obligation of any kind upon us, our agents or representatives.

1. 30 days before the effective date of cancellation if we cancel for any reason other than for non - payment of premium.

As respects Additional Insureds, the above cancellation provision applies only when the Additional Insured shown in the above **SCHEDULE** is added to the policy by a separate additional insured endorsement as the **CANCELLATION NOTICE TO ADDITIONAL INSURED OR CERTIFICATE HOLDER** does not provide additional insured coverage.

Philadelphia Indemnity Insurance Company
Additional Insured Schedule

Policy Number: PHPK2606061-008

City of College Station
Risk Management
PO Box 9960
College Station, TX 77842-7960

CG2026 - General Liability

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):
City of College Station Risk Management
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.

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 shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED CONSTRUCTION PROJECT(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Construction Project(s): **Loc 22 Bldg 1, 1015 Toledo Bend Dr, College Station, TX 77845**
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which can be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. A separate Designated Construction Project General Aggregate Limit applies to each designated construction project, and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations.

2. The Designated Construction Project General Aggregate Limit is the most we will pay for the sum of all damages under Coverage **A,** except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard", and for medical expenses under Coverage **C** regardless of the number of:

a. Insureds;

b. Claims made or "suits" brought; or

c. Persons or organizations making claims or bringing "suits".

3. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the Designated Construction Project General Aggregate Limit for that designated construction project. Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Construction Project General Aggregate Limit for any other designated construction project shown in the Schedule above.

4. The limits shown in the Declarations for Each Occurrence, Damage To Premises Rented To You and Medical Expense continue to apply. However, instead of being subject to the General Aggregate Limit shown in the Declarations, such limits will be subject to the applicable Designated Construction Project General Aggregate Limit.

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B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which cannot be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the amount available under the General Aggregate Limit or the Products-completed Operations Aggregate Limit, whichever is applicable; and

2. Such payments shall not reduce any Designated Construction Project General Aggregate Limit.

C. When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-completed Operations Aggregate Limit, and not reduce the General Aggregate Limit nor the Designated Construction Project General Aggregate Limit.

D. If the applicable designated construction project has been abandoned, delayed, or abandoned and then restarted, or if the authorized contracting parties deviate from plans, blueprints, designs, specifications or timetables, the project will still be deemed to be the same construction project.

E. The provisions of Section **III** – Limits Of Insurance not otherwise modified by this endorsement shall continue to apply as stipulated.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED
PRIMARY AND NON-CONTRIBUTORY INSURANCE

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Effective Date: 12/02/2025

Name of Person or Organization (Additional Insured):

City of College Station

Risk Management

SECTION II – WHO IS AN INSURED is amended to include as an additional insured the person(s) or organization(s) shown in the endorsement Schedule, but only with respect to liability for "bodily injury," "property damage" or "personal and advertising injury" arising out of or relating to your negligence in the performance of "your work" for such person(s) or organization(s) that occurs on or after the effective date shown in the endorsement Schedule.

This insurance is primary to and non-contributory with any other insurance maintained by the person or organization (Additional Insured), except for loss resulting from the sole negligence of that person or organization.

This condition applies even if other valid and collectible insurance is available to the Additional Insured for a loss or "occurrence" we cover for this Additional Insured.

The Additional Insured's limits of insurance do not increase our limits of insurance, as described in **SECTION III – LIMITS OF INSURANCE**.

All other terms, conditions, and exclusions under the policy are applicable to this endorsement and remain unchanged.

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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 Autos 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: **Brazos Valley Community Action Programs**

Endorsement Effective Date: 12/02/2025

SCHEDULE

Name Of Person(s) Or Organization(s): SEE SCHEDULE PI-CA-044
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.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

SCHEDULE - DESIGNATED INSURED FOR COVERED AUTOS LIABILITY COVERAGE

This schedule is used with endorsement CA 20 48 Designated Insured for Covered Autos Liability Coverage to provide additional space to complete the schedule.

SCHEDULE

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

City of College Station
Risk Management
PO Box 9960
College Station, TX 77842-7960

CA2048 - Commercial Automobile

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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
GARAGE 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 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 the Garage 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".

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED CONSTRUCTION PROJECT(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Construction Project(s): **Loc 23 Bldg 1, 2402 Colgate Cir, College Station, TX 77840-4616**
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which can be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. A separate Designated Construction Project General Aggregate Limit applies to each designated construction project, and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations.

2. The Designated Construction Project General Aggregate Limit is the most we will pay for the sum of all damages under Coverage **A,** except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard", and for medical expenses under Coverage **C** regardless of the number of:

a. Insureds;

b. Claims made or "suits" brought; or

c. Persons or organizations making claims or bringing "suits".

3. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the Designated Construction Project General Aggregate Limit for that designated construction project. Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Construction Project General Aggregate Limit for any other designated construction project shown in the Schedule above.

4. The limits shown in the Declarations for Each Occurrence, Damage To Premises Rented To You and Medical Expense continue to apply. However, instead of being subject to the General Aggregate Limit shown in the Declarations, such limits will be subject to the applicable Designated Construction Project General Aggregate Limit.

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B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which cannot be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the amount available under the General Aggregate Limit or the Products-completed Operations Aggregate Limit, whichever is applicable; and

2. Such payments shall not reduce any Designated Construction Project General Aggregate Limit.

C. When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-completed Operations Aggregate Limit, and not reduce the General Aggregate Limit nor the Designated Construction Project General Aggregate Limit.

D. If the applicable designated construction project has been abandoned, delayed, or abandoned and then restarted, or if the authorized contracting parties deviate from plans, blueprints, designs, specifications or timetables, the project will still be deemed to be the same construction project.

E. The provisions of Section **III** – Limits Of Insurance not otherwise modified by this endorsement shall continue to apply as stipulated.

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POLICY NUMBER: PHPK2606061-008

IL 12 06 04 03

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

TEXAS POLICY CHANGES

Effective Date of Change: 05/04/2026
Change Endorsement No.: 6 Revision No.: 6
Named Insured: Brazos Valley Community Action Programs

The following item(s):

	Insured's Name		Insured's Mailing Address
	Policy Number		Company
	Effective/Expiration Date		Insured's Legal Status/Business of Insured
	Additional Interested Parties		Premium Determination
	Limits/Exposures	X	Coverage Forms and Endorsements
X	Covered Property/Location Description		Deductibles
	Rates		Classification/Class Codes

is (are) changed to read **{See Additional Page(s)}:**

Path ID 19458442

The above amendments result in a change in the premium as follows:

NO CHANGES	TO BE ADJUSTED AT AUDIT	ADDITIONAL PREMIUM	RETURN PREMIUM
		$ 1,005.00	$

Countersigned By: Grant Graham

Issue Date: 05/06/2026

(Authorized Agent)

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POLICY CHANGES ENDORSEMENT DESCRIPTION

In consideration of the premium reflected, the policy is amended as indicated below:

Added location to all impacted coverage lines:
Loc 23 Bldg 1, 2402 Colgate Cir, College Station, TX 77840-4616
$275,000 Building
$22,727 Business Income-Basic

GL Class 63010 Dwelling-1 Fam (Lessor's Risk)
Premium Basis 1 Dwelling

CG2503 Designated Construction Project(s) Gen Agg Limit

Per attached

REMOVAL PERMIT

If this policy includes the Commercial Property Coverage Part, or the Capital Assets Program (Output Policy) Coverage Part with all property scheduled on the Scheduled Location Endorsement **OP 14 01,** the following applies with respect to that Coverage Part:

If Covered Property is removed to a new location that is described on this Policy Change, you may extend this insurance to include that Covered Property at each location during the removal. Coverage at each location will apply in the proportion that the value at each location bears to the value of all Covered Property being removed. This permit applies up to 10 days after the effective date of this Policy Change; after that, this insurance does not apply at the previous location.

Philadelphia Indemnity Insurance Company

Locations Schedule

Policy Number: PHPK2606061-008

Prems. No.	Bldg. No.	Address
0001	0001	1604 Stacey St Navasota, TX 77868-2641
0002	0001	711 N Houston Ave Bryan, TX 77803-4145
0003	0001	305 W Valverde St Brenham, TX 77833-4516
0004	0001	203 W 30th St Bryan, TX 77803-6923
0005	0001	1306 Barak Ln Bryan, TX 77802-3203
0006	0001	710 S Magnolia St Hearne, TX 77859-2859
0007	0001	600 Gerald St #200,202,300-305 Willis, TX 77378-3477
0008	0001	3341 & 3343 Lodgepole Cir College Station, TX 77845-5902
0009	0001	906 Kalanchoe Ct Units A & B College Station, TX 77840-4138
0010	0001	3308 & 3310 Lodgepole Cir College Station, TX 77845-5902
0011	0001	932 & 934 Willow Pond St College Station, TX 77845-7295
0012	0001	900 Camellia Ct Units A & B College Station, TX 77840-4125
0013	0001	929 & 931 Sun Meadow Ct College Station, TX 77845-7293
0014	0001	2809 Longmire Dr Units A,B,C,D College Station, TX 77845-5852
0015	0001	3984 Windfree Dr College Station, TX 77845-8373
0016	0001	1112 Waynesboro Court College Station, TX 77845-3997

Philadelphia Indemnity Insurance Company

Locations Schedule

Policy Number: PHPK2606061-008

Prems. No.	Bldg. No.	Address
0017	0001	3989 Windfree Dr College Station, TX 77845-8374
0018	0001	1000 Raney Ln Madisonville, TX 77864-7594
0019	0001	206 S Wright St Ste B Caldwell, TX 77836-1845
0020	0001	4001 E 29th St Ste 150,170 & 175 Bryan, TX 77802-4211
0021	0001	1002 W Brown St Hearne, TX 77859-3063
0022	0001	1015 Toledo Bend Dr College Station, TX 77845-7833
0023	0001	2402 Colgate Cir College Station, TX 77840-4616

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0001	001	1604 Stacey St Navasota, TX 77868-2641 SCHOOLS PC 03 MASONRY NON-COMBUSTIBLE
0002	001	711 N Houston Ave Bryan, TX 77803-4145 School PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0001	001	BUSINESS PERS PROPERTY	120,000	SPECIAL	80%	5,000
0001	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.
0002	001	BUSINESS PERS PROPERTY	120,000	SPECIAL	80%	5,000
0002	001	BUSINESS INCOME-BASIC (2)	22,727	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost	Replacement Cost Incl. Stock	Inflation Guard
0001	001	BUSINESS PERS PROPERTY			(X)	(X)	
0002	001	BUSINESS PERS PROPERTY			(X)	(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0003	001	305 W Valverde St Brenham, TX 77833-4516 School PC 03 FRAME
0004	001	203 W 30th St Bryan, TX 77803-6923 CAFETERIA/MEALS ON WHEELS PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0003	001	BUILDING	680,269	SPECIAL	80%	5,000
0003	001	BUSINESS PERS PROPERTY	120,000	SPECIAL	80%	5,000
0003	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.
0004	001	BUSINESS PERS PROPERTY	150,000	SPECIAL	80%	5,000
0004	001	BUSINESS INCOME-BASIC (1)	37,500	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost	Replacement Cost Incl. Stock	Inflation Guard
0003	001	BUILDING			(X)		
0003	001	BUSINESS PERS PROPERTY			(X)	(X)	
0004	001	BUSINESS PERS PROPERTY			(X)	(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0005	001	1306 Barak Ln Bryan, TX 77802-3203 School PC 01 FRAME
0006	001	710 S Magnolia St Hearne, TX 77859-2859 School PC 06 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0005	001	BUILDING	684,595	SPECIAL	80%	5,000
0005	001	BUSINESS PERS PROPERTY	120,000	SPECIAL	80%	5,000
0005	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.
0006	001	BUILDING	757,349	SPECIAL	80%	5,000
0006	001	BUSINESS PERS PROPERTY	145,000	SPECIAL	80%	5,000
0006	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost	Replacement Cost Incl. Stock	Inflation Guard
0005	001	BUILDING			(X)		
0005	001	BUSINESS PERS PROPERTY			(X)	(X)	
0006	001	BUILDING			(X)		
0006	001	BUSINESS PERS PROPERTY			(X)	(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0007	001	600 Gerald St #200,202,300-305 Willis, TX 77378-3477 Office PC 01 FRAME
0008	001	3341 & 3343 Lodgepole Cir College Station, TX 77845-5902 Duplex PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0007	001	BUSINESS PERS PROPERTY	40,000	SPECIAL	80%	5,000
0007	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.
0008	001	BUILDING	205,384	SPECIAL	80%	5,000
0008	001	BUSINESS INCOME-BASIC (1)	16,200	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost	Replacement Cost Incl. Stock	Inflation Guard
0007	001	BUSINESS PERS PROPERTY			(X)	(X)	
0008	001	BUILDING			(X)		

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0009	001	906 Kalanchoe Ct Units A & B College Station, TX 77840-4138 Duplex PC 01 FRAME
0010	001	3308 & 3310 Lodgepole Cir College Station, TX 77845-5902 Duplex PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0009	001	BUILDING	307,665	SPECIAL	80%	5,000
0009	001	BUSINESS INCOME-BASIC (1)	15,840	SPECIAL	80%	72 HR.
0010	001	BUILDING	225,058	SPECIAL	80%	5,000
0010	001	BUSINESS INCOME-BASIC (1)	16,380	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost Incl. Stock	Inflation Guard
0009	001	BUILDING			(X)	
0010	001	BUILDING			(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0011	001	932 & 934 Willow Pond St College Station, TX 77845-7295 Duplex PC 01 FRAME
0012	001	900 Camellia Ct Units A & B College Station, TX 77840-4125 Duplex PC 01 FRAME

COVERAGES PROVIDED: Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0011	001	BUILDING	344,569	SPECIAL	80%	5,000
0011	001	BUSINESS INCOME-BASIC (1)	25,800	SPECIAL	80%	72 HR.
0012	001	BUILDING	300,298	SPECIAL	80%	5,000
0012	001	BUSINESS INCOME-BASIC (1)	20,400	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost Incl. Stock	Inflation Guard
0011	001	BUILDING			(X)	
0012	001	BUILDING			(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0013	001	929 & 931 Sun Meadow Ct College Station, TX 77845-7293 Duplex PC 01 FRAME
0014	001	2809 Longmire Dr Units A,B,C,D College Station, TX 77845-5852 Duplex PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0013	001	BUILDING	344,569	SPECIAL	80%	5,000
0013	001	BUSINESS INCOME-BASIC (1)	19,800	SPECIAL	80%	72 HR.
0014	001	BUILDING	425,202	SPECIAL	80%	5,000
0014	001	BUSINESS INCOME-BASIC (1)	30,348	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost Incl. Stock	Inflation Guard
0013	001	BUILDING			(X)	
0014	001	BUILDING			(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0015	001	3984 Windfree Dr College Station, TX 77845-8373 Single Family Home PC 01 FRAME
0016	001	1112 Waynesboro Court College Station, TX 77845-3997 DWELLING-1 FAM (LESSOR'S RISK) PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0015	001	BUILDING	247,947	SPECIAL	80%	5,000
0015	001	BUSINESS INCOME-BASIC (1)	16,200	SPECIAL	80%	72 HR.
0016	001	BUILDING	303,752	SPECIAL	80%	5,000
0016	001	BUSINESS INCOME-BASIC (1)	16,800	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost Incl. Stock	Inflation Guard
0015	001	BUILDING			(X)	
0016	001	BUILDING			(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0017	001	3989 Windfree Dr College Station, TX 77845-8374 DWELLINGS IN CONJUNC W/CLM PC 01 JOISTED MASONRY
0018	001	1000 Raney Ln Madisonville, TX 77864-7594 SCHOOLS PC 07 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0017	001	BUILDING	247,747	SPECIAL	80%	5,000
0017	001	BUSINESS INCOME-BASIC (1)	15,480	SPECIAL	80%	72 HR.
0018	001	BUSINESS PERS PROPERTY	80,000	SPECIAL	80%	5,000
0018	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost	Replacement Cost Incl. Stock	Inflation Guard
0017	001	BUILDING			(X)		
0018	001	BUSINESS PERS PROPERTY			(X)	(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0019	001	206 S Wright St Ste B Caldwell, TX 77836-1845 SCHOOLS PC 06 FRAME
0020	001	4001 E 29th St Ste 150,170 & 175 Bryan, TX 77802-4211 SCHOOLS PC 02 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0019	001	BUSINESS PERS PROPERTY	50,000	SPECIAL	80%	5,000
0020	001	BUSINESS PERS PROPERTY	175,000	SPECIAL	80%	5,000
0020	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost	Replacement Cost Incl. Stock	Inflation Guard
0019	001	BUSINESS PERS PROPERTY			(X)	(X)	
0020	001	BUSINESS PERS PROPERTY			(X)	(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0021	001	1002 W Brown St Hearne, TX 77859-3063 HEALTH CARE FACILITIES PC 06 FRAME
0022	001	1015 Toledo Bend Dr College Station, TX 77845-7833 DWELLINGS IN CONJUNC W/CLM PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0021	001	BUILDING	627,386	SPECIAL	80%	5,000
0022	001	BUILDING	252,845	SPECIAL	80%	5,000
0022	001	BUSINESS INCOME-BASIC (1)	22,727	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost Incl. Stock	Inflation Guard
0021	001	BUILDING			(X)	
0022	001	BUILDING			(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

Philadelphia Indemnity Insurance Company

COMMERCIAL PROPERTY COVERAGE PART SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008
Named Insured: Brazos Valley Community Action Programs **Agent #** 2478

DESCRIPTION OF PREMISES:

Prem. No.	Bldg. No.	Location, Fire Protection/Construction and Occupancy
0023	001	2402 Colgate Cir College Station, TX 77840-4616 DWELLINGS IN CONJUNC W/CLM PC 01 FRAME

COVERAGES PROVIDED: **Insurance at the described premises applies only for coverages for which a limit of insurance is shown or for which an entry is made.**

Prem. No.	Bldg. No.	Coverage	Limit of Insurance	Causes of (1) Loss Form	Coinsurance(2)	Deductible
0023	001	BUILDING	275,000	SPECIAL	80%	CP0320
0023	001	BUSINESS INCOME-BASIC (1) PROPERTY ELITE	22,727	SPECIAL	80%	72 HR.

OPTIONAL COVERAGES:

Prem. No.	Bldg. No.	Coverage	Agreed Value Amount	Agreed Value Expiration Date	Replacement Cost Incl. Stock	Inflation Guard
0023	001	BUILDING			(X)	

OPTIONAL COVERAGES: APPLIES TO BUSINESS INCOME ONLY

Prem. No.	Bldg. No.	Agreed Value Date	Agreed Value Amount	Monthly Limit of Indemnity(Fraction)	Maximum Period of Indemnity	Extended Period of Indemnity (Days)

Deductible Exceptions: See CP0320, CP0321

(1) EQ (if shown) = Earthquake (2) Coinsurance %, Extra Expense %, Limits on Loss Payment or Value Reporting Form Symbol

(5) 10% or $5,000 minimum

* THIS POLICY CONTAINS A SEPARATE DEDUCTIBLE FOR NAMED STORM OR WIND/HAIL LOSSES, WHICH MAY RESULT IN HIGH OUT-OF-POCKET EXPENSES TO YOU. THE ENCLOSED EXAMPLE ILLUSTRATE HOW THE DEDUCTIBLE MIGHT AFFECT YOU.

Philadelphia Indemnity Insurance Company

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008

Agent # 2478

Classifications	Code No.	Premium Basis	Rates Prem./ Ops.	Rates Prod./ Comp. Ops.	Advance Premiums Prem./ Ops.	Advance Premiums Prod./ Comp. Ops.
TX PREM NO. 001						
DAY CARE CENTER-NFP	41716	62 PERSON	3.851	INCL	240	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 001						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 002						
DAY CARE CENTER-NFP	41716	62 PERSON	3.851	INCL	240	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 002						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 003						
DAY CARE CENTER-NFP	41716	62 PERSON	3.851	INCL	240	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 003						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 004						
CATERER	11039	890,500 GROSS SALES	2.130	0.331	1,905	296

Philadelphia Indemnity Insurance Company

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008

Agent # 2478

Classifications	Code No.	Premium Basis	Rates Prem./ Ops.	Rates Prod./ Comp. Ops.	Advance Premiums Prem./ Ops.	Advance Premiums Prod./ Comp. Ops.
TX PREM NO. 005						
DAY CARE CENTER-NFP	41716	62 PERSON	3.851	INCL	240	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 005						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 006						
DAY CARE CENTER-NFP	41716	62 PERSON	3.851	INCL	240	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 006						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 007						
BLDG/PREMS-OFFICE-NOC-NFP	61227	2,100 AREA	101.016	INCL	214	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 008						
DWELLING-1 FAM (LESSOR'S RISK)	63010	1 DWELLING	63.307	INCL	64	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 009						
DWELLING-1 FAM (LESSOR'S RISK)	63010	1 DWELLING	63.307	INCL	64	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						

Philadelphia Indemnity Insurance Company

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008

Agent # 2478

Classifications	Code No.	Premium Basis	Rates Prem./ Ops.	Rates Prod./ Comp. Ops.	Advance Premiums Prem./ Ops.	Advance Premiums Prod./ Comp. Ops.
TX PREM NO. 010 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL
TX PREM NO. 011 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL
TX PREM NO. 012 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL
TX PREM NO. 013 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL
TX PREM NO. 014 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL
TX PREM NO. 015 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL
TX PREM NO. 016 DWELLING-1 FAM (LESSOR'S RISK) PROD/COMP OP SUBJ TO GEN AGG LIMIT	63010	1 DWELLING	63.307	INCL	64	INCL

Philadelphia Indemnity Insurance Company

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008

Agent # 2478

Classifications	Code No.	Premium Basis	Rates Prem./ Ops.	Rates Prod./ Comp. Ops.	Advance Premiums Prem./ Ops.	Advance Premiums Prod./ Comp. Ops.
TX PREM NO. 017						
DWELLING-1 FAM (LESSOR'S RISK)	63010	1 DWELLING	63.307	INCL	64	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 018						
DAY CARE CENTER-NFP	41716	51 PERSON	3.851	INCL	197	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 018						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 019						
DAY CARE CENTER-NFP	41716	62 PERSON	3.851	INCL	240	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 019						
PARK/PLAYGROUND	46671	1 PARK/PLAYGR	705.827	INCL	709	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 020		62	3.851	INCL	240	INCL
DAY CARE CENTER-NFP	41716	PERSON				
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 020		1	705.827	INCL	709	INCL
PARK/PLAYGROUND	46671	PARK/PLAYGR				
PROD/COMP OP SUBJ TO GEN AGG LIMIT						

Philadelphia Indemnity Insurance Company

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SUPPLEMENTAL SCHEDULE

Policy Number: PHPK2606061-008

Agent # 2478

Classifications	Code No.	Premium Basis	Rates Prem./ Ops.	Rates Prod./ Comp. Ops.	Advance Premiums Prem./ Ops.	Advance Premiums Prod./ Comp. Ops.
TX PREM NO. 020						
SALES/SERVICE ORGANIZATION	47367	80,000 PAYROLL	0.565	INCL	46	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 020						
BLDG/PREMS-OFFICE-NOC-NFP	61227	8,133 AREA	101.016	INCL	829	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 021						
HEALTH CARE FACIL-OUTPATNT-NFP	44440	2,880 AREA	197.253	INCL	570	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 022						
DWELLING-1 FAM (LESSOR'S RISK)	63010	1 DWELLING	63.307	INCL	64	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX PREM NO. 023						
DWELLING-1 FAM (LESSOR'S RISK)	63010	1 DWELLING	63.307	INCL	64	INCL
PROD/COMP OP SUBJ TO GEN AGG LIMIT						
TX					INCL	
ADDL INS PRIMARY & NON-CONTRIBUTORY INS						
TX					1,182	
LIABILITY DELUXE	44444					

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WINDSTORM OR HAIL PERCENTAGE DEDUCTIBLE

This endorsement modifies insurance provided under the following:

BUILDERS RISK COVERAGE FORM
BUILDING AND PERSONAL PROPERTY COVERAGE FORM
CONDOMINIUM ASSOCIATION COVERAGE FORM
CONDOMINIUM COMMERCIAL UNIT-OWNERS COVERAGE FORM
STANDARD PROPERTY POLICY
TOBACCO SALES WAREHOUSES COVERAGE FORM

SCHEDULE

Premises Number	Building Number	Windstorm Or Hail Deductible Percentage – Enter 1%, 2% Or 5%
00023	00001	3%
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.		

The Windstorm or Hail Deductible, as shown in the Schedule and set forth in this endorsement, applies to covered loss or damage caused directly or indirectly by Windstorm or Hail. This Deductible applies to each occurrence of Windstorm or Hail.

Nothing in this endorsement implies or affords coverage for any loss or damage that is excluded under the terms of the Water Exclusion or any other exclusion in this policy. If this policy is endorsed to cover Flood under the Flood Coverage Endorsement (or if you have a flood insurance policy), a separate Flood Deductible applies to loss or damage attributable to Flood, in accordance with the terms of that endorsement or policy.

As used in this endorsement, the terms "specific insurance" and "blanket insurance" have the following meanings: Specific insurance covers each item of insurance (for example, each building or personal property in a building) under a separate Limit of Insurance. Blanket insurance covers two or more items of insurance (for example, a building and personal property in that building, or two buildings) under a single Limit of Insurance. Items of insurance and corresponding Limit(s) Of Insurance are shown in the Declarations.

WINDSTORM OR HAIL DEDUCTIBLE CALCULATIONS

A. Calculation Of The Deductible – All Policies

1. A Deductible is calculated separately for, and applies separately to:

a. Each building that sustains loss or damage;

b. The personal property at each building at which there is loss or damage to personal property; and

c. Personal property in the open.

If there is damage to both a building and personal property in that building, separate deductibles apply to the building and to the personal property.

2. We will not pay for loss or damage until the amount of loss or damage exceeds the applicable Deductible. We will then pay the amount of loss or damage in excess of that Deductible, up to the applicable Limit of Insurance, after any reduction required by any of the following: Coinsurance Condition; Agreed Value Optional Coverage; or any provision in a Value Reporting Form relating to full reporting or failure to submit reports.

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3. When property is covered under the Coverage Extension for Newly Acquired Or Constructed Property: In determining the amount, if any, that we will pay for loss or damage, we will deduct an amount equal to a percentage of the value(s) of the property at time of loss. The applicable percentage for Newly Acquired Or Constructed Property is the highest percentage shown in the Schedule for any described premises.

B. Calculation Of The Deductible – Specific Insurance Other than Builders' Risk

1. Property Not Subject To Value Reporting Forms

In determining the amount, if any, that we will pay for loss or damage, we will deduct an amount equal to 1%, 2% or 5% (as shown in the Schedule) of the Limit(s) of Insurance applicable to the property that has sustained loss or damage.

2. Property Subject To Value Reporting Forms

In determining the amount, if any, that we will pay for loss or damage, we will deduct an amount equal to 1%, 2% or 5% (as shown in the Schedule) of the value(s) of the property that has sustained loss or damage. The value(s) to be used is the latest value(s) shown in the most recent Report of Values on file with us.

However:

a. If the most recent Report of Values shows less than the full value(s) of the property on the report dates, we will determine the deductible amount as a percentage of the full value(s) as of the report dates.

b. If the first Report of Values is not filed with us prior to loss or damage, we will determine the deductible amount as a percentage of the applicable Limit(s) of Insurance.

C. Calculation Of The Deductible – Blanket Insurance Other Than Builders' Risk

1. Property Not Subject To Value Reporting Forms

In determining the amount, if any, that we will pay for loss or damage, we will deduct an amount equal to 1%, 2% or 5% (as shown in the Schedule) of the value(s) of the property that has sustained loss or damage. The value(s) to be used is that shown in the most recent Statement of Values on file with us.

2. Property Subject To Value Reporting Forms

In determining the amount, if any, that we will pay for property that has sustained loss or damage, we will deduct an amount equal to 1%, 2% or 5% (as shown in the Schedule) of the value(s) of that property as of the time of loss or damage.

D. Calculation Of The Deductible – Builders' Risk Insurance

1. Builders' Risk Other Than Reporting Form

In determining the amount, if any, that we will pay for property that has sustained loss or damage, we will deduct an amount equal to 1%, 2% or 5% (as shown in the Schedule) of the actual cash value(s) of that property as of the time of loss or damage.

2. Builders' Risk Reporting Form

In determining the amount, if any, that we will pay for loss or damage, we will deduct an amount equal to 1%, 2% or 5% (as shown in the Schedule) of the value(s) of the property that has sustained loss or damage. The value(s) to be used is the actual cash value(s) shown in the most recent Report of Values on file with us.

However:

a. If the most recent Report of Values shows less than the actual cash value(s) of the property on the report date, we will determine the deductible amount as a percentage of the actual cash value(s) as of the report date.

b. If the first Report of Values is not filed with us prior to loss or damage, we will determine the deductible amount as a percentage of the actual cash value(s) of the property as of the time of loss or damage.

Examples – Application Of Deductible

Example 1 – Specific Insurance (B.1.)

The amount of loss to the damaged building is $60,000.

The value of the damaged building at time of loss is $100,000. The Coinsurance percentage shown in the Declarations is 80%; the minimum Limit of Insurance needed to meet the Coinsurance requirement is $80,000 (80% of $100,000).

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The actual Limit of Insurance on the damaged building is $70,000.

The Deductible is 1%.

Step **(1):** $70,000 ÷ $80,000 = .875

Step **(2):** $60,000 x .875 = $52,500

Step **(3):** $70,000 x 1% = $700

Step **(4):** $52,500 – $700 = $51,800

The most we will pay is $51,800. The remainder of the loss, $8,200, is not covered due to the Coinsurance penalty for inadequate insurance (Steps **(1)** and **(2)**) and the application of the Deductible (Steps **(3)** and **(4)**).

Example 2 – Specific Insurance (B.1.)

The amounts of loss to the damaged property are $60,000 (Building) and $40,000 (Personal Property in building).

The value of the damaged building at time of loss is $100,000. The value of the personal property in that building is $80,000. The Coinsurance percentage shown in the Declarations is 80%; the minimum Limits of Insurance needed to meet the Coinsurance requirement are $80,000 (80% of $100,000) for the building and $64,000 (80% of $80,000) for the personal property.

The actual Limits of Insurance on the damaged property are $80,000 on the building and $64,000 on the personal property (therefore, no Coinsurance penalty).

The Deductible is 2%.

Building

Step **(1):** $80,000 x 2% = $1,600

Step **(2):** $60,000 – $1,600 = $58,400

Personal Property

Step **(1):** $64,000 x 2% = $1,280

Step **(2):** $40,000 – $1,280 = $38,720

The most we will pay is $97,120. The portion of the total loss not covered due to application of the Deductible is $2,880.

Example 3 – Blanket Insurance (C.1.)

The sum of the values of Building 1 ($500,000), Building 2 ($500,000) and Building 3 ($1,000,000), as shown in the most recent Statement of Values on file with us, is $2,000,000.

The Coinsurance percentage shown in the Declarations is 90%; the minimum Blanket Limit of Insurance needed to meet the Coinsurance requirement is $1,800,000 (90% of $2,000,000).

The actual Blanket Limit Of Insurance covering Buildings 1, 2, and 3, shown in the Declarations, is $1,800,000 (therefore, no Coinsurance penalty).

Buildings 1 and 2 have sustained damage; the amounts of loss to these buildings are $40,000 (Building 1) and $20,000 (Building 2).

The Deductible is 2%.

Building 1

Step **(1):** $500,000 x 2% = $10,000

Step **(2):** $40,000 – $10,000 = $30,000

Building 2

Step **(1):** $500,000 x 2% = $10,000

Step **(2):** $20,000 – $10,000 = $10,000

The most we will pay is $40,000. The portion of the total loss not covered due to application of the Deductible is $20,000.

Example 4 – Blanket Insurance (C.1.)

The sum of the values of Building 1 ($500,000), Building 2 ($500,000), Personal Property at Building 1 ($250,000) and Personal Property at Building 2 ($250,000), as shown in the most recent Statement of Values on file with us, is $1,500,000.

The Coinsurance percentage shown in the Declarations is 90%; the minimum Blanket Limit of Insurance needed to meet the Coinsurance requirement is $1,350,000 (90% of $1,500,000).

The actual Blanket Limit Of Insurance covering Buildings 1 and 2 and Personal Property at Buildings 1 and 2, shown in the Declarations, is $1,350,000. Therefore, there is no Coinsurance penalty.

Building 1 and Personal Property at Building 1 have sustained damage; the amounts of loss are $95,000 (Building) and $5,000 (Personal Property).

The Deductible is 5%.

Building

Step **(1):** $500,000 x 5% = $25,000

Step **(2):** $95,000 – $25,000 = $70,000

Personal Property

Step **(1):** $250,000 x 5% = $12,500

The loss, $5,000, does not exceed the Deductible.

The most we will pay is $70,000. The remainder of the building loss, $25,000, is not covered due to application of the Deductible. There is no loss payment for the personal property.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ACTUAL CASH VALUE ROOF ENDORSEMENT WITH COSMETIC DAMAGE EXCLUSION AND EQUIPMENT LIMITATION – TEXAS

This endorsement modifies insurance provided under the following:

BUILDERS RISK COVERAGE FORM
BUILDING AND PERSONAL PROPERTY COVERAGE FORM
CONDOMINIUM ASSOCIATION COVERAGE FORM
CONDOMINIUM COMMERCIAL UNIT-OWNERS COVERAGE FORM

SCHEDULE

Premises Number	Building Number	Indicate Applicability (Paragraph A. and/or Paragraph B.)
00003	00001	Paragraph B.
00005	00001	Paragraph B.
00006	00001	Paragraph B.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.		

A. The following applies with respect to loss or damage by a Covered Cause of Loss (including wind and hail if covered) to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **A**.:

Replacement Cost coverage (if otherwise applicable to such property) does not apply to roof surfacing. Instead, we will determine the value of roof surfacing at actual cash value as of the time of loss or damage.

B. The following applies with respect to loss or damage by wind and/or hail to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **B**.:

We will not pay for cosmetic damage to roof surfacing caused by wind and/or hail. For the purpose of this endorsement, cosmetic damage includes but is not limited to the wind and/or hail caused spatter/splatter marks, blemishes, dents, dings, dimples, chips, scratches, marring, pitting or other superficial damage that altered the appearance of the roof surfacing, but such damage does not prevent the roof from continuing to function as a barrier to entrance of the elements to the same extent as it did before the cosmetic damage occurred either immediately or over time.

We will not pay for any microfracture or microcracking of any solar or photovoltaic module, panel or system located on the roof or any resulting business income from such damage.

C. For the purpose of this endorsement:

1. Roof surfacing includes but is not limited to the shingles, tiles, cladding, metal or synthetic sheeting or similar materials covering the roof and includes all materials used in securing the roof surface and all materials applied to or under the roof surface for moisture protection, as well as roof flashing, vent caps, trim, drip edging, gutters, exhaust or gas piping.

Includes copyrighted material of Insurance Services Office, Inc., with permission.

Roof surfacing also includes any equipment attached or secured in any way to the roof including but not limited to heating and cooling units or any solar or photovoltaic module, panel or system.

2. Microfracture or microcracking means any crack or fracture in the panel of a solar or photovoltaic module, panel or system which may or may not be visible to the human eye.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ACTUAL CASH VALUE ROOF ENDORSEMENT WITH COSMETIC DAMAGE EXCLUSION AND EQUIPMENT LIMITATION – TEXAS

This endorsement modifies insurance provided under the following:

BUILDERS RISK COVERAGE FORM
BUILDING AND PERSONAL PROPERTY COVERAGE FORM
CONDOMINIUM ASSOCIATION COVERAGE FORM
CONDOMINIUM COMMERCIAL UNIT-OWNERS COVERAGE FORM

SCHEDULE

Premises Number	Building Number	Indicate Applicability (Paragraph A. and/or Paragraph B.)
00008	00001	Paragraph B.
00009	00001	Paragraph B.
00010	00001	Paragraph B.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.		

A. The following applies with respect to loss or damage by a Covered Cause of Loss (including wind and hail if covered) to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **A**.:

Replacement Cost coverage (if otherwise applicable to such property) does not apply to roof surfacing. Instead, we will determine the value of roof surfacing at actual cash value as of the time of loss or damage.

B. The following applies with respect to loss or damage by wind and/or hail to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **B**.:

We will not pay for cosmetic damage to roof surfacing caused by wind and/or hail. For the purpose of this endorsement, cosmetic damage includes but is not limited to the wind and/or hail caused spatter/splatter marks, blemishes, dents, dings, dimples, chips, scratches, marring, pitting or other superficial damage that altered the appearance of the roof surfacing, but such damage does not prevent the roof from continuing to function as a barrier to entrance of the elements to the same extent as it did before the cosmetic damage occurred either immediately or over time.

We will not pay for any microfracture or microcracking of any solar or photovoltaic module, panel or system located on the roof or any resulting business income from such damage.

C. For the purpose of this endorsement:

1. Roof surfacing includes but is not limited to the shingles, tiles, cladding, metal or synthetic sheeting or similar materials covering the roof and includes all materials used in securing the roof surface and all materials applied to or under the roof surface for moisture protection, as well as roof flashing, vent caps, trim, drip edging, gutters, exhaust or gas piping.

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Roof surfacing also includes any equipment attached or secured in any way to the roof including but not limited to heating and cooling units or any solar or photovoltaic module, panel or system.

2. Microfracture or microcracking means any crack or fracture in the panel of a solar or photovoltaic module, panel or system which may or may not be visible to the human eye.

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ACTUAL CASH VALUE ROOF ENDORSEMENT WITH COSMETIC DAMAGE EXCLUSION AND EQUIPMENT LIMITATION – TEXAS

This endorsement modifies insurance provided under the following:

BUILDERS RISK COVERAGE FORM
BUILDING AND PERSONAL PROPERTY COVERAGE FORM
CONDOMINIUM ASSOCIATION COVERAGE FORM
CONDOMINIUM COMMERCIAL UNIT-OWNERS COVERAGE FORM

SCHEDULE

Premises Number	Building Number	Indicate Applicability (Paragraph A. and/or Paragraph B.)
00011	00001	Paragraph B.
00012	00001	Paragraph B.
00013	00001	Paragraph B.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.		

A. The following applies with respect to loss or damage by a Covered Cause of Loss (including wind and hail if covered) to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **A**.:

Replacement Cost coverage (if otherwise applicable to such property) does not apply to roof surfacing. Instead, we will determine the value of roof surfacing at actual cash value as of the time of loss or damage.

B. The following applies with respect to loss or damage by wind and/or hail to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **B**.:

We will not pay for cosmetic damage to roof surfacing caused by wind and/or hail. For the purpose of this endorsement, cosmetic damage includes but is not limited to the wind and/or hail caused spatter/splatter marks, blemishes, dents, dings, dimples, chips, scratches, marring, pitting or other superficial damage that altered the appearance of the roof surfacing, but such damage does not prevent the roof from continuing to function as a barrier to entrance of the elements to the same extent as it did before the cosmetic damage occurred either immediately or over time.

We will not pay for any microfracture or microcracking of any solar or photovoltaic module, panel or system located on the roof or any resulting business income from such damage.

C. For the purpose of this endorsement:

1. Roof surfacing includes but is not limited to the shingles, tiles, cladding, metal or synthetic sheeting or similar materials covering the roof and includes all materials used in securing the roof surface and all materials applied to or under the roof surface for moisture protection, as well as roof flashing, vent caps, trim, drip edging, gutters, exhaust or gas piping.

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Roof surfacing also includes any equipment attached or secured in any way to the roof including but not limited to heating and cooling units or any solar or photovoltaic module, panel or system.

2. Microfracture or microcracking means any crack or fracture in the panel of a solar or photovoltaic module, panel or system which may or may not be visible to the human eye.

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ACTUAL CASH VALUE ROOF ENDORSEMENT WITH COSMETIC DAMAGE EXCLUSION AND EQUIPMENT LIMITATION – TEXAS

This endorsement modifies insurance provided under the following:

BUILDERS RISK COVERAGE FORM
BUILDING AND PERSONAL PROPERTY COVERAGE FORM
CONDOMINIUM ASSOCIATION COVERAGE FORM
CONDOMINIUM COMMERCIAL UNIT-OWNERS COVERAGE FORM

SCHEDULE

Premises Number	Building Number	Indicate Applicability (Paragraph A. and/or Paragraph B.)
00014	00001	Paragraph B.
00015	00001	Paragraph B.
00022	00001	Paragraph B.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.		

A. The following applies with respect to loss or damage by a Covered Cause of Loss (including wind and hail if covered) to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **A**.:

Replacement Cost coverage (if otherwise applicable to such property) does not apply to roof surfacing. Instead, we will determine the value of roof surfacing at actual cash value as of the time of loss or damage.

B. The following applies with respect to loss or damage by wind and/or hail to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **B**.:

We will not pay for cosmetic damage to roof surfacing caused by wind and/or hail. For the purpose of this endorsement, cosmetic damage includes but is not limited to the wind and/or hail caused spatter/splatter marks, blemishes, dents, dings, dimples, chips, scratches, marring, pitting or other superficial damage that altered the appearance of the roof surfacing, but such damage does not prevent the roof from continuing to function as a barrier to entrance of the elements to the same extent as it did before the cosmetic damage occurred either immediately or over time.

We will not pay for any microfracture or microcracking of any solar or photovoltaic module, panel or system located on the roof or any resulting business income from such damage.

C. For the purpose of this endorsement:

1. Roof surfacing includes but is not limited to the shingles, tiles, cladding, metal or synthetic sheeting or similar materials covering the roof and includes all materials used in securing the roof surface and all materials applied to or under the roof surface for moisture protection, as well as roof flashing, vent caps, trim, drip edging, gutters, exhaust or gas piping.

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Roof surfacing also includes any equipment attached or secured in any way to the roof including but not limited to heating and cooling units or any solar or photovoltaic module, panel or system.

2. Microfracture or microcracking means any crack or fracture in the panel of a solar or photovoltaic module, panel or system which may or may not be visible to the human eye.

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ACTUAL CASH VALUE ROOF ENDORSEMENT WITH COSMETIC DAMAGE EXCLUSION AND EQUIPMENT LIMITATION – TEXAS

This endorsement modifies insurance provided under the following:

BUILDERS RISK COVERAGE FORM
BUILDING AND PERSONAL PROPERTY COVERAGE FORM
CONDOMINIUM ASSOCIATION COVERAGE FORM
CONDOMINIUM COMMERCIAL UNIT-OWNERS COVERAGE FORM

SCHEDULE

Premises Number	Building Number	Indicate Applicability (Paragraph A. and/or Paragraph B.)
00023	00001	Paragraph B.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.		

A. The following applies with respect to loss or damage by a Covered Cause of Loss (including wind and hail if covered) to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **A**.:

Replacement Cost coverage (if otherwise applicable to such property) does not apply to roof surfacing. Instead, we will determine the value of roof surfacing at actual cash value as of the time of loss or damage.

B. The following applies with respect to loss or damage by wind and/or hail to a building or structure identified in the **SCHEDULE** as being subject to this Paragraph **B**.:

We will not pay for cosmetic damage to roof surfacing caused by wind and/or hail. For the purpose of this endorsement, cosmetic damage includes but is not limited to the wind and/or hail caused spatter/splatter marks, blemishes, dents, dings, dimples, chips, scratches, marring, pitting or other superficial damage that altered the appearance of the roof surfacing, but such damage does not prevent the roof from continuing to function as a barrier to entrance of the elements to the same extent as it did before the cosmetic damage occurred either immediately or over time.

We will not pay for any microfracture or microcracking of any solar or photovoltaic module, panel or system located on the roof or any resulting business income from such damage.

C. For the purpose of this endorsement:

1. Roof surfacing includes but is not limited to the shingles, tiles, cladding, metal or synthetic sheeting or similar materials covering the roof and includes all materials used in securing the roof surface and all materials applied to or under the roof surface for moisture protection, as well as roof flashing, vent caps, trim, drip edging, gutters, exhaust or gas piping.

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Roof surfacing also includes any equipment attached or secured in any way to the roof including but not limited to heating and cooling units or any solar or photovoltaic module, panel or system.

2. Microfracture or microcracking means any crack or fracture in the panel of a solar or photovoltaic module, panel or system which may or may not be visible to the human eye.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED CONSTRUCTION PROJECT(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Construction Project(s): **Loc 22 Bldg 1, 1015 Toledo Bend Dr, College Station, TX 77845**
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which can be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. A separate Designated Construction Project General Aggregate Limit applies to each designated construction project, and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations.

2. The Designated Construction Project General Aggregate Limit is the most we will pay for the sum of all damages under Coverage **A,** except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard", and for medical expenses under Coverage **C** regardless of the number of:

a. Insureds;

b. Claims made or "suits" brought; or

c. Persons or organizations making claims or bringing "suits".

3. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the Designated Construction Project General Aggregate Limit for that designated construction project. Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Construction Project General Aggregate Limit for any other designated construction project shown in the Schedule above.

4. The limits shown in the Declarations for Each Occurrence, Damage To Premises Rented To You and Medical Expense continue to apply. However, instead of being subject to the General Aggregate Limit shown in the Declarations, such limits will be subject to the applicable Designated Construction Project General Aggregate Limit.

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B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which cannot be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the amount available under the General Aggregate Limit or the Products-completed Operations Aggregate Limit, whichever is applicable; and

2. Such payments shall not reduce any Designated Construction Project General Aggregate Limit.

C. When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-completed Operations Aggregate Limit, and not reduce the General Aggregate Limit nor the Designated Construction Project General Aggregate Limit.

D. If the applicable designated construction project has been abandoned, delayed, or abandoned and then restarted, or if the authorized contracting parties deviate from plans, blueprints, designs, specifications or timetables, the project will still be deemed to be the same construction project.

E. The provisions of Section **III** – Limits Of Insurance not otherwise modified by this endorsement shall continue to apply as stipulated.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED CONSTRUCTION PROJECT(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Construction Project(s): **Loc 23 Bldg 1, 2402 Colgate Cir, College Station, TX 77840-4616**
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

A. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which can be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. A separate Designated Construction Project General Aggregate Limit applies to each designated construction project, and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations.

2. The Designated Construction Project General Aggregate Limit is the most we will pay for the sum of all damages under Coverage **A,** except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard", and for medical expenses under Coverage **C** regardless of the number of:

a. Insureds;

b. Claims made or "suits" brought; or

c. Persons or organizations making claims or bringing "suits".

3. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the Designated Construction Project General Aggregate Limit for that designated construction project. Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Construction Project General Aggregate Limit for any other designated construction project shown in the Schedule above.

4. The limits shown in the Declarations for Each Occurrence, Damage To Premises Rented To You and Medical Expense continue to apply. However, instead of being subject to the General Aggregate Limit shown in the Declarations, such limits will be subject to the applicable Designated Construction Project General Aggregate Limit.

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B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section **I** – Coverage **A,** and for all medical expenses caused by accidents under Section **I** – Coverage **C,** which cannot be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:

1. Any payments made under Coverage **A** for damages or under Coverage **C** for medical expenses shall reduce the amount available under the General Aggregate Limit or the Products-completed Operations Aggregate Limit, whichever is applicable; and

2. Such payments shall not reduce any Designated Construction Project General Aggregate Limit.

C. When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-completed Operations Aggregate Limit, and not reduce the General Aggregate Limit nor the Designated Construction Project General Aggregate Limit.

D. If the applicable designated construction project has been abandoned, delayed, or abandoned and then restarted, or if the authorized contracting parties deviate from plans, blueprints, designs, specifications or timetables, the project will still be deemed to be the same construction project.

E. The provisions of Section **III** – Limits Of Insurance not otherwise modified by this endorsement shall continue to apply as stipulated.

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EXHIBIT D
REIMBURSEMENT REQUEST FORM



PLANNING & DEVELOPMENT SERVICES DEPARTMENT
COMMUNITY DEVELOPMENT BLOCK GRANT
REIMBURSEMENT REQUEST FORM

AGENCY:			
CONTRACT EXPENSES:	**BUDGETED**	**CURRENT REQUEST**	**YEAR TO DATE REQUESTED**
	$	**$**	**$**
(INVOICES OR ACCEPTABLE ALTERNATIVE DOCUMENTATION MUST BE SUBMITTED)			
TOTAL	**$**	**$**	**$**
REIMBURSEMENT REQUEST		**$**	
EXPENSES FOR THE PERIOD OF:			
AMOUNT REMAINING IN CDBG CONTRACT	**$**		

I hereby request reimbursement for approved program expenses to date in the amount of $ _____.

_____ _____

Signature of Authorized Agency Representative Date

Agency's Certification and Reimbursement Request Form	
Agency Name	**Contract #**
Program Name	
Name of Agency Contact	**Agency's Address**

I. Agency's Certification and Reimbursement Request

I hereby certify:

- ❑ The information presented on this form is true and complete to the best of my knowledge;
- ❑ All programs and services have been executed in accordance with the terms and requirements of the contract;
- ❑ All expenses for which payment is being requested herein were incurred by the above-referenced program(s);
- ❑ All approved Board minutes and agendas have been received by the Planning & Development Services Department;
- ❑ A signed and dated Client Report, Narrative Report, and Fund-Raising Report have been received by the Planning & Development Services Department;
- ❑ All supporting documentation to substantiate this request has been received by the Planning & Development Services Department.
- ❑ The agency is in full compliance with the terms and conditions of the above referenced contract.

I hereby request reimbursement for approved program expenses to date in the amount of $ _____.

_____ _____

Signature of Authorized Agency Representative Date

II. Monitor's Certification

I have reviewed the documents submitted for the _____ quarter by the above-referenced agency and agree that all services and expenditures have been satisfactorily completed in accordance with all applicable requirements and terms of the above referenced contract number.

I hereby approve payment to the agency in the amount of $_____.

_____ _____

Signature of Monitor Date

III. Director of Planning & Development' Certification

I hereby approve payment to the agency in the amount of $_____.

_____ _____

Signature of Director of Planning & Development Date

EXHIBIT E
HUD INCOME LIMITS

2025 MEDIAN INCOME LIMITS
City of College Station
Planning & Development

This list supersedes all other lists of prior dates.

2025-2026 INCOME LIMITS				
College Station-Bryan MSA				
This list supersedes all other lists of prior dates.				
Effective: June 1, 2024	**Extremely Low Income**	**Low-HOME Renter Maximum**	**High-HOME Renter Maximum**	**Homebuyer Maximum**
Household Size	**30%**	**50%**	**60%**	**80%**
1	$18,600	$31,000	$37,200	$49,600
2	$21,250	$35,400	$42,480	$56,650
3	$23,900	$39,850	$47,820	$63,750
4	$26,550	$44,250	$53,100	$70,800
5	$28,700	$47,800	$57,360	$76,500
6	$30,800	$51,350	$61,620	$82,150
7	$32,950	$54,900	$65,880	$87,800
8	$35,050	$58,450	$70,140	$93,500

The left column (Household) refers to the number of people in the home. The highlighted column (80%) refers to your maximum income allowed per year by HUD guidelines.

EXHIBIT F
PROJECT COMPLIANCE REPORT

A	B	C	D	E	F	G	H
Unit Number	**Tenant Name**	**Household Size**	**No. Bedrooms**	**Max Rent**	**Monthly Rent**	**Tenants Annual Gross Income**	**Compliance Y/N?**

May 28, 2026
Item No. 6.7.
Freeit Data Solutions, Inc. Electric SCADA

Sponsor: Glenn Gavit

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on a contract award to Freeit Data Solutions, Inc. for computer hardware, software licensing, and multi-year support services, not-to-exceed $334,794.14.

Relationship to Strategic Goals:

1. Core Services and Infrastructure
2. Financially Sustainable City

Recommendation(s): Staff recommends the acquisition and implementation of a hyperconverged infrastructure solution, including hardware, software licensing, and multi-year support services in the amount of $334,794.14 from Freeit Data Solutions, Inc.

Summary: The current hardware and virtualization platform used by the Electric Utility's BES SCADA control systems are at the end-of-life and need to be replaced to ensure compliance with NERC reliability standards which mandate that systems must be in a supportable configuration and receiving current security updates. This purchase would be for replacement servers and a hyper-converged virtualization software, delivering high-availability clustering for the Primary Control Center and Backup Control Center. This quote also includes 3 years of software and security updates along with priority service and technical support and 3 years of hardware support for the devices. At the end of the initial three year period, the software and hardware will be supported through on-going annual renewals. The total cost for this purchase from Freeit Data Solutions, Inc. is $334,794.14. This pricing is predicated on the current quoted price, which is projected to increase substantially due to server component pricing in the technology market.

Budget & Financial Summary: Funds are allocated in the FY26 Electric budget.

Attachments:
1. 26300581--LKP (CC 05.28.26)

CONTRACT & AGREEMENT ROUTING FORM

CONTRACT#: 26300581 PROJECT #: N/A BID/RFP/RFQ#: N/A

Project Name / Contract Description: Subscription, Nutanix Cloud Infrastructure (NCI) Pro Software License for Edge sites & Production Software Support Service

Acquisition and implementation of a hyper-converged infrastructure solution, including hardware, software licensing, and multi-year support services

Name of Contractor: Freeit Data Solutions, Inc.

CONTRACT TOTAL VALUE: $ 334,794.14 **Grant Funded** Yes ☐ No ☒

If yes, what is the grant number: ☐

Debarment Check ☐ Yes ☐ No ☒ N/A
Section 3 Plan Incl. ☐ Yes ☐ No ☒ N/A
Davis Bacon Wages Used ☐ Yes ☐ No ☒ N/A
Buy America Required ☐ Yes ☐ No ☒ N/A
Transparency Report ☐ Yes ☐ No ☒ N/A

☒ **NEW CONTRACT** ☐ **RENEWAL #** _____ ☐ **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 purchase is made through an inter-local cooperative purchasing program administered by the Texas Department of Information Resources (DIR), Contract No. DIR-CPO-5688, in accordance with Chapter 271, Subchapter F (Section 271.102) of the Texas Local Government Code, therefore this procurement satisfies statutory competitive bidding requirements.

Funding will come from 8105692-5201

*(If required)**

CRC Approval Date*: N/A **Council Approval Date*:** 05/28/26 **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

_____ _____
ASST CITY MGR – CFO DATE

_____ _____
LEGAL DEPARTMENT DATE

APPROVED & EXECUTED

_____ _____
CITY MANAGER DATE

N/A
_____ _____
MAYOR (if applicable) DATE

N/A
_____ _____
CITY SECRETARY (if applicable) DATE

9.12.23 UPDATED

TECHNOLOGY SERVICES CONTRACT

This Contract is by and between the **City of College Station**, a Texas Municipal Home-Rule Corporation (the "City") and Freeit Data Solutions, Inc., a Texas Corporation (the "Consultant"), whereby Consultant agrees to perform and the City agrees to pay for the work described herein.

ARTICLE I
SCOPE OF SERVICE

1.01 This Contract is for acquisition and implementation of a hyperconverged infrastructure solution, including hardware, software licensing, and multi-year support services, procured through the Texas DIR cooperative contract # DIR-CPO-5688 (the "Project"). The scope and details of the work to be provided to the City by Consultant for the Project are set forth in **Exhibit "A"** to this Contract and are incorporated as though fully set forth herein by reference (the "Work"). Consultant agrees to perform or cause the performance of all the work described in **Exhibit "A."**

1.02 Consultant agrees to perform the work described in **Exhibit "A"** hereto and the City agrees to pay Consultant a fee based on the rates set forth in **Exhibit "B"** to this Contract for the Work performed by Consultant. The invoices shall be submitted to the City following the 15th day and the last day of each month. The payment terms are net payable within thirty (30) calendar days of the City's receipt of the invoice. Upon termination of this Contract, payments under this paragraph shall cease, provided, however, that Consultant shall be entitled to payments for work performed in accordance with this Contract before the date of termination and for which Consultant has not yet been paid.

ARTICLE II
PAYMENT

2.01 The total amount of payment, including reimbursements, by the City to Consultant for all Work to be performed under this Contract may not, under any circumstances, exceed **Three hundred thirty-four thousand seven hundred ninety-four** and 14/100 Dollars ($**334,794.14**).

ARTICLE III
CHANGE ORDERS

3.01 The City may from time to time request changes in the scope and focus of the Work to be conducted by Consultant pursuant to this Contract, provided, however, that any such change that in the opinion of Consultant, the City Manager, or the City's Project Manager varies significantly from the scope of the work set out herein and would entail an increase in cost or expense to the City shall be mutually agreed upon in advance in writing by Consultant and the City's Project Manager.

(a) When the original Contract amount plus all change orders is $100,000 or less, the City Manager or his designee may approve the written change order provided the change order does not increase the total amount set forth in the Contract to more than $100,000. For such contracts, when a change order results in a total contract amount that exceeds $100,000, the City Council of the City must approve such change order prior to commencement of the services or work; and

(b) When the original contract amount plus all change orders is greater than $100,000, the City Manager or his designee may approve the written change order provided the change order does not exceed $50,000 and provided the sum of all change orders does not exceed 25% of the original contract amount. For such contracts, when a change order exceeds $50,000 or when the sum of all change orders exceeds 25% of the original contract amount, the City Council of the City must approve such change order prior to commencement of the services or work. Thereafter, any additional change orders exceeding $50,000 or any additional change orders totaling 25 percent following such council approval, must be approved by City Council; and

(c) **Any request by the Consultant for an increase in the Scope of Work and an increase in the amount listed in paragraph two of this Contract shall be made and approved by the City prior to the Consultant providing such work or the right to payment for such additional work shall be waived.** If there is a dispute between the Consultant and the City respecting any service provided or to be provided hereunder by the Consultant, including a dispute as to whether such Work is additional to the Scope of Work included in this Contract, the Consultant agrees to continue providing on a timely basis all work to be provided by the Consultant hereunder, including any Work as to which there is a dispute.

ARTICLE IV
TIME OF PERFORMANCE

4.01 Except as provided in Article XI hereinbelow, the Consultant expects to complete all of the work described in **Exhibit "A"** by the dates set forth below, contingent upon hardware availability and delivery: **December 31, 2026 for hardware and software installation.**
Support Services Duration: 36 months from delivery date of the hardware.

Notwithstanding the foregoing, the performance schedule under this Agreement is contingent upon the delivery of required hardware. The parties acknowledge that current estimated delivery lead times are approximately ninety (90) to one hundred ten (110) days from the date of order and may vary due to market conditions or supply chain constraints beyond the reasonable control of the Consultant; accordingly, the City and Consultant agree to reasonably adjust the schedule as necessary to accommodate such delays, provided the Consultant continues to use commercially reasonable efforts to keep the City informed of material changes in delivery status.

4.02 **Time is of the essence of this Contract.** The Consultant shall be prepared to provide the Work in the most expedient and efficient manner possible in order to complete the work by the times specified.

4.03 Consultant promises to work closely with the City Manager or his designee (the "Project Manager") or other appropriate City officials. Consultant agrees to perform any and all Project-related tasks reasonably required of it by the City in order to fulfill the purposes of the Work to be performed. The Work of Consultant under this Contract may be authorized by the Project Manager in various phases as set forth in **Exhibit "A."**

ARTICLE V
INDEPENDENT CONTRACTOR AND NONSOLICITATION

5.01 Independent Contractor. In all activities or work performed hereunder, the Consultant is an independent contractor and not an agent or employee of the City. The Consultant, as an independent contractor, shall be responsible for the final product contemplated under this Contract. Except for materials furnished by the City, the Consultant shall supply all materials, equipment and labor required for the execution of the Work on the Project. The Consultant shall have ultimate control over the execution of the Work under this Contract. The Consultant shall have the sole obligation to employ, direct, control, supervise, manage, discharge, and compensate all of its employees and subcontractors, and the City shall have no control of or supervision over the employees of the Consultant or any of the Consultant's subcontractors except to the limited extent provided for in this Contract. Consultant shall be liable for any misrepresentations. Any negotiations by the Consultant on the City's behalf are binding on the City only when within the Scope of Work contained herein and approved by the City.

5.02 Nonsolicitation. Consultant recognizes and understands that it will be interacting with City employees when performing Work under this Contract, and that it may cause irreparable harm to the City should one or more City employees perform work for Consultant either directly or indirectly. Because of this, Consultant agrees that it shall not directly or indirectly, personally or through others, solicit or encourage, or attempt to solicit or encourage on Consultant's own behalf or on behalf of any other person or entity for hire or use the work of any employee or other consultant of the City or any of City's agents or officials. Consultant agrees to adhere to this requirement for a minimum of one year following termination of this Contract. This provision shall survive termination of this Contract.

ARTICLE VI
AUTHORIZATION

6.01 The City shall direct Consultant to commence Work on the Project by sending Consultant a "letter of authorization" to begin Work on the Project.

6.02 Upon receipt of the letter of authorization to begin Work on the implementation of the Project, Consultant shall meet with the City for the purpose of determining the nature of the Project, including but not limited to the following: meeting with the City's staff to coordinate Project goals, schedules, and deadlines; coordinating data collection; briefing the City's management staff; documenting study assumptions, methodologies and expectations; devising the criteria to be met for both interim goals and final completion of the Work.

6.03 Consultant shall consult with the City and may, in some limited circumstances, act as the City's representative, but it is understood and agreed by the parties that for all purposes related to this Contract, Consultant shall be an independent consultant at all times and is not to be considered either an agent or an employee of the City.

ARTICLE VII
WARRANTY

7.01 As an experienced and qualified professional, Consultant warrants that the Work provided by Consultant reflects high professional and industry standards, procedures, and performances. Consultant warrants the design, preparation of drawings, the designation or selection of materials and equipment, the selection and supervision of personnel, the fitness and operation of its recommendations, and the performance of other work under this Contract, pursuant to a high standard of performance in the field in which Consultant works. Consultant warrants that it will exercise diligence and due care and perform in a good and workmanlike manner all of the work pursuant to this Contract. Approval or acceptance by the City of any of Consultant's work product under this Contract shall not constitute, or be deemed, a release of the responsibility and liability of Consultant, its employees, agents, or associates for the exercise of skill and diligence necessary to fulfill Consultant's responsibilities under this Contract. Nor shall the City's approval or acceptance be deemed to be the assumption of responsibility by the City for any defect or error in the Project's Work products prepared by Consultant, its employees, associates, agents, or subconsultants.

7.02 Consultant shall keep the City informed of the progress of the Work and shall guard against any defects or deficiencies in its work.

7.03 Consultant shall be responsible for using due diligence to correct errors, deficiencies, or unacceptable Work. Consultant shall, at no cost to the City, remedy any errors, deficiencies or any Work found unacceptable, in the City's sole discretion, as soon as possible, but no longer than fifteen (15) calendar days after receiving notice of said errors, deficiencies or unacceptable Work.

7.04 Consultant's work product shall be the exclusive property of the City. Upon completion or termination of this Contract, Consultant shall promptly deliver to the City all records, notes, data, memorandum, models, and equipment of any nature that are within Consultant's possession or control and that are the City's property or relate to the City or its business.

ARTICLE VIII
INDEMNIFICATION AND RELEASE

8.01 Indemnity. The Consultant agrees to indemnify, defend, and hold harmless the City, its officers, employees, volunteers and agents (separately and collectively referred to in this paragraph as "Indemnitee"), from and against any and all claims, losses, damages, causes of action, suits, judgments, settlements made by Indemnitee, and liability of every kind, including all expenses of litigation, court costs, attorney's fees, and other reasonable costs for damage to or loss of use of any property, for injuries to, or sickness or death of any person, including but not limited to Consultant, any of its subconsultants of any tier, or of any employee or invitee of Consultant or of any such subconsultants, that is caused by, arises out of, related to, or in connection with, the negligence of and/or negligent performance of this Contract by Consultant or by any such subconsultants of any tier, under this Contract. There shall be no additional indemnification other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

8.02 It is agreed with respect to any legal limitations now or hereafter in effect and affecting the validity or enforceability of the indemnification obligation under Paragraph 8.01, such legal limitations are made a part of the indemnification obligation and shall operate to amend the indemnification obligation to the minimum extent necessary to bring the provision into conformity with the requirements of such limitations, and as so modified, the indemnification obligation shall continue in full force and effect.

8.03 Release. The Consultant releases, relinquishes, and discharges the City, its officers, agents, volunteers and employees from all claims, demands, and causes of action of every kind and character, including the cost of defense thereof, for any injury to, sickness or death of the Consultant or its employees and any loss of or damage to any property of the Consultant or its employees that is caused by or alleged to be caused by, arises out of, or is in connection with the Consultant's work to be performed hereunder. Both the City and the Consultant expressly intend that this release shall apply regardless of whether said claims, demands, and causes of action are covered, in whole or in part, by insurance and in the event of injury, sickness, death, loss, or damage suffered by the Consultant or its employees, but not otherwise, this release shall apply regardless of whether such loss, damage, injury, or death was caused in whole or in part by the City, any other party released hereunder, the Consultant, or any third party. There shall be no additional release or hold harmless provision other than as set forth in this section. All other provisions regarding the same subject matter shall be declared void and of no effect.

ARTICLE IX
INSURANCE

9.01 General. The Consultant shall procure and maintain at its sole cost and expense for the duration of this Contract insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, volunteers, employees or subconsultants. The policies, limits and endorsements required are as set forth below**:**

9.02 Types. During the term of this Contract Consultant's insurance policies shall meet the minimum requirements of this section.

(a) Commercial General Liability.

(b) Business Automobile Liability.

(c) Workers' Compensation/Employer's Liability.

(d) Professional Liability.

(e) Cyber Liability.

9.03 Certificates of Insurance. For each of these policies, the policy shall be endorsed to show the Consultant's insurance coverage as primary with respect to the City, its officials, agents, employees, and volunteers. Any insurance or self-insurance carried or obtained by the City, its

officials, agents, employees, or volunteers, shall be considered in excess of the Consultant's insurance and shall not contribute to it. No term or provision of the indemnification provided by the Consultant to the City pursuant to this Contract shall be construed or interpreted as limiting or otherwise affecting the terms of the insurance coverage. All Certificates of Insurance and endorsements shall be furnished to the City's Representative at the time of execution of this Contract, on the most current State of Texas Department of Insurance-approved forms, attached hereto as **Exhibit C**, and approved by the City *before* work commences.

9.04 Additional Insurance. The Consultant shall include all subconsultants as Additional Insureds under its policies or shall furnish separate certificates and endorsements for each subconsultant. Coverages for subconsultants shall be subject to all requirements stated herein.

9.05 General Requirements Applicable to All Policies. The following General requirements applicable to all policies shall apply:

(a) Only licensed insurance carriers authorized to do business in the State of Texas shall be accepted.

(b) Deductibles shall be listed on the certificate of insurance and are acceptable only on an "occurrence" basis.

(c) "Claims made" policies are not accepted, except for Professional Liability insurance.

(d) Coverage shall not be suspended, voided, canceled, or reduced in coverage or in limits of liability except after thirty (30) calendar days written notice has been given to the City of College Station.

(e) The Certificates of Insurance shall be prepared and executed by the insurance company or its authorized agent. Each certificate shall contain the following provisions and warranties:

i. The licensed insurance company is authorized to do business in the State of Texas

ii. The insurance policy is underwritten on forms provided by the Texas State Board of Insurance or ISO

iii. All endorsements and coverages are included according to the requirements of this Contract

iv. The form of notice of cancellation, termination, or change in coverage provisions is specified in this attachment

(f) The City of College Station, its officials, agents, employees, and volunteers are to be named as Additional Insureds on the Commercial General Liability and Business Automobile Liability Policies. The coverages shall contain no special limitations on the scope of protection afforded the City, its officials, agents, employees, and volunteers.

9.06 Commercial General Liability requirements. The following Commercial General Liability requirements shall apply:

(a) Coverage shall be written by a carrier rated "A: VIII" or better in accordance with the current A. M. Best Key Rating Guide.

(b) Minimum limits of liability of $1,000,000 per occurrence per project with a $2,000,000 annual aggregate limit.

(c) Coverage shall be at least as broad as Insurance Service's Office (ISO) Number CG 00 01.

(d) No coverage shall be excluded from the standard policy without notification of individual exclusions being attached for the City's review and acceptance.

(e) The coverage shall not exclude: premises/operations; independent contracts; products/completed operations; contractual liability (insuring the indemnity provided herein); and Host Liquor Liability.

(f) The City shall be named as Additional Insured and policies endorsed to waive rights of subrogation and to be primary and non-contributory with regard to any self-insurance or insurance policy held by the City.

9.07 Business Automobile Liability requirements. The following Business Automobile Liability requirements shall apply:

(a) Coverage shall be written by a carrier rated "A:VIII" or better in accordance with the current A.M. Best Key Rating Guide.

(b) Minimum Combined Single Limit of $1,000,000 per occurrence for bodily injury and property damage.

(c) The Business Auto Policy must show Symbol 1 in the Covered Autos portion of the liability section in Item 2 of the declarations page.

(d) The coverage shall include owned, leased, or rented autos, non-owned autos, any autos and hired autos.

9.08 Workers' Compensation/Employer's Liability Insurance requirements. The Workers' Compensation/Employer's Liability insurance shall include the following terms:

(a) Employer's Liability limits of $1,000,000 for each accident is required.

(b) "Texas Waiver of Our Right to Recover from Others Endorsement, WC 42 03 04" shall be included in this policy.

(c) Texas must appear in Item 3A of the Workers' Compensation coverage or Item 3C must contain the following: All States except those listed in Item 3A and the States of NV, ND, OH, WA, WV, and WY.

9.09 Professional Liability requirements. The following Professional Liability requirements shall apply:

(a) Coverage shall be written by a carrier rated "A:VIII" or better in accordance with the current A. M. Best Key Rating Guide.

(b) Minimum limits of liability of $1,000,000 per occurrence and $2,000,000 aggregate, with a maximum deductible of $100,000 unless otherwise agreed in writing by both parties. Financial statements shall be furnished to the City upon request.

(c) Consultant must continuously maintain professional liability insurance with prior acts coverage for a minimum of two years after completion of the Project or termination of this Contract, as may be amended, whichever occurs later. Coverage under any renewal policy shall include a retroactive date that precedes the earlier of the effective date of this Contract or the first performance of work for the Project. The purchase of an extended discovery period or an extended reporting period on this policy will not be sufficient to comply with the obligations hereunder.

9.10 Cyber Liability. Minimum limits of $5,000,000 for third party losses. Coverage must include:

(a) Event Management;

(b) Unauthorized Access/use;

(c) Computer Virus;

(d) Denial of Service Attack;

(e) Libel, Cyber-libel, Slander, Product Disparagement;

(f) Violation of Right of Privacy;

(g) Regulatory Costs;

(h) Privacy Costs- Privacy Injury and Identity Theft;

(i) Programming Errors & Omissions Liability;

(j) Replacement or Restoration of Electronic Data (First Person);

(k) Extortion Threats;

(l) Business Income and Extra Expense (to $1 million);

(m) Public Relations Expense; and

(n) Security Breach Expense.

ARTICLE X
TECHNOLOGY REQUIREMENTS

10.01 Cloud Provider. When some or all of the Consultant's Work involve being a Cloud Provider, the following shall apply:

(a) **Security Policies and Procedures.** The Consultant shall provide the City with copies of its information security policies and procedures within three (3) business days upon City's request covering:

i. Data Classification and privacy;

ii. Security training and awareness;

iii. Systems administration, patching and configuration;

iv. Incident response;

v. Managing workstations, mobile devices, and antivirus applications;

vi. Backups, disaster recovery and business partners and contractors;

vii. Audit and testing schedules;

viii. Requirements for third-party business partners and contractors;

ix. Compliance with information security or privacy laws, rules, regulations, or standards;

x. Evidence of background checks that support security of sensitive or confidential information;

xi. Disclosure of previous data breaches; and

xii. Any other relevant information regarding security policies or procedures.

(b) **Industry Best Practices.** Consultant must provide all services using the best commercially-available security technology and techniques according to industry best practices and standards; the City's security standards, policies and procedures including those relating to fraud prevention and detection and any other inappropriate system and network use or access, including:

i. Providing secure (SSL, HTTPS, or similar) access to all levels of users as defined by the City via the internet;

ii. Having controls meeting applicable laws and the latest Framework for Improving Critical Infrastructure Cyber security from National Institute of Standards and Technology (NIST) or compatible industry security frameworks;

iii. Completely testing and applying patches for hardware bios/firmware, bare metal operating systems (e.g., VMware ESXi), virtualized server operating systems, and software products before release; and

iv. Having all servers providing work to the City solely physically located within the continental United States of America. Contractor must house all

servers and equipment in an operational environment meeting industry standards including a climate-controlled room with a fire and security hazard detection system and a network and electrical redundancy system, including backup Uninterruptable Power Supply (UPS) and automatic fail-over stand-by generators and physical security.

(c) Data Breach.

i. **Notice.** Consultant must immediately notify the City by telephone and email no later than twenty-four (24) hours if there is a reasonable probability of a data security incident. Consultant must send a written letter following up on the data security incident within forty-eight (48) hours following a data breach. The Consultant must:

1. Cooperate with the City's request to investigate and resolve the incident in a timely manner;
2. Promptly implement necessary remedial measures; and
3. Document responsive actions taken related to the data breach, including any post-incident review and actions taken to make changes in business practices in providing the work, if necessary.

ii. Consultant Agreement Breach. If a data breach results from Consultant's breach of the Contract, Consultant must:

1. Bear any costs associated with the investigation and resolution of the data breach
2. Notify individuals, regulators and all others required by Identity Theft Enforcement and Protection Act in the Texas Business and Commerce Code Chapter 521 Unauthorized Use of Identifying Information;
3. Engage a credit monitoring service or identity protection service;
4. Publish a website or toll-free number and call center for affected individuals as required by state or federal law;
5. Complete all corrective actions as reasonably determined based on root cause; and
6. Send the City written findings and remedial measures from the data breach.

(d) Preventive Security Procedures. Consultant must:

i. Provide on-going software updates as they become available complying with the defined maintenance windows. The Consultant must completely test updates; including any bug fixes, patches, and other improvements;

ii. Monitor system and error logs and perform preventive maintenance to minimize and predict system problems, including initiating and completing an appropriate response;

iii. Conduct a third-party independent security/vulnerability assessment at its own expense at least annually and submit the results of such assessment to the City;

iv. Agree to third-party application and vulnerability security scans and schedules;

v. Comply with the City's directions/resolutions to remediate security/vulnerability assessment results aligning with City Security Vulnerability Assessment Standards;

vi. Limit logical and physical access to all system components and provide access only to those individuals with a business need for work provided. Individuals who have access to systems and data must have a criminal background check;

vii. Annually audit the data center through an independent third-party auditor. Audit results must form part of the Consultant's applicable Service Organization Control (SOC) report. The audit results must comply with industry standard controls for data security and disaster recovery that the Consultant shall report to the City in writing; and

viii. Take all necessary measures to protect the data and encryption keys including, but not limited to the off-site servers daily backup according to industry best practices and encryption techniques.

(e) Disaster Recovery. Consultant must comply with any and all City disaster recovery and resiliency protocols to prevent system interruption. In the event of system breach, Consultant shall notify the City and restore the system within twenty-four (24) hours from discovery of breach.

(f) Closeout.

i. Agreement Expiration. When the Agreement term expires or terminates, and at any other time at the City's written request, Consultant must promptly return to the City all intellectual and physical property subject to the Agreement including, but not limited to system configuration data and information in file or document formats in the Contractor's possession or control.

ii. Access. The City will have access to export and retrieve its data for no less than ninety (90) days after the Agreement expiration or termination date. The City must be able to access its data at any time during the Agreement term in a readily readable, structured, and documented format, such as CSV-format or some other standard format offered by the Consultant. The Consultant must provide the City transition work after Agreement expiration or termination at Consultant's then-current and generally-charged hourly rates.

iii. Data Removal. At the City's request upon Agreement expiration or termination, the Consultant must remove, delete, purge, overwrite or otherwise render inaccessible within a reasonable time, all City data

remaining on Consultant's servers to the extent possible based on the then-current technology available. Contractor must provide the City a written and signed statement confirming data has been deleted, purged, overwritten, or otherwise rendered inaccessible. The Consultant will not otherwise delete the City's data without City's prior written consent.

10.02 Premise Solutions. When some or all of the Consultant's Work involve providing Premise Solutions, the following shall apply:

(a) Requirements: Contract must:

i. Provide the City with its security architecture. The security architecture must at a minimum meet applicable laws and the latest Cybersecurity Framework (CSF) from National Institute of Standards and Technology (NIST) or compatible industry security frameworks;

ii. Have data access limited to only required support service;

iii. Evidence of background checks that support security of the City's sensitive or confidential information;

iv. Notify the City within twenty-four (24) hours when any patches resulting from security vulnerability and threats become available;

v. Provide City with all applicable security assessments, audits and certifications related to system security annually;

vi. Train City staff on security-related procedures regarding system operation and maintenance; and

vii. Take all necessary measures to protect the City's data and data encryption when applicable.

(b) Data Breach.

i. **Notice.** Consultant must immediately notify the City by telephone and email no later than twenty-four (24) hours if there is a reasonable probability of a data security incident. Consultant must send a written letter following up on the data security incident within forty-eight (48) hours following a data breach. The Consultant must:

1. Cooperate with the City's request to investigate and resolve the incident in a timely manner;

2. Promptly implement necessary remedial measures; and

3. Document responsive actions taken related to the data breach, including any post-incident review and actions taken to change business practices in providing the work, if necessary.

ii. **Consultant Agreement Breach.** If a data breach results from Consultant's breach of this Agreement, Consultant must:

1. Bear any costs associated with the investigation and resolution of the data breach;
2. Notify individuals, regulators and all others required by Identity Theft Enforcement and Protection Act in the Texas Business and Commerce Code Chapter 521 Unauthorized Use of Identifying Information;
3. Engage a credit monitoring service;
4. Publish a website or a toll-free number and call center for affected individuals as required by state or federal law;
5. Complete all corrective actions as reasonably determined based on root cause; and
6. Send the City written findings and remedial measures from the data breach.

(c) **Data Removal.** At the City's request upon Agreement expiration or termination, the Consultant must remove, delete, purge, overwrite or otherwise render inaccessible within a reasonable time, all City data remaining on Consultant's servers to the extent possible based on the then-current technology available. Consultant must provide the City a written and signed statement confirming data has been deleted, purged, overwritten, or otherwise rendered inaccessible. The Consultant will not otherwise delete the City's data without City's prior written consent.

10.03 Background Checks. The Consultant agrees to assume all responsibility for and to perform background checks on all its employees, agents and assigns working on the Project. Such background checks include but are not limited to, criminal records and civil judgments, professional license verifications, motor vehicle records, social security number, court records, military service records, other public records reports, and verifications of employment, and education. This must be done prior to such individuals commencing their work on the Project. Consultant agrees to produce any and all background checks information as described herein when requested to the City. To the degree allowed by applicable law, City agrees to keep such information confidential.

10.04 Change Management. Any major change to the system shall be authorized and approved by the City. The changes will follow the change management process outlined by the City and in accordance with this Contract. All enhancements and upgrades shall be included in the change management scope of work. All changes will be reasonably tested by the vendor in accordance with the requirements of the City. All major upgrades with exception to emergency upgrades, such as to address a vulnerability, will be scheduled on a calendar and back-out plans presented to the City.

10.05 Work Completion. Unless explicitly provided for otherwise in this Contract or expressly mutually agreed upon by the parties in writing, the Work will be considered complete when it functions in the City's current technology environment.

ARTICLE XI
TERMINATION

11.01 At any time, the City may terminate the Project for convenience, in writing. At such time, the City shall notify Consultant, in writing, who shall cease work immediately. Consultant shall be compensated for the work performed. In the event that the City terminates this Contract for convenience, the City shall pay Consultant for the work performed and expenses incurred prior to the date of termination.

11.02 No term or provision of this Contract shall be construed to relieve the Consultant of liability to the City for damages sustained by the City or because of any breach of contract by the Consultant. The City may withhold payments to the Consultant for the purpose of setoff until the exact amount of damages due the City from the Consultant is determined and paid.

ARTICLE XII
MISCELLANEOUS TERMS

12.01 Venue and Applicable Law. This Contract has been made under and shall be governed by the laws of the State of Texas. The parties agree that performance and all matters related thereto shall be in Brazos County, Texas.

12.02 Notices. Notices shall be mailed to the addresses designated herein or as may be designated in writing by the parties from time to time and shall be deemed received when sent postage prepaid U.S. Mail to the following addresses:

CITY:

City of College Station

Attn: Robert White

P.O. Box 9960

College Station, Texas 77842

rwhite @cstx.gov

CONSULTANT:

Freeit Data Solutions, Inc.

Attn: Andrew Neuenschwander

PO Box 1572

Austin, TX 78767

andrew@freeitdata.com

12.03 Performance of Work. Consultant, its employees, associates or subconsultants shall perform all the Work hereunder. Consultant agrees that all of its associates, employees, or subconsultants who work on this Project shall be fully qualified and competent to do the Work described hereunder. Consultant shall undertake the Work and complete it in a timely manner.

12.04 Compliance. The Consultant shall comply with all applicable federal, state, and local statutes, regulations, ordinances, and other laws, including but not limited to the Immigration Reform and Control Act (IRCA). The Consultant may not knowingly obtain the labor or work of an unauthorized alien. The Consultant, not the City, must verify eligibility for employment as required by IRCA.

12.05 Waiver. No waiver by either party hereto of any term or condition of this Contract shall be deemed or construed to be a waiver of any other term or condition or subsequent waiver of the same term or condition.

12.06 Assignment. This Contract and all rights and obligations contained herein may not be assigned by Consultant without the prior written approval of the City.

12.07 Invalidity. If any provision of this Contract shall be held to be invalid, illegal, or unenforceable by a court or other tribunal of competent jurisdiction, the validity, legality, and enforceability of the remaining provisions shall not in any way be affected or impaired thereby. The parties shall use their best efforts to replace the respective provision or provisions of this Contract with legal terms and conditions approximating the original intent of the parties.

12.08 Prioritization. Consultant and City agree that City is a political subdivision of the State of Texas and is thus subject to certain laws. Because of this there may be documents or portions thereof added by Consultant to this Contract as exhibits that conflict with such laws, or that conflict with the terms and conditions herein excluding the additions by Consultant. In either case, the applicable law or the applicable provision of this Consultant excluding such conflicting addition by Consultant shall prevail. The parties understand this section comprises part of this Contract without necessity of additional consideration.

12.09 Entire Agreement. This Contract represents the entire and integrated agreement between the City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. This Contract may only be amended by written instrument approved and executed by the parties.

12.10 Bound by Terms. The parties acknowledge that they have read, understood, and intend to be bound by the terms and conditions of this Contract.

12.11 Effective. This Contract goes into effect when duly approved by all the parties hereto.

12.12 No Boycott Israel. To the extent applicable, this Contract is subject to the following:

(a) Boycott Israel. If this Contract is for goods and services subject to § 2270.002 Texas Government Code, Consultant verifies that it i) does not boycott Israel; and ii) will not boycott Israel during the term of this Contract;

(b) Boycott Firearms. If this Contract is for goods and services subject to § 2274.002 Texas Government Code, Consultant verifies that it i) does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm

trade association; and ii) will not discriminate during the term of the contract against a firearm entity or firearm trade association; and

(c) Boycott Energy Companies. Subject to § 2274.002 Texas Government Code Consultant herein verifies that it i) does not boycott energy companies; and ii) will not boycott energy companies during the term of this Contract.

List of Exhibits

- **A.** Scope of Work
- **B.** Payment Schedule
- **C.** Certificates of Insurance

By: _____

Printed Name: Dulari von Christierson

Title: Chief Operating Officer

Date: 05/13/2026

CITY OF COLLEGE STATION

By: _____

City Manager

Date: _____

APPROVED:

_____

City Attorney

Date: _____

_____

Assistant City Manager/CFO

Date: _____

Exhibit A
Scope of Work

Contractor shall provide, deliver, install, and support a complete Nutanix Hyperconverged Infrastructure (HCI) solution for the City under Texas Department of Information Resources (DIR) Contract No. DIR-CPO-5688, including all required hardware, software, licensing, and implementation services. The solution includes Nutanix server nodes (NX-1175S-G10 and NX-8155AS-G10 configurations), associated components such as memory, NVMe storage, networking equipment, power supplies, and TPM modules, as well as Nutanix Cloud Infrastructure (NCI) Pro subscription licensing for a thirty-six (36) month term. Contractor shall also provide professional implementation and integration services to configure and deploy the system into a production-ready environment, including installation, system setup, validation, and coordination with City staff. In addition, Contractor shall furnish 24/7 production-level hardware and software support throughout the full term, including maintenance, troubleshooting, and hardware replacement services, ensuring continuous operation of the infrastructure for the duration of the agreement.

According to the following Quote #1577902

Freeit
DATA SOLUTIONS

Contract No:	DIR-CPO-5688
TAX ID#:	27-2209002
Term:	NET 30
FOB:	Destination

College Station Utilities - Electric
Will Anderson
310 Krenek Tap Rd
College Station, TX 77840
Ph: (979) 764-6309
wxanderson@cstx.gov

Quote Number: 1577902
Quote Date: 5/11/2026
Expiration Date: 6/5/2026

Freeit Data Solutions, Inc.
P.O. Box 1572
Austin, TX 78767
PH: (800) 478-5161 / FAX: (888) 416-0471

Freeit Contact: Andrew Neuenschwander
(435) 640-3425 Andrew@freeitdata.com

Qty	Part Number	Description	Unit Price	Ext Price
Nutanix - 3yr Term				
Hardware/Software				
8	SW-NCI-E-PRO-PR	Subscription, Nutanix Cloud Infrastructure (NCI) Pro Software License for Edge sites & Production Software Support Service for 1 VM	$1,907.16	$15,257.28
12	SW-NCI-E-PRO-PR	Subscription, Nutanix Cloud Infrastructure (NCI) Pro Software License for Edge sites & Production Software Support Service for 1 VM	$1,907.16	$22,885.92
2	SW-NCI-E-PRO-PR	Subscription, Nutanix Cloud Infrastructure (NCI) Pro Software License for Edge sites & Production Software Support Service for 1 VM	$1,907.16	$3,814.32
2	SW-NCI-E-PRO-PR	Subscription, Nutanix Cloud Infrastructure (NCI) Pro Software License for Edge sites & Production Software Support Service for 1 VM	$1,907.16	$3,814.32
		Subscription Period Duration: 36 Months		
1	NX-1175S-G10-6507P-CM	NX-1175S-G10, 1 Node; 1x Intel Xeon 6507P processor (3.5 GHz/ 8-core/ 150W,Granite Rapids SP) per node	$18,054.34	$18,054.34
4	C-MEM-32GB-6400-CM	32GB Memory Module (6400MHz DDR5 RDM)	$0.00	$0.00
2	C-NVM-3.84TB-AB1A-CM	3.84 TB NVMe SSD - PCIe Gen5 (U.2)	$0.00	$0.00
1	C-NIC-25G2E1-CM	SMC 25/10GbE, 2-port, NIC(Intel E810); transceiver not included	$0.00	$0.00
2	C-PWR-4FC13C14A-CM	C13/C14, 10A, 4ft Power cord	$0.00	$0.00
1	C-TPM-2.0-U-C-CM	TPM 2.0 Module Unprovisioned	$76.33	$76.33
3	NX-8155AS-G10-A9255-CM	NX-8155AS-G10, 1 Node; 1x AMD EPYC A9255 processor (3.2GHz/ 24-core/ 200W, Turin) per node	$34,338.08	$103,014.24
12	C-MEM-64GB-6400-A-CM	64GB Memory Module (DDR5-6400 RDIMM)	$0.00	$0.00
12	C-NVM-3.84TB-AB1A-CM	3.84 TB NVMe SSD - PCIe Gen5 (U.2)	$0.00	$0.00
3	C-LOM-10G2B1BT-CM	LOM Module: SMC 10GbE, 2-port Base-T & 2-port SFP+ NIC (Intel X710)	$0.00	$0.00
3	C-NIC-25G2E1-CM	SMC 25/10GbE, 2-port, NIC(Intel E810); transceiver not included	$0.00	$0.00
6	C-PWR-4FC13C14B-CM	C13/C14, 15A, 4ft Power cord	$0.00	$0.00
3	C-TPM-2.0-U-C-CM	TPM 2.0 Module Unprovisioned	$76.33	$228.99
1	NX-1175S-G10-6507P-CM	NX-1175S-G10, 1 Node; 1x Intel Xeon 6507P processor (3.5 GHz/ 8-core/ 150W,Granite Rapids SP) per node	$18,054.34	$18,054.34
4	C-MEM-32GB-6400-CM	32GB Memory Module (6400MHz DDR5 RDM)	$0.00	$0.00
2	C-NVM-3.84TB-AB1A-CM	3.84 TB NVMe SSD - PCIe Gen5 (U.2)	$0.00	$0.00
1	C-NIC-25G2E1-CM	SMC 25/10GbE, 2-port, NIC(Intel E810); transceiver not included	$0.00	$0.00
2	C-PWR-4FC13C14A-CM	C13/C14, 10A, 4ft Power cord	$0.00	$0.00
1	C-TPM-2.0-U-C-CM	TPM 2.0 Module Unprovisioned	$76.33	$76.33
3	NX-8155AS-G10-A9255-CM	NX-8155AS-G10, 1 Node; 1x AMD EPYC A9255 processor (3.2GHz/ 24-core/ 200W, Turin) per node	$34,338.08	$103,014.24
12	C-MEM-64GB-6400-A-CM	64GB Memory Module (DDR5-6400 RDIMM)	$0.00	$0.00
12	C-NVM-3.84TB-AB1A-CM	3.84 TB NVMe SSD - PCIe Gen5 (U.2)	$0.00	$0.00

Freeit™
DATA SOLUTIONS

Contract No: DIR-CPO-5688
TAX ID#: 27-2209002
Term: NET 30
FOB: Destination

College Station Utilities - Electric
Will Anderson
310 Krenek Tap Rd
College Station, TX 77840
Ph: (979) 764-6309
wxanderson@cstx.gov

Quote Number: 1577902
Quote Date: 5/11/2026
Expiration Date: 6/5/2026

Freeit Data Solutions, Inc.
P.O. Box 1572
Austin, TX 78767
PH: (800) 478-5161 / FAX: (888) 416-0471

Freeit Contact: Andrew Neuenschwander
(435) 640-3425 Andrew@freeitdata.com

Qty	Part Number	Description	Unit Price	Ext Price
3	C-LOM-10G2B1BT-CM	LOM Module: SMC 10GbE, 2-port Base-T & 2-port SFP+ NIC (Intel X710)	$0.00	$0.00
3	C-NIC-25G2E1-CM	SMC 25/10GbE, 2-port, NIC(Intel E810); transceiver not included	$0.00	$0.00
6	C-PWR-4FC13C14B-CM	C13/C14, 15A, 4ft Power cord	$0.00	$0.00
3	C-TPM-2.0-U-C-CM	TPM 2.0 Module Unprovisioned	$76.33	$228.99
1	PLATFORM INTEGRATION	Platform Integration Fee	$0.00	$0.00
1	PLATFORM INTEGRATION	Platform Integration Fee	$0.00	$0.00
1	PLATFORM INTEGRATION	Platform Integration Fee	$0.00	$0.00
1	PLATFORM INTEGRATION	Platform Integration Fee	$0.00	$0.00
Support				
1	S-HW-PRD	24/7 Production Level HW Support for Nutanix HCI appliance	$1,742.28	$1,742.28
2	S-NRDK-NVM-3.84TB	Support for non-returned 3.84TB NVMe replacement (per drive)	$399.55	$799.10
3	S-HW-PRD	24/7 Production Level HW Support for Nutanix HCI appliance	$3,307.09	$9,921.27
12	S-NRDK-NVM-3.84TB	Support for non-returned 3.84TB NVMe replacement (per drive)	$399.55	$4,794.60
1	S-HW-PRD	24/7 Production Level HW Support for Nutanix HCI appliance	$1,742.28	$1,742.28
2	S-NRDK-NVM-3.84TB	Support for non-returned 3.84TB NVMe replacement (per drive)	$399.55	$799.10
3	S-HW-PRD	24/7 Production Level HW Support for Nutanix HCI appliance	$3,307.09	$9,921.27
12	S-NRDK-NVM-3.84TB	Support for non-returned 3.84TB NVMe replacement (per drive)	$399.55	$4,794.60
		Support Period Duration: 36 Months		
Services				
1	FDS-SMTSRT	Freeit Smart Start Installation	$11,760.00	$11,760.00

List Total:	$384,205.24
DIR Discounted Total:	$371,164.14
Shipping and Tax not applicable:	$0.00
Additional Discount:	($36,370.00)
Grand Total:	$334,794.14

Customer Signature of Acceptance **Date** **PO#**

By signature or issuance of a PO, I acknowledge that I have the authority on behalf of my company to make purchasing decisions to order the items in this quote and to begin project initiation. This quote is subject to and will be governed by the Standard Terms and Conditions set forth by the State of Texas Department of Information Resources located at https://dir.texas.gov/contracts/dir-cpo-5688 and will govern our relationship and any PO issued in relation to this quote. Any and all competing or conflicting terms and conditions are hereby unconditionally rejected.

Exhibit B
Payment Terms

SELECT ONE:

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

Schedule of Payment for each phase:

$323,034.14 - Invoiced upon shipping of hardware and equipment.
$11,760.00 - Invoiced upon completion of installation.

Exhibit C
Certificates of Insurance

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 4/25/2026

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 IAAT 3834 Spicewood Springs, Ste. 100 Austin, TX. 78759	CONTACT NAME: John Knox PHONE (A/C, No, Ext): 512-358-7252 FAX (A/C, No): 512-358-7242 E-MAIL ADDRESS: john@johnknoxinsurance.com
INSURED Freeit Data Solutions, Inc. 1214 W 6th Street Austin, TX., 78703	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Citizens Insurance Company of America — 31534 INSURER B : The Hanover Insurance Company — 2292 INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY X PRO-JECT LOC OTHER:	X	X	ZLDH630650 05	05/28/2026	05/28/2027	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 1000000 $ 100000 $ 10000 $ 1000000 $ 2000000 $ 2000000
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY	X	X	ZLDH630650 05	05/28/2026	05/28/2027	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
	UMBRELLA LIAB OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $						EACH OCCURRENCE AGGREGATE	$ $
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y / N (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A					PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ $ $
B	Professional Liability			LHDH630674 05	05/28/2026	05/28/2027	Limit	5,000,000
B	Cyber			LHDH630674 05	05/28/2026	05/28/2027	Limit	5,000,000

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

Certificate Holder is named as an Additional Insured on General Liability and Auto Policies these policies are endorsed as "primary and non-contributory when required by written contract. A waiver of subrogation is endorsed in certificate holders favor when required by written contract.

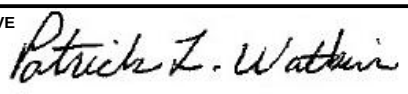
CERTIFICATE HOLDER

City of College Station
Attention Risk Manager
PO Box 9960
College Station TX 77840

CANCELLATION

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 <DA>



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CERTIFICATE OF LIABILITY INSURANCE

Acct#: 2147727

DATE (MM/DD/YYYY): 05/13/2026

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 LOCKTON COMPANIES, LLC 3657 Briarpark Dr., Suite 700 Houston, TX 77042	**CONTACT NAME:** **PHONE (A/C, No, Ext):** 888-828-8365 **FAX (A/C, No):** **E-MAIL ADDRESS:** insperitycerts@locktonaffinity.com
	INSURER(S) AFFORDING COVERAGE / **NAIC #** **INSURER A :** Indemnity Insurance Company of North America / 43575
INSURED **FREEIT DATA SOLUTIONS, INC.** **900 E 6TH ST STE 102** **AUSTIN, TX 78702-3281**	**INSURER B :** **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY ☐ CLAIMS-MADE ☐ OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: ☐ POLICY ☐ PRO-JECT ☐ LOC ☐ OTHER:						EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ $ $ $ $ $ $
	AUTOMOBILE LIABILITY ☐ ANY AUTO ☐ ALL OWNED AUTOS ☐ SCHEDULED AUTOS ☐ HIRED AUTOS ☐ NON-OWNED AUTOS						COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ $ $ $ $
	UMBRELLA LIAB ☐ OCCUR **EXCESS LIAB** ☐ CLAIMS-MADE ☐ DED ☐ RETENTION $						EACH OCCURRENCE AGGREGATE 	$ $ $
A	**WORKERS COMPENSATION AND EMPLOYERS' LIABILITY** ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? **Y / N** N **(Mandatory in NH)** If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	C7391081A	10/01/2025	10/01/2026	X 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)

WAIVER OF SUBROGATION IN FAVOR OF CERTIFICATE HOLDER WHERE REQUIRED BY WRITTEN CONTRACT.
All States Except ND OH WA WY

CERTIFICATE HOLDER

City of College Station
PO Box 9960
College Station TX 77840

CANCELLATION

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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Named Insured FREEIT DATA SOLUTIONS, INC. 900 E 6TH ST STE 102 AUSTIN, TX 78702-3281	Endorsement Number Policy Number Symbol: WLR Number: C7391081A
Policy Period 10/01/2025 **TO** 10/01/2026	Effective Date of Endorsement 10/01/2025
Issued By (Name of Insurance Company) Indemnity Insurance Company of North America	
Insert the policy number. The remainder of the information is to be completed only when this endorsement is issued subsequent to the preparation of the policy.	

TEXAS WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

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. (X) Specific Waiver
   Name of person or organization:
   City of College Station

   PO Box 9960

   College Station, TX 77840

   ( ) 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 INCLUDED 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

Patti D. Stamee

Authorized Representative

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May 28, 2026
Item No. 6.8.
ILA with BCSMPO for Complete Streets Plan

Sponsor: Jason Schubert

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on an Interlocal Agreement with the Bryan/College Station Metropolitan Planning Organization for the South College Avenue/University Drive Complete Streets Plan for an amount not to exceed $40,000.

Relationship to Strategic Goals:

- Good Governance
- Core Services & Infrastructure
- Improving Mobility

Recommendation(s): Staff recommends approval of the ILA.

Summary: The Bryan/College Station Metropolitan Planning Organization (MPO) is working on a Complete Streets Plan for the South College Avenue and University Drive corridors in the Northgate area. The plan will include the portion of University Drive between Texas Avenue and Agronomy Road and South College/College Avenue from University Drive up to Villa Maria Drive. There has been tremendous growth in this area over the last 15 years with significant development currently in progress and more anticipated to occur. A Complete Streets Plan will help evaluate needed changes in the transportation system and determine the best way to move vulnerable road users along and across these corridors with the constraints that exist.

Needing to undertake this type of effort was a significant item identified as part of the Greater Northgate Engagement Report that was completed in 2025 and support of this MPO planning effort will help address these issues. It is anticipated the MPO's Complete Streets Plan will be completed in Spring 2027. TxDOT completed a conceptual feasibility study of potential bicycle/pedestrian grade separation locations along University Drive and this planning effort will engage with area businesses and stakeholders to evaluate and prioritize the crossings. As approved by a service level adjustment (SLA), the City is in the process of selecting a consultant to help perform a Northgate Pedestrian & Bicycle Safety Study. The MPO's Complete Streets Plan will evaluate two street corridors at edge of Northgate, while the City's study will align with that effort and perform safety evaluations and recommendations for the entire Northgate District area.

The MPO has programmed $172,115 of its planning funding for the project and has requested additional funds be contributed by local jurisdictions, so the project budget can be increased to cover the desired plan scope. The City of College Station is one of the member agencies of the MPO and has expressed interest in contributing the requested $40,000. The City of Bryan, Brazos County, and Texas A&M University, which are other member agencies of the MPO, have also been requested to contribute $40,000 each and have indicated their intent to do so.

Budget & Financial Summary: Approval of the ILA will commit the City of College Station to contribute $40,000 to the BCSMPO to assist with the development of the Complete Streets Plan. Funds are available in the General Fund balance for this expense.

Attachments:

1. ILA

STATE OF TEXAS §

COUNTY OF BRAZOS §

SOUTH COLLEGE AVENUE/UNIVERSITY DRIVE COMPLETE STREETS PLAN INTERLOCAL AGREEMENT BETWEEN BRYAN/COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION AND CITY OF COLLEGE STATION, TEXAS

This Interlocal Agreement ("Agreement") is entered into and effective on the date of approval of the City of College Station's duly elected City Council in an open meeting, by and between the BRYAN/COLLEGE STATION METROPOLITAN PLANNING ORGANIZATION ("BCSMPO") and the CITY OF COLLEGE STATION ("College Station"), a Texas home rule municipal corporation.

WHEREAS, the Governor of the State of Texas has designated BCSMPO, acting through its Transportation Policy Board, to be the metropolitan planning organization for the Bryan/College Station urbanized area; and

WHEREAS, the BCSMPO and College Station are authorized to enter into this Agreement pursuant to the provisions of the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code; and

WHEREAS, on August 6, 2025, the BCSMPO Policy Board adopted the FY 2026 – FY 2027 Unified Planning Work Program ("UPWP") which serves as the budget and tasks for the BCSMPO for the following two fiscal years; and

WHEREAS, the UPWP specifies Subtask 5.3 tasks the BCSMPO to develop a Complete Streets Plan for South College Avenue and University Drive ("Program") to provide equal safety, access, and comfort for all road users; and

WHEREAS, the BCSMPO has requested that College Station provide a local portion to the Program to match the MPO's $172,115 federal planning funds and the City of College Station and Texas A&M University and Brazos County to provide an amount equal to the City share to support for the Program; and

WHEREAS, the City Council of College Station has determined it is in the public interest to help fund the Program

NOW, THEREFORE, in consideration of the mutual promises, benefits and covenants made herein the parties agree as follows:

I. TERM

The term of this Agreement begins on the "effective date" as evidenced by the last day signed by the last party and ends February 28, 2027, unless earlier terminated as provided herein.

II. DUTIES AND OBLIGATIONS OF THE PARTIES

A. College Station agrees to provide FORTY THOUSAND AND NO/lO0THS DOLLARS ($40,000.00) to the BCSMPO by June 30, 2026, through:

Brazos County Auditor's Office
200 South Texas Ave. Suite 218
Bryan, TX 77803
(979) 361-4350

B. BCSMPO agrees to collect contributions from the other interested funding partners: City of Bryan, Brazos County and Texas A&M University under separate agreements.

C. BCSMPO agrees to act as lead agency for all interested funding partners having a study completed for University Drive (FM60) and South College/College Avenue (including Spur 308) in accordance with the attached "Scope of Work" that is incorporated here by reference as "EXHIBIT A".

D. Each party paying for the performance of governmental functions or services must make those payments from current revenue available to the paying party.

III. AGREEMENT INTERPRETATION AND VENUE

The parties covenant and agree that this Agreement and the terms contained herein will be interpreted according to the laws of the State of Texas and venue shall be proper and exclusively in Brazos County, Texas.

IV. IMMUNITY

It is expressly understood that, in the execution of this Agreement, no party waives, nor shall be deemed hereby to waive, any immunity or defense that would otherwise be available to it against claims arising in the exercise of governmental powers and functions.

V. RELEASE AND HOLD HARMLESS

The parties agree to release and hold harmless the other party from any and all claims, demands, or causes of action of any kind (with the exception of a claim for breach of this Agreement) for any injury, damage, fine fee, or other tort arising out of, or relating to, this Agreement.

VI. SEVERABILITY

If any of the terms, sections, subsections, sentences, clauses, phrases, provisions, covenants, or conditions of the Agreement are for any reason held to be invalid, void, or unenforceable, the remainder of the terms, sections, subsections, sentences, clauses, phrases, provisions, covenants or conditions in this Agreement shall remain in full force and effect and shall in no way be affected, impaired, or invalidated.

VII. TERMINATION

A. This Agreement will terminate automatically on February 28, 2027 or sooner upon the completion of the Program.

B. In the event that one or more of the other funding parties refuse or fail to contribute to the matching funds, either party may elect to terminate this Agreement for cause by giving the other party thirty (30) days written notice. All work shall cease immediately and the Agreement will terminate thirty (30) days following receipt of notice. BCSMPO will return the funds contributed by College Station, less any costs already incurred prior to receipt of the notice. Funds must be tendered

before the Agreement terminates. However, of BCSMPO receives the missing contribution(s)and notifies College Station of the fact prior to termination, the notice to terminate will be automatically vacated.

C. In the event that BCSMPO desires to terminate the Agreement without cause, BCSMPO may do so by giving College Station notice of immediate termination, accompanied by a complete refund. In the event that College Station desires to terminate the Agreement without cause, College Station shall notify BCSMPO but shall not be entitled to a refund.

VIII. WAIVER

Failure of any party, at any time, to enforce the provisions of this Agreement, shall in no way constitute a waiver of that provision, nor in any way affect the validity of this agreement, any part hereof, or the right of either party thereafter to enforce each and every provision hereof. No term of this Agreement shall be deemed waived, or breach excused, unless the waiver shall be in writing and signed by the party claimed to have waived. Furthermore, any consent to or waiver of a breach will not constitute consent to or waiver of or excuse of any other different or subsequent breach.

IX. ELECTRONIC ORIGINALS

It is understood and agreed that this Agreement may be executed electronically, which shall be deemed an original for all purposes.

X. EFFECTIVE DATE

This Agreement is effective when signed by the last party signing, thereby making the Agreement fully executed.

XI. NOTICE

All notices pursuant to this Agreement shall be deemed given when, either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to Bryan/College Station MPO
309 N. Washington Ave.
Bryan, Texas 77803

With a copy to:

County Auditor
Brazos County Administration Building 200 S. Texas Ave., Suite 218
Bryan, Texas 77803

If to City of College Station
1101 Texas Ave.
P.O. Box 9960
College Station, Texas 77842

XII. NON-DISCRIMINATION

It is mutually agreed that all parties hereto shall be bound by the provisions of Title 49, Code of Federal Regulations, Part 27 and Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60)

XIII. ENTIRE AGREEMENT

This is the entire Agreement between the parties, and no modification of this Agreement shall be of any force or effect, unless it is in writing and signed by both parties. This Agreement supersedes any prior understandings or written/oral agreements between the parties. .

XIV. INCORPORATION OF RECITALS

The determinations recited and declared in the preambles to this Agreement are hereby incorporated herein as part of this Agreement.

XV. LEGAL CONSTRUCTION

The paragraph headings contained in this Agreement are for convenience only and do not enlarge or limit the scope or meaning of the paragraphs. Words of any gender used in this Agreement shall be held and construed to include any other gender, and words in the singular number shall be held to include the plural and vice versa, unless the context requires otherwise. Each party to this Agreement has had an opportunity to review the terms contained herein with counsel and therefore neither party shall be deemed to be the author and any ambiguities contained herein shall not be construed more or less favorably between the parties by reason of authorship or origin of language.

Approved to be effective on the date of the last party to sign.

[Signatures Follow on Next Page]

CITY OF COLLEGE STATION, TEXAS

John Nichols, Mayor
Date: _____

BRYAN/COLLEGE STATION MPO

James Edge, Vice-Chair
Date: 5/20/2026

ATTEST:

City Secretary
Date: _____

APPROVED:

City Manager
Date: _____

Assistant City Manager/CFO
Date: _____

City Attorney
Date: _____

EXHIBIT "A"

Scope of Work – Complete Streets Project
The University Drive (FM 60) and South College/College Avenue
(including Spur 308)

Introduction

In the last ten years, the Texas A&M main campus has added over 18,000 students and much of the housing infrastructure and retail amenities are in adjacent neighborhoods. The area north of the main campus of Texas A&M University has undergone significant changes over the last ten years. Urban development and redevelopment have transformed the area from low-rise residential development and student-oriented retail to a functioning downtown with exceptional retail development, high-rise residential development and several planned new developments that include mixed-use. As the area has grown, and redevelopment continues, the conflicts between vulnerable road users and vehicular traffic have greatly increased, creating safety and connectivity challenges.

University Drive (FM 60) between Texas Avenue and Agronomy Road has been studied twice in the last ten years to determine the best way to move vulnerable road users along and across this corridor. Both studies have concluded that grade separations for use by vulnerable road users are warranted. However, despite the development of multiple concepts, the best concepts and their locations have yet to be prioritized. Priority in this corridor is to coordinate with potential private land-owners on roadway crossings and complete streets accommodations.

The South College/College Avenue corridor stretching from University Drive to Villa Maria (including Spur 308) serves as a vital connector between campus, the developing Midtown area, and the downtown Bryan business district. Further, it is the next corridor anticipated to be redeveloped but lacks adequate facilities to accommodate all road users. A Complete Streets design is envisioned for this corridor and the localities desire to have this corridor serve as a local template for future Complete Streets efforts.

Planning Partners and Roles

The Bryan/College Station Metropolitan Planning Organization (BCSMPO) will serve as the lead agency for the study. Other funding partners include Brazos County, the City of Bryan, the City of College Station, and Texas A&M University. The study will be overseen by two groups formed by the BCSMPO. The first group is the BCSMPO Technical Advisory Committee that will, as the name implies, provide technical oversight and voice locality concerns. The second group is the Planning Steering Committee made up of individuals selected by each of the funding partners and will consist of local property and business owners as well as representatives from the Chamber of Commerce and the Greater Brazos Partnership, the economic development organization for the Brazos Valley.

Task One – Project Management and Coordination

Project Management Plan

The Consultant will prepare a Project Management Plan (PMP) describing the overall approach and methodology to complete the study. The PMP will identify work organization, responsibilities, coordination and communication procedures, memorandum and report formats, graphic production standards, quality control procedures, and project schedule. The PMP is a living document and updated as appropriate during project development.

Project Administration

The Consultant will conduct activities as detailed within the PMP. Progress reports, and updated project schedules must be submitted to the BCSMPO Project Manager monthly and are required whether the

Consultant submits an invoice for that month. Monthly progress reports will include a summary of:

- Activities, ongoing or completed, during the reporting period;
- Activities planned for the following month;
- Problems encountered, and remedial actions taken; and
- Project status report, detailing milestones completed, and work completed by task.

Project Coordination

The Consultant will coordinate and hold bi-weekly progress meetings (via Microsoft Teams or similar platform) with the BCSMPO Project Manager to discuss outstanding issues and prepare for upcoming events and activities. The Consultant will provide continuous quality assurance and quality control throughout the duration of the study. Monthly invoice procedures will be discussed at the Consultant kick-off meeting with the BCSMPO and will follow the requirements set forth by the BCMPO fiduciary agent, Brazos County.

Deliverables for Task 1

- Project Management Plan
- Public Engagement Plan that ensures local resident, business and property owners, vulnerable road users, students, faculty and staff engagement to the maximum extent possible. The plan should also identify methods to measure this engagement and approaches to develop a feedback loop. Assistance through the Texas A&M Transportation Institute will be provided as needed in engaging with and gathering feedback from Texas A&M University identified stakeholders. The consultant shall explain how public involvement informs Task 2 – Task 6.
- Monthly invoices
- Monthly progress reports
- Project schedule updated as needed

Task Two – Existing Conditions and Needs Assessment

South College/College Avenue (including Spur 308)

The Consultant will collect and evaluate information related to the South College/College Avenue corridor's existing conditions and proposed and existing plans, gather additional information as needed, and prepare a report to form a comprehensive understanding of the current state and assess the area's transportation infrastructure needs. The Consultant will collect and evaluate information related to:

- Recent TxDOT study of South College/College Ave
- Texas A&M Hensel Park study
- Oak Terrace Redevelopment Concepts produced by Omniplan
- Traffic Volumes (Pedestrian, Bicycle, Wheeled Vehicles, Automobile and Transit)
- Transit Ridership
- Transit infrastructure and transit stops (existing and planned)
- Crash Data
- Bicycle Infrastructure Conditions
- Land Use, Zoning, and Future Development
- Sidewalk and ADA Conditions
- Neighborhood and Demographic Information
- Major Activity Centers and traffic generators
- Historic and Cultural Resources
- Right-of-Way
- Environmental Conditions

- Access Management

University Drive (FM 60)
The FM 60 portion of Task Two will be to review and compile information on the proposed grade separations along and across University Drive. Completed studies that will need to be reviewed are:

- FM 60/University Drive Connectivity Study
- FM 60 Alternative Concept Report
- Texas A&M University West Campus Infrastructure Assessment Study
- City of College Station Northgate Study

The consultant will update and supplement (e.g at Agronomy Road) the data as necessary. This may include:

- Traffic Volumes (Pedestrian, Bicycle, Wheeled Vehicles, Automobile and Transit)
- Transit Ridership
- Transit infrastructure and transit stops (existing and planned)
- Crash Data
- Bicycle Infrastructure Conditions
- Land Use, Zoning, and Future Development
- Sidewalk and ADA Conditions
- Neighborhood and Demographic Information
- Right-of-way data

Property Owners
The Consultant will meet with the private property owners along both corridors to identify their plans, timelines, and interest in using complete street types of projects in future development. Many of the project strategies involve significant consideration of attributes and characteristics outside of the public rights-of-way. Private property owners can greatly improve the chances of success for crossings, paths, treatments, and other strategies; the studies to-date have not developed the knowledge about private developer plans. Likewise, the developers may not be aware of the possible actions the public sector agencies may be able to develop.

Deliverables for Task Two

- South College/College Avenue Existing Conditions Factbook, Inventory Report and Needs Assessment (highly graphic) in a .pdf format.
- Shapefile format of data as available
- Data Appendix
- Collection of University Drive concepts for prioritization

Task Three – Goals

The Consultant will develop a set of goals for both the Spur 308 (South College/College Avenue) and FM 60 (University Drive) corridors with input from the Technical Advisory Committee, the Planning Steering Committee, and the Task 2 engagement.

Deliverables for Task Three

- A list of goals for each corridor.

Task Four – Analysis
Using the results of Task 2 engagement with the private property owners and the public, the previous reports

and data, and the Goals from Task 3, the Consultant will develop or refine concepts that integrate land use and mobility solutions and improve access for vulnerable road users.

South College/College Avenue (including Spur 308)
The Consultant will develop multiple scenarios for the future corridor. The plans will respond to the conditions and needs and identify the achievement of the goals. The plan will integrate land use, mobility, economic, and other criteria to develop possible concepts. These criteria may include but not be limited to:

- Maximizes connectivity for vulnerable users across and along the College Ave/South College corridor
- Ability of property owners to accommodate bicycle, pedestrian, and other micromobility paths and facilities
- Constructability
- Cost
- Right-of-way needs
- Existing and needed traffic controls and mid-block crossings
- Traffic disruption during construction
- Utility conflicts
- Integration into the transportation network of the cities and the University

University Drive (FM 60)
The Consultant will develop criteria for prioritizing grade separation along and across University Drive. These criteria will include the results of Tasks Two and Three and also may include but not be limited to:

- Maximizes connectivity across University Drive for vulnerable road users
- Ability of property owners on the north side of University Drive to accommodate proposed grade separations
- Constructability
- Cost
- Traffic disruption during the construction of grade separation(s)
- Right-of-way
- Utility conflicts
- Integration into the transportation network of the cities and the University.

Deliverables for Task Four

- Up to three comprehensive concepts for the length of the South College/College Avenue Corridor
- Any traffic modeling should be compatible with the BCSMPO travel demand model
- Identification of final criteria for evaluating University Drive grade separations

Task Five – Recommendations

South College/College Avenue (including Spur 308)
Identify short (0 to 10 years), and long-range (11to 20 years) mobility recommendations to address the needs/issues identified in Tasks Two and Three using criteria developed in Task Four. The Consultant shall recommend the best alternative for collecting and permanently maintaining public engagement recommendations. The plan must identify transportation investments suitable for consideration within the BCSMPO's Metropolitan Transportation Plan and Transportation Improvement Program (MTP/TIP).

Recommendations will be evaluated based on the Plan's goals and input from the Technical Advisory Committee, the Steering Committee, stakeholder groups and public engagement. Proposed recommendations that are eliminated from further consideration will be documented and included in the

final document. The benefits of the projects/plan must also be incorporated. The plan must quantify the trade-offs, costs and benefits of the recommendations that could be attributable to the implementation of the plan. Additional potential benefits of recommended projects, including safety, reduction in travel times, etc. should be identified where possible for short and long-range needs.

FM 60 (University Drive)

Using the information developed in Tasks Two and Three and the criteria developed in Task Four, create a prioritized list for grade separations along the corridor. Recommendations will be evaluated based on the goals and input from the Technical Advisory Committee, steering committee, stakeholder groups, public engagement, and private sector discussions. Proposed recommendations that are eliminated from further consideration will be documented and included in the final document. The benefits of the projects/plan must also be incorporated.

Deliverables for Task Five

- Stand-alone Alternative Analysis for each corridor – concepts that can be available online at www.bcsmpo.org
- For South College/College Avenue, one page project sheets of concepts with ground level and/or bird's eye level artistic renderings and/or computer-generated photo simulations of improvements to help the public visualize recommended improvements of significance for short (0 to10 years), and long-range (11 to 20 years).
- A list of prioritized recommendations/projects for the South College/College Avenue corridor.
- Prioritized list of project implementation criteria for the University Drive corridor that balances the private sector developer participation and the public sector funding and project opportunities. The concepts and one-page sheets from previous studies should be re-used to illustrate the project ideas wherever possible.

Task Six – Implementation and Funding Plan

Develop an implementation strategy for each of the South College/College Avenue (Spur 308) and University Drive corridor recommendations. Implementation tasks for each project will be identified. The plan will identify transportation investments suitable for consideration within the BCSMPO's Metropolitan Transportation Plan and Transportation Improvement Program (MTP/TIP). A reasonable timeline for implementation for both corridors shall be included, with a specific timeline for the first two recommended University Drive grade separations. Each transportation investment will identify potential local and/or private funding strategies and suggest private development accommodations for complete streets projects. Funding mechanisms for these corridors must focus on the availability of state/federal/private grants. Previous attempts at developing Transportation Reinvestment Zones and other local level funding strategies have been unsuccessful. At a minimum, the implementation plan must:

- Identify recommended projects, transportation investments, programs, and policies, and describe the scope and site development suggestions.
- Estimate project costs based on commercially available data
- Identify potential partners and funding mechanisms
- Provide realistic phasing and timelines for projects with potential project barriers and milestones per recommendation.

Deliverables for Task Six

- Implementation and funding plan for the South College/College Avenue corridor
- Implementation and funding plan for the University Drive corridor

Task Seven – Final Program Deliverables

Provide the following minimum deliverables. The Consultant may provide additional deliverables as needed and must be noted in the proposal. All electronic files must be submitted on a flash drive containing original files in an editable format, including graphics and GIS files (to include .shp, gdb, and .mxd files) utilized to make illustrations. All documents must be submitted to the BCSMPO in an editable format (i.e. Word, Excel, Power Point, GIS, etc.), a .pdf file for inclusion on the website and will be reviewed and approved by the BCSMPO prior to distribution. The final decision on project deliverables and content will remain with the BCSMPO.

- Stand-alone Executive Summary - An executive summary of the final plan that captures the major concepts and recommendations of the plan – at least three (3) hard copies, but not to exceed ten (10), and 1 in electronic format. Ideally, the executive summary should be formatted in a way that makes it easy for the BCSMPO to download and print additional copies including as a .pdf.
- Final Plan Document that includes an executive summary, report, maps and appendices that addresses the scope of work. At least three (3) hard copies, but not to exceed ten (10), One (1) in electronic format including as a .pdf. If necessary and reasonable, certain components of the final plan may be delivered as appendices.
- Final Plan Map for the South College/College Avenue corridor.
- A checklist template for conducting smaller scale Complete Streets analysis.
- Electronic copies of all deliverables, including but not limited to, shapefiles, map packages, images, photographs, graphics, data, text files, and Microsoft Word and .pdf documents used during the study and in the report, etc.

May 28, 2026
Item No. 7.1.
Harvey Road Corridor Redevelopment Plan

Sponsor: Heather Wade, Principal Planner

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on an overview of the Harvey Road Corridor Redevelopment Plan, including processes and work to date.

Relationship to Strategic Goals:

- Core Services and Infrastructure
- Neighborhood Integrity
- Diverse Growing Economy
- Improving Mobility
- Sustainable City

Recommendation(s):

Summary:

Budget & Financial Summary:

Attachments:
None

May 28, 2026
Item No. 8.1.
2026 Certificates of Obligation

Sponsor: Michael DeHaven, Assistant Director of Fiscal Services

Reviewed By CBC: City Council

Agenda Caption: Presentation, discussion, and possible action on a resolution directing publication of notice of intention to issue Certificates of Obligation, Series 2026 and providing an effective date.

Relationship to Strategic Goals:
Good Governance
Financial Sustainability
Core Services & Infrastructure
Sustainable City

Recommendation(s): Staff recommends Council approve the attached resolution directing publication of notice of the intention to issue certificates of obligation.

Summary: The City of College Station typically issues Certificates of Obligation (CO) debt to fund various capital projects identified and approved as a part of the annual budget. The City's Financial Advisor and Bond Counsel recommend that the City issue Certificate of Obligations for utility projects instead of Utility Revenue Bonds (URBs); the pledge of the City's ad valorem tax base is a stronger credit than utility revenues and thus lowers the cost of borrowing. Since 2008, the City policy has been to issue Certificates of Obligation for utility debt, allowing more financial flexibility regarding the payment of debt service. Council is authorized to approve the issuance of certificates of obligation (COs) after approving a resolution directing notices to be published of the intent to issue the Certificates.

The FY26 issuance will include Certificates of Obligation to fund utility projects in the amount of $37,250,000. The utility systems will cover their debt service for capital utility projects through utility revenues.

At the July 23rd meeting, the City Council will consider the approval of sale parameters ordinance for the Certificates of Obligation Bonds depending upon market conditions. A sale parameters ordinance delegates the authority to certain city officials to execute certain documents relating to the sale of the certificates, approves and authorizes the Official Statement for the Certificates of Obligations and instruments and procedures relating to the certificates. If the City is not prepared to issue the Certificates of Obligation and General Obligation Bonds at the July 23rd meeting, the City Council may postpone adoption of the ordinance for up to ninety days from July 23rd.

Budget & Financial Summary: The staff reviewed the impact of the Certificates on the City's ability to meet debt service requirements and the effect they may have on the ad valorem tax rate. The recommendation is to move forward with this issuance. The impact on the tax rate and utility rates will be reviewed annually as part of the financial forecast and budget preparation.

Attachments:
1. Notice Resolution (May 28 2026) ver 1

CERTIFICATE FOR RESOLUTION

THE STATE OF TEXAS
COUNTY OF BRAZOS
CITY OF COLLEGE STATION

We, the undersigned officers of the City of College Station, Texas (the ***City***), hereby certify as follows:

1. The City Council of the City convened in a regular meeting on May 28, 2026 at City Hall, and the roll was called of the duly constituted officers and members of this City Council, as follows:

John Nichols, Mayor	Mark Smith, Place 1 Councilman
William Wright, Place 2 Councilman	David White, Place 3 Councilman
Melissa McIlhaney; Place 4 Councilwoman	Bob Yancy, Place 5 Councilman
Scott Shafer, Place 6 Councilman	

and all of the persons were present except _____, thus constituting a quorum. Whereupon, among other business, the following was transacted at the meeting: a written

A RESOLUTION DIRECTING PUBLICATION OF NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION, AND PROVIDING AN EFFECTIVE DATE

was duly introduced for the consideration of this City Council. It was then duly moved and seconded that the resolution (the ***Resolution***) be approved, and, after discussion, the motion prevailed and carried by the following vote:

AYES: _____ NOES: _____

2. A true, full and correct copy of the Resolution is attached to and follows this certificate and the Resolution has been duly recorded in the City Council's minutes of the Meeting. The above paragraph is a true, full and correct excerpt from the City Council's minutes of the meeting at which the Resolution was approved. The persons named above are the duly chosen, qualified and acting officers and members of the City Council. Each of the officers and members of the City Council was duly and sufficiently notified officially and personally, in advance, of the time, place and purpose of the meeting, and that the Resolution would be introduced and considered at the meeting, and each of the officers and members consented, in advance, to the holding of the meeting for such purpose, and that the meeting was open to the public and public notice of the time, place and purpose of the meeting was given, all as required by Chapter 551, Texas Government Code.

3. The Mayor of the City has approved and hereby approves the Resolution, and the Mayor and the City Secretary of the City have duly signed the Resolution, and the Mayor and the City Secretary of the City hereby declare that their signing of this certificate shall constitute the signing of the attached and following copy of the Resolution for all purposes.

PASSED AND APPROVED ON MAY 28, 2026.

_____	_____
Tanya D. Smith	John Nichols
City Secretary	Mayor

(City Seal)

RESOLUTION NO. [_____]

A RESOLUTION DIRECTING PUBLICATION OF NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION, AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City of College Station (the ***City***) expects to pay expenditures in connection with the design, planning, acquisition and construction of the projects described in "*Exhibit A*" to this Resolution prior to the issuance of the Certificates of Obligation hereinafter described; and

WHEREAS, the City Council hereby finds, considers and declares that the reimbursement of the payment by the City of such expenditures will be appropriate and consistent with the lawful objectives of the City and, as such, chooses to declare its intention, in accordance with the provisions of Section 1.150-2 of the U.S. Treasury Regulations, to reimburse itself for such payments at such time as it issues the hereinafter described Certificates of Obligation; and

WHEREAS, it is hereby officially found and determined that the meeting at which this Resolution was considered was open to the public, and public notice of the time, place and purpose of the meeting was given, all as required by Chapter 551, Texas Government Code.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

Section 1. That attached hereto and marked "Exhibit A" is a form of notice (the "Notice"), the form and substance of which are hereby passed and approved.

Section 2. That the City Secretary shall cause the Notice to be published, in the form attached hereto, in the "*Bryan-College Station Eagle*", a newspaper of general circulation in the City, for two consecutive weeks, the date of the first publication to be before the 45th day before the day tentatively proposed for authorizing the issuance of the Certificates of Obligation as shown in the Notice. Additionally, the Notice shall be posted continuously on the City's website for at least forty-five days before the date tentatively set for final passage of the ordinance or ordinances authorizing the issuance of the Certificates of Obligation.

Section 3. That the facilities and improvements to be financed with proceeds from the proposed Certificates of Obligation are to be used for the purposes described in "Exhibit A" hereto.

Section 4. That all costs to be reimbursed pursuant to this Resolution will be capital expenditures; the proposed Certificates of Obligation shall be issued within 18 months of the later of (i) the date the expenditures are paid or (ii) the date on which the property, with respect to which such expenditures were made, is placed in service; and the foregoing notwithstanding, the Certificates of Obligation will not be issued pursuant to this Resolution on a date that is more than three years after the date any expenditure which is to be reimbursed is paid.

Section 5. That this Resolution shall be effective immediately upon passage and adoption.

PASSED AND APPROVED ON MAY 28, 2026.

_____
John Nichols, Mayor

ATTEST:

_____
Tanya D. Smith, City Secretary

(City Seal)

APPROVED:



McCall, Parkhurst & Horton L.L.P.
Bond Counsel

EXHIBIT A

NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION

The City Council of the City of College Station will consider the passage of an ordinance or ordinances authorizing the issuance of one or more series of interest bearing certificates of obligation (the "Certificates") in the principal amount not to exceed $37,250,000 for paying all or a portion of the City's contractual obligations to be incurred in connection with constructing, improving, acquiring and equipping the following projects: (i) improvements and extensions to the City's waterworks system including water wells, distribution, transmission and system lines and (ii) the payment of fiscal, engineering and legal fees incurred in connection therewith.

The City proposes to provide for the payment of such Certificates from the levy and collection of ad valorem taxes in the City as provided by law, and from a limited pledge (not to exceed $1,000) of the surplus revenues of the City's waterworks, sewer and electric systems, remaining after payment of all operation and maintenance expenses thereof, and all debt service, reserve, and other requirements in connection with all of the City's revenue bonds or other obligations (now or hereafter outstanding), which are payable from all or any part of the net revenues of the City's waterworks, sewer and electric systems. The Certificates are to be issued, and this notice is given, under and pursuant to the provisions of Texas Local Government Code, Chapter 271, Subchapter C.

The City Council tentatively proposes to adopt the ordinance(s) authorizing the Certificates at a meeting to be held at 6:00 P.M. on July 23, 2026 to be held at City Hall, 1101 Texas Avenue, College Station, TX 77840. The ordinance(s) may authorize an authorized officer of the City to effect the sale and delivery of the Certificates on a date or dates subsequent to the adoption of the ordinance(s).

The following information is provided to comply with Tex. H.B. 477, 86 Leg., R.S. (2019). The current principal of all outstanding debt obligations of the City is $406,880,000. The current combined principal and interest required to pay all outstanding debt obligations of the City on time and in full, is $530,037,626. The maximum principal amount of the Certificates to be authorized is $37,250,000 and the estimated combined principal and interest required to pay the Certificates to be authorized on time and in full is $54,695,080. The maximum interest rate for the Certificates may not exceed the maximum legal interest rate. The maximum maturity date of the Certificates to be authorized is February 15, 2046. The above information does not exclude any debt obligations the City has designated as self-supporting and which the City reasonably expects to pay from revenue sources other than ad valorem taxes. Information regarding this may be obtained by contacting the Director of Fiscal Services at 1101 Texas Avenue, College Station, TX 77840 and by phone at 979-764-3645.

May 28, 2026
Item No. 8.2.
FY26 Budget Amendment 2

Sponsor: Mary Ellen Leonard, Director of Fiscal Services

Reviewed By CBC: City Council

Agenda Caption: Public Hearing, presentation, discussion, and possible action on Budget Amendment No. 2 amending Ordinance No. 2025-4612 amending the budget for the 2025-2026 Fiscal Year in the amount of $5,154,124.

Relationship to Strategic Goals:
Good Governance
Financial Sustainability
Core Services & Infrastructure
Neighborhood Integrity
Diverse & Growing Economy
Improving Mobility
Sustainable City

Recommendation(s): Staff recommends approval of the budget amendment.

Summary: The charter of the City of College Station provides for the City Council to amend the annual budget in the event there are revenues available to cover expenditures, and after holding a public hearing on such budget amendment.

The proposed budget amendment is to increase the FY26 budget appropriations by $5,154,124 primarily due to the addition of $3,850,00 in Capital Projects. This amendment also includes one interfund transfer from the IT Replacement Fund to contribute cash for a work order system replacement.

Budget & Financial Summary: The City has resources or can reasonably expect resources to cover the appropriations in this budget amendment. The attached summary has the complete description of the items included on the proposed budget amendment. If approved, the net revised 2025-2026 budget appropriations will be $512,095,985.

Attachments:
1. FY26 Budget Amendment #2 Ordinance (1)

ORDINANCE NO. _____

AN ORDINANCE AMENDING ORDINANCE NO. 2025-4612 AS BUDGET AMENDMENT NUMBER 1 AMENDING THE BUDGET FOR THE 2025-2026 FISCAL YEAR AND AUTHORIZING AMENDED EXPENDITURES AS THEREIN PROVIDED.

WHEREAS, on August 28, 2025, the City Council of the City of College Station, Texas, adopted Ordinance No. 2025-4612 approving its Budget for the 2025-2026 Fiscal Year: and

WHEREAS, on January 8, 2026, the City Council of the City of College Station, Texas, adopted Ordinance 2026-4655 amending its Budget for the 2025-2026 Fiscal Year via Budget Amendment Number 1, and

WHEREAS, this amendment was prepared and presented to the City Council and a public hearing held thereon as prescribed by law and the College Station City Charter, after notice of said hearing having been first duly given; now, therefore,

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

PART 1: That Ordinance No. 2025-4612 is hereby amended by amending the 2025-2026 Budget adopted by a net amount of $5,154,124 as further detailed in **Exhibit A**.

PART 2: That this Budget Amendment Number 2 shall be attached to and made a part of the 2026-2026 Budget.

PART 3: That except as amended hereby, Ordinance No, 2025-4612 shall remain in effect in accordance with its terms.

PART 4: That this ordinance shall become effective immediately after passage and approval.

PASSED and APPROVED this _____ day of _____2026

ATTEST: **APPROVED:**

_____ _____

City Secretary **Mayor**

APPROVED:

_____

City Attorney

EXHIBIT A

OPERATING BUDGET AMENDMENT ITEMS:

1. **Drainage Engineering Flood Study and Early Flood Warning System – Drainage Fund - $250,000 (Budget Amendment).** This budget amendment carries forward funding for a Drainage Engineering Flood Study and Early Flood Warning System that was approved in a prior year Service Level Adjustment but was unable to be initiated at that time. With the contract now received and Finance authorization in place, the department is proceeding with the previously approved scope of work.

2. **Additional Electric Telecomm Joint Use Permitting Specialist – Electric Fund - $94,424 (Budget Amendment; 1.0 FTE).** This item will add an additional position to the Electric Fund to accommodate the increasing needs of permit processing for telecom attachers. The position will also manage and enforce the NEC and NESC violations by telecom attachers throughout the CSU CCN.

3. **CGDB – MIT Award – CDBG Fund - $500,000 (Budget Amendment).** To recognize the awarded funds from HUD for disaster mitigation funding. This grant will be used to fund generators at the Lincoln Center and Meyer Center, Early Flood Warning System Pilot and a Flood Hazard Assessment.

4. **Self-Contained Breathing Apparatus (SCBA) Items for Fire Station #7 – General Fund - $126,700 (Budget Amendment).** Three SCBA-related purchases are being brought forward for council approval, covering equipment for the new engine, the new command vehicle, and a supply cache for Station 7. The command vehicle quote will be updated to reflect the addition of two SCBAs, which Finance and Fleet have been notified will represent the largest variance from the original placeholder amount. The Station 7 cache quote covers supply items, with a storage rack to be sourced separately.

5. **Northgate Garage PARCS System Increase – Northgate Fund - $281,000 (Budget Amendment).** The Northgate Garage was authorized for a FY26 SLA to replace the software system inside the garage along with other physical improvements for the betterment of administering parking and safety of garage customers. This increase is primarily to facilitate the available space hardware and software to better manage the garage during peak times.

6. **Donation for the Conservation of Native Plants – General Fund - $52,000 (Budget Amendment).** This is a recognition of a donation made by Bahia Pipeline Co, in collaboration with SWCA and USFWS. They make this voluntary donation to support land management at Lick Creek Park. The funds will add habitat protection and expansion through livestock light grazing, prescribed burns, and mechanical or physical removal of invasive or woody encroachment plants. Parks staff and volunteers, with guidance from USFWS and the Conservation Advisory Group, will oversee the funds to best protect this species, and future funds may be awarded.

CAPITAL IMPROVEMENT PROJECT BUDGET AMENDMENT ITEMS:

7. **Lincoln Center Splashpad – Parkland Zone 1 CIP - $1,300,000 (Budget Amendment).** This item will add construction appropriations for a new splashpad at the Lincoln Recreation Center. This is a new capital project. Design is currently being funded via CDBG. This item will add budget for the future construction using existing Parkland Zone 1 contributions.

8. **Jones Butler Extension and Roundabout – Water CIP - $1,300,000 (Budget Amendment).** This item will increase the capital appropriations for the Water portion of the Jones Butler Extension and Roundabout project. The Water portion of the project needs additional construction appropriations due to higher than anticipated construction, materials, and construction services costs. This increase will be funded by additional cash for capital and future debt issuances.

9. **Dowling Road Pump Station Storage Tanks Improvements – Water CIP - $800,000 (Budget Amendment).** This item will fund a new capital project to rehabilitate the storage tanks at Dowling Road Pump Station. The improvements are needed to ensure the facility meets or exceeds all relevant local and state requirements. This item will add budget for design, with additional construction appropriations to be proposed in a subsequent fiscal year. The design costs will be funded by additional cash for capital and future debt issuances.

10. **Software Conversion Upgrade – Facility and IT CIP - $450,000 (Budget Amendment and Interfund Transfer).** This item provides funding for Third-Party Vendor Support Services for Data Conversion Upgrade of outdated software. Sufficient funding was allocated to and is available in the IT Replacement Fund to cover this expense. This action authorizes the transfer of funds between the IT Replacement Fund and General Fund.

May 28, 2026
Item No. 8.3.
1200 Foxfire Dr Holy Cross Lutheran Church Rezoning

Sponsor: Gabriel Schrum , Staff Planner

Reviewed By CBC: Planning & Zoning Commission

Agenda Caption: Public Hearing, presentation, discussion, and possible action regarding an ordinance 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 boundaries from R Rural and E Estate to RS Restricted Suburban for approximately 7.73 acres generally located southwest of the intersection of Sebesta Road and Foxfire Drive.

Relationship to Strategic Goals:

- Diverse Growing Economy

Recommendation(s): Staff recommends approval of the rezoning request. This item was heard at the May 7, 2026 Planning and Zoning Commission meeting and was unanimously recommended for approval (6-0).

Summary: This request is to rezone approximately 7.73 acres of mostly developed land, generally located southwest of the intersection of Sebesta Rd and Foxfire Dr from R Rural and E Estate to RS Restricted Suburban. These platted lots proposed to be rezoned consist of an existing developed church, Holy Cross Lutheran Church, which has frontage to Sebesta Rd. This zoning request is an effort to bring these lots to a consistent zoning throughout the entirety of the development. The applicant is requesting a zoning district change in an effort to make improvements on the property in a cohesive manner based on the RS Restricted Suburban zoning district and its associated zoning standards as required.

REZONING REVIEW CRITERIA

1. Whether the proposal is consistent with the Comprehensive Plan:

The subject lots are currently designated as Suburban Residential and Estate Residential on the Comprehensive Plan Future Land Use & Character Map.

The Comprehensive Plan generally describes the Suburban Residential land use designation as follows:

Primarily Single-family residential areas that consist of low to moderate density single-family lots. These areas may also include limited townhomes, duplexes, other housing types, and some non-residential uses that are compatible with surrounding single-family areas. Development types tend to be highly consistent within a subdivision or neighborhood.

The intent of the Suburban Residential land use is to:
• Accommodate streetscape features such as sidewalks, street trees, and lighting
• Support neighborhoods with a mix of housing types
• Encourage community facilities, parks, and greenways within neighborhoods
• When establishing new residential areas or expanding existing developments, provide pedestrian

and vehicular connectivity between adjacent developments

The zoning districts that are generally appropriate within the Suburban Residential land use include: General and restricted suburban zoning.

The Comprehensive Plan generally describes the Estate Residential land use designation as follows:

Primarily single-family residential areas that have a low level of development activities. These areas are appropriate for very low-density residential lots of one-acre or greater lot sizes or average 20,000 square feet lots when clustered around open space

The zoning districts that are generally appropriate within the Estate Residential land use include: Estate, rural, and manufactured home park zoning.

The intent of the Estate Residential land use is to:
• Support a wide range of lot sizes, long blocks, and curvilinear streets. Buildings tend to be located greater than 30 feet from a fronting street.
• When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments

The Comprehensive Plan serves as a guide to achieve the community's vision for the future. It anticipates and guides physical development is a manner that provides a balance of land uses that promote economic development while retaining the quality of life. The future land use designations are generally flexible and not tied to a specific boundary compared to the zoning district.

The proposed zoning district of RS Restricted Suburban would be in line with the Comprehensive Plan, as the request will continue to operate as a church and will continue to have uses permitted by the zoning district.

2. Whether the uses permitted by the proposed zoning district will be appropriate in the context of the surrounding area:
The subject property is near existing single family uses located along Foxfire Dr, to the east and a mix of commercial uses across Sebesta Rd. The proposed zoning district is appropriate in the context of the area as it supports the existing use while fitting the compatibility of the surrounding area.

3. Whether the property to be rezoned is physically suitable for the proposed zoning district:
The size and location of the subject property is suitable for a restricted suburban development, and the site has adequate space to meet the minimal dimensional standards as set forth in the Unified Development Ordinance.

4. Whether there is available water, wastewater, stormwater, and transportation facilities generally suitable and adequate for uses permitted by the proposed zoning district:
The existing water and wastewater infrastructure is adequate to support the needs of this development. Drainage and any other infrastructure required with site redevelopment shall be designed and constructed in accordance with the BCS Unified Design Guidelines. The subject property is located just west of the intersection of Sebesta Rd and Foxfire Dr. Sebesta Rd is identified

as a 2 Lane Minor Collector. The use is expected to generate less than 150 trips in any peak hour; therefore, a Traffic Impact Analysis (TIA) was not required to be submitted with the application.

5. The marketability of the property:
The applicant states that the “uses permitted by the current zoning district are not marketable at this location. The lots have been developed as a church and will not be marketed for any other use.”

Budget & Financial Summary:

Attachments:
1. Ordinance
2. Aerial and Small Area Map
3. Applicant's Supporting Information
4. Background Information
5. Rezoning Exhibit
6. Existing Future Land Use Map
7. Rezoning Map

ORDINANCE NO. _____

AN ORDINANCE 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 BOUNDARIES AFFECTING APPROXIMATELY 7.73 ACRES BEING LETBETTER SUBDIVISION PH 1, BLOCK 1, LOT 1 AND FOXFIRE PH 2, BLOCK 6, LOT 2 GENERALLY LOCATED AT 1200 FOXFIRE DR CERTAIN PROPERTIES AS DESCRIBED BELOW; 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 4 "Zoning Districts," Section 4.2 "Official Zoning Map" of the Code of Ordinances of the City of College Station, Texas, be amended as set out in **Exhibit "A" and Exhibit "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

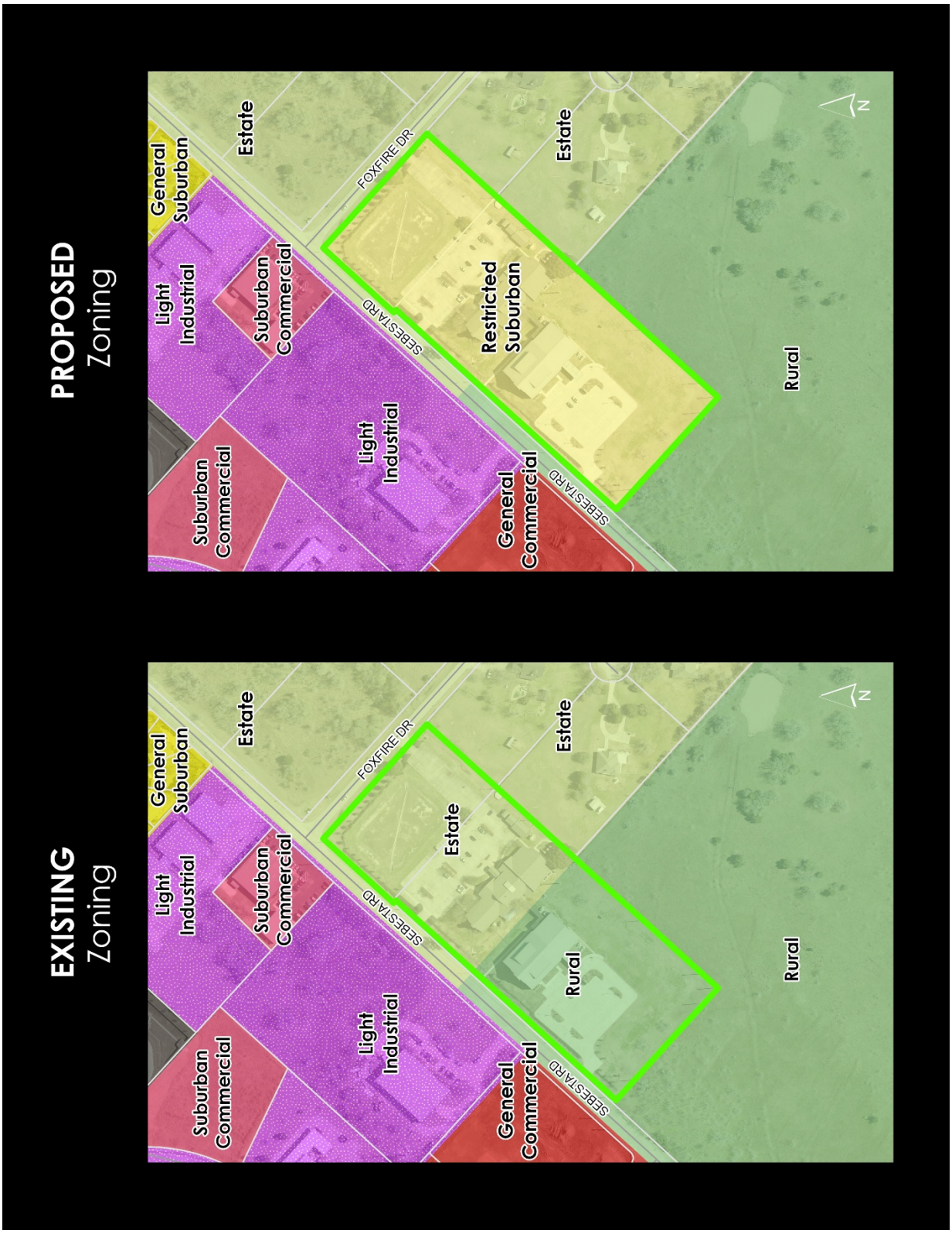
Exhibit A

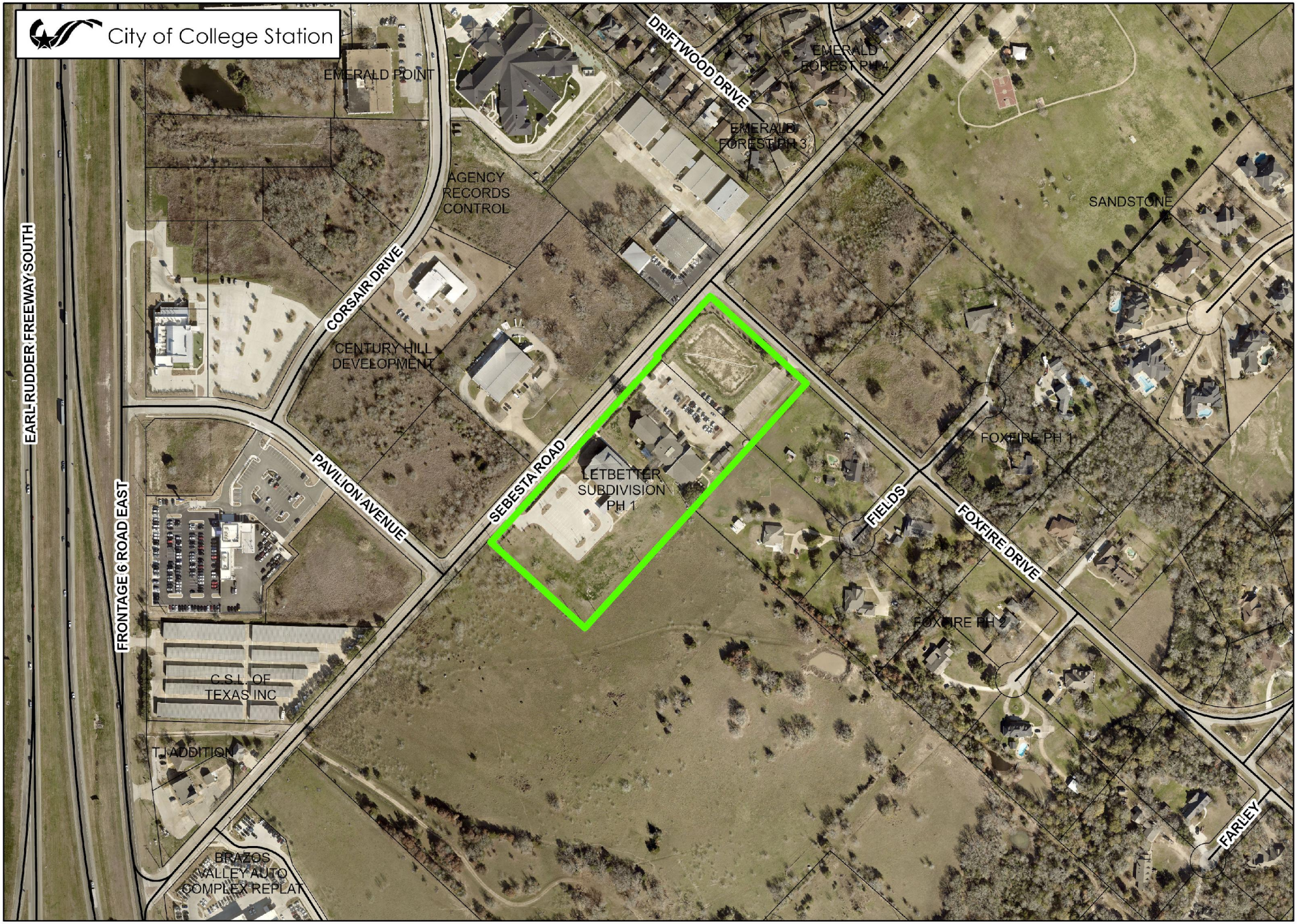
That Appendix A "Unified Development Ordinance," Article 4 "Zoning Districts," Section 4.2, "Official Zoning Map" of the Code of Ordinances of the City of College Station, Texas, is hereby amended as follows:

The following property is rezoned from R Rural and E Estate to RS Restricted Suburban:

LETBETTER SUBDIVISION PH 1, BLOCK 1, LOT 1 AND FOXFIRE PH 2, BLOCK 6, LOT 2

Exhibit B

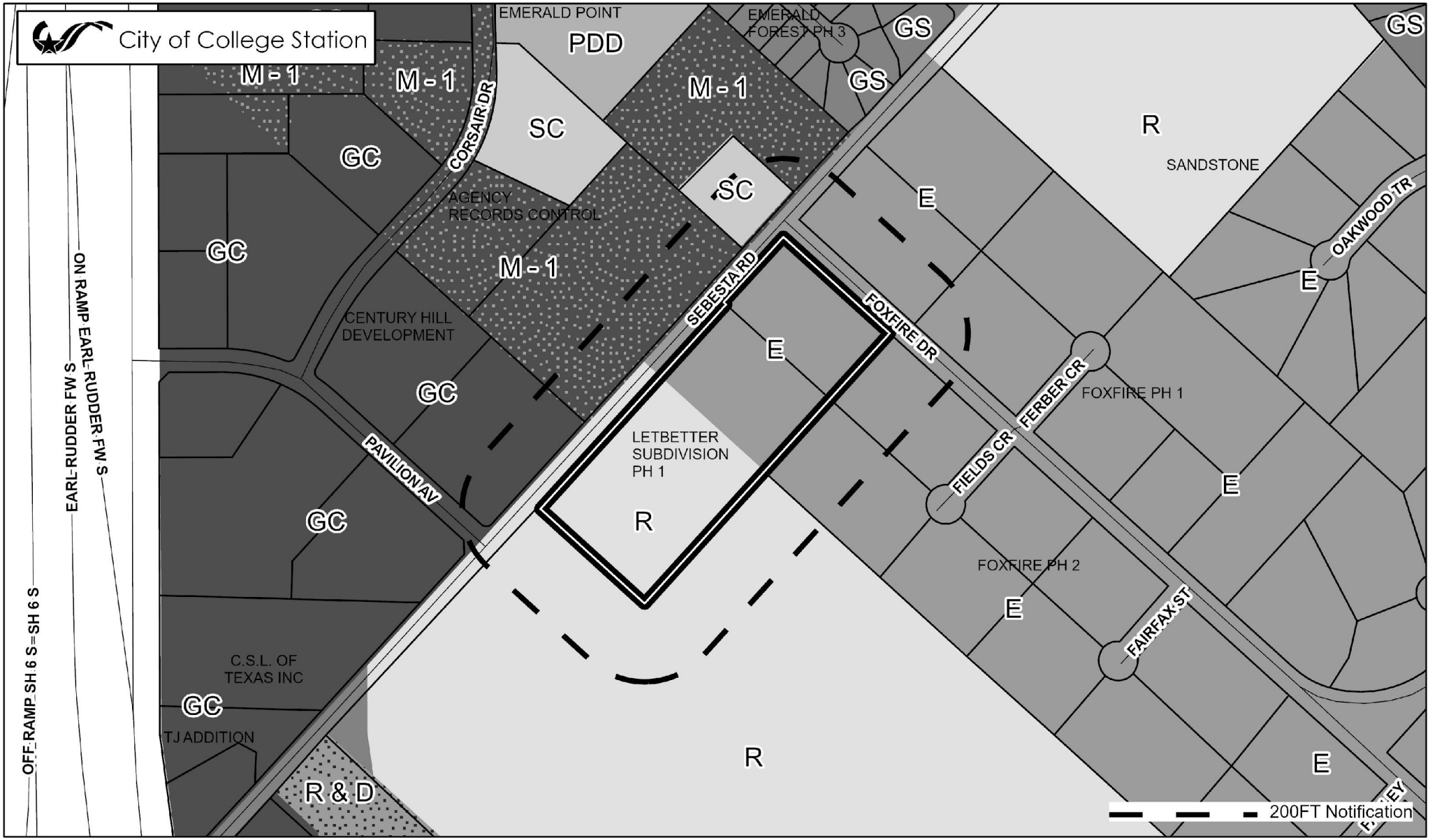

PROPOSED Zoning
EXISTING Zoning
General Suburban
Estate
Light Industrial
Suburban Commercial
Restricted Suburban
Rural
General Commercial
FOXFIRE DR
SEBESTA RD
N



HOLY CROSS LUTHERAN CHURCH REZONING

Case: REZ2026-000004

REZONING



ZONING DISTRICTS (In Grayscale)

Residential

R	Rural
WE	Wellborn Estate
E	Estate
WRS	Wellborn Restricted Suburban
RS	Restricted Suburban
GS	General Suburban
D	Duplex
T	Townhome
MH	Middle Housing
MF	Multi-Family
MU	Mixed-Use
MHP	Manufactured Home Pk.

Non-Residential

NAP	Natural Area Protected
O	Office
SC	Suburban Commercial
WC	Wellborn Commercial
GC	General Commercial
CI	Commercial Industrial
BP	Business Park
BPI	Business Park Industrial
C–U	College and University

Planned Districts

P-MUD	Planned Mixed-Use Dist.
PDD	Planned Develop. Dist.

Design Districts

WPC	Wolf Pen Creek Dev. Cor.
NG–1	Core Northgate
NG–2	Transitional Northgate
NG–3	Residential Northgate

Overlay Districts

OV	Corridor Ovr.
RDD	Redevelopment District
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

Retired Districts

R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial

NORTH

0 345 690 Feet

HOLY CROSS LUTHERAN CHURCH REZONING

Case: REZ2026-000004

REZONING

REZONING APPLICATION
SUPPORTING INFORMATION

Name of Project: HOLY CROSS LUTHERAN CHURCH REZONING (REZ2026-000004)

Address: 1200 FOXFIRE DR

Legal Description: LETBETTER PH 1, BLOCK 1, LOT 1

Total Acreage: 7.73

Applicant:: CRISSY HARTL

Property Owner: HOLY CROSS LUTHERAN CHURCH OF

List the changed or changing conditions in the area or in the City which make this zone change necessary.

Holy Cross Lutheran Church is currently making improvements to their campus, which consists of 7.73 acres. Approximately half of the property is designated as Estate Residential on the Land Use Plan and zoned for E Estate and the remainder is designated as Suburban Residential and zoned R Rural. The differing zoning districts on the property means different dimensional standards apply, specifically setbacks.

In an effort to make improvements on the property in a cohesive manner, a rezoning to RS Restricted Suburban is requested for all property owned within the campus.

Indicate whether or not this zone change is in accordance with the Comprehensive Plan. If it is not, explain why the Plan is incorrect.

The rezoning request is in accordance with the Comprehensive Plan for the portion that is planned for Suburban Residential. The RS Restricted Suburban is not a compatible zoning district with Estate Residential; however, the use of the property for a church is a permitted use in every zoning district. The purpose of the rezoning is to establish a consistent zoning district among the entire property.

How will this zone change be compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood?

Places of worship are a permitted use in any zoning district. The subject property is suitable for the uses permitted in R Rural.

Explain the suitability of the property for uses permitted by the rezoning district requested.

Places of worship are a permitted use in any zoning district. The subject property is suitable for the uses permitted in RS Restricted Suburban.

Explain the suitability of the property for uses permitted by the current zoning district.

Places of worship are a permitted use in any zoning district. The subject property is suitable for the uses permitted in RS Restricted Suburban.

Explain the marketability of the property for uses permitted by the current zoning district.

Uses permitted by the current zoning district are not marketable at this location. The lots have been developed as a church and will not be marketed for any other use.

List any other reasons to support this zone change.

N/A

BACKGROUND INFORMATION

NOTIFICATIONS

Advertised Commission Hearing Date: May 7, 2026
Advertised Council Hearing Date: May 28, 2026

The following neighborhood organizations that are registered with the City of College Station's Neighborhood Services have received a courtesy letter of notification of this public hearing:

Foxfire and Sandstone HOA

Property owner notices mailed: 16

Contacts in support: None at the time of this report
Contacts in opposition: None at the time of this report
Inquiry contacts: 1

ADJACENT LAND USES

Direction	Comprehensive Plan	Zoning	Land Use
North	Neighborhood Commercial	M-1 Light Industrial	Warehouse
South	Estate Residential	RS - Restricted Suburban	Single-Family detached
East	Estate Residential (across Foxfire Dr)	R - Rural	Foxfire Dr (Minor Collector)
West	Suburban Residential	RS - Restricted Suburban	Single-Family detached

DEVELOPMENT HISTORY

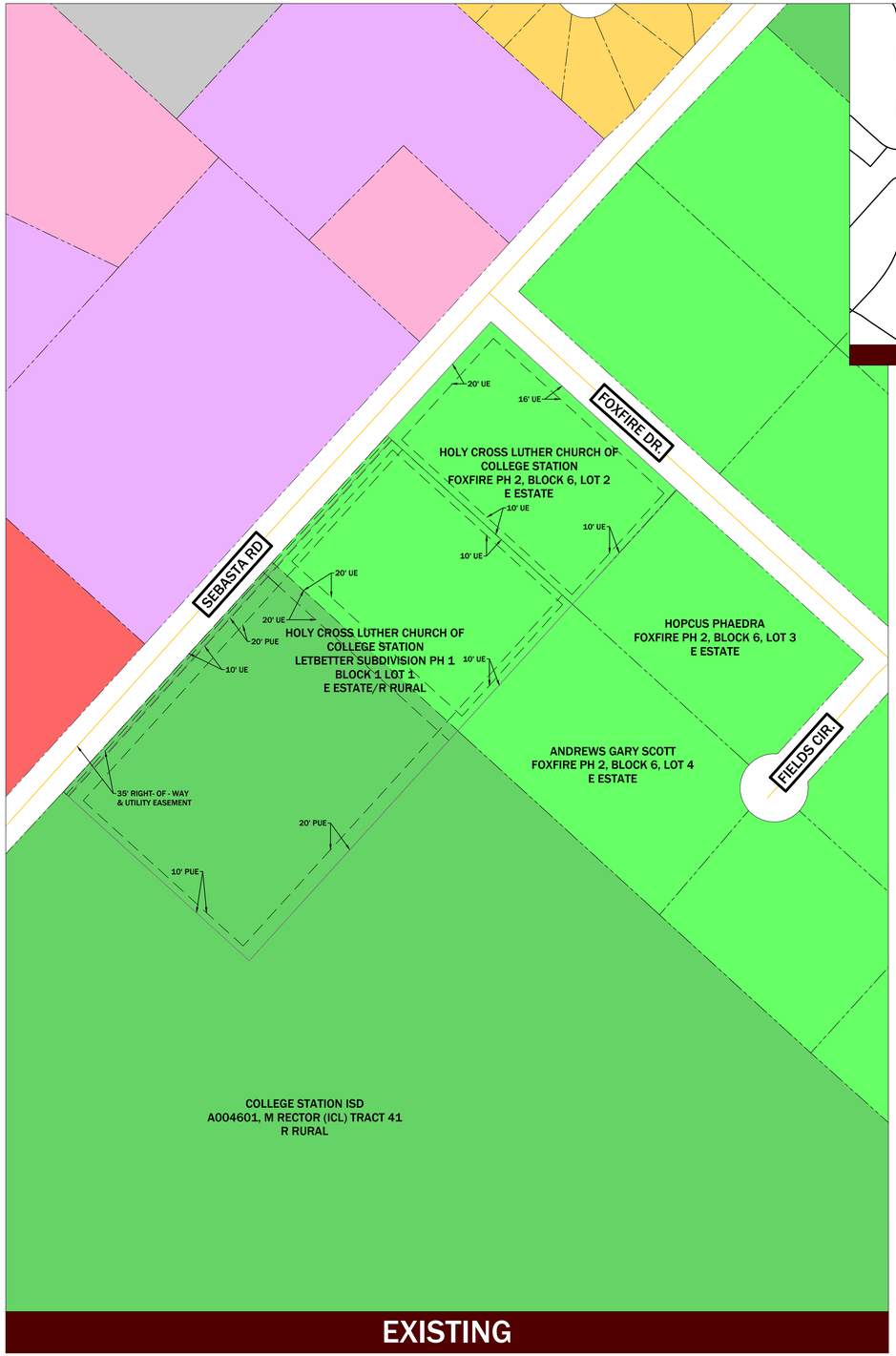
Annexed: November 2002

Zoning: A-O Agricultural-Open (upon annexation)
A-O Agricultural to R-1 Single Family Residential (1992)
R-1 Single Family Residential to A-OR Rural Residential (1998)
A-OR Rural Residential changed to E Estate (2013)

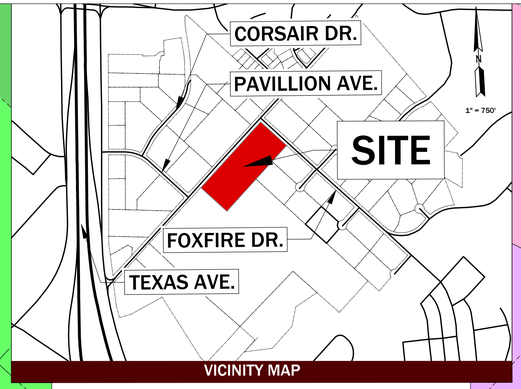
Final Plat: FOXFIRE PH 2, BLOCK 6, LOT 2, ACRES 1.92 and LETBETTER PH 1, BLOCK 1, LOT 1

Site Development: Church

PROJECT BENCHMARK:



EXISTING



VICINITY MAP

N

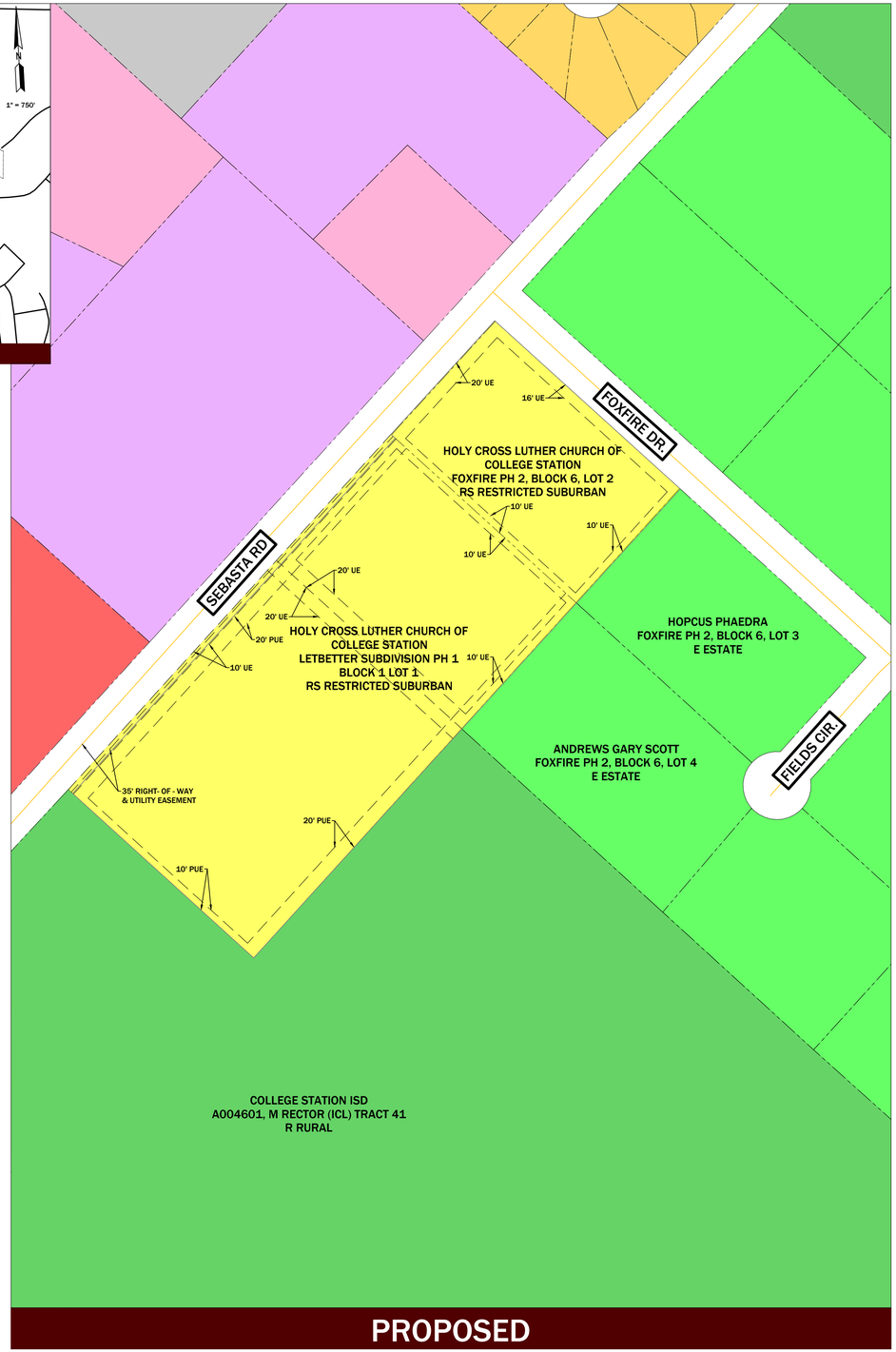
Scale:
1 inch = 100 feet

LEGEND

R RURAL
E ESTATE
GC GENERAL COMMECRIAL
PDD PLANNED DEVP. DISTRICT
M-1 LIGHT INDUSTRIAL
GS GENERAL SUBURBAN
SC SUBURBAN COMMERCIAL
RS RESTRICTED SUBURBAN
EXISTING 2-LANE MINOR COLLECTOR

NOTES:

1. *Per Map 48041C0310F, no FEMA Floodplain exists on this property.*



PROPOSED

MITCHELL M&M MORGAN

T.979.260.6963
F.979.260.3564

TX. FIRM # F-1443

3204 EARL RUDDER FWY. S.
COLLEGE STATION, TX 77845

PLAN & DESIGN SPECIALISTS IN
CIVIL ENGINEERING • HYDRAULICS
HYDROLOGY • UTILITIES • STREETS
SITE PLANS • SUBDIVISIONS

www.mitchellandmorgan.com

MARCH 2026
Designed By: JB
Drawn By: JT
Checked By: JB

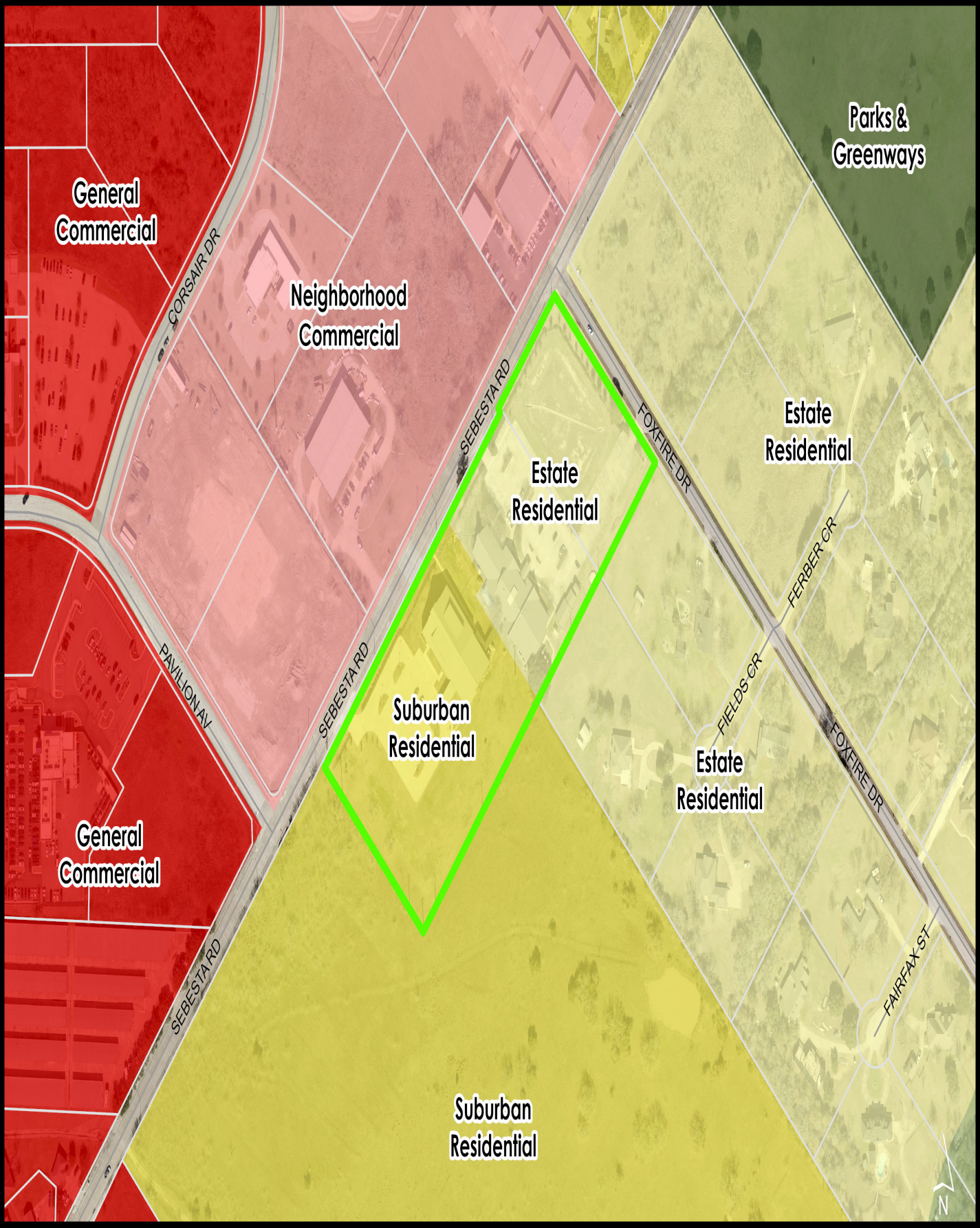
Prepared For:
HOLY CROSS LUTHERAN CHURCH
1590 SEBESTA ROAD
COLLEGE STATION, TX 77845

Revisions

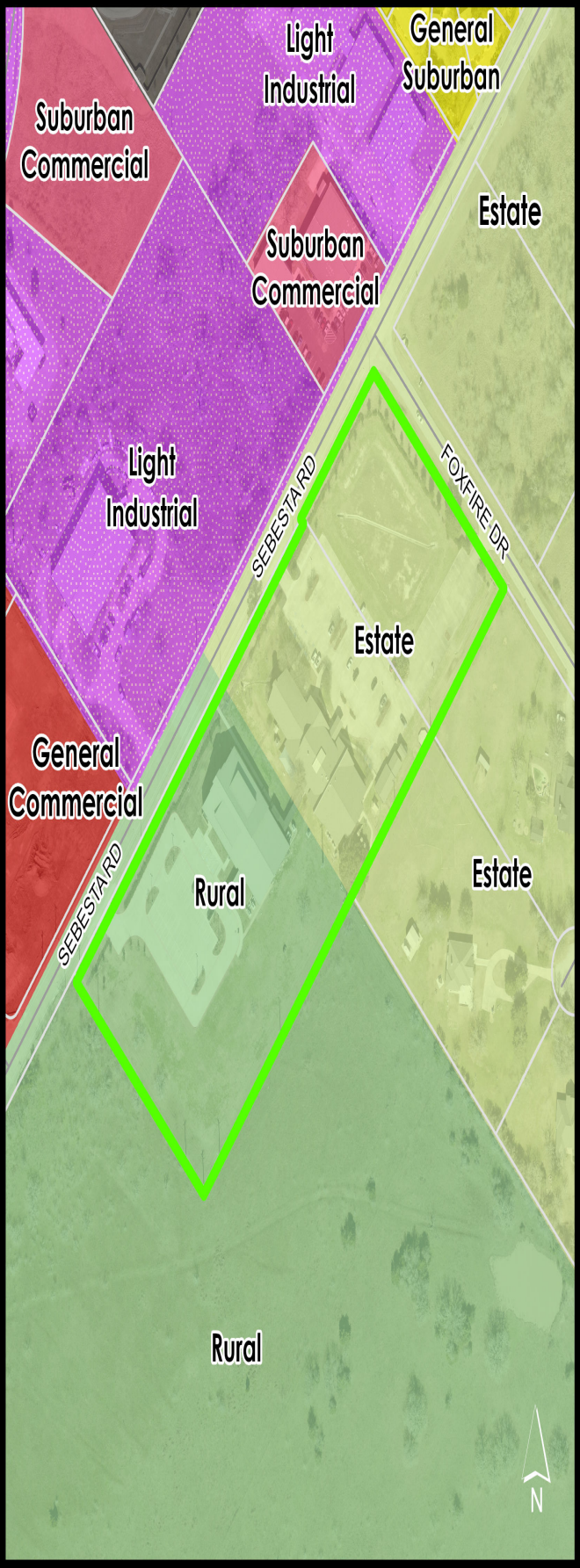
HOLY CROSS LUTHERAN CHURCH
REZONING MAP

RZ

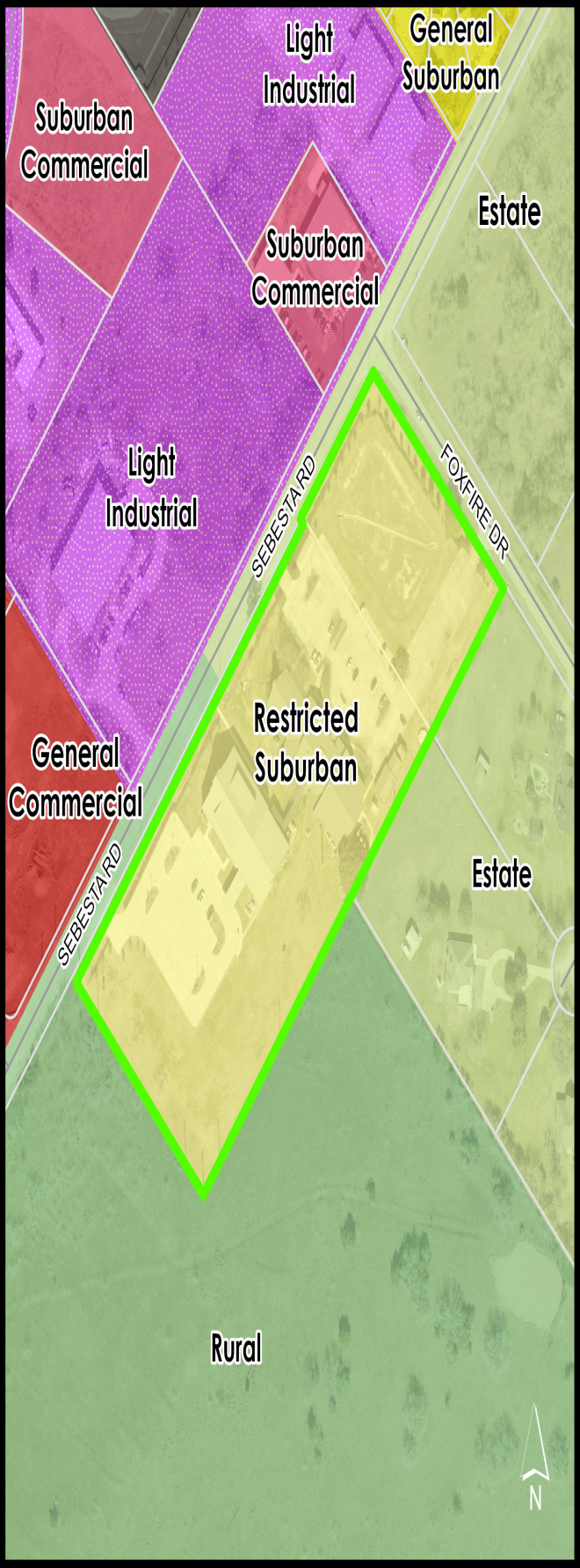
EXISTING
Future Land Use



EXISTING
Zoning



PROPOSED
Zoning



May 28, 2026
Item No. 8.4.
Comprehensive Plan 5-Year Update and Active Transportation Master Plan

Sponsor: Christine Leal, Long Range Planning Administrator, Jesse DiMeolo

Reviewed By CBC: Planning & Zoning Commission

Agenda Caption: Public Hearing, presentation, discussion, and possible action on an ordinance amending the College Station Comprehensive Plan by expiring the Northgate Redevelopment Plan, the Revised Wolf Pen Creek Master Plan, the Northgate Redevelopment Implementation Plan, the Medical District Master Plan, and the Bicycle, Pedestrian, and Greenways Master Plan; and adding the Active Transportation Master Plan; and by amending the text in all chapters; and by amending Map 2.1 titled “Planning Areas Map” by removing the Medical District Master Plan, renaming the Harvey Road Redevelopment Area to the Harvey Road Corridor Redevelopment Plan; and by amending a Map 6.2 titled “Functional Classification & Context Map” by reclassifying Pebble Creek Parkway from Minor Arterial to a Major Collector.

Relationship to Strategic Goals:

- Good Governance
- Financially Sustainable City
- Core Services and Infrastructure
- Neighborhood Integrity
- Diverse Growing Economy
- Improving Mobility
- Sustainable City

Recommendation(s): The Planning & Zoning Commission received the proposed redlines for the Comprehensive Plan at its May 7, 2026 meeting and voted 6-0 to recommend approval of the proposed amendments. The Commission will consider an amendment to the Comprehensive Plan to incorporate the new Active Transportation Master Plan at its May 21, 2026 meeting. The Master Plan was approved 6-0 by the Bicycle, Pedestrian, and Greenways Advisory Board at its May 11, 2026 meeting. Staff recommends approval.

Summary: This item is to consider proposed amendments to the City of College Station Comprehensive Plan. Proposed amendments include revisions to text in all chapters, all maps within the Plan, the Action Plan, and the adoption of an Active Transportation Master Plan.

Comprehensive Plan 5-Year Evaluation & Updates
Proposed amendments to the Comprehensive Plan are based on recommendations from the 5-Year Evaluation and Appraisal Report completed in 2025. Building on the City’s intentional practice of periodic evaluation, the 5-Year evaluation process launched in 2024 to assess implementation progress and changing conditions since the 10-year update in 2021. The process included a city-wide Existing Conditions Report, an Action Plan audit, and structured community and stakeholder engagement. Between February and July 2025, the City’s Planning & Development Services Department led an engagement campaign that yielded more than 500 individual touchpoints through surveys, focus groups, public meetings, stakeholder interviews, informal outreach, and digital engagement.

Across all formats, participants consistently emphasized several priority themes:

- Expanding affordable and diverse housing options.
- Improving public transportation and infrastructure.
- Strengthening workforce development and economic opportunities.
- Protecting neighborhood character while accommodating future growth.

The proposed amendments implement recommendations from the Report by:

- Revising text throughout the plan to reflect current context and remove outdated data
- Updating all maps to reflect changes since the 10-year update and adding an “as of” date
- Eliminating repetitive or redundant narrative
- Incorporating additional narrative and strategies from the Economic Development Master Plan
- Revising the implementation table to clarify the intent of certain action items and align them with specific staff responsibilities

Active Transportation Master Plan
The new Master Plan effort began in Fall 2024 with the project kick-off meeting. Since then, there have been several other meetings including corridor feasibility studies completed last summer and an open house meeting in April 2026. Overall, public engagement has yielded more than 550 individual touchpoints through surveys, public meetings, outreach, and digital engagement.

Following the conclusion of this public engagement, staff completed a series of targeted refinements to improve the clarity of the Master Plan. Some minor updates included correcting grammatical and formatting inconsistencies, and standardizing naming conventions throughout the document. Several maps and figures were consolidated or relabeled to improve readability and reduce overall length, and outdated mapping information was updated where necessary. Some content revisions were also made across chapters, including refining the definition of active transportation, reorganizing micromobility content, emphasizing safe facilities near schools within Policy 3, adding College Station ISD as a key partner to Table 5.1, and making slight adjustments to project prioritization tables to improve clarity and consistency.

The ATMP establishes a comprehensive framework for advancing active transportation in College Station. Chapter 1 defines active transportation and introduces micromobility as an important and growing component of the system. The updated Plan name reflects a shift in focus toward transportation and mobility, as greenway planning transitions to the Parks & Recreation Master Plan. Chapter 2 evaluates existing conditions, including demographics, infrastructure, micromobility trends, key destinations, and connections to public transit. Chapter 3 combines public input with technical analysis, including crash data and Level of Traffic Stress (LTS), to identify areas of greatest need and inform data-driven, community-supported recommendations.

Chapters 4 through 6 focus on system development, management, and implementation. Chapter 4 outlines the proposed bicycle and pedestrian networks, emphasizes reducing user stress along high LTS corridors, and introduces key design strategies such as prioritized active transportation corridors and enhanced crossings, including grade-separated facilities. Chapter 5 establishes the foundation for long-term success through policies, programs, and partnerships that support education, safety, and system coordination. Chapter 6 provides an implementation framework, including project prioritization criteria, performance measures, and funding strategies, along with an implementation

table that guides phasing and investment decisions.

Budget & Financial Summary: N/A

Attachments:

1. Ordinance v2
2. Redlines - Comprehensive Plan Amended May 2026

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF COLLEGE STATION, TEXAS, AMENDING THE OFFICIAL CITY OF COLLEGE STATION COMPREHENSIVE PLAN TO EXPIRE THE NORTHGATE REDEVELOPMENT PLAN, THE REVISED WOLF PEN CREEK MASTER PLAN, THE NORTHGATE REDEVELOPMENT IMPLEMENTATION PLAN, THE MEDICAL DISTRICT MASTER PLAN, AND THE BICYCLE, PEDESTRIAN, AND GREENWAYS MASTER PLAN; AND BY ADDING THE ACTIVE TRANSPORTATION MASTER PLAN; AND TO AMEND THE TEXT OF THE COMPREHENSIVE PLAN CHAPTER 1. PLAN FOUNDATION, CHAPTER 2. DISTINCTIVE PLACES, CHAPTER 3. STRONG NEIGHBORHOODS, CHAPTER 4. A PROSPEROUS ECONOMY, CHAPTER 5. ENGAGING SPACES, CHAPTER 6. INTEGRATED MOBILITY, CHAPTER 7. EXCEPTIONAL SERVICE, CHAPTER 8. MANAGED GROWTH, CHAPTER 9. COLLABORATIVE PARTNERSHIPS, AND CHAPTER 10. PLAN IMPLEMENTATION; AND TO AMEND THE COMPREHENSIVE PLAN – PLANNING AREAS MAP TO REMOVE THE MEDICAL DISTRICT MASTER PLAN AND RENAME THE HARVEY ROAD REDEVELOPMENT AREA TO THE HARVEY ROAD CORRIDOR REDEVELOPMENT PLAN; AND TO AMEND THE COMPREHENSIVE PLAN – FUNCTIONAL CLASSIFICATION & CONTEXT CLASS MAP TO RECLASSIFY PEBBLE CREEK PARKWAY FROM A MINOR ARTERIAL TO A MAJOR COLLECTOR; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE; AND CONTAINING OTHER PROVISIONS RELATED THERETO.

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

PART 1: That the "Official City of College Station Comprehensive Plan" is hereby amended by expiring the Northgate Redevelopment Plan, the Revised Wolf Pen Creek Master Plan, the Northgate Redevelopment Implementation Plan, the Medical District Master Plan, and the Bicycle, Pedestrian, and Greenways Master Plan; and adding the Active Transportation Master Plan as shown in Exhibit "E" attached hereto and made a part hereof; and adding new Subsections "B.8", "C.6", "C.7", "C.8", "C.9", "C.10", "D.1.e", "E.2.d", "E.2.e", "E.3.e" of Exhibit "A" thereto as set out in Exhibit "A" attached hereto and made a part hereof; and by amending the text in *Chapter 1. Plan Foundation, Chapter 2. Distinctive Places, Chapter 3. Strong Neighborhoods, Chapter 4. A Prosperous Economy, Chapter 5. Engaging Spaces, Chapter 6. Integrated Mobility, Chapter 7. Exceptional Service, Chapter 8. Managed Growth, Chapter 9. Collaborative Partnerships, and Chapter 10. Plan Implementation* as set out in Exhibit "B" attached hereto and made a part hereof; and by amending a portion of Map 2.1 titled "Planning Areas Map" by removing the Medical District Master Plan, renaming the Harvey Road Redevelopment Area to the Harvey Road Corridor Redevelopment Plan, and adjusting the planning area boundaries as set out in Exhibit "C" and by amending a portion of Map 6.2 titled "Functional Classification & Context Map" by reclassifying Pebble Creek Parkway from Minor Arterial to a Major Collector as shown in Exhibit "D" attached hereto and made a part hereof.

PART 2: That if any provisions of any section of this Ordinance shall be held to be void or unconstitutional, such holding shall in no way affect the validity of the remaining provisions or sections of this Ordinance, which shall remain in full force and effect.

PART 3: That this Ordinance shall take effect immediately from and after its passage.

PASSED, ADOPTED and APPROVED this _____ day of ____, 2026.

ATTEST: **APPROVED:**

_____ _____

City Secretary **Mayor**

APPROVED:

_____

City Attorney

EXHIBIT A

That Ordinance No. 4303 adopting the "Official City of College Station Comprehensive Plan" as amended, is hereby amended by removing Subsections "B.1", "B.2", "B.3", "B.4", and "B.6" and adding Subsection "B.8" and renumbering Subsection B; and adding Subsections "C.6", "C.7", "C.8", "C.9", "C.10", "D.1.e", "E.2.d", "E.2.e", and "E.3.e" to Exhibit "A" of said plan for Exhibit "A" to read in its entirety as follows:

A. Comprehensive Plan

The Official City of College Station Comprehensive Plan (Ordinance 4303) is hereby adopted and consists of the following:

1. Plan Foundation;
2. Distinctive Places;
3. Strong Neighborhoods;
4. A Prosperous Economy;
5. Engaging Spaces;
6. Integrated Mobility;
7. Exceptional Services;
8. Managed Growth;
9. Collaborative Partnerships; and
10. Plan Implementation

B. Master Plans

The following Master Plans are hereby adopted and made a part of the Official City of College Station Comprehensive Plan:

1. Parks, Recreation, and Open Spaces Master Plan dated July 2011;
2. Economic Development Master Plan dated February 2026;
3. The Water System Master Plan dated April 2017;
4. The Wastewater System Master Plan dated April 2017;
5. Northeast Gateway Redevelopment Plan dated September 2023;
6. Wellborn District Plan dated October 2023;
7. Housing Action Plan dated September 2024; and
8. Active Transportation Master Plan dated May 2026.

C. Master Plan Amendments

The following Master Plan Amendments to the Official City of College Station Comprehensive Plan are as follows:

1. Expiring the East College Station Transportation Study dated May 2005 – Ordinance 4404, dated November 10, 2022.
2. Expiring the Central College Station Neighborhood Plan dated June 2010 – Ordinance 4404, dated November 10, 2022.
3. Expiring the Eastgate Neighborhood Plan dated June 2011 – Ordinance 4404, dated November 10, 2022.
4. Expiring the Southside Area Neighborhood Plan dated August 2012 – Ordinance 4404, dated November 10, 2022.
5. Expiring the South Knoll Neighborhood Plan dated September 2013 – Ordinance 4404, dated November 10, 2022.
6. Expiring the Bicycle, Pedestrian, and Greenways Master Plan dated January 2010 – this Ordinance dated May 28, 2026.
7. Expiring the Northgate Redevelopment Plan dated November 1996 – this Ordinance, dated May 28, 2026.
8. Expiring the Revised Wolf Pen Creek Master Plan dated 1998 – this Ordinance, dated May 28, 2026.
9. Expiring the Northgate Redevelopment Implementation Plan dated July 2003 – this Ordinance, dated May 28, 2026.
10. Expiring the Medical District Master Plan dated October 2012 – this Ordinance, dated May 28, 2026.

D. Text Amendments

The following Text Amendments to the Official City of College Station Comprehensive Plan are as follows:

1. Text Amendments:
    a. *Chapter 2. Distinctive Places* by amending the text regarding the Neighborhood Center future land use description, intent, and generally appropriate zoning districts – Ordinance 4351, dated April 28, 2022.
    b. *Chapter 2. Distinctive Places* by amending the text regarding the Planning Areas description to remove expired plans – Ordinance 4404, dated November 10, 2022.
    c. *Chapter 2. Distinctive Places* by amending the text regarding the Planning Areas description to rename the Texas Avenue & University Drive (FM 60)

Redevelopment Area to the Northeast Gateway Redevelopment Plan – Ordinance 4470, dated September 28, 2023.

d. *Chapter 2. Distinctive Places* by amending the text regarding the Planning Areas description to update it to the Wellborn District Plan, to revise the Future Land Use & Character descriptions to remove the Wellborn future land use and incorporate it and the Wellborn-specific zoning districts into the Neighborhood Commercial, Suburban Residential, and Estate Residential future land use descriptions and generally appropriate zoning districts – Ordinance 4474, dated October 12, 2023.

e. *Chapter 1. Plan Foundation, Chapter 2. Distinctive Places, Chapter 3. Strong Neighborhoods, Chapter 4. A Prosperous Economy, Chapter 5. Engaging Spaces, Chapter 6. Integrated Mobility, Chapter 7. Exceptional Service, Chapter 8. Managed Growth, Chapter 9. Collaborative Partnerships,* and *Chapter 10. Plan Implementation* by amending text based on the recommendations of the Comprehensive Plan 5-Year Evaluation & Appraisal Report 2025 to remove repeated or redundant narrative and outdated information; update existing conditions and contextual data; incorporate strategies and narrative related to the updated Economic Development Master Plan; amend the implementation table to include action items for Chapter 4; and combine and add action items to improve clarity for implementation – this Ordinance, dated May 28, 2026

E. Map Amendments

The following Map Amendments to the Official City of College Station Comprehensive Plan are as follows:

1. Future Land Use & Character Map:
    a. Approximately 5 acres of land generally located at 2354 Barron Road from Suburban Residential to Neighborhood Commercial – Ordinance 4365, dated June 23, 2022.
    b. Approximately 17 acres of land generally located at 400 Double Mountain Road from Medical to Urban Residential – Ordinance 4378, dated August 11, 2022.
    c. Approximately 0.19 acres of land generally located at 106 Southland Street from Suburban Residential to Neighborhood Commercial – Ordinance 4388, dated September 8, 2022.
    d. Approximately 2.611 acres of land, generally located at 100 - 170 Graham Road from Business Center to Neighborhood Commercial – Ordinance 4435, dated May 15, 2023.
    e. Amended as shown in the Northeast Gateway Redevelopment Plan – Ordinance 4470, dated September 28, 2023.

f. Amended as shown in the Wellborn District Plan – Ordinance 4474, dated October 12, 2023.
g. Approximately 3.25 acres of land generally located west of the intersection of Nantucket Drive and State Highway 6 S from Suburban Residential and Natural and Open Areas to Neighborhood Commercial and Natural and Open Areas – Ordinance 4520, dated May 23, 2024.
h. Approximately 3 acres of land generally located at located at 116 and 120 Morgans Lane from Urban Residential to General Commercial – Ordinance 4525, dated June 27, 2024.
i. Approximately 11 acres of land generally located at 3182 Holleman Drive South from Mixed Residential and Natural & Open Areas to Urban Residential – Ordinance 4566, dated December 12, 2024.
j. Approximately 1.047 acres of land generally located at 3423 Cain Road and 3197 Holleman Drive South from Mixed Residential to General Commercial – Ordinance 4571, dated January 23, 2025.
k. Approximately 3.60 acres of land generally located at 3768 McCullough Road from Estate Residential to Neighborhood Commercial – Ordinance 4578, dated February 27, 2025
l. Approximately 2.752 acres of land generally located at 2360 Harvey Mitchell Parkway South from General Commercial to Urban Residential – Ordinance 4596, dated June 12, 2025.
m. Approximately 2.5 acres of land generally located south of the intersection of University Drive East and East Crest Drive from General Commercial to Urban Residential – Ordinance 4609, dated August 14, 2025.
n. Approximately 6.995 acres of land generally located at 8650 Turkey Creek Road from Neighborhood Center to Urban Residential – Ordinance 4660, dated March 26, 2026.

2. Planning Areas Map:
    a. Removing the Central College Station Neighborhood Plan, Eastgate Neighborhood Plan, Southside Area Neighborhood Plan, and South Knoll Neighborhood Plan – Ordinance 4404, dated November 10, 2022.
    b. Renaming the Texas Avenue & University Drive (FM 60) Redevelopment Area to the Northeast Gateway Redevelopment Plan – Ordinance 4470, dated September 28, 2023.
    c. Renaming the Wellborn Community Plan to the Wellborn District Plan – Ordinance 4474, dated October 12, 2023.
    d. Removing the Medical District Master Plan and renumbering the planning areas – this Ordinance, dated May 28, 2026.
    e. Renaming the Harvey Road Redevelopment Area to the Harvey Road Corridor Redevelopment Plan, and adjusting the planning area boundaries – this Ordinance, dated May 28, 2026

3. Functional Classification & Context Class Map:
    a. Amended as shown in the Northeast Gateway Redevelopment Plan – Ordinance 4470, dated September 28, 2023.
    b. Amended as shown in the Wellborn District Plan – Ordinance 4474, dated October 12, 2023.
    c. Amended to remove the future extension of Pebble Creek Parkway, a Minor Arterial, between St. Andrews Drive and the future Minor Arterial to the south – Ordinance 4672, dated April 9, 2026
    d. Amended to remove the future extension of Pavilion Avenue, a Minor Collector, between Sebesta Road and State Highway 6 – Ordinance 4677, dated May 18, 2026
    e. Amended to reclassify Pebble Creek Parkway shown as a Minor Arterial to a Major Collector – this Ordinance, dated May 28, 2026.

F. General

1. **Conflict.** All parts of the Comprehensive Plan and any amendments thereto shall be harmonized where possible to give effect to all. Only in the event of an irreconcilable conflict shall the later adopted ordinance prevail and then only to the extent necessary to avoid such conflict. Ordinances adopted at the same city council meeting without reference to another such ordinance shall be harmonized, if possible, so that effect may be given to each.

2. **Purpose.** The Comprehensive Plan is to be used as a guide for growth and development for the entire City and its Extraterritorial Jurisdiction ("ETJ"). The Comprehensive Plan depicts generalized locations of proposed future land uses, including thoroughfares, bicycle and pedestrian ways, parks, greenways, and waterlines, and sewer lines that are subject to modification by the City to fit local conditions and budget constraints.

3. **General nature of Future Land Use.** The Comprehensive Plan, in particular the Future Land Use & Character Map and any adopted amendments thereto, shall not be, nor be considered, a zoning map, shall not constitute zoning regulations or establish zoning boundaries, and shall not be site or parcel specific but shall be used to illustrate generalized locations.

4. **General nature of College Station Comprehensive Plan.** The Comprehensive Plan and any additions, amendments, master plans and subcategories thereto depict same in generalized terms including future locations; and are subject to modifications by the City to fit local conditions, budget constraints, cost participation, and right-of-way

availability that warrant further refinement as development occurs. Linear routes such as thoroughfares, bikeways, pedestrian ways, greenways, waterlines, and sewer lines that are a part of the Comprehensive Plan may be relocated by the City 1,000 feet from the locations shown in the Comprehensive Plan without being considered an amendment thereto.

5. **Reference.** The term College Station Comprehensive Plan includes all of the above in its entirety as if presented in full herein, and as same may from time to time be amended.

EXHIBIT B

That the "Comprehensive Plan of the City of College Station" is hereby amended by amending the text in *Chapter 1. Plan Foundation, Chapter 2. Distinctive Places, Chapter 3. Strong Neighborhoods, Chapter 4. A Prosperous Economy, Chapter 5. Engaging Spaces, Chapter 6. Integrated Mobility, Chapter 7. Exceptional Service, Chapter 8. Managed Growth, Chapter 9. Collaborative Partnerships, and Chapter 10. Plan Implementation* to read in its entirety as follows:



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

COMPREHENSIVE PLAN

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The Comprehensive Plan contains future land use categories that serve as policy guides and set expectations for how land within the City of College Station should be developed and used in the future. The terms future land use and zoning often get confused, but they are separate tools and processes. Future land use serves as a guide for how areas of the city may develop in the future. In contrast, zoning regulates how a specific property can be developed and used today. The Comprehensive Plan does not constitute zoning regulations or establish zoning boundaries.



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1 PLAN FOUNDATION

The College Station 2009-2030 Comprehensive Plan serves as a statement of the community's vision for the future. It provides goals, policies, and actions on a broad range of topics and provides strategic direction to guide the city's physical growth while maintaining a high quality of life. This plan is comprehensive in the true sense of the word. Every aspect of the City's planning strategy is tied closely to the Vision created through intensive community participation. This Vision guides the City's initiatives, organizational and departmental strategic plans, and the responsibilities of City personnel and appointed boards. The Comprehensive Plan is the broadest and most long-term policy guide for the decisions made on behalf of the community.



College Station's Comprehensive Plan was created over several years and involved thousands of citizen volunteer hours. It represents how the citizens of College Station envision our community growing and changing in the future. The plan calls for an evaluation every five years that recommends appropriate plan updates. The plan was updated at the 5, 10, and 15-year mark to ensure the plan's vision, goals, and actions incorporate changing conditions and continue to reflect our community's vision for the future.



Background

College Station is home to a diverse population, unique neighborhoods, quality schools, and integrated natural areas, with access to shopping, recreation, and the arts all adding to the city's unique quality of life. College Station is located in Brazos County in south-central Texas. The city lies within the Texas Triangle formed between Dallas-Austin-San Antonio-Houston and is within a four-hour drive of more than 21 million people.

College Station is also the home of Texas A&M University, the state's first public institution of higher education. With a student enrollment over 68,115[1] in fall 2023 and a 5,200 acre[2] campus, the university is the largest in the state. Texas A&M University is one of sixteen R1 Research Universities in Texas,[3] meaning it engages in the highest levels of research activity, and boasts a number of degree programs ranked among the top 10 in the nation. Texas A&M University is one of a select few universities to hold the triple designation as a land-grant, sea-grant, and space-grant university – the land grant designation signifies a commitment to agricultural and mechanical education and trades, the sea-grant designation indicates dedication to the use and conservation of aquatic resources, and the space-grant designation expands opportunities for Texas A&M University students to participate in NASA-led space projects. The university brings diversity of culture, race, and nationality to College Station, reflecting much of the vibrancy, tradition, and spirit that make the city a special place.

College Station businesses and residents enjoy a strong local economy. The city was recently ranked No. 3 on the Milken Institute's list of best-performing large cities in Texas.[4] As the region's largest employer, Texas A&M University is a key driver of the local economy. The City benefits from tourism and hospitality demand fueled by collegiate sporting events and the George Bush Presidential Library and Museum, one of the region's most popular tourist attractions with over 125,000 annual visitors.

[1]TAMU Department of Accountability
[2]TAMU History
[3]Texas Higher Education Coordinating Board, 2025
[4]Milken Institute, 2026

In the city-wide 2016 Citizen Survey, College Station residents selected "friendly people, family-friendly, good quality of life" as their top-ranked value about living in College Station.[5] The city is among the safest and most family-friendly communities in Texas, consistently maintaining one of the state's lowest crime rates. College Station is consistently recognized as one of the nation's best college towns and within the top 10 cities for families and retirees.[6] An emphasis on quality education through the College Station Independent School District and Texas A&M University contributes to the city's vibrant, forward-thinking community. College Station also boasts nearly 2,000 acres of beautifully maintained public parks and greenway trails, miles of bicycle and pedestrian paths, sports leagues of various kinds, and entertainment programming and events, all of which contribute to the city's high quality of life and make it one of the most livable communities in Texas.

Legal Basis

The Texas Local Government Code, Section 213.002, allows municipalities to adopt a comprehensive plan for the long-range development of the municipality and to promote sound development, public health, safety, and welfare. Municipalities may define the content and design of the comprehensive plan, which may include, but is not limited to, content relating to land use, mobility, and public facilities, and may be used to coordinate and guide the establishment of development regulations.

A municipality may also define the relationship between its comprehensive plan and development regulations by providing standards for determining the consistency required between the two. The City of College Station requires zoning changes to be in compliance with the adopted Comprehensive Plan.

The City has established and appointed a joint Planning and Zoning Commission. The Texas Local Government Code tasks the Commission with the preparation of the Comprehensive Plan and providing a recommendation to the City Council for action. The Commission is also responsible for reviewing changes or amendments to the plan and making recommendations to the City Council.

What is the Comprehensive Plan?

The Comprehensive Plan is a statement of the community's vision for the future and a guide to achieving that vision. The Comprehensive Plan anticipates and guides physical development in a manner that provides College Station with a balance of land uses that promote economic development while retaining the quality of life. The Comprehensive Plan is not a "zoning regulation" and it does not affect existing approved zoning. Instead, it provides a foundation and policy guidance in the form of text, maps, and specific actions related to land use and character, neighborhoods, housing, environment, economic development, mobility, and related topics. The plan is implemented over time through the City's short-term strategic plans, annual budgets, ordinances, codes, and development standards.



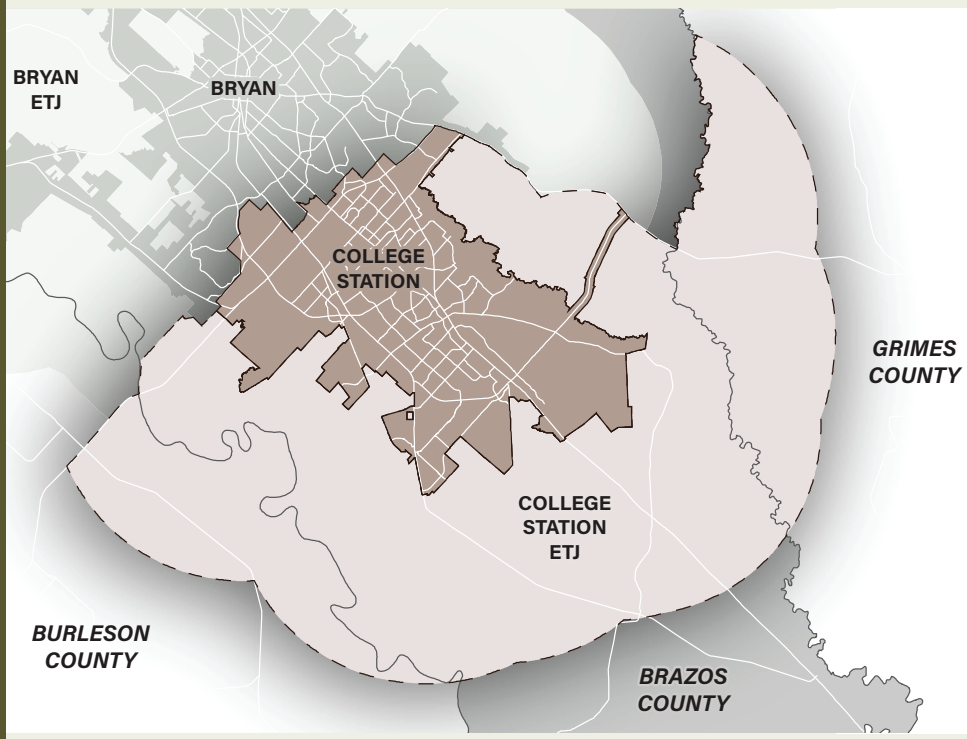
[5]City of College Station 2016 Citizen Survey

[6]Cardrates.com (2018), Niche.com (2018), and USA Today (2013)

Planning Area

For the purposes of this Comprehensive Plan, the planning area is shown in **Figure 1.1: Planning Area** and is described as the city limits of College Station and the Extraterritorial Jurisdiction (ETJ) which is a five-mile radius around the city (excluding other cities and their ETJ areas). The City is authorized by Texas Local Government Code, Section 42.021 to extend aspects of its development regulations into its ETJ. College Station's ETJ directly abuts the ETJ of the City of Bryan to the north and lies very near the ETJ of the City of Navasota to the south.

Figure 1.1: Planning Area



What is Planning?

Planning is the process that considers the physical, social, and economic aspects of the community and examines the connections between them. Planning is how we make decisions about the future of our city. The goal of planning is to further the welfare of our community by creating convenient, equitable, healthy, efficient, economically viable and attractive places for current and future generations.

Planning History In College Station

College Station has engaged in city planning since its inception in 1938. The City established its first Zoning Commission and adopted a zoning ordinance shortly after incorporation. The earliest document that resembles a comprehensive plan for the City was the Brazos Area Plan, a regional-scale plan dating from the early 1960s. The City adopted several interim reports in the mid-1970s before adopting its first City-specific plan in 1975. The first contemporary comprehensive plan was adopted in 1980 and updated in 1989. In 1997, the City adopted a new comprehensive plan, which underwent numerous updates and served as the foundation for this plan. The 2009-2030 Comprehensive Plan was originally adopted in May 2009, amended after the 5-year evaluation, and overhauled after the 10-year evaluation to ensure the plan incorporates changing conditions and accurately reflects our community's vision. A plan that is current and comprehensive is essential to sustaining a high quality of life. The City of College Station Comprehensive Plan builds upon the City's previous planning efforts and will be used to guide decisions, both public and private, that will shape the city for years to come.

PLAN CREATION: 2006-2009

In 2006, the City Council initiated the process of updating the City's 1997 Comprehensive Plan. From the beginning, the City Council worked to ensure that the plan reflected the vision and aspirations of the city's residents and responded to the specific opportunities and challenges facing College Station at that time.

In July 2006, the City Council appointed 18 citizens to the Comprehensive Plan Advisory Committee, with five additional members added in August 2008. There were 21 additional members of the Advisory Committee who represented the home building industry, Texas A&M University, the ETJ, and various area organizations and inter-governmental entities such as the City of Bryan and the Texas Department of Transportation. A Staff Resource Team was also formed as an advisory body to help facilitate coordination between City departments and aid the development of the Comprehensive Plan.

Public participation was central to the creation of the Plan. Engagement methods included focus groups with more than 100 residents, a Citizens' Congress attended by over 400 participants, and more than 2,500 completed surveys. Draft materials were shared through two open house events and joint workshops with the Planning & Zoning Commission and City Council, allowing for review and public comment. After several years of refinement, the Comprehensive Plan was formally adopted in May 2009.

PLAN UPDATES: 2015 & 2021

In 2014, the Plan underwent its first 5-year evaluation, which resulted in several updates that were adopted in 2015. In 2019, at the Plan's half-way point, City staff launched 'The Next 10,' a 10-year evaluation and appraisal process, more rigorous in scope than the previous five-year evaluation. A 13-member Comprehensive Plan Evaluation Committee, City staff, and a Staff Resource Team guided the process, which involved multiple rounds of community input engaging over 800 citizens during a 16-month period from July 2019 to October 2020.

The Next 10 process resulted in an evaluation and appraisal report that contained an updated vision and goals based on citizen feedback, a set of potential amendments to key maps, a list of potential strategies and actions, and recommendations to streamline and modernize the City's Comprehensive Plan. These recommendations were incorporated through several updates to the Plan that were adopted in October 2021.



LATEST PLAN UPDATE: 2026

Building on the City's intentional practice of periodic evaluation, the 5-Years Forward process launched in 2024 to assess implementation progress and changing conditions since the 10-year update. The process included:

- A city-wide Existing Conditions Report documenting current demographic, economic, housing, and land use trends.
- An audit of the implementation plan and progress made towards achieving the action items outlined in the Plan.
- A structured community engagement process with surveys, focus groups, stakeholder interviews, and public meetings to gather input on community priorities, challenges, and opportunities.
- An emphasis on aligning the Plan with ongoing small area plans, corridor studies, and strategic initiatives adopted since 2021.

Community engagement was the foundation of the 5-year evaluation process, ensuring that the Plan continues to reflect the voices and priorities of College Station residents, businesses, institutions, and community partners. Between February and July 2025, the City's Planning & Development Services Department, in coordination with Community Development, led an inclusive campaign that aligned with the City's 2025–2029 Housing Consolidated Plan process. More than 500 individual touchpoints were documented through surveys, focus groups, public meetings, stakeholder interviews, informal outreach, and digital engagement.

Across all formats, participants consistently emphasized several priority themes:

- Expanding affordable and diverse housing options.
- Improving public transportation and infrastructure.
- Strengthening workforce development and economic opportunities.
- Protecting neighborhood character while accommodating future growth.

These contributions have been synthesized into actionable themes documented in the 5-Year Evaluation and Appraisal Report and incorporated into the subsequent plan update. Together, they ensure that the Comprehensive Plan continues to reflect community values, address emerging challenges, and position College Station for a resilient and prosperous future.

The 5-year (2026) update implements these recommendations by:

- Revising text throughout the plan to reflect current context and remove outdated data
- Updating all maps to reflect changes since the 10-year update and adding an "as of" date
- Eliminating repetitive or redundant narrative
- Incorporating additional narrative and strategies from the Economic Development Master Plan
- Revising the implementation table to clarify the intent of certain action items and align them with specific staff responsibilities

Vision for the Future

A vision statement reflects the community's desires for the future, and it is one of the most important parts of the Comprehensive Plan. This statement was developed through input from hundreds of community residents.

College Station, the proud home of Texas A&M University and the heart of Aggieland, will serve as an example of a vibrant, forward-thinking, knowledge-based community, that promotes the highest quality of life.

The vision statement is the starting point for the Comprehensive Plan. The following plan narrative, maps, and actions derive their principal direction from the vision. Topic-specific goals and actions build upon the vision statement. The Comprehensive Plan is further supported by several focused master plans, district, and neighborhood plans. Collectively, these planning efforts are implemented by a multitude of policies, City Council strategic initiatives, annual budgets, capital improvement programming, the City's organizational and departmental strategic plans, and City ordinances, codes, and development standards, as depicted in **Figure 1.2: The Comprehensive Plan: City-Wide Direction** and further discussed in **Chapter 10: Plan Implementation**. These efforts culminate in the individual actions and responsibilities of the City Council, the City's staff, and appointed citizen boards and commissions.

Figure 1.2: The Comprehensive Plan: City-Wide Direction





Plan Goals & Structure

The Comprehensive Plan is of interest to city residents, home buyers, investors, developers, students, business owners, and others interested in how College Station proposes to respond to the opportunities and challenges likely to appear in the next 10 years. The plan narrative is divided into topic-based chapters with each containing a specific goal that builds upon the City's vision statement, along with narrative, maps, and strategic and ongoing actions crafted to provide direction to realize the community's vision. Each goal and a summary of the chapter is provided below.

CHAPTER 2: DISTINCTIVE PLACES

GOAL: Vibrant and distinct districts, attractive neighborhoods, revitalized gateways and corridors, and conserved natural areas, grounded in environmental stewardship and resiliency.

This chapter establishes effective planning strategies for future growth, infill, and appropriate redevelopment while balancing market opportunities, protecting and enhancing neighborhood character, creating and preserving unique districts and corridors, protecting natural areas, and creating a more resilient community. Sound planning ensures that the city can accommodate needed development, that development can be adequately served with public services, and that its impacts can be managed to maintain compatibility and to promote the desired character and identity. Along with the narrative and actions in this chapter, **Map 2.1, Planning Areas, Map 2.2, Future Land Use & Character**, and **Map 2.3, Community Assets & Image Corridors** depict the strategies visually.

CHAPTER 3: STRONG NEIGHBORHOODS

GOAL: Viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options and other services for a diverse population.

This chapter encourages attractive, livable neighborhoods that meet the community's housing needs. Issues such as compatibility of adjacent land uses, housing affordability, housing conditions and property maintenance, and historic preservation all impact the quality and stability of neighborhoods. The focus of this chapter is the continued viability and long-term protection of College Station's residential neighborhoods.



CHAPTER 4: A PROSPEROUS ECONOMY

GOAL: Strengthen fiscal sustainability and community prosperity by diversifying the tax base and expanding economic opportunity through dynamic districts, targeted industry growth, a robust innovation ecosystem, and proactive regional leadership.

This chapter of the Comprehensive Plan highlights the City's economic development strategies as outlined in the **Economic Development Master Plan**. Originally adopted by the City Council in 2013, this master plan was updated in May 2020 and February 2026. The master plan ensures future growth and development advances the City's economic development objectives.

CHAPTER 5: ENGAGING SPACES

GOAL: Highly desirable parks, greenways, arts and cultural amenities that support high-quality experiences for residents and visitors.

This chapter recognizes and ensures the continued protection and enhancement of leisure, recreation, and cultural opportunities available to the residents of College Station through parks, greenways, and the arts. The City recognizes the value of environmental sustainability and seeks to be a good steward of natural resources. This chapter provides policy guidance, actions, and sets the framework for the City's parks and recreation system and greenways programs, and serves as the foundation for efforts further detailed in the **Recreation, Park, and Open Space Master Plan** and the **Active Transportation Master Plan**.

CHAPTER 6: INTEGRATED MOBILITY

GOAL: An innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses.

This chapter ensures orderly and integrated development of the community's mobility network. The City strives to provide for all mobility modes to accommodate bicyclists, pedestrians, transit users, and motorists in an inclusive and context sensitive manner. This chapter includes **Map 6.2, Thoroughfare Plan – Functional Classification & Context Zones**, which identifies the mobility network's future needs. It also serves as the foundation for the **Active Transportation Master Plan**.



CHAPTER 7: EXCEPTIONAL SERVICES

GOAL: Exceptional municipal facilities and services that meet community needs, contribute to community character, exhibit environmental stewardship and resiliency, support surrounding land uses, incorporate full life-cycle costs, and are coordinated and fiscally responsible.

This chapter details the complexity of municipal service delivery and the provision of community facilities. It recognizes the City's current service levels and future service needs for water and wastewater infrastructure, solid waste and recycling, police, fire, and other services. It provides the foundation for the creation and implementation of the City's various master plans and departmental strategic plans that are intended to support the planned growth and development patterns described in **Chapter 2: Distinctive Places.**

CHAPTER 8: MANAGED GROWTH

GOAL: Fiscally responsible and carefully managed development that is aligned with growth expectations and the ability to provide safe, timely, and efficient infrastructure and services.

This chapter establishes the policy guidance and associated actions that enable the City of College Station to manage its ongoing physical growth and development in a sensible, predictable, and fiscally responsible manner. It highlights the need to encourage additional infill development, accommodate increased population in denser areas, pursue strategic development agreements, and manage growth in the ETJ.



CHAPTER 9: COLLABORATIVE PARTNERSHIPS

GOAL: Well-coordinated planning at all levels and effective engagement with local jurisdictions, institutions, and organizations to further realize the City's vision and support the broad community.

This chapter highlights the importance of continuing and expanding internal and external collaborative partnerships between the City of College Station and other local organizations and jurisdictions. It highlights partnerships with Texas A&M University, the City of Bryan, non-profit organizations, and numerous regional counties on topics such as planning for affordable housing, an efficient regional mobility system, and coordinated emergency management efforts.

CHAPTER 10: PLAN IMPLEMENTATION

The final chapter establishes accountability for the implementation of the Comprehensive Plan and provides guidance on the processes to maintain its relevance to the City and its citizens. It details a set of action items that translate the City's vision and policies into measurable steps and a protocol for regular reporting and evaluating implementation progress.

Two types of action items are included: ongoing and strategic.

Ongoing Action Items are continuous tasks or standard practices that the City will maintain over time. These are built into daily operations and long-range decision-making—such as updating development regulations, monitoring growth trends, coordinating with regional partners, or maintaining public infrastructure. Ongoing items are not tied to a single project or timeline; instead, they reinforce consistent application of the plan's principles across all City activities.

Strategic Action Items are specific projects, initiatives, or targeted efforts that advance priority objectives of the plan. These may include corridor studies, capital projects, policy updates, or focused community initiatives. Strategic items are typically timebound, resource-intensive, and intended to be completed within a defined planning horizon.

Together, these two categories create a balanced implementation framework: ongoing actions ensure steady alignment with the plan's direction, while strategic actions provide momentum on high-priority goals and demonstrate tangible progress to the community.



Existing & Changing Conditions

In the development of a comprehensive plan, it is important to have a solid foundation on which to base future expectations. The **Existing Conditions Report**, an appendix to this plan, provides detailed background, trends, projections, and assumptions that serve as a base for the plan. The plan chapters also contain updated data points and discuss trends between 2019 and 2023.

In 2009, the Comprehensive Plan forecasted a population of 134,000 by 2030. As of 2025, the City estimated that College Station's population had already reached 132,477. Due to a faster pace of growth than originally projected, the City now anticipates a population between 146,729 and 156,717 by 2030. Texas A&M University's increasing student enrollment continues to be a significant driver of this growth. It will be important to continue monitoring growth trends, including enrollment increases at Texas A&M University, to anticipate and plan for growth. Planning for balanced land uses, housing options, mobility choices, infrastructure investments, and quality of life amenities will be critical to serving a growing and diversifying population. More information on growth trends and projections can be found in **Chapter 8: Managed Growth**.

The City must continue to evaluate and react to market conditions, and potentially find new ways to incentivize development, infill, and redevelopment in appropriate areas. Nationally, there is expected to be continued demand for walkable, integrated, mixed-use districts and the City should encourage infill and redevelopment opportunities to support this type of development. There are many existing underutilized areas where infill and redevelopment could create more viable and vibrant places. The City must prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas to catalyze redevelopment activity, promote more efficient use of infrastructure, and support the City's environmental resiliency goals.



There are growth opportunities on the city's edge, but also challenges with providing well-timed infrastructure improvements that support long-term financial wellbeing for the City. The City must be strategic with its future investments in infrastructure, facilities, and services. In 2019, the Texas State Legislature changed how cities can annex, essentially requiring consent by the residents and/or property owners within the potential annexation area. In 2023, the state legislature enacted Senate Bill 2038, which substantially revised the rules governing municipal extraterritorial jurisdictions (ETJs). The legislation created a pathway for property owners to more easily remove their land from a city's ETJ by petitioning for release. Once an area is released, it is no longer subject to municipal regulations such as subdivision, platting, or sign requirements. With limited opportunity for annexation, the City will need to continue utilizing other growth management tools to strategically manage growth pressures on the city's fringe. A renewed emphasis on infill and redevelopment opportunities will be increasingly important as the City absorbs and manages continued population growth and becomes denser in appropriate areas.

The following snapshot includes updated data, trends, and changing conditions that are further discussed throughout the plan chapters.

DATA SNAPSHOT

Population Growth[1]

- Average annual growth rate of 3.03% from 2000 to 2010
- Average annual growth rate of 2.77% from 2010 to 2020
- Average annual growth rate of 1.53% from 2019 to 2023
- Population projected to be between 146,729 and 156,717 by 2030

Texas A&M University Growth[2]

- 9% increase in enrollment between 2019 and 2023
- Main campus student enrollment of 68,115 as of fall 2023

Age of Population[3]

- Median age is 23, reflecting the large number of university students
- 25.6% of the population is between the age of 20 to 24
- People aged 60 and older represent 11.2% of the population

Household Size and Composition[4]

- 45.6% of households are family households
- 21% of households are families with children under 18 years old
- 54.4% of households are non-family households

[1]City of College Station Planning & Development Services
[2]TAMU Accountability and TAMU Data & Research Services
[3]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate
[4]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate

Income[5]

- Household incomes greater than $50,000 are up from 37.7% in 2010 to 48.1% in 2023
- Median household income is $47,632
- Mean household income is $82,056

Housing

- Total housing stock is 52,687 units[6]
- 2,718 permits for residential construction were completed* between 2019 and 2023[7]
- Median home sales price rose to over $300,000 in 2023–up from $150,000 in 2011[8]
- Average monthly real estate inventory was 2.5 months in 2023[9]
- Total number of sales annually has increased over 38% in the past year[10]

*Note: Completed residential permits are those that have completed the development process, resulting in construction and issuance of certificates of occupancy.

Housing Occupancy[11]

- Occupancy rate of 89.3% for all housing types
- 34.9% of housing units are owner-occupied
- 65.1% of housing units are renter-occupied
- 42.5% of housing units are detached single-family homes

Employment[12]

- The top five employment sectors are: educational services, accommodation and food services, retail trade, health care and social assistance, professional, scientific, and technical services
- Major employers: Texas A&M University, College Station Independent School District, Reynolds & Reynolds, City of College Station, Baylor Scott & White, and Fujifilm Diosynth Biotechnologies

Parks and Greenways[13]

- Nearly 2,000 acres of parks and greenways, an increase of more than 600 acres since 2009
- Facilities include a variety of athletic fields and courts, pavilions, biking and walking trails, exercise stations, playgrounds, dog parks, senior centers, swimming pools, an amphitheater and festival site, a skate park, a full-service recreation center, a nature center, and an inventory of flat fields and diamonds

College Station Independent School District[14]

- 11 elementary schools, 3 intermediate schools, 3 middle schools, 1 alternative campus, and 3 high schools
- 14,430 students enrolled in College Station ISD schools during the 2023-2024 school year

[5]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate
[6]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate
[7]City of College Station Planning & Development Services
[8]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate
[9]Bryan-College Station Regional Association of Realtors
[10]Bryan-College Station Regional Association of Realtors
[11]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate
[12]City of College Station Economic Development & Tourism Department
[13]City of College Station Parks & Recreation Department
[14]College Station Independent School District



2 DISTINCTIVE PLACES

The Comprehensive Plan strives to identify, create, conserve, and connect places of distinction – those areas that make College Station unique. How land is used, including its appearance, physical arrangement, and development intensity, contributes significantly to the community's character and its sense of place. The City must balance the need to accommodate growth through infill, redevelopment, and new development with preserving the integrity and character of established neighborhoods.



Goal

Vibrant and distinct districts, attractive neighborhoods, revitalized gateways and corridors, and conserved natural areas, grounded in environmental stewardship and resiliency.

Purpose

This chapter encompasses many interrelated components as land use and development patterns are fundamental to all topic chapters of the plan. Sound planning ensures that the City can accommodate needed development, that development can be adequately served with public services, and that its impacts can be managed to maintain compatibility and to promote the character desired by College Station's residents.

The Comprehensive Plan places a focus on infill and redevelopment in strategic locations to accommodate population growth while ensuring the long-term fiscal sustainability of the city. Infill and redevelopment opportunities more efficiently utilize existing infrastructure, facilities, and public resources by encouraging growth in areas with existing capacity. Planning establishes effective strategies for growth management, infill, and appropriate redevelopment while balancing market opportunities, protecting and enhancing neighborhood character, creating and preserving unique districts and corridors, conserving natural areas, and creating a more resilient community.

The Comprehensive Plan contains future land use categories that serve as policy guides and set expectations for how land within the city should be developed and used in the future. The terms future land use and zoning often get confused, but they are separate tools and processes. Future land use serves as a guide for how areas of the city may develop in the future. In contrast, zoning regulates how a specific property can be developed and used today. **Map 2.2, Future Land Use & Character** is used to guide decisions about infrastructure investment and zoning changes.

Planning Considerations

Input from the community identified various issues and opportunities regarding land use planning, conservation of natural features, and enhanced community identity and aesthetics. The considerations highlighted in this section were used in the development of the goal and action recommendations that follow.

GROWTH AND DEVELOPMENT

College Station is poised for continued population growth, which will bring demands for additional housing, shopping, recreational needs, public facilities, infrastructure, and services. University students continue to make up a significant portion of the population, but College Station is also diversifying in age. Ages 50-54 and 85+ are the fastest-growing cohorts, increasing by 48.7% and 77.2%, respectively between 2019 and 2023. The City of College Station is projected to increase by approximately 15,000-25,000 people over the next five years, reaching an estimated total population between 146,729 and 156,717 by 2030. The housing demand associated with this population growth is expected to create a housing shortage of approximately 4,162 units by 2030.[1] This additional housing stock could come from a combination of infill development, redevelopment projects and new developments. This housing stock must include a variety of housing types to meet the needs and demands of all residents including students, young professionals, families and non-family households, renters and homeowners, and the 55 and older population, with an emphasis on aging-in-place. For reference, the city had a net gain of approximately 5,683 housing units between 2019-2023, with 2,282 single-family residences and 2,963 multi-family units added.[2]

If population and housing demands continue to increase and state legislation restricting annexation remains in effect, the city will naturally face a greater need for increased density in appropriately targeted areas. This presents an exciting opportunity to thoughtfully plan for a variety of neighborhoods that accommodate a wide range of lifestyles for College Station residents. Though the current population density at slightly more than 2,500 persons per square mile remains low in comparison to other metropolitan areas, the need for increased density offers opportunities for reinvigorating strategic areas and reimagining the way that new neighborhoods are designed. The city's enviable growth prospects necessitate more effective land use planning and capital investments, as well as diversified housing types including vertical mixed-use apartments, townhomes, and dense single-family neighborhoods.



[1]College Station Housing Action Plan, 2024

[2]Data provided by City of College Station Planning & Development Services

COMMUNITY CHARACTER, SUSTAINABILITY & URBAN DESIGN

College Station residents are interested in the character of their neighborhoods, special districts, corridors, and natural areas that collectively make College Station unique. Effective design also helps to create places of distinction – places worth remembering and protecting – and contributes significantly to quality of life. The design of streetscapes and building fronts as well as the treatment of parking and other physical features all impact how people experience the public realm. This plan speaks to the urban form of the city (where, when, and how land uses are developed) as well as public realm design (sometimes called urban design) and its impact on community character and identity.

Residents expressed the desire to preserve natural features for their environmental functions as well as their contribution to the community's character, with an emphasis on ensuring that the use or enjoyment of existing resources does not compromise resource availability for future residents. This is generally recognized as the definition of sustainability – meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Combining these desires for unique places, quality urban design, and development patterns that are sensitive to resident needs and natural resources, along with the efficient use of infrastructure and City resources, provides a defined vision to make College Station a more livable and sustainable community.

As College Station grows, environmental stewardship is not an afterthought but a foundation of responsible development. Infill and redevelopment projects present unique opportunities to retrofit older areas with sustainable infrastructure. Concentrating growth in designated centers reduces pressure on rural lands and natural corridors, preserving floodplains, streams, and habitats that provide essential ecosystem services. These practices are more than environmental safeguards; they are strategies that strengthen resilience, reduce long-term infrastructure costs, and ensure that future generations inherit a community as vibrant and livable as today's.

As College Station grows, it is the residents' and City's intent that:

- **Infill and redevelopment in strategic locations is prioritized** over expansion of the urban area, is sensitive to existing neighborhoods, and engages residents in infill and redevelopment planning.

- **Growth occurs in a sustainable manner** to steward limited resources in an efficient and responsible manner that accommodates an increasing population and mitigates negative impacts on the natural and built environment. Compact development patterns help minimize sprawl and its associated impacts and makes sound economic sense for infrastructure provision and City services (see **Chapter 8: Managed Growth**).

- **New or enhanced residential areas are created** with qualities of traditional neighborhoods that feature a mix of housing types, a balance of owner and renter occupants, where parks and open space are provided, neighborhood-serving businesses are accessible, and adjacent neighborhoods and areas are connected in a seamless fashion (see **Chapter 3: Strong Neighborhoods**).

- **Existing neighborhoods are conserved, enhanced, or revitalized** with harmonious improvements, infill development, and compatible adjacent land uses that enhance the established neighborhood's character (see **Chapter 3: Strong Neighborhoods**).

- **Unique corridors and districts are developed, enhanced, and conserved** that foster vibrant places, streets, and natural corridors that contribute to the community's character and sense of place.

- **Rural areas are preserved** to protect streams, trees, pastures, and open areas that contribute significantly to the character of rural areas.

- **Natural resources are managed and conserved through sound stewardship practices** to protect streams, wooded areas, and open spaces that provide habitat for a variety of plants and wildlife, convey and clean stormwater, improve air quality, and add to the city's character and identity (see **Chapter 5: Engaging Spaces**).

- **Sustainable site design and low impact development practices are utilized** to mitigate stormwater and prevent flooding, avoid soil erosion and mitigate urban heat island effect, encourage tree preservation and planting programs, reduce energy consumption and pursue renewable technologies, conserve and reuse water, encourage native and adapted vegetation, and minimize waste and resource consumption, among others.

- **Multiple mobility mode options are available** to access neighborhoods, major employers and attractions, and the wider community, and streets are designed in a context-sensitive manner. The design of a street should be a function of both its role as a mobility corridor and its place context (see **Chapter 6: Integrated Mobility**).

- **Streetscapes are designed at a human-scale** and contribute positively to the way people navigate and experience the city. Effective streetscapes prioritize elements like wide sidewalks, pedestrian-scale streetlights, wayfinding signs, and canopy trees. New district and corridor plans, as well as context-sensitive street design, will help elevate streets from utilitarian elements of the community to special places in their own right.

- **Public facilities are located and designed to contribute to community character** and make a statement about the community's values and expectations. A well-designed library or community center fits into a neighborhood, enabling residents to walk safely from their homes and providing a place for neighbors to gather, and contributes positively to that neighborhood's character and reinforces the public facility as an integral part of the community.

- **Public spaces are highly visible and accessible to all residents and visitors.** Public spaces like plazas, amphitheaters, and pedestrian malls that are well designed and safe foster social interactions and community identity.







Existing Land Use

Future land use and character is grounded in the current use of land and the prevailing character. An overview of the current conditions is necessary prior to forming policies for the future use of land and community character. College Station can be readily divided into three basic types of existing land use patterns: urban, suburban, and rural. These are common terms that should bring immediate images to mind. Attributes that define these areas contribute to the identity of College Station.



Urban character is currently concentrated in the Northgate area. It includes early 20th century lot-line commercial structures such as those along either side of College Main, and immediately north of University Drive (FM 60). More recently constructed structured parking and multi-story residential projects built close to the street continue this urban feel. This area includes vertical, mixed-use development, minimal setbacks, minimal surface parking lots, and a high level of pedestrian activity.



Suburban character dominates College Station largely due to the time period most of the city was developed (post-World War II), local preferences and building customs, and the dominance of apartment-style development to support the student population. Much of this suburban character is auto-dominated and consists of land uses that have extensive areas of parking in relationship to their floor area. Big-box retail areas and shopping malls are quintessential examples of this character. Most apartment complexes, duplexes, and single-family residential developments exhibit similar auto-oriented character and design.

Some suburban areas of the city exhibit a less auto-dependent and more walkable character. These areas retain a balance between green areas (parks and open space) and the built environment. Often these areas include parks, schools, and small-scale, neighborhood-serving businesses. The College Hills area is a good example of this type of suburban character. There are also suburban areas that are dominated by open space. These estate areas exhibit a more rural character with homes generally placed on large lots. The Foxfire subdivision is a good example of this type of suburban land use and character.



Rural areas that currently exist in and around College Station are areas that exhibit countryside, agricultural, and natural character. Countryside is typically dominated by a few lots of estate size or greater fronting a road surrounded by agricultural or natural lands. The latter two tend to be determined by uses – crop or ranching in agricultural areas and wooded or savannah lands in natural areas. Rural areas tend to be more sensitive than other character areas to intrusions from incompatible development. Portions of the city and most of the ETJ are planned to remain rural and are identified accordingly on **Map 2.2, Future Land Use & Character**. Additional information about these areas is contained in **Chapter 8: Managed Growth**.



Future Land Use

The plan for future uses of land is presented through policy guidance and associated maps. Three significant land use components work in tandem to identify, create, conserve, and connect places of distinction – those areas that make College Station unique and contribute to the city's character and sense of place. These components are: Planning Areas, Future Land Use & Character, and Community Assets & Images Corridors. Each component is visually represented by an associated map. Combined, the narrative and maps capture the City's policies regarding how and where College Station will grow and change over the course of the next decade.

- **Map 2.1, Planning Areas** depicts areas within the city with distinctive character that have existing small area plans or are priority areas for future focused planning efforts.
- **Map 2.2, Future Land Use & Character** provides specific detail regarding the desired future use and character of all land within the city and ETJ.
- **Map 2.3, Community Assets & Image Corridors** visually portrays community assets, both natural and man-made, that contribute to the character and identity of the city.

PLANNING AREAS

The policy guidance within this section and **Map 2.1, Planning Areas** are intended to provide a broad overview of the City's land use strategy. Neighborhoods, districts, corridors, redevelopment areas, and places that would benefit from future small area planning efforts are identified. Small area plans are focused planning efforts that provide a more granular level of study and specific actions for a smaller, defined geographic area to help implement the Comprehensive Plan's overarching goals. The City has several existing small areas plans and identified priority areas for additional planning efforts through recent citizen input and the 10-year plan update.

The basic land use strategy is to strategically accommodate the projected demand for new housing, businesses, public facilities, and infrastructure needs resulting in multiple places of distinction. This enables the City to continually strengthen its principal competitive advantage for attracting and retaining residents, visitors, and new businesses along with the employment and tax revenues that accompany them – that is, a high quality of life. The land use strategy and planning areas focus on identifying, creating, conserving, and connecting:

- Strong and sustainable neighborhoods
- Unique districts and corridors, both natural and man-made
- Redevelopment areas that renew, revitalize, and infill underperforming areas of the community through partnerships with public and private interests
- Rural areas that preserve open spaces and respect the limits of public infrastructure and services, and
- A context sensitive mobility system that links the community together (as discussed in **Chapter 6: Integrated Mobility** and visually represented through the **Active Transportation Master Plan**)



Neighborhoods & Districts

Neighborhood planning areas are places in which the current land use, character, and identity will generally remain and be enhanced. Among other activities, these plans identify appropriate and compatible land uses and design for vacant lands within the neighborhood and its area of influence. They also designate areas appropriate for redevelopment. Neighborhood plans typically contain strategies that address existing challenges (for example, code issues) and identify enhancement actions (such as pedestrian or park improvements).

District planning areas present opportunities for a mix of appropriate uses that enhance the unique characteristics of a defined area of the city. An example is the Wellborn District Plan which centers on the unique, rural character of the Wellborn area.

Between 2009 and 2013, residents, staff, and City leadership worked together to create five neighborhood and small area plans and two district plans. These plans provided strategic recommendations for an area within a defined timeframe (typically seven years). Once adopted, those recommendations were either implemented over the planning period or incorporated into relevant parts of the Comprehensive Plan or other master plans. Occasionally, some action items were not pursued due to changed conditions, project feasibility, available funding, or waning neighborhood interest. The City established a formal process for reviewing existing plans and conducted an audit of the five neighborhood and small area plans in 2022.

The 2022 audit revealed that nearly 70% of actions across all plans were either completed or in progress as of the audit date, demonstrating a positive implementation success rate. Based on the audit's findings, four of the five neighborhood and small area plans were retired. A second audit was conducted in 2024 for three small area plans beyond their planning horizon: the Wolf Pen Creek Corridor Study (1987), the Northgate Redevelopment Plan (1996), and the Medical District Master Plan (2012). This audit revealed that 74%, 72%, and 86% of the action items in each respective plan were achieved or in progress. After the audit, all three plans were formally retired. The City will continue pursuing new neighborhood and district planning efforts for areas facing significant changes or development pressures, or to create or enhance the unique character of an area. The City has one active small area plan in this category, the Wellborn District Plan, which is described below.

- **Planning Area 1: Wellborn District Plan** – Adopted in October 2023, this plan encompasses 929 acres in the southwestern portion of the city, including much of the historic Wellborn community and focuses on retaining the rural character of the area. The community is facing continued development pressures for growth, and the plan directs that pressure into appropriate areas while preserving, supporting, and enhancing the rural character of the area. The zoning districts allowed within the Wellborn District Plan boundary are limited to: Wellborn zoning districts, BP Business Park, BPI Business Center, CI Commercial Industrial, R Rural, and NAP Natural Areas Protected.

- **Planning Area 2: Wolf Pen Creek District** - This district along the Wolf Pen Creek corridor combines parks, arts, and commerce by linking a variety of private and public facilities together with an urban greenway. This area has been the subject of considerable planning efforts, including specific Wolf Pen Creek Design Standards (within the Unified Development Ordinance), and substantial public and private investment. Future planning should build upon these existing efforts to expand the district's reach into the adjacent areas of influence, resulting in a more urban character.



Redevelopment

Portions of the city are identified for focused redevelopment activities. Within these areas it is anticipated that a change in use – and, if appropriate, character – requires some form of direct intervention by the City. This intervention may involve regulation (e.g., City-initiated rezoning), investment (e.g., capital expenditure on infrastructure), or incentives (e.g., fast-tracking of a project or density bonuses). This stands in contrast to areas that experience changes in use based on market opportunities alone. Some of these redevelopment areas may overlap established neighborhood areas, districts, or corridors and careful attention and cohesive planning will be needed to provide appropriate transitions between redeveloping and existing areas.

The City has one active small area plan in this category, the Northeast Gateway Redevelopment Plan, and one scheduled to be undertaken in 2026, the Harvey Road Corridor Redevelopment Plan.



- **Planning Area 3: Northgate District & Redevelopment Area** - This area serves as the city's primary entertainment district and represents the city's only current urban character area. This area has been and will continue to be the subject of considerable planning along with substantial public and private investment. These efforts should be guided by the Northgate District Design Standards (within the Unified Development Ordinance), the Mobility Study and Operations Plan, and any emerging plans for the area. In January 2025, the City Council directed staff to launch a small area planning engagement process for the Greater Northgate area through a collaborative stakeholder-driven effort. The final project output was a Stakeholder Engagement Report that documented and synthesized that input, offering a clear understanding of stakeholders' priorities, concerns, and aspirations for the area's future. Continued development and redevelopment efforts in the Northgate District should enhance the vibrant entertainment district and include vertical mixed-use projects, retail and entertainment uses, and tourist attractions.

- **Planning Area 4: Northeast Gateway Redevelopment Plan -** Adopted in September 2023, the Northeast Gateway Redevelopment Plan creates a coordinated strategy for future change and redevelopment along two of the busiest corridors in the city: Texas Avenue and University Drive (FM 60). The plan is divided into two subareas: The Crossing and Eastgate Main. The Crossing is the primary gateway into the City of College of Station and Texas A&M University for visitors entering from Bryan on Texas Avenue and from State Highway 6 along the University Drive (FM 60) hospitality corridor. The Crossing generally includes the area surrounding the intersection, east along University Drive (FM 60) to Tarrow Street, and south along Texas Avenue to Lincoln Avenue. The Crossing anticipates a high level of redevelopment, vertical mixed-use structures, significant increases in housing options and housing stock, an enhanced and expanded multi-modal transportation system, and a denser urban form. Eastgate Main is centered at the intersection of Texas Avenue and New Main Drive/Walton Drive. It contains one of College Station's historic retail shopping centers, the College Station City Hall and Visitor Center, and is adjacent to the College Hills Estates neighborhood. Eastgate Main is bounded by Foster Avenue, George Bush Drive East, Texas Avenue, and Lincoln Avenue, where it interfaces with The Crossing subarea. Eastgate Main anticipates both vertical and horizontal mixed-use developments that honor the historic commercial structures along Walton Drive while providing additional housing opportunities along Foster Avenue.

- **Planning Area 5: Harvey Road Corridor Redevelopment Area** – This section of Harvey Road includes newer commercial areas and several underperforming commercial and older multi-family properties and apartment complexes. This area also includes the Post Oak Mall, which will likely need to reposition itself in the near future to remain competitive. This presents an exciting opportunity to evolve into a denser area of the city, including vertical and horizontal mixed-use developments, which could complement the adjacent Wolf Pen Creek District. During the 10-year Comprehensive Plan evaluation, residents and City leadership expressed interest in alternative options for future redevelopment and revitalization of this area, indicating a need for additional study and engagement. In 2026, the City will launch a small area planning process for this corridor to guide its transition into a vibrant mixed-use destination with a distinct identity and positive economic trajectory.

- **Planning Area 6: George Bush Drive & Wellborn Road (FM 2154) Redevelopment Area** - This area includes several underperforming commercial properties and poor-quality residences that, due to planned road changes to the George Bush Drive and Wellborn Road (FM 2154) intersection along with the area's proximity to Texas A&M University, are poised for redevelopment. Much of the area is currently subdivided into small lots, making it difficult to consolidate land for redevelopment. The presence of existing residences and businesses, and proximity to established neighborhoods and the university campus, requires careful site planning and building design. Redevelopment planning efforts should focus on bringing vertical and horizontal mixed-use and other aspects of urban character to this portion of the city, while providing contextually appropriate transitions to established areas of the Southside neighborhood. During the 10-year plan evaluation residents were divided on alternative options for this area, indicating the need for further study and public engagement. Residents strongly opposed changes to interior portions of the Southside neighborhood across from Texas A&M University, thus future planning efforts within the Southside neighborhood should center on the area surrounding the George Bush Drive and Wellborn Road (FM 2154) intersection. These planning efforts will be prioritized and synced with the proposed road changes, once the timing is known.

Gateway Corridors

Gateway corridors serve as functional and focal entry points into the city and its unique districts, neighborhoods, redevelopment, and natural areas. These gateway corridors are prominent routes for College Station residents and visitors alike. An effective gateway corridor establishes a positive impression and identity that reinforces the community's character. Several of these corridors serve as a link between districts, further reinforcing their importance. Identity and beautification elements, such as decorative markers and themed wayfinding signs, should be placed along these corridors. Additionally, landscaping and streetscape elements should be unified and significant along these corridors. These corridors also offer the opportunity for the placement of public art and other design elements.

- **Planning Area 7: Presidential Gateway & BioCorridor** - This area located near the intersection of State Highway 47 and Raymond Stotzer Parkway (FM 60) is a main entryway into the city from the west. It is adjacent to the Texas A&M University Health Science Center, Easterwood Airport, and nearby the RELLIS Campus in Bryan. The BioCorridor contains interconnected, master planned properties specializing in corporate office, biomanufacturing, research and development, and industrial uses. The area's character is managed and regulated jointly by the cities of College Station and Bryan largely through the BioCorridor Planned Development District. Future development should build upon existing assets in the area and continue to enhance this primary gateway into the city through cohesive design, landscaping, and signage.

- **Planning Area 8: Hospitality Corridor** - This area along University Drive (FM 60), spanning from Tarrow Street and Fire Station #6 to the interchange at State Highway 6, is one of the main entryways into the city from the highway. Several hotels and restaurants are currently located along this corridor. The focus of this corridor should be linking current and future hospitality facilities into a cohesive corridor along with adjacent redevelopment areas that, over time, could emerge as another urban character area. The plan should include identity elements such as signage, landscaping, and enhanced design to visually tie the corridor together.

- **Planning Area 9: Municipal Center Corridor -** This area located along Krenek Tap Road between State Highway 6 and Texas Avenue includes Stephen C. Beachy Central Park, the original City cemetery, and several municipal facilities. The area also includes significant natural features such as Bee Creek and several wooded areas. Plans for this corridor should enhance the municipal facilities and support a mix of residential and commercial activities with an emphasis on cohesive design that integrates the natural features of the area.

- **Planning Area 10: Harvey Mitchell Corridor** - This is an area of Harvey Mitchell Parkway (FM 2818) generally around its intersection with Texas Avenue extending eastward to State Highway 6. This area includes a significant amount of floodplain area adjacent to Bee Creek and significant road frontage along Harvey Mitchell Parkway and Texas Avenue. The focus of this plan should be the development of an urban area that incorporates the natural features of the area and design elements that positively contribute to two prominent entries into the core of the city.

- **Planning Area 11: Longmire & Highway 6 Frontage Road Corridor** – This gateway corridor is a major entryway into the city from State Highway 6. The area is generally defined as the State Highway 6 Frontage Road at its intersection with Texas Avenue between Deacon Drive to Rock Prairie Road and west to Longmire Drive. The corridor contains a series of older, underperforming, and in many cases nonconforming, commercial and multi-family uses. As a key corridor, future planning efforts should focus on redevelopment opportunities and identity enhancements such as signage, landscaping, and design to create a more visually cohesive entryway and corridor.

- **Planning Area 12: Wellborn Road (FM 2154) and William D. Fitch Corridor (State Highway 40)** – This area is generally the southwestern gateway into the city near the intersection of Wellborn Road (FM 2154) and William D. Fitch Parkway (State Highway 40). There is a future grade-separated crossing at the intersection of these roads that will significantly change the area's character. The land west of the railroad and generally south of Rock Prairie Road is largely undeveloped but limited in development potential due to sewer capacity constraints. A plan for this area should focus on opportunities for visual enhancements such as signage, landscaping, and enhanced design to create a more attractive entryway, along with compatible land uses such as light industrial that can operate within existing constraints.



Natural Corridors

Natural corridors exhibit opportunities for resource conservation and recreational activities. Examples include the Carter Creek and Lick Creek Corridors. Each of these will be the subject of a future district or corridor plan.

- **Planning Area 13: Bee Creek Corridor** - This corridor contains Bee Creek, which is a significant stream that traverses many neighborhoods in the core of the city. This watershed has been the location of intense development resulting in significant alteration to the stream. The focus of this corridor should be on the continued restoration of the creek, development of recreational opportunities, and expansion of its role in linking adjacent areas.

- **Planning Area 14: Carter Creek Corridor** - This corridor consists of the entirety of Carter Creek and its associated floodplain. Carter Creek is a significant natural feature stretching along much of the eastern edge of the city and linking College Station, Bryan, and the remainder of Brazos County. The focus of this corridor should be the protection of this natural feature and development of recreational opportunities that could cohesively connect the region.

- **Planning Area 15: Lick Creek Corridor** - This area includes Lick Creek Park and the surrounding area. Lick Creek Park is one of the most significant natural features in College Station. It offers a unique natural setting and protects much of the Lick Creek watershed along with a large, wooded area and the habitats of rare and endangered species. The focus of this corridor should be the continued protection of the natural features, additional recreational and educational opportunities, and the expansion of its role in linking adjacent areas.

FUTURE LAND USE & CHARACTER

Future land use serves as a guide for how all property within the city may develop in the future. Each future land use category contains a character-based description and overall intent of the category, along with generally appropriate zoning districts that help achieve the desired character. There are also example photographs from existing developments in College Station or other communities to visually illustrate the desired development characteristics.

The appropriateness of zoning change requests will be considered using multiple criteria including, but not limited to, whether the request is aligned with **Map 2.2, Future Land Use & Character**, whether changed or changing conditions exist in the area, compatibility with existing uses and development patterns, impact on environmentally sensitive and natural areas, impact on and timing of infrastructure, and consistency with all goals and strategies of the Comprehensive Plan. The zoning districts listed as generally appropriate under each future land use category are meant to provide guidance and do not represent affirmative support of each listed zoning district.

The land use strategies discussed in this chapter are further clarified by the future land use category descriptions and are visually portrayed in **Map 2.2, Future Land Use & Character**. The associated acreages in each land use category are compiled in **Table 2.1, Summary of Future Land Use Acreages**.

With the 10-year Comprehensive Plan update several changes were made to the future land use categories and map based on community and stakeholder input, changing conditions, and best practices identified during the evaluation process. These changes include renaming, simplifying and reducing the number of categories, refining the land use definitions, creating new categories to encourage and support emerging development forms, and reconsidering how land uses apply to various areas of the city.

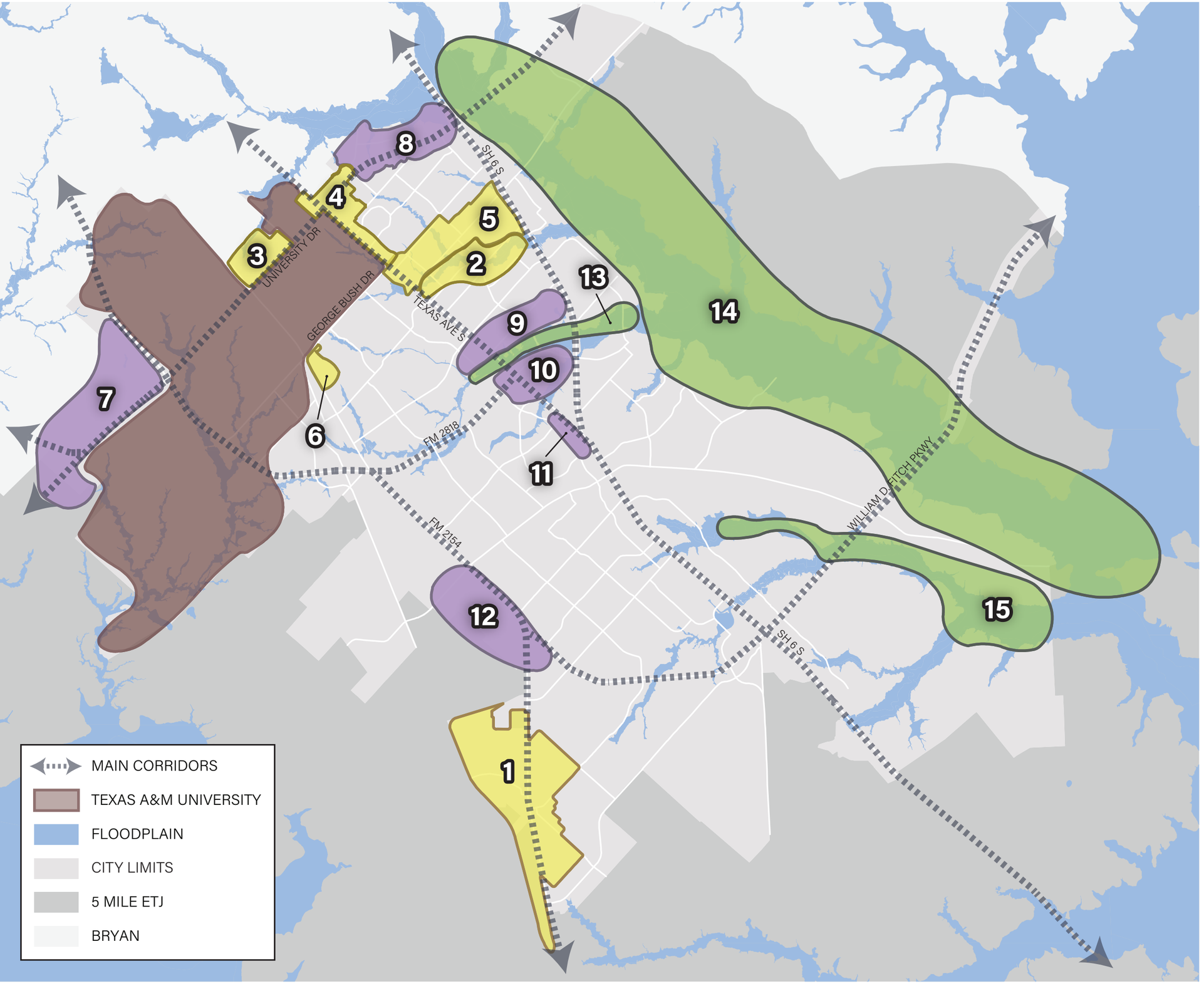
Table 2.1 - Summary of Future Land Use Acreages

Future Land Use	City Limits	ETJ
Urban Center	334.2	0.0
Neighborhood Center	1,247.2	1.2
General Commercial	1,851.7	150.1
Neighborhood Commercial	647.9	1.1
Business Center	1,038.8	874.0
Urban Residential	984.0	0.4
Mixed Residential	1,075.9	209.3
Suburban Residential	6,403.1	574.4
Estate Residential	2,742.2	888.0
Rural	247.9	57,693.9
Neighborhood Conservation	1,795.7	0.0
Medical	170.9	0.0
Institutional/Public	950.5	5.0
Texas A&M University	4,838.3	45.0
Parks & Greenways	887.2	*134.0
Natural & Open Areas	5,118.8	41,799.4
TOTALS	**30,334.4**	**102,375.8**

As of: May 28, 2026

*Note: Parks & Greenways in the ETJ consist of the park within the Southern Pointe subdivision, which will be annexed into the City in the future per their development agreement, and the Westside Park.

MAP 2.1



Planning Areas

DISTRICTS & REDEVELOPMENT AREAS

1. WELLBORN DISTRICT PLAN
2. WOLF PEN CREEK DISTRICT*
3. NORTHGATE DISTRICT*
4. NORTHEAST GATEWAY REDEVELOPMENT PLAN
5. HARVEY ROAD CORRIDOR REDEVELOPMENT PLAN
6. GEORGE BUSH DRIVE & WELLBORN ROAD AREA

GATEWAY CORRIDORS

7. PRESIDENTIAL GATEWAY & BIOCORRIDOR
8. HOSPITALITY CORRIDOR
9. MUNICIPAL CENTER CORRIDOR
10. HARVEY MITCHELL CORRIDOR
11. LONGMIRE & HIGHWAY 6 FRONTAGE ROAD CORRIDOR
12. WELLBORN ROAD & WILLIAM D. FITCH CORRIDOR

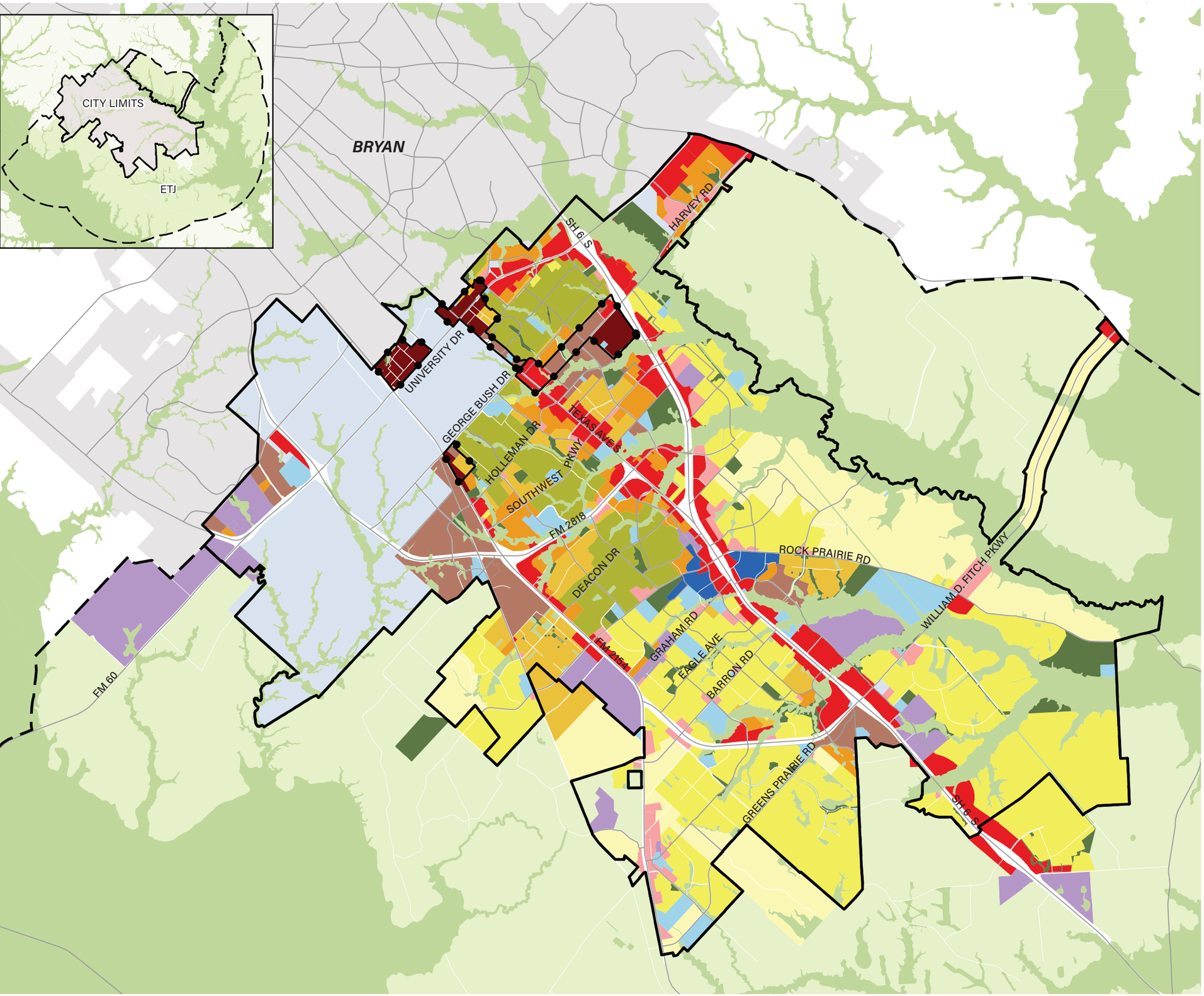
NATURAL CORRIDORS

13. BEE CREEK CORRIDOR
14. CARTER CREEK CORRIDOR
15. LICK CREEK CORRIDOR

* EXISTING DESIGN STANDARDS

AS OF: MAY 28, 2026

MAP 2.2



Future Land Use & Character

- URBAN CENTER
- NEIGHBORHOOD CENTER
- GENERAL COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- BUSINESS CENTER
- URBAN RESIDENTIAL
- MIXED RESIDENTIAL
- SUBURBAN RESIDENTIAL
- ESTATE RESIDENTIAL
- RURAL
- NEIGHBORHOOD CONSERVATION
- MEDICAL
- INSTITUTIONAL/PUBLIC
- TEXAS A&M UNIVERSITY
- PARKS & GREENWAYS
- NATURAL & OPEN AREAS
- REDEVELOPMENT AREAS

*NOTE: A COMPREHENSIVE PLAN SHALL NOT CONSTITUTE ZONING REGULATIONS OR ESTABLISH ZONING BOUNDARIES

AS OF: MAY 28, 2026

URBAN CENTER

Areas that are appropriate for the most intense development and mix of uses arranged in a compact and walkable pattern. These areas will tend to consist of multi-story residential, commercial, and office uses that may be mixed vertically within mixed-use structures or horizontally in an integrated manner. Urban Centers should also incorporate consolidated parking facilities, access to transportation alternatives, open space and recreational facilities, and public uses.

Building Height: 5 stories average
Mobility: Walking, bicycling, transit, automobile

Intent

- Create and reinforce walkable activity centers with small blocks that are connected to surrounding development and include a mix of complementary uses
- Accommodate a mix of building types including freestanding and attached structures that frame attractive pedestrian zones between buildings and streets
- Encourage commercial uses along primary streets
- Encourage vertical mixed-use structures with ground-floor retail in appropriate locations such as along major corridors
- Support multi-family residential as a secondary component of a center
- Encourage shared surface parking located behind buildings or to the side of buildings, structured parking, and on-street parking where possible

Generally appropriate zoning districts:

Mixed-use, Northgate zoning (in Northgate only), Wolf Pen Creek zoning (in Wolf Pen Creek only)







NEIGHBORHOOD CENTER

Areas that are appropriate for a mix of uses arranged in a compact and walkable pattern at a smaller scale than Urban Centers. These areas consist of residential, commercial, and office uses arranged horizontally in an integrated manner and may be mixed vertically within structures. Neighborhood Centers should also incorporate consolidated parking facilities, access to transportation alternatives, open space and recreational facilities, and public uses.

Height: 3 stories average

Mobility: Walking, bicycling, transit, automobile

Intent

- Create and reinforce walkable activity centers that are connected to surrounding development and include a mix of complementary uses
- Accommodate a mix of building types that frame attractive pedestrian spaces
- Support vertical mixed-use structures with ground-floor retail in appropriate locations such as along corridors or major intersections
- Encourage all land generally within 300 to 500 feet of streets classified as major collectors or higher to be commercial uses, unless providing vertical mixed-use structures with residential uses on upper floors. The exact location and extent can be modified if creating commercial nodes, such as at intersections, and/or if other characteristics of the site require an alternative design that provides a mixture of uses in an integrated manner.
- Stand-alone commercial uses with a preferred emphasis on urban form may be allowed if the size and scale of the property and/or development does not adequately support mixing uses in a horizontal manner
- Support multi-family residential as a complementary secondary component of a center that includes commercial and/or office uses
- Encourage shared surface parking located behind or to the side of buildings (with some limited parking in front of buildings), structured parking, and on-street parking where possible

Generally appropriate zoning districts:

Mixed-use, Wolf Pen Creek zoning (in Wolf Pen Creek only), commercial and multi-family zoning may be considered in some circumstances if designed in an integrated manner through a Planned Development District with a preferred emphasis on urban form







GENERAL COMMERCIAL

Concentrated areas of commercial activities that cater to both nearby residents and to the larger community or region. Generally, these areas tend to be large and located along regionally significant roads. Due to their context, these areas tend to prioritize automobile mobility.

Height: 1-2 stories average
Mobility: Primarily automobile, but accessible by walking, bicycling, and transit



Intent

- Accommodate a wide range of commercial uses
- Concentrate future commercial development at major intersections
- Provide connectivity to surrounding bicycle and pedestrian networks and provide safe pedestrian facilities within sites
- Encourage transitions in building height and mass when adjacent to residential neighborhoods
- Support multi-family residential as secondary uses on a site
- Encourage shared surface parking



Generally appropriate zoning districts:

General commercial, office, and mixed-use zoning



NEIGHBORHOOD COMMERCIAL

Areas of commercial activities that cater primarily to nearby residents. These areas tend to be smaller format than general commercial and located adjacent to major roads along the fringe of residential areas. Design of these structures is compatible in size, architecture, and lot coverage with surrounding residential uses.

Height: 1-2 stories average
Mobility: Primarily automobile, but accessible by walking, bicycling, and transit



Intent

- Accommodate limited commercial services compared to General Commercial
- Provide pedestrian and bicycle connectivity to surrounding neighborhoods and nearby public uses (schools, parks, etc.)
- Support some residential uses that are compatible with the surrounding neighborhood character
- Encourage transitions in building height and mass when adjacent to residential neighborhoods
- In a walkable neighborhood context, locate new buildings near the street and accommodate parking to the side or rear of buildings with some limited parking in front of buildings and accommodate on-street parking where possible



Generally appropriate zoning districts:

Suburban commercial and office zoning.
Within the Wellborn District, limited to Wellborn Commercial zoning.



BUSINESS CENTER

Areas that include office, research, or industrial uses that may be planned and developed as a unified project. Generally, these areas need convenient access to arterial roadways.

Height: Varies
Mobility: Primarily automobile



Intent

- Accommodate a variety of large footprint buildings
- Accommodate commercial and service uses within Business Centers
- Accommodate pedestrian, bicycle, and transit connectivity to and within Business Centers
- Provide buffering through landscaping and building placement where large-scale employment sites are adjacent to residential areas



Generally appropriate zoning districts:

Business park, industrial, and commercial industrial zoning



URBAN RESIDENTIAL

Areas that are appropriate for a range of high-density multi-family and attached residential development in various forms including townhomes, apartment buildings, mixed-use buildings, and limited non-residential uses that are compatible with the surrounding area.

Height: 3 stories average
Mobility: Walking, bicycling, transit, automobile

Intent

- Accommodate a wide range of attractive multi-family housing for a diverse population. Buildings may be clustered and grouped. Building setback from street varies but is generally consistent within a development
- Provide vehicular and pedestrian connectivity between developments
- Accommodate streetscape features such as sidewalks, street trees, and lighting
- Support commercial, service, office uses, and vertical mixed-use within redevelopment areas

Generally appropriate zoning districts:

Multi-family, townhouse, mixed-use, and limited suburban commercial zoning







MIXED RESIDENTIAL

Areas appropriate for a mix of moderate density residential development including, townhomes, duplexes, small multi-family buildings (3-12 unit), and limited small-lot single family. These areas are appropriate for residential infill and redevelopment that allows original character to evolve. These areas may serve as buffers between more intense multi-family residential or mixed-use development and suburban residential or neighborhood conservation areas.

Height: Varies (generally 2-3 stories)
Mobility: Walking, bicycling, transit, automobile



Intent

- Accommodate a walkable pattern of small lots, small blocks, and well-connected street pattern
- Accommodate streetscape features such as sidewalks, street trees, and lighting
- Encourage community facilities, parks, and greenways within neighborhoods
- Support neighborhoods with a mix of housing types and where larger or more dense housing is located near community facilities or adjacent to commercial or neighborhood centers



Generally appropriate zoning districts:

Duplex, townhouse, middle housing, and limited-scale single-family



SUBURBAN RESIDENTIAL

Primarily single-family residential areas that consist of low to moderate density single-family lots. These areas may also include limited townhomes, duplexes, other housing types, and some non-residential uses that are compatible with surrounding single-family areas. Development types tend to be highly consistent within a subdivision or neighborhood. Residential lot size requirements are larger within the Wellborn District and limited to single-family lots.

Height: 1-2 stories
Mobility: Primarily automobile, but accessible by walking, bicycling, and transit to surrounding neighborhood services and centers



Intent

- Accommodate streetscape features such as sidewalks, street trees, and lighting
- Support neighborhoods with a mix of housing types
- Encourage community facilities, parks, and greenways within neighborhoods
- When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments



Generally appropriate zoning districts:

General and restricted suburban zoning.
Within the Wellborn District, limited to Wellborn Restricted Suburban zoning.



ESTATE RESIDENTIAL

Primarily single-family residential areas that have a low level of development activities. These areas are appropriate for very low-density residential lots of one-acre or greater lot sizes or average 20,000 square feet lots when clustered around open space. Within the Wellborn District, lots are required to be a minimum of two acres; however, lots may be as small as one acre if clustered around undeveloped open space.

Height: 1-2 stories
Mobility: Primarily automobile





Intent

- Support a wide range of lot sizes, long blocks, and curvilinear streets. Buildings tend to be located greater than 30 feet from a fronting street.
- When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments

Generally appropriate zoning districts:

Estate, rural, and manufactured home park zoning. Within the Wellborn District, limited to Wellborn Estate zoning.



NEIGHBORHOOD CONSERVATION

Residential areas that are essentially "built-out" and are not likely to be the focus of extensive infill development or redevelopment. These areas often were platted before current development regulations were in place often resulting in nonconforming situations. These areas are appropriate for overlays or zoning classifications that provide additional character protection and address nonconforming issues.

Height: 1-2 stories
Mobility: Walking, bicycling, transit, automobile; on-street parking and private off-street parking





Intent

- Maintain the existing housing stock, lot patterns, and character of neighborhoods
- Support infill housing that fits-in with neighboring homes (scale, placement, use, etc.)
- Address nonconforming lot issues through flexible development regulations
- Maintain established trees

Generally appropriate zoning districts:

General and restricted suburban, single-family overlays



TEXAS A&M UNIVERSITY

Areas owned by Texas A&M University and are appropriate for campus development as described in the Texas A&M Campus Master Plan and related documents.



INSTITUTIONAL/PUBLIC

Areas that are, and are likely to remain, in some form of institutional or public activity. Examples include schools, libraries, municipal facilities, and major utilities.



MEDICAL

Areas appropriate for medical related uses and supporting office, commercial, and residential uses. The medical land use designation is found primarily in the area around Rock Prairie and State Highway 6. This includes the two major hospitals near residential neighborhoods, neighborhood centers, offices, and commercial uses.

Height: Varies
Mobility: Walking, bicycling, transit, automobile



Generally appropriate zoning districts:

Varies

PARKS & GREENWAYS

Areas that are permanently protected from development. Such areas are preserved for their natural function or for parks, recreation, or greenways opportunities. These areas include, publicly owned open space, conservation easements, greenway trails, and public parks.



NATURAL & OPEN AREAS

This land use designation is generally for areas that represent a constraint to development and that should be conserved for their natural function or open space qualities. These areas include floodplains, riparian buffers, common areas, and open space. The boundaries of the Natural & Open Areas land use are illustrative, and the exact location of floodplains and other physical constraints are determined during the development process.

Generally appropriate zoning districts

Natural areas protected



RURAL

Areas that, due to public service limitations, inadequate public infrastructure, or a prevailing rural or agricultural character, should have very limited development activities. These areas will tend to include a mix of large acreages (ranches and farmsteads) and limited large-lot (two acre or larger) residential developments. Open space is the dominant feature of these areas.

Height: Varies
Mobility: Primarily automobile

Generally appropriate zoning districts

Rural and manufactured home park zoning



Community Assets & Images Corridors

The physical design and appearance of the built environment – what buildings, streets, and parks look like – contributes significantly to the character and identity of the city. This section identifies many of the community's unique assets and provides general policy guidance regarding suburban and urban design, streets and streetscape design, public buildings and facilities, image corridors, and gateways. More specific and detailed guidance will be provided through subsequent neighborhood, district, and corridor plans, as well as master plans and other studies and plans adopted by the City Council.

COMMUNITY ASSETS

College Station has a number of existing assets (both natural and man-made) that contribute significantly to the character and identity of the city and, thus, are deserving of identification and worthy of policy guidance. **Map 2.3, Community Assets & Image Corridors**, visually portrays these assets which include natural features such as Carter Creek and Lick Creek, connections to the greater region such as Easterwood Airport, public facilities such as the Texas A&M University campus and Veterans Park, and various vistas and views. Care should be taken to protect each of these assets from encroachment by incompatible land uses and from insensitive development activities that would compromise their contribution to the area's character and identity.

IMAGE CORRIDORS

Image corridors are delineated on **Map 2.3, Community Assets & Image Corridors**, reflecting their importance as routes that many residents and visitors travel and, along the way, form impressions of College Station. Several of these corridors serve as a link between districts, further reinforcing their importance. Identity and beautification elements, such as decorative markers and themed wayfinding signs, should be placed along these corridors. Additionally, landscaping and streetscape elements should be unified and significant along these corridors. These corridors also offer the opportunity for the placement of public art and other design elements. Primary image corridors include corridors that carry high volumes of traffic and move travelers through or along some of the city's assets. Examples include State Highway 6, Texas Avenue, and Wellborn Road (FM 2154). Secondary image corridors include corridors that carry slightly less traffic volume and move travelers through the community's main business or residential areas. Examples include Rock Prairie Road, Harvey Road (FM 30), and portions of University Drive (FM 60). Image corridors also offer an opportunity to support the City's resource conservation objectives through the preservation of open space and other natural features along these key corridors. Where these corridors cross streams, go through forested areas, or offer attractive vistas, care should be taken in how bridges are constructed, banks are stabilized, stormwater is managed, trees are protected, and views are kept unobstructed to maximize the positive impressions gained by these assets.

GATEWAYS

A gateway serves as the symbolic entry point to an area of the city, a neighborhood, or a district. An effective gateway establishes an immediate positive impression that reinforces the character of an area and is visually harmonious with its surroundings. The key gateways into these areas need specific design elements and enhancements to create such an experience. For neighborhoods this may be in the form of landscaping or an entrance monument. For districts and corridors this may be in the form of landscaping,

streetscape, special lighting, signage, public art, or building design. Along the image corridors at key entry points to the city this may be in the form of landscaping, special signage, public art, or enhancements to bridges and overpasses.

Neighborhood plans, district plans, and corridor plans should address the most effective means to enhance associated gateways. This section outlines the framework for the most appropriate manner to address the key gateways into and out of the city. This plan identifies three levels of gateways, each with a specific purpose and related design focus.

Early Image-Setting Gateways are locations where those approaching the community can first be engaged and experience College Station's unique identity. These areas offer opportunities for signage and landscaping that are harmonious with the surrounding rural areas while announcing one's pending arrival into College Station. Examples of appropriate locations for such enhancements are the intersection of University Drive/Raymond Stotzer Parkway (FM 60) and Wellborn Road (FM 2154), the FM 60 crossing of the Brazos River, and the intersection of State Highway 47 and Raymond Stotzer Parkway (FM 60).



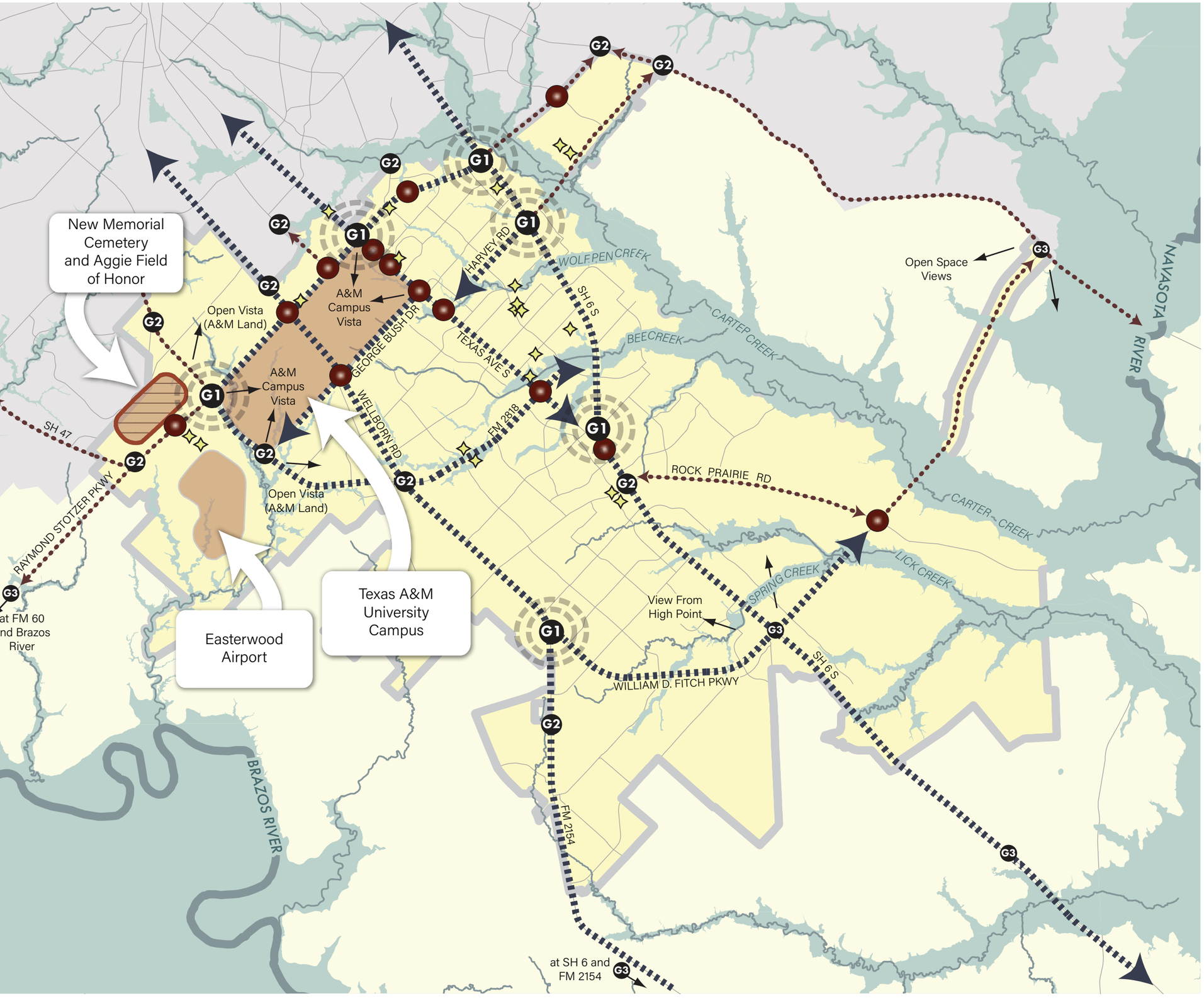
Secondary Welcoming Gateways are locations where community identity and themes can be reinforced through more substantial enhancements. These may include significant monument signage, substantial areas of landscaping and tree planting, and flags. Generally, these are located within the city limits but prior to arrival in the core of the city itself. Examples of appropriate locations for such enhancements are the Rock Prairie Road interchange with State Highway 6, the intersection of George Bush Drive and Harvey Mitchell Parkway (FM 2818), and the city limits at South College Avenue.

Primary Arrival Gateways are locations where the most substantial enhancements should be installed. These may include significant monument signage, substantial areas of landscaping and tree planting, fountains, lighted icons, and large-scale art. Examples of appropriate locations for such enhancements are the intersection of Texas Avenue and State Highway 6, the University Drive/Raymond Stotzer Parkway (FM 60) interchange with Harvey Mitchell Parkway (FM 2818), and the intersection of Texas Avenue and University Drive (FM 60).

For these gateways to succeed, it is essential that common elements be used throughout each of the three levels. Further, enhancements should be focused and sized properly to have the intended impact. Enhancements dispersed over a wide area, lacking common elements, and sized inappropriately will have less of an impact and will miss a critical opportunity to reinforce the character and identity of College Station.

MAP 2.3

Community Assets & Image Corridors



- KEY IMAGE / DESIGN INTERSECTION
- PRIMARY ARRIVAL GATEWAY
- SECONDARY WELCOMING GATEWAY
- EARLY IMAGE-SETTING GATEWAY
- PUBLIC ART LOCATION
- PRIMARY IMAGE CORRIDOR
- SECONDARY IMAGE CORRIDOR
- FLOODPLAIN
- EXISTING UNIQUE COMMUNITY ASSET AREA
- EMERGING / POTENTIAL UNIQUE COMMUNITY ASSET AREA
- CITY LIMITS
- 5 MILE EXTRATERRITORIAL JURISDICTION (ETJ)

AS OF: MAY 28, 2026

Strategic & Ongoing Actions

The actions listed below are designed to achieve the City's goal of vibrant and distinct districts, attractive neighborhoods, revitalized gateways and corridors, and conserved natural areas, grounded in environmental stewardship and resiliency.

STRATEGIC ACTIONS

2.1 **Evaluate existing policies and create incentives for low impact and sustainable development.** Encourage policies and regulations that incentivize sustainable practices such as energy reduction, renewable energy, water conservation, protection of natural resources, use of native and adapted vegetation, adaptive reuse, waste minimization, and stormwater management.

2.2 **Pursue feasibility of a tree planting incentive program.** This could involve proactive efforts by the City such as planting trees and installing landscaping along major road corridors and gateways, or a program where the City or a partner agency provides trees at reduced cost.

2.3 **Create additional incentives for conservation design and evaluate the effectiveness of cluster development standards in the Unified Development Ordinance.** Common incentives include density bonuses where a project may be permitted a greater total density in exchange for preservation of common open space areas.

ONGOING ACTIONS

2.4 **Review and undertake amendments to the Unified Development Ordinance's zoning districts.** Consider amendments necessary to implement the Future Land Use & Character categories and definitions.

2.5 **Prioritize and undertake detailed plans for priority neighborhoods, districts, corridors, or redevelopment areas.** The City should commit to proactively planning for a limited set of target areas, as specified in **Map 2.1, Planning Areas**.

2.6 **Creative incentives and programs to revitalize existing areas and established neighborhoods.** This could include façade or landscaping improvement programs or rehabilitation initiatives. New programs should align with and complement existing City efforts through the Neighborhood Partnership Program, Neighborhood Grant Program, and proposed property maintenance programming.

2.7 **Integrate parks, greenways, and community facilities within new neighborhoods.** Ensure that parks, greenways, and other types of open spaces are integrated into the design of new neighborhoods and that appropriate connections are made to existing facilities. Also consider opportunities and partnerships to locate civic uses (such as recreation centers, schools, libraries) within new neighborhoods or redevelopment areas.

2.8 **Evaluate and update development standards in the Unified Development Ordinance.** Evaluate the effectiveness of development standards such as mobility and connectivity, off-street parking, building form and design, landscaping and buffers, exterior lighting, or other applicable standards to achieve desired design form and quality.



2.9 **Develop or refine incentives to promote high quality design.** Such incentives may include regulatory (flexible standards, density bonuses), procedural, cost-sharing agreements, and tax incentives, among others. Incentives could be targeted to specific geographies or types of development (such as mixed-use or commercial).

2.10 **Encourage parking alternatives to support redevelopment opportunities.** Use regulatory or other incentives to encourage residential, commercial, and mixed development models in the City's targeted Redevelopment Areas that integrate structured parking, reduced parking requirements, or shared parking agreements to enable more productive use of the overall site in place of extensive surface parking.

2.11 **Continue to initiate proactive zoning map updates.** Amend the zoning map in strategic areas to encourage transitions to the desired community character and help implement the Future Land Use & Character Map. Proactive zoning map changes may also encourage redevelopment in targeted areas.

2.12 **Continue beautification programs.** Maintain and consider opportunities to expand beautification partnerships with Keep Brazos Beautiful and other organizations.



3 STRONG NEIGHBORHOODS

As the basic building blocks of a city, neighborhoods are places to live, grow, and develop thriving communities. Strong neighborhoods are not just collections of dwelling places; they are also defined by community institutions like schools, parks, and places of worship, along with local streets and in some contexts, neighborhood businesses. In many ways, a community is only as strong and sustainable as its neighborhoods. These foundational building blocks contribute to a unique sense of place and community identity, with residents contributing to partnerships, leadership, and civic involvement. An array of vibrant and desirable neighborhoods will help sustain a city that empowers all residents to belong and thrive.



Goal

Viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options and other services for a diverse population.

Purpose

The purpose of this chapter is to provide the strategies and actions that encourage attractive, livable neighborhoods that meet the community's housing needs. Issues such as housing affordability, compatibility with adjacent land uses, property maintenance, neighborhood traffic, rental housing, and historic preservation impact the quality and stability of neighborhoods. The intent is the continued viability and long-term protection of College Station's residential neighborhoods.

This chapter discusses existing conditions within neighborhoods and outlines major planning considerations and policy guidance. This is followed by strategic action items for implementation.

Overview

The desire for strong neighborhoods that meet housing demand while maintaining affordable options and contributing to quality of life has been in the forefront of community debate since College Station's founding. The need to provide infrastructure to off-campus neighborhoods served as one of the primary reasons for the incorporation of College Station in 1938. More than eighty years later, the City continues to balance its role as the home of Texas A&M University, one of the largest public universities in the nation, with the need to provide excellent services to all residents who make College Station their home.

With on-campus housing at Texas A&M University available for only 11,366 of its more than 70,000 students[1], the majority of students live off-campus in apartments and other rental properties including multi-family, condominium, townhome, and single-family residences. This integration of the student population with the permanent population creates a unique community where school spirit

[1]TAMU Department of Residence Life and TAMU Accountability, 2024

is apparent in almost all facets of daily life. On occasion, lifestyle differences between student households and long-term resident households can cause tension in neighborhoods. Issues related to noise, property maintenance, and parking are increasingly prevalent as market influences make purchasing homes for conversion to rental or investment property more attractive. The City encourages compatible infill and redevelopment opportunities that increase housing availability near the campus core while preserving the identity and character of existing neighborhoods.

As residential construction continues, College Station must consider the long-term viability of its newest neighborhoods and how they fit into the community fabric. Neighborhoods should capitalize on what sets them apart from other neighborhoods, while creating a seamless transition between different housing types and adjacent land uses. Building community and neighborhood integrity includes building strong neighborhood organizations. These associations provide opportunities for localized decision making and community ownership that contribute to sustaining the attractiveness and marketability of neighborhoods.

Existing Conditions



Early College Station neighborhoods developed around parks and schools, in proximity to major university entrances, and were bordered by commercial land uses on major thoroughfares. The formation of the area's early neighborhoods and housing also reflected the racial segregation patterns of the time. Specifically, the McCulloch Subdivision and Prairie View Heights are two historically African American neighborhoods. It is important to recognize these socio-spatial trends as they have had significant impacts on people, the community, and neighborhood development trajectories over time.

Outside the city's core, the majority of College Station's neighborhoods developed after 1970, due in large part to Texas A&M University opening admission to women and minorities in the late 1960s. These newer developments tend to be large, multi-phased subdivisions that take access from the city's thoroughfare system, with limited connectivity between subdivisions. These neighborhoods are primarily single-family detached housing developments. There is very little neighborhood-oriented commercial activity within walking distance, and residents have often protested commercial uses near established residential neighborhoods.

According to the 2023 American Community Survey[2], the city has 52,687 total housing units. Single-family detached and multi-family units account for 85.7% of the housing stock (42.5% and 43.2% respectively). The remaining 14.3% is distributed amongst single-family attached (9.9%), duplex (3.9%), mobile home (0.2%), and boat, RV, and van (0.3%). Furthermore, 65.1% of housing units within the city are renter-occupied and 34.9% are owner-occupied. The median sales price for a non-new construction home in College Station more than doubled over the last ten years, rising from $175,000 in 2013 to $389,000 in 2023.[3]

[2]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate

[3]Texas Real Estate Center, 2024

Figure 3.1 - Housing Condition Definitions (from the Consolidated Plan)

Excellent: These houses appear well maintained and do not require any obvious repairs.

Conservable: Houses that are currently maintained and in generally good repair. Any required work is minor and can be accomplished in one weekend. Improvements include painting and repair of screens.

Substandard: Houses that require significant repair. A substandard unit is one that needs additional repairs that are more than normal maintenance such as a damaged wall, plumbing problems, broken windows and overall general repairs.

Dilapidated: Houses that do not provide safe or adequate shelter and endanger the health, safety, and wellbeing of the occupants. Repair costs could exceed 50% of the value of the house. Such units have one or more critical defects or a combination of deficiencies to the extent as to require considerable repair or comprise inadequate construction. Defects, in addition to those listed above for substandard units, include: holes; open cracks; loose, rotten, or missing materials over large areas of the foundation, walls, or roof; sagging roof ridges, eaves, or out of plumb walls; extensive damage caused by fire, storm, flooding, termites, etc.

HOUSING CONDITIONS

The City maintains robust data on housing conditions, having collected and compiled these data every five years since 1995. A set of definitions has been developed (see **Figure 3.1 Housing Condition Definitions**), categorizing the condition of housing units as excellent, conservable, substandard, or dilapidated.

Figure 3.2 - Condition of Housing Units

	2010*	2015	2020	2025
Excellent	65.9%	77.0%	71.4%	76.6%
Conservable	31.6%	22.6%	27.1%	20.0%
Substandard	2.5%	0.3%	1.4%	2.9%
Dilapidated	0.1%	0.1%	0.2%	0.5%

**Includes only single-family and duplex units*

As seen in **Figure 3.2 Condition of Housing Units**, the percentage of housing units in excellent condition increased between 2020 and 2025, reflecting a surge in new construction and renovations. During this period, units in excellent condition then increased by 5.2 percentage points corresponding to about a 7.1 percentage point decrease in conservable units, a 1.5 percentage point increase in substandard units, and a 0.3 percentage point increase in dilapidated units. It should be mentioned that the 2010 percentages applied to only single-family and duplex units while the 2015, 2020, and 2025 percentages also incorporated multi-family units.

The housing conditions trends highlight the need for a continued and enhanced focus on property maintenance programs and upkeep. The data suggest that this need is likely especially relevant for multi-family properties. Additionally, care should be taken to promote quality housing conditions in low - and moderate - income neighborhoods. While recent housing conditions data do not differentiate between neighborhood income categories, a 2005 survey by Texas A&M students revealed that 81% of substandard and dilapidated units were found in low - and moderate-income neighborhoods, which comprised only 17% of the city's homes at that time.

AGE OF HOUSING STOCK

Housing quality can often be tied to the age of the housing stock. As can be expected of an 80-year-old city, the housing stock is also relatively young; only 21.5% of the housing stock is more than 45 years old.[4] The majority of homes in College Station were built after 1990.

In light of this, the housing stock in College Station is in moderate to good condition. Areas near the university with large concentrations of rental properties are facing more rapid deterioration than other areas of town. As housing in College Station ages, demolition and redevelopment have increased in the city's core. Policies and practices that encourage harmonious redevelopment and infill opportunities will become increasingly important to maintain the character of existing neighborhoods while meeting housing demand.

RENTAL MARKET

Over the years the local housing market has seen increased demand for new housing and a significant conversion of existing single-family homes to rental housing. From 2010 to 2023, the percentage of renter-occupied units has fallen slightly from 65.2%[5] to 65.1%[6], while still maintaining a majority of the market. Rental properties near the university are often priced using a rent-by-the-bedroom model, resulting in rental costs that are inflated compared to the remainder of the city. This can have negative ramifications for families and young professionals seeking rental housing near the university who find themselves priced out of the market. Increased rental costs along with increased demand have also driven up property values around the university.



Neighborhoods near the university are seeing a rapid transition from older owner-occupied units to newly constructed units tailored primarily to student renters. Older homes may be converted into larger structures either by adding bedrooms or subdividing large lots, enabling the demolition of older homes and construction of multiple units on properties that previously held one structure. These newly constructed units often have a similar look and are characteristically large, multi-story homes with four or more bedrooms that each have their own attached bathroom and typically no garage. This style often leads to unintended overoccupancy in single family neighborhoods that were not designed to support this level of density. The increased demand for density near the campus core must be balanced with measures aimed at protecting the character of existing neighborhoods.

[4]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate

[5]U.S. Census Bureau, 2010 American Community Survey 5-Year Estimate

[6]U.S. Census Bureau, 2023 American Community Survey 1-Year Estimate

AFFORDABLE HOUSING

Since 1990, the City of College Station has more than doubled its population, thus increasing demand on the available housing stock and necessitating rapid construction of new neighborhoods. These factors have affected the median house price in the city (See **Figure 3.3 for Population Growth**). The city's population growth is closely tied with the growth of Texas A&M University as it adds approximately one thousand new students annually.

As a result of the high demand for student accommodations near the university, housing prices have continued to rise over the last decade (See **Figure 3.4 for Median Housing Prices**). As house prices grow, citizens who are unable to keep up with the rapid increase in rental prices, house prices, or property taxes may be forced away from the city core to less expensive areas. This is known as gentrification and is discussed in depth in following sections. There are many negative impacts of gentrification including displacing original occupants, changing the character of neighborhoods, intensifying displaced persons' reliance upon private vehicles and exacerbating their transportation costs due to increased distances and increasing congestion. Programs and policies aimed at providing affordable and workforce housing, along with encouraging a mix of housing types for all demographics and lifestyles, will be essential to maintain viable and strong neighborhoods that serve all College Station citizens.

Figure 3.3 - College Station Population Growth 1990-2025[7]

[7]Data provided by City of College Station Planning & Development Services

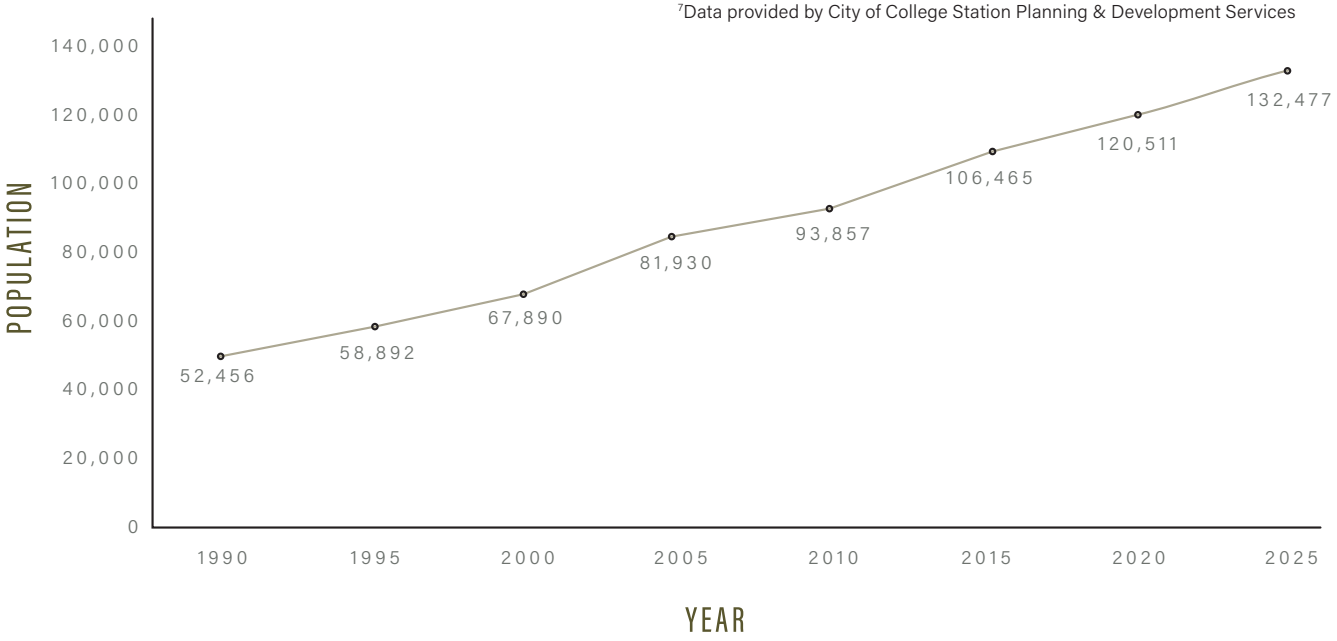
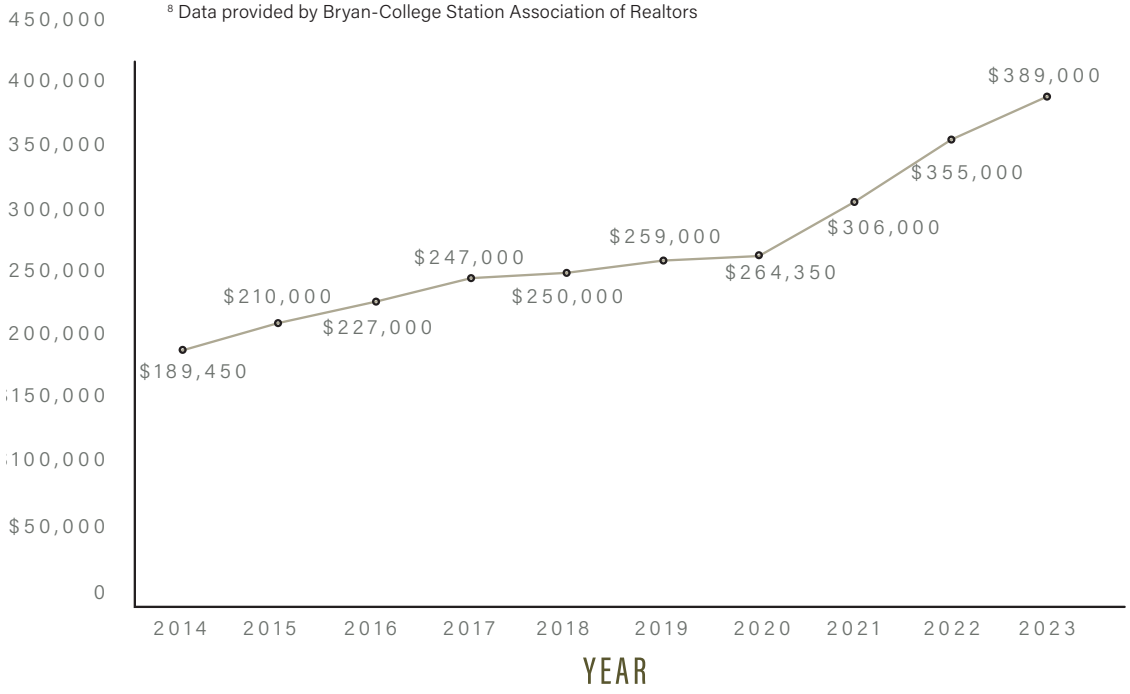


Figure 3.4 - Median Home Sales Price 2014-2023[8]

[8] Data provided by Bryan-College Station Association of Realtors



Planning Considerations

Through public input and conversations with citizens, the City has identified several issues facing the community in promoting attractive and livable neighborhoods. At the forefront is the community relationship with Texas A&M University and the rental market centered around student housing. Affordable housing options, infill and adjacent land uses, neighborhood traffic management, parks and greenways, and neighborhood planning were also considered important.

HOUSING ACTION PLAN

Rising rents and home prices have made it increasingly challenging for many residents to find housing they can afford in College Station. In response, Council launched a citizen-led effort to develop the Housing Action Plan, which was adopted as an amendment to the Comprehensive Plan on September 26, 2024. The two main overarching goals of the Housing Action Plan are (1) to incentivize the production of more housing units of various types to meet growing demand and (2) to produce and preserve housing that is affordable to community members. The Housing Plan Advisory Committee was created in February 2025 to provide guidance, support, advice, and recommendations in the execution of the Housing Action Plan. The Committee—comprised of seven Council–appointed volunteers—has met regularly since April of 2025 to review existing conditions, prioritize action items, and develop recommendations for implementing top-ranked strategies.

EXISTING REGULATIONS

The City has a variety of existing regulations aimed at preserving neighborhood integrity including:

- Single-family height protections
- Buffering and landscaping requirements for commercial and multi-family properties
- Neighborhood-compatible commercial design standards
- Residential driveway and parking design standards, lighting standards
- Impervious coverage maximums and stormwater management requirements
- Traffic mitigation strategies for larger multi-family and commercial projects
- Parkland dedication requirements to foster the development of parks within neighborhoods

Additionally, various single-family overlay zoning districts have been created to help mitigate the issues associated with tear-downs in established neighborhoods, including the Neighborhood Conservation Overlay and the Historic Preservation Overlay. The City also adopted zoning overlays in 2021 and 2023: the Restricted Occupancy Overlay (ROO) and the High Occupancy Overlay (HOO). ROOs were intended to protect neighborhood stability and character in areas facing student housing pressures, while HOOs directed student-oriented housing to areas designed to support higher residential densities. However, both overlays relied on a definition of family that regulated occupancy based on familial status. In 2025, the Texas Legislature passed Senate Bill 1567, prohibiting municipalities from regulating occupancy based on familial or relationship status. Although ROOs and HOOs were repealed and are no longer part of the City's zoning framework, their histories reflect the community's ongoing effort to balance preserving the character of established neighborhoods with the need for increased density and student housing in appropriate areas.

The City has adopted the Family of International Codes, as amended and updated, which includes the International Building Code, a Property Maintenance Code, a Residential Code, and an Energy Conservation Code amongst others. These ordinances cover the minimum maintenance standards expected in the City and set out the standards for new construction for residential homes.

In 2009, the City began requiring the registration of single-family and duplex rental properties. The purpose of the registration is to provide the City with a local point of contact for rental residences in case of an emergency where properties, tenants, or nearby neighborhoods could be impacted. Furthermore, the Rental Registration Program serves as a means of contact for the City in case property owners need to be contacted regarding ordinances, laws, or issues that could potentially affect their properties. The City also adopted regulations detailing host responsibilities for parties held in residential areas holding both the property owner and any other residents of the property responsible for noise, sanitation, and parking violations.

THE TOWN/GOWN RELATIONSHIP

As the cornerstone of the community, Texas A&M University significantly contributes to community identity. With capacity for approximately 11,000 students[11] living in on-campus housing, demand for student-oriented housing will continue to be a significant factor within the city. While many reside in apartment complexes, students also live throughout the community and in almost every neighborhood and housing type. Students contribute positively to College Station's character and quality of life in many ways. As a college town, the rapid growth of Texas A&M University is both a benefit and a challenge that places strain on existing neighborhoods near the campus. Finding the appropriate balance between student-oriented housing and established neighborhoods is key.

It is vital that the City and Texas A&M University collaborate to proactively address issues caused by the rapid growth of the university and potential for change within neighborhoods. Actions such as community discussions and educational campaigns serve to raise awareness about ordinances, promote healthy relationships between all community members, and emphasize the values of a being "good neighbor." With the 10-Year update to this Comprehensive Plan a new chapter, **Chapter 9 Partnerships**, was created to emphasize the importance of the City's collaboration with partners, and particularly the relationship with Texas A&M University.

Conversations between the university, City, and citizens have sparked several policy debates over the years. Some notable outcomes of these debates include the Strong and Sustainable Neighborhoods Initiative in the winter of 2007-08 and the Neighborhood Conservation Overlay district creation and updates in 2019-20. Neighborhoods, developers, investors, students, university administrators, and College Station staff have identified a number of issues related to the influx of renters into traditionally single-family neighborhoods:

[11]Data provided by TAMU Student Demographics Accountability Dashboard

- *Communication.* Effective communication is one of the central challenges in maintaining productive relationships between neighbors and between the City and local neighborhoods. While some neighborhoods have open communication with all, others have commented on problems engaging their renter population. The student rental market also poses significant challenges in building and sustaining neighborhood associations. Most renters within College Station are students – a transient population. It becomes difficult to implement long-term solutions and lasting organizations that serve a population that transitions every four to six years. Educational efforts must also be continuous as students cycle through Texas A&M University.

- *Property Maintenance.* Residents have expressed concerns about the perceived lack of maintenance of rental properties. This includes everything from routine repairs to maintaining landscaping. While there has not been an established correlation between the maintenance of rental properties and owner-occupied properties, property maintenance will continue to be a concern for all older neighborhoods as the housing stock ages. As the City has adopted the Family of International Codes and adopts updates as the code is amended, enforcement actions are taken when properties are identified as out of compliance with the maintenance standards within the Property Maintenance Code.

- *Noise and Parking.* The most often discussed challenges center around behavioral factors, including parking issues and noise that can be generated by parties and other social gatherings. While current ordinances restrict noise that can be heard beyond common property lines after 10 p.m., there is a perceived lack of enforcement by residents who make complaints. The College Station Police Department fielded 2,184 loud party calls in 2020[12], with the majority during the fall semester. Additionally, parties can be accompanied by cars parked on lawns and blocking driveways, which limits access by emergency vehicles as well as availability of resident parking.

- *Sprawl.* Previous efforts by the City have tried to focus dense rental development catering to students near the university. However, since most of these areas are built out, greenfield development, including multi-family and rental subdivisions, have moved further south, away from campus. As existing properties near the university age, the opportunity for redevelopment of student-oriented housing near the university increases. This will need to occur in appropriate areas and in a manner that is sensitive to the character of existing neighborhoods.

These issues are most apparent in areas close to the university, but examples are present across the entire city. Established neighborhoods often view the conversion to rental or investment homes as a threat to the integrity and identity of neighborhoods. However, this is a complex issue that calls for a balanced approach and working together creatively so that everyone can experience a sense of belonging in the community.



[12]Data provided by City of College Station Police Department



Brison Park was developed as an integral component of the College Park subdivision in the 1920s. This commitment to the preservation and provision of open space and parks is still alive in College Station today.

NEIGHBORHOOD TRAFFIC MANAGEMENT

During the public input process, citizens also expressed concern regarding cut-through traffic within neighborhoods, on-street parking, and access to adequate bicycle facilities and pedestrian paths.

One of the biggest concerns is the location and role major thoroughfares have on neighborhoods. In older neighborhoods, thoroughfares are generally integrated in the street network. In more recent developments, thoroughfares are placed on subdivision edges, thus contributing to the canyon-like effect fences have on roadways. The increased use of cul-de-sacs and loop streets as well as the lack of sidewalk connection to commercial areas or to a larger sidewalk network discourage connectivity, which causes difficulties when distributing traffic volumes and providing alternative paths to major points of interest throughout the city. As a response, the **Thoroughfare Plan** and the City's **Active Transportation Master Plan** have been updated to provide context-sensitive street design and a more extensive and improved bike, pedway, and micromobility network (see **Chapter 6: Integrated Mobility**).

NEIGHBORHOOD PARKS AND GREENWAYS

Neighborhood parks often serve as the center of interaction between neighbors. Parks and recreation services are vital to maintain community identity and increase quality of life. Providing active and passive recreational spaces, hiking, and educational spaces, College Station's nationally accredited and award-winning parks system is a vital centerpiece of the community. Moreover, public and private landscaping contributes to the attractiveness of neighborhoods, which is reflected in the City's efforts to requiring streetscaping on all City-constructed thoroughfares.

In addition to parks, the City offers greenways which provide much of the natural open space in and around the community. Directly related to flood control, greenways also provide for natural buffers between adjacent land uses and as means of connection between parks and the community. In regard to the opposition to developing in the floodplain around existing residential development, the **Active Transportation Master Plan** aims to promote ways to encourage connectivity of greenways and methods for the conservation and acquisition of those properties (see **Chapter 5: Desirable Amenities & Recreation**).

Greenways are linear open space corridors that follow natural features such as creeks and rivers and their floodplains or man-made features such as utility, road or rail corridors. Greenways are a resource that serve a variety of functions including but not limited to floodplain management, protection of open space and wildlife and plant habitats. Trails within a greenway can provide alternate transportation, recreation and health benefits. Greenway trails also create connections to parks, neighborhoods, workplaces, schools, cultural and historical areas and shopping centers.

NEIGHBORHOOD PLANNING

The City of College Station coordinates services for neighborhoods through its Neighborhood Services Department and neighborhood planning efforts through the Planning and Development Services Department. Neighborhood Services focuses on maintaining collaborative partnerships between neighborhoods, community services, and the City. Programs such as the Neighborhood Partnership Program and Neighborhood Grant Program where the City provides financial support for projects within neighborhoods are some of the ways the City actively engages with its neighborhoods. Neighborhood Services also undertakes educational and outreach programming. Neighborhood Services focuses on promoting the development of neighborhood and homeowner associations and currently assists 85 registered associations.

The Planning and Development Services Department provides services such as land use and comprehensive planning, building regulations and inspections, and floodplain management to maintain orderly, prosperous, and efficient growth for the city. The department undertakes specialty planning efforts for smaller areas and neighborhoods and works collaboratively with residents to identify projects and programs within those small areas that contribute positively to neighborhood integrity, character, and quality of life.

Neighborhood-focused services should continue tracking community identity and character indicators to help identify neighborhoods in transition so that the City can allocate resources to specific areas of need.

Most importantly, the City should continually enhance its public engagement efforts through additional public education and outreach. Many of the issues that typically arise in the development process that frustrate neighborhoods happen because of a lack of communication and a lack of knowledge about the process. A comprehensive education and outreach program should be developed that provides opportunities to learn about neighborhood planning and the overall development process. The City should also look for ways to improve communication with neighborhood residents about proposed projects.



New Neighborhoods

New development plays a key role in the changing character of the city. New residential neighborhoods have an impact on traffic patterns, property values, and quality of life. A number of College Station's most recently developed neighborhoods have been developed in southern College Station, placing additional stressors on the transportation network as residents commute throughout the City.



New residential subdivisions should be designed to fit within the existing fabric of the community and complement the natural environment. Sustainable neighborhoods should be developed with integrated parks that are easily and safely reached on foot or bicycle and have identifiable borders and entries. Development policies should encourage the clustering of homes to reduce environmental impacts on sensitive areas like floodplains and provide for common areas of recreation and play that are easily accessible to residents. Context sensitive designs for thoroughfares should encourage buildings to face onto streets where practical and provide quality multi-modal transportation options to and through the neighborhood. Additionally, connectivity in and around neighborhoods should be encouraged to help disperse traffic rather than funnel it onto one or two major roads.

Historic Preservation

The history and heritage of College Station is an important component of defining the City's identity and sense of place. The original neighborhoods of College Station have faced continual change since they were first developed primarily for professors, university staff, and supporting workers. In 1986, the City created the first Historic Preservation Committee. The committee works on various historic preservation initiatives and hosts monthly educational luncheons that explore College Station's history.

The City recognizes historic homes and buildings through its local Historic Marker Program, which recognizes property owners and provides educational benefits to the public. However, the historical marker status does not offer property protections or additional regulations. The City also created a Historic Preservation Overlay zoning district that is intended to provide for the protection and preservation of places and areas of historical, cultural, and architectural significance. Additionally, Project HOLD – or Historic Online Library Database – allows citizens to learn about the history and heritage of the City of College Station. To date, the City does not have a comprehensive historic preservation plan. Such a planning effort could prioritize the City's preservation efforts, research the community's historic areas and properties, research and recognize how demographic trends (particularly race and socioeconomic status) have impacted College Station's development, identify new areas to survey, and identify assistance and incentives for preservation or revitalization efforts.

Infill and Adjacent Land Uses

Infill development offers the opportunity to mediate and enhance the identity of neighborhoods. These uses can be accessible to the neighborhood and developed to provide a seamless transition from residential to nonresidential uses. Small-scale office or neighborhood retail uses are appropriate directly adjacent to neighborhoods if they are an integrated component of the neighborhood with adequate buffering and transition for noise, light, and parking intrusions where necessary. Mixed-residential and multi-family uses should also be designed as a component of the neighborhood instead of as islands of development with no relationship to adjacent single-family neighborhoods.

Adjacent land uses have an impact on neighborhood character and identity. Non-residential and multi-family properties can develop out of character and scale with adjacent single-family residences if not designed appropriately. Lighting, noise, and traffic are some of the issues that arise, as well as potential aesthetic issues of non-residential buildings adjacent to single-family homes. Buffering, architectural, lighting standards, and height protections are currently in place for nonresidential uses in the city. Neighborhoods also face intrusion from out-of-character single-family infill development.

As College Station attracts more retirees and alumni back to the community and as property values increase, areas close to the university continue to feel pressures for redevelopment. Many older homes in the Southside neighborhood are being torn down in favor of larger homes – some serving as sporting event weekend homes for alumni – changing the character and identity of that neighborhood. Moreover, neighborhoods near Texas A&M University are facing a rapid transition from owner-occupied units to renter-occupied units due to the university's significant increase in student enrollment. Unintended overoccupancy is common in these neighborhoods where older single-family homes are being converted into multi-story, multi-bedroom units aimed at university students, thus altering the existing character of the neighborhood.

To strategically direct increased density to appropriate areas and provide more housing options, the City established the MH Middle Housing zoning district. This district allows for a flexible mix of compatible housing types including small-lot single-family homes, townhomes, courtyard houses, duplexes, small multiplexes (3–4 units), medium multiplexes (5–12 units), and live-work units. To ensure compatibility with adjacent neighborhoods, additional standards for buffering, height transitions, and parking are applied to larger residential products and along the edges of the district bordering neighborhood conservation areas.



Gentrification is a process of redevelopment that results in the displacement of the original residents of a neighborhood due to increased property values. Gentrification occurs when homes and land are redeveloped in an existing neighborhood and cause a subsequent rise in adjacent property values that existing residents may not have the income to pay. Socio-economic shifts can result in changes in the original neighborhood's culture and character.

Affordable Housing

As College Station has nearly doubled its population in the last 20 years, mostly due to the rapid expansion of Texas A&M University, the need to offer affordable housing incentives is crucial to maintain steady and prosperous growth. The City has efforts focused on providing established and incoming residents with the tools to successfully combat the rising median home price.

With an increase in tear-downs, gentrification is occurring at faster rates than in previous decades. The City should evaluate the impact of single-lot redevelopment on existing residents – taking care to prevent and mitigate the displacement of permanent residents priced out of their neighborhoods as property values increase. This has become increasingly relevant in the core neighborhoods closest to the university as older housing stock becomes the focus of rehabilitation and infill efforts.

The City recognizes the importance of preserving the original character of neighborhoods of all backgrounds from gentrification threats such as inflated home prices and displacement of original occupants. As a response, the City will continue to improve on its efforts, programs, and incentives that provide better and increased affordable housing options, as well as further support to low - and moderate - income citizens with homeownership and rental assistance. Actions such as developmental standards used to reduce barriers for affordable housing types, pre-approved building plans, new incentives, density bonuses in appropriate areas, reduced parking requirements are strategies the City may use to mitigate increasing housing prices. These are issues of equitable, fair, and affordable housing, and the City is committed to ensuring options for safe, dignified, and financially attainable shelter for everyone in College Station.

The City offers the Leveraged Housing Development Program, which uses grants funding to partner with housing developers to build affordable housing though programs such as the Low-Income Housing Tax Credit program. Other programs include the Down Payment Program, Housing Minor Repair Program, Housing Rehabilitation Loan Program, Housing Reconstruction Loan Program, and Tenant-Based Rental Assistance Program. Moreover, the City works in partnership with organizations focused on providing affordable housing, such as the Brazos Valley Community Action Programs, Twin City Mission, Elder-Aid, Inc., and Habitat for Humanity.

CONTEXTUAL NEIGHBORHOOD COMPATIBILITY STANDARDS – EXAMPLES FOR ACTION 3.1

Like many cities, College Station's Unified Development Ordinance contains standards that are intended to address the compatibility of development and redevelopment to maintain the integrity of neighborhoods, including some of the items included below. Types of compatibility standards include:

Standards within neighborhoods. Consider contextual compatibility standards for some single-family residential zoning districts. These standards could include a rule that requires the lot area, setback, and height standards in the district be between a certain percent of the average setbacks, lot area, and height of the lots and development on the same block face, or within a certain distance of the site. Other types of standards could address student housing conversions by limiting on-site parking, or the location and size of accessory dwelling units, or limiting the size and scale of homes.

Transitional areas. Consider standards that apply to new nonresidential development, mixed-use development, and intense, multi-family development above a certain density that is adjacent to, across the street from, or within a certain distance from attached and detached residences. Such standards include building frontage, building height, signage, buffering, lighting, parking, loading and access areas, among others.

From the City of College Station's 10-Year Comprehensive Plan Evaluation & Appraisal Report

Strategic & Ongoing Actions

College Station residents have been clear in their desire to promote strong and sustainable neighborhoods. The actions listed below are aimed at implementing the goal of viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options for a diverse population. The actions include new strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

3.1 **Evaluate the effectiveness and refine neighborhood compatibility standards in the UDO.** Standards in the UDO should address compatibility of infill and redevelopment within established neighborhoods and appropriate transitions between land uses, particularly between neighborhoods and more intense commercial or mixed-use development adjacent to a neighborhood.

3.2 **Create a neighborhood planning toolkit.** Build upon Neighborhood Services efforts and establish a process for neighborhood organizations to undertake a City-supported project in their area, or to create City-supported projects and policies for their area.

3.3 **Create and promote a housing maintenance educational program.** Create an education/promotional campaign to raise awareness of existing resources to maintain and enhance the existing housing stock including City grants and federal programs. Develop an educational program to assist residents in learning basic home maintenance and repair skills.

3.4 **Develop a parking strategy for neighborhoods near the university.** Coordinate with Texas A&M University regarding university-related parking to prevent excessive on-street parking in areas adjacent to the university. Evaluate the feasibility of a program to address management of parking in adjacent neighborhoods.

3.5 **Develop and refine data monitoring processes to analyze housing trends and define a strategic set of actions to address housing affordability, diversity, and gentrification.** Consider existing market data, best practices, and existing regulations and incentives.

3.6 **Evaluate relevancy of neighborhood and small area plans that are beyond their planning horizon.** Develop a process to either retire or update plans.

3.7 **Require neighborhood meetings for certain development applications.** This provides a forum for applicants and neighbors to resolve conflicts in an informal setting before an application is submitted or prior to formal consideration of the item.

3.8 **Evaluate the effectiveness of short-term rental regulations.** Periodically evaluate short-term rental regulations with respect to local data, national trends, and emerging technology, to support neighborhood integrity.

3.9 **Evaluate and refine the rental registration program.** Periodically evaluate the rental registration program with respect to local data and trends to support neighborhood integrity.



ONGOING ACTIONS

3.10 **Expand affordable housing and workforce housing.** Continue to support efforts, programs, and incentives aimed at developing affordable housing stock and assisting low - and moderate - income citizens to secure affordable homeownership and/or rental opportunities. Potential actions may include regulatory provisions such as:

- Development standards that reduce barriers for affordable and diverse housing types.
- Pre-approved building plans or pattern books for target locations.
- Incentives such as density bonuses or more flexible standards, or
- A workforce housing capital pool where a public entity establishes a fund that is used for various types of affordable housing initiatives

3.11 **Continue to track neighborhood change.** Continue maintaining an inventory of community development trends and housing conditions by block or neighborhood in areas with a high propensity for change to identify potential areas at risk of decline and to combat displacement of existing residents. Existing data on demolitions, building permits, or occupancy could also be compiled and reviewed on a regular basis.

3.12 **Continue partnering with local nonprofit organizations and area partners to support affordable housing options.** Continue partnerships with organizations such as the Brazos County Home Repair Coalition, Bryan/College Station Habitat for Humanity, Brazos Valley Community Action Programs, Elder Aid, Brazos County Council of Governments, and housing tax credit developers.

3.13 **Continue outreach and educational efforts to support existing and encourage new neighborhood organizations.** Continue Neighborhood Services initiatives such as Seminar Suppers, Neighborhood Newsletters, and training programs.

3.14 **Continue to fund the Neighborhood Grant Program.** Continue to fund and expand the Neighborhood Grant Program for neighborhood activities such as gateways, landscaping, and other permit application fees.

3.15 **Maintain property maintenance enforcement efforts.** Maintain enforcement resources to ensure that minimum property standards are being upheld. Utilize community development plans and current data to target and prioritize enforcement efforts, while being equitable to the needs of lower income or rental areas.



4 A PROSPEROUS ECONOMY

The City of College Station's economic development strategies are guided by a bold vision to cultivate an innovation-driven economy through dynamic districts that leverage the community's unique assets, including its proximity to Texas A&M University. By strengthening target industry clusters, supporting entrepreneurship, and aligning workforce development with industry demand, College Station will be positioned to achieve sustained prosperity. These strategies seek to enhance community identity and competitiveness while positioning College Station as a place where businesses thrive, innovation is embraced, and quality of life is unmatched.

Goal

Strengthen fiscal sustainability and community prosperity by diversifying the tax base and expanding economic opportunity through dynamic districts, targeted industry growth, a robust innovation ecosystem, and proactive regional leadership.

Purpose

The purpose of this chapter is to present a clear and forward-looking framework that guides the City of College Station's economic development efforts. This framework is drawn from the **Economic Development Master Plan** and is intended to support a balanced and resilient local economy that offers opportunity for residents, employers, and visitors. The chapter outlines the community's long-term vision, key strategic pillars, and the actions needed to encourage sustainable growth, enhance quality of place, and strengthen the foundations of a competitive and welcoming city.

Background

The City of College Station operates within a dynamic regional environment shaped by strong population growth, expanding industry sectors, increasing demand for workforce skills, and rising expectations for quality of life. The development of the **Economic Development Master Plan** involved extensive engagement with community members, business leaders, education partners, and regional organizations. Their insights, combined with quantitative analysis of economic and demographic trends, clarified the community's priorities and identified opportunities to support long-term prosperity.

Stakeholders expressed a desire for greater diversification of employment opportunities, improved access to housing options that serve a range of household needs, and strengthened pathways for workforce development. They also highlighted the importance of creating distinctive destinations, encouraging redevelopment of aging commercial areas, and supporting entrepreneurs and emerging companies. Analysis of local and regional data reinforced these themes by revealing growing demand across healthcare, life sciences, professional services, technology, hospitality, and additional sectors.

The combined findings established the foundation for a strategic approach centered on four interconnected pillars that work together to enhance community vitality. These pillars include cultivating district identity, supporting industry growth, strengthening the innovation ecosystem, and advancing coordinated regional leadership. The result is a framework designed to help College Station grow in a manner that enhances economic opportunity, supports community character, and ensures that residents and businesses benefit from a thoughtful and balanced approach to development.



Economic Development Master Plan

The vision of the Economic Development Master Plan is that *College Station will be the nation's most vibrant university community, a place where businesses thrive, innovation is embraced, and quality of life is unmatched, resulting in sustained prosperity and economic competitiveness.*

The four pillars of the plan include:

- **Identity:** Cultivate community synergies to create dynamic and authentic districts that attract residents, businesses, students, and visitors.
- **Industry:** Expand a strong foundation of businesses and employment sectors to create a diversified tax base and broaden economic opportunity.
- **Innovation:** Establish College Station as a center for entrepreneurship, research activity, and innovation-led business development.
- **Ignition:** Position the City of College Station as a proactive and collaborative regional leader committed to effective implementation of economic development strategies.



Strategic & Ongoing Actions

The actions listed below are designed to achieve the City's goal to strengthen fiscal sustainability and community prosperity by diversifying the tax base and expanding economic opportunity through dynamic districts, targeted industry growth, a robust innovation ecosystem, and proactive regional leadership.

PILLAR 1 - IDENTITY

4.1. Establish distinctive, place-based districts to anchor assets that promote balance and synergies between on-campus and off-campus communities, enhancing talent retention across all age groups.

4.2. Launch a City real estate strategy that prioritizes prime site opportunities that can spark additional investment in the City and contribute to economic, housing, retail, and other real estate goals.

4.3. Position College Station as a destination for year-round tourism and asset activation that increases room nights and visitor investment.

4.4. Enhance specific quality-of-life factors through connectivity and place-based initiatives.

PILLAR 2 - INDUSTRY

4.5. Focus attraction and retention efforts on strategic growth areas and target industries that align with College Station's competitive position, including healthcare; life sciences and biotech; professional services; aerospace, defense, and energy; and retail and hospitality.

4.6. Enhance long-term and short-term workforce and talent development efforts to meet industry demand.

4.7. Support the growth of existing small businesses and local market-serving entrepreneurs as important contributors to the City's identity.

PILLAR 3 - INNOVATION

4.8. Retain and expand local science and tech-driven employers in College Station across all industry types, with particular attention to target sectors.

4.9. Attract science and tech-driven employers from competitive markets by showcasing College Station's innovation ecosystem assets across target sectors.

4.10. Enhance innovation ecosystem components that support science and tech-based entrepreneurs, also known as startups, to facilitate business growth.

PILLAR 4 - IGNITION

4.11. Ensure the effectiveness of the EDMP by enhancing partnerships with local and regional partners through regular communications and collaborations.

4.12. Position College Station as a strong regional and state-level economic leader and business-friendly community.

4.13. Equip the City's Economic Development team with tools, resources, and structure to deliver results in implementation of the EDMP.

4.14. Bring awareness to the community about the City's economic development goals and the importance of specific topics, like redevelopment and innovation.



5 ENGAGING SPACES

Parks, greenways, and the arts play an integral role in improving quality of life for the residents of College Station. They foster social, environmental, economic, and health benefits by uniting families, building cultural diversity, promoting stewardship of natural resources, attracting businesses, and offering places for a healthy lifestyle. Parks and greenways create a sense of place and frame neighborhoods into unique spaces to be enjoyed and explored. Performing and fine arts provide opportunities for entertainment, education, and culture.



The City of College Station offers residents a wide variety of recreation and leisure experiences in locations across the community.

Goal

Highly desirable parks, greenways, arts and cultural amenities that support high-quality experiences for residents and visitors.

Purpose

When College Station residents were asked to rank enhancements that would make College Station a better place to live and work, more parks, greenways, and entertainment were among the top choices. Also ranking high were environmental protection, recreation facilities, addressing drainage and flooding concerns, and community image and appearance. Residents view parks, greenways, and the arts as necessities in College Station. These amenities improve the character and livability of a city and warrant a significant level of attention and commitment of resources. Planning and investing in these assets are expected and appreciated by current residents, business owners, and visitors.

The purpose of this chapter is to recognize and ensure the continued protection and enhancement of leisure, recreation, and cultural opportunities available to the residents of College Station through parks, greenways, and the arts. College Station enjoys a diverse and educated citizenry who support and celebrate this vital component of local quality of life. The City recognizes the value of the natural environment and its effects upon the physical and mental health of its citizens.

This chapter sets the framework for the City's parks and recreation system and greenways program. The City has two topic-specific planning efforts that delve into greater detail regarding the actions and measures needed to maintain and grow the City's parks and recreation system and greenways program. These are the **Recreation, Park, and Open Space Master Plan**, adopted in 2011 and updated in 2021, and the **Active Transportation Master Plan**, adopted in 2026.

Existing Conditions

The City of College Station strives to be a leader and innovator in parks and recreation facilities, greenways preservation, events, programs, and cultural amenities.

The City's parks and greenways span almost 2,000 acres, as viewed in **Map 5.1, Parks and Greenways**. City-owned greenway property has been transferred into the parks system in recent years to enhance its access and public awareness, increase its protection, and provide better connectivity between parks and greenways. While greenways can provide recreational and mobility functions, this does not diminish the role that greenways play in floodplain and storm water management and conservation of the natural environment.

The parks and recreation system includes a variety of athletic fields and courts, pavilions, biking and walking trails, exercise stations, playgrounds, dog parks, senior centers, and swimming pools. Other facilities include an amphitheater and festival site, a skate park, a full-service recreation center, two cemeteries, a nature center, and an inventory of flat athletic fields and diamonds that routinely host state and national tournaments for a variety of sports. Programs range from aquatics and swim lessons, athletic leagues for all ages, and afterschool care to entertainment with the Starlight Music Series and educational classes.

NEEDS ASSESSMENT



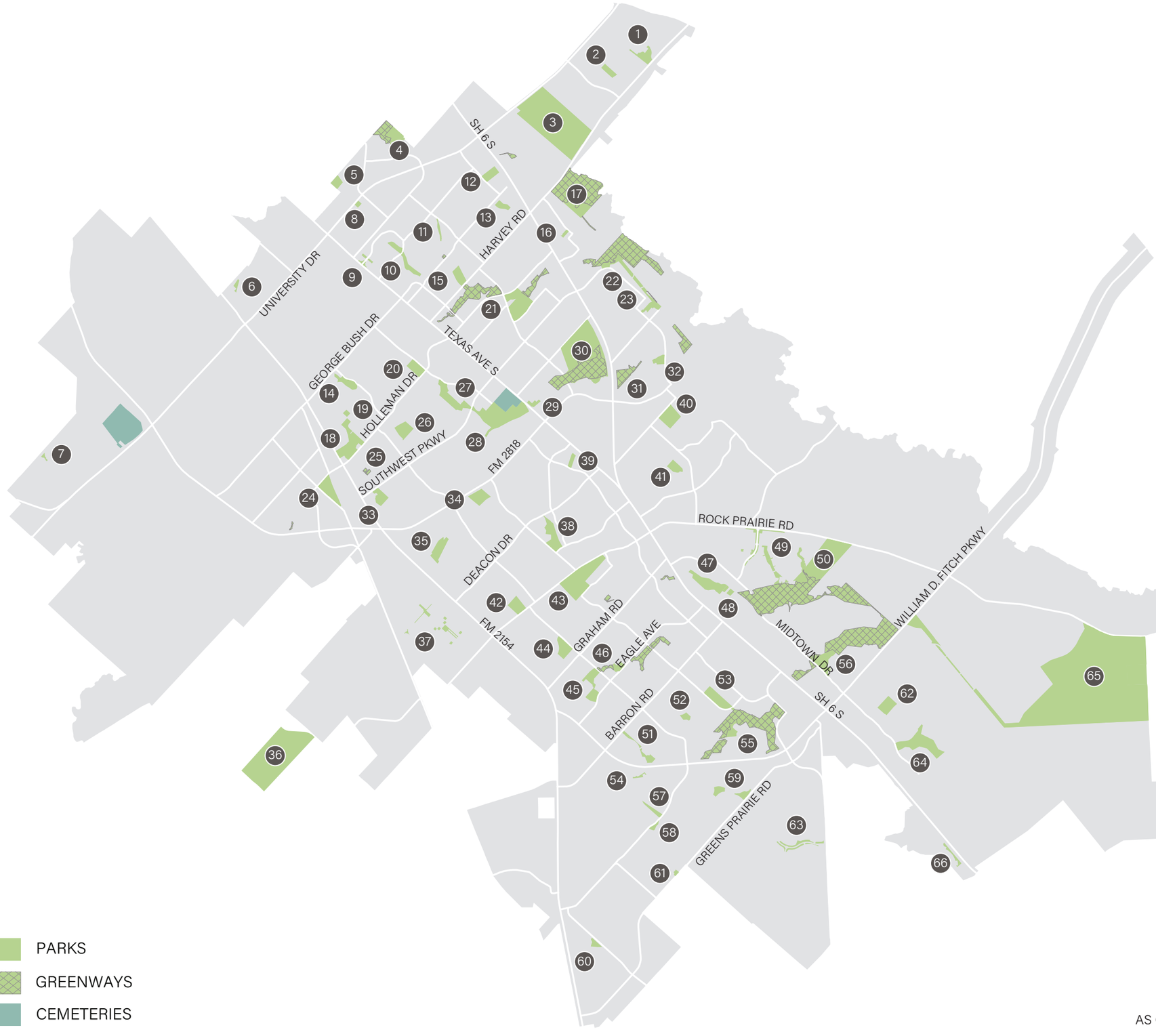
The City's goal is to achieve seven acres of parkland per 1,000 citizens. A combination of standards-based and resource-based approaches are used to assess the need for additional parks, recreation facilities, and greenways within College Station. The potential need for additional parkland acreage to satisfy current and future demands is determined by applying the recommended standards to the current and future population of the city.

In 2018, a comprehensive needs assessment was initiated by City staff, employing the firm of National Service Research. The purpose of the study was to provide guidance regarding park, recreation and open space to meet citizen needs and priorities. The key objectives selected were to identify frequency of park and recreation use, maintenance rating of parks and recreation facilities, recreation programs of interest, and park facility needs.

These approaches provide a comprehensive analysis for future additions to the parks and recreation system as well as the greenway system. The **Recreation, Park, and Open Space Master Plan** and the **Active Transportation Master Plan** further detail the land, facility, and program needs that surfaced through planning processes and outline the practices City staff will employ to achieve these objectives.

MAP 5.1

Parks & Greenways



1 SUMMIT CROSSING
2 CRESCENT POINTE
3 VETERANS PARK & ATHLETIC COMPLEX
4 UNIVERSITY
5 BILLIE MADELY
6 NORTHGATE
7 FIRST DOWN
8 LIONS
9 EASTGATE
10 THOMAS
11 PARKWAY
12 RICHARD CARTER
13 MERRY OAKS
14 BRISON
15 OAKS
16 WINDWOOD
17 SMITH TRACT
18 W.A. TARROW
19 LUTHER JONES
20 ANDERSON
21 WOLF PEN CREEK
22 ART & MYRA BRIGHT
23 CARTER'S CROSSING
24 JOHN CROMPTON
25 SOUTHLAND
26 GABBARD
27 LEMONTREE
28 BEE CREEK
29 CY MILLER
30 STEPHEN C. BEACHY CENTRAL
31 HEADLAKE
32 EMERALD FOREST
33 SOUTHWEST
34 GEORGIE K. FITCH
35 STEEPLECHASE
36 WESTSIDE
37 BARRACKS II
38 BROTHERS POND
39 LONGMIRE
40 SANDSTONE
41 WOODCREEK
42 JACK & DOROTHY MILLER
43 BRIAN BACHMANN
44 EDELWEISS
45 EDELWEISS GARTENS
46 CREEK VIEW
47 HUNTINGTON TRAIL
48 M.D. WHEELER PH 2
49 MIDTOWN RESERVE
50 TEXAS INDEPENDENCE
51 SONOMA
52 REATTA MEADOWS
53 SOUTHERN OAKS
54 BRIDGEWOOD
55 CASTLE ROCK
56 WOODLAND HILLS
57 PHILLIPS
58 WALLACE LAKE
59 CASTLEGATE
60 WELLBORN SETTLEMENT
61 ETONBURY
62 PEBBLE CREEK
63 GREENS PRAIRIE RESERVE
64 WILDWOOD
65 LICK CREEK
66 COVE OF NANTUCKET

AS OF: MAY 28, 2026

Planning Considerations

College Station's residents identified various issues and opportunities facing the community regarding parks, greenways, and the arts. The planning considerations highlighted in this section helped shape the action recommendations that follow.



Growth and changing demographic trends are important components in determining the development of parks, greenways, and the arts. Based on recent growth trends, College Station's population is expected to reach between 146,729 and 156,717 by 2030.[1] An increasing population creates demand for an increased and diverse offering of programs, facilities, and open space to maintain current levels of service. Although school and college-aged residents will continue to make up a large portion of the population, residents of retirement age are the fastest growing demographic. This may present a need for more passive recreation opportunities in the future in a system currently geared towards more active recreation.

MAINTAINING A PREMIER PARKS AND RECREATION SYSTEM

City staff have identified five pillars to approach the strategic and ongoing actions of the parks and recreation system in a goal-oriented, systematic fashion:

Experience & Engagement: Create a positive and memorable experience for all customers. Strive to involve and request input from all park and program participants. Create public awareness of all programs, facilities, and greenspace.

Capital, Operational & Maintenance Funding: Identify and establish desirable alternatives to fund all aspects of projects, operations, and maintenance.

Natural Resource Management: Protection of the wildlife, plants, water, and soil of an area, with a particular focus on quality of life and stewardship.

Growth & Sustainability: Employ and track the demographics and growth patterns of the city to maintain, secure, and develop desirable greenspace and facilities.

Accessibility & Inclusion: Inclusive and accessible design, affordable pricing and implementation of programs, activities and facilities that takes into consideration the diversity of the population.

The community must ensure College Station maintains and develops its parks and recreation system effectively to meet current and future needs. Considerations for the community include: (1) continued development of a balanced, convenient, and accessible park system, (2) quality park appearance and maintenance, and (3) coordination, collaboration, and adequate funding.

Balanced, Convenient, and Accessible Park System

A successful parks and recreation system creates a balance of public open spaces and recreation opportunities across the community. All residents should have an equal opportunity to access parks and the facilities they offer to meet recreational and leisure needs.

A comprehensive parks and recreation system also offers a variety of parks, ranging in size and focus to satisfy diverse social and ecological needs. Greenways now fall under the umbrella of this system and provide linear connections with trails where appropriate. A variety of indoor and outdoor facilities and spaces, as well as an adequate assortment of activities and programs, should be provided to meet the individual and collective needs of all the residents of College Station.

Quality Park Appearance and Maintenance

The condition and appearance of parks is an indicator of their value to the community. Collectively, parks and public open spaces can contribute to the aesthetics, natural beauty, property values, and sustainability of the city.

Facilities and programs such as the Fun for All Playground that focuses on providing interactive learning opportunities for all ability levels, the Lick Creek Nature Center educational programming, and the renovation and expansion of the Lincoln Recreation Center are just a few of the ways the City demonstrates its commitment to a well maintained, diverse parks system that positively contributes to citizens' quality of life. Moreover, the Parks & Recreation Department hosts seasonal events to better serve the community and partners with the Economic Development & Tourism Department to promote sports tourism as both an experience and an economic driver for the community.



Coordination, Collaboration, and Adequate Funding

As the city continues to grow and develop, College Station will see an increased demand for parks and recreation facilities and programs. To meet this increasing demand, mechanisms that encourage joint acquisition, development, and funding of public spaces will help the City to stretch local resources for the development and redevelopment of its parks. City coordination and collaboration with agencies, such as Brazos County, the College Station Independent School District, the City of Bryan, Texas A&M University, developers, and other local agencies and organizations mutually benefit all interests because it eases the municipal tax burden related to parks and recreation demands and enhances the quality of parks and recreation facilities and programs.

Collaboration requires effective communication and coordination among stakeholders. Through agreements reached between public/semi-public agencies, as well as partnerships with the private sector, the parks and recreation system can benefit in the quality and quantity of facilities and programs it offers. Joint acquisition, construction, operation, and maintenance allow more efficient use of public resources while ensuring that the system is well-coordinated and connected. Effectively leveraging State and Federal grants and private foundation funds is also important to developing and sustaining a parks and recreation system for the long term.

Importantly, part of the City's approach to maintaining a high-quality park system emphasizes strategic, incremental improvements rather than relying solely on large-scale projects. By pursuing micro-capital investments, the City can continually refresh facilities, extend the lifespan of existing assets, and respond flexibly to community needs. This approach ensures that smaller targeted investments accumulate into meaningful system-wide improvements, sustaining high standards of safety, accessibility, and user experience while maximizing the return on limited resources.

ENHANCING THE GREENWAYS PROGRAM

The purpose of the Greenways Program is to establish a network of greenways or open space corridors throughout the community for conservation and to connect people and places through greenway trails for recreation and transportation. Considerations for the community include: (1) promoting the protection of land to maximize use and enjoyment and the natural resource stewardship through preservation, conservation and restoration, as well as (2) creating connections to key destinations with greenway trails.

Since the adoption of the first Greenways Master Plan by City Council in 1999, College Station has made progress toward establishing a network of greenway corridors across the community. As ongoing urbanization alters the city's natural landscape and quality of life, it is important to continue developing the greenway system through acquisition and protection.

Greenways serve to protect linear open spaces that follow natural areas (e.g., rivers and streams and their floodplains) and man-made features (e.g., utility, road, or rail corridors). They should remain in their natural state except for the introduction of greenway trails that connect people with places, where appropriate. Priority greenways to be protected in College Station currently include the following creeks: Alum, Bee, Carter, Lick, Spring, Wolf Pen, their tributaries and floodplains, as well as the Gulf States Utility Easement.

Greenways provide functional, aesthetic, economic, and social benefits to the community. From a functional and aesthetic perspective, greenways provide for floodplain and stormwater management, water quality protection, as well as wildlife and aquatic habitat protection. From a social and economic perspective, greenways introduce trails in appropriate locations that provide alternative modes of transportation, recreation, increased real estate values to adjacent properties, and tourist revenue.



Connection of Parks, Schools, and Neighborhoods

Greenway trails connect people and places by providing an alternative mode of transportation for bicyclists and pedestrians. These linear corridors create safe and convenient opportunities for regional connectivity between neighborhoods, parks, schools, transit stops, and a variety of key destinations. The benefits of the parks and recreation system are also enhanced as they become more readily accessible to residents through a connected network.

The City must balance the preservation of open space and the introduction of trails to minimize environmental impacts with the other functions of greenways including floodplain management, erosion control, stormwater management, and the protection of wildlife and plants. Crime prevention through environmental design and universal design should also be incorporated into the location and design of greenways trails to ensure safety and accessibility.



Natural Resource Stewardship through Conservation, Preservation, and Restoration

There are a variety of open spaces throughout College Station, the Extraterritorial Jurisdiction (ETJ), and the City's public parks and greenways that encompass important natural resources worthy of environmental protection. Land along major rivers and streams such as the Brazos River, Carter Creek, and their floodplains, existing utility easements, drainage easements, and agricultural lands in the ETJ, offer opportunities for land stewardship through conservation, preservation, or restoration. As College Station continues to develop, protecting its valuable natural resources will be important in maintaining the aesthetic character and environmental quality of the community.

Restoring and protecting natural areas provides the benefits of outdoor recreation opportunities and general enjoyment for the community. Rivers, streams, and their riparian buffers serve as amenities which prevent flood damage, protect wildlife and plant habitat, recharge groundwater resources, provide for stormwater management, and improve water quality.

Better protection and use of natural areas in and around College Station may be achieved by adopting sound environmental conservation practices and responsible land development practices. These natural areas should be incorporated into developments as natural amenities to help sustain their function as an environmental resource. Doing so requires polices that balance development and natural resource protection.

ARTS, CULTURE, AND OTHER LEISURE ACTIVITIES

As the home of Texas A&M University and a growing, vibrant community, College Station increasingly desires to promote a range of activities to enliven its residents' leisure time. This includes unique and integrated opportunities for entertainment, education, and culture. Such amenities clearly boost a community's livability and make it more attractive to current and potential new residents, retirees, and businesses.

The City recognizes the need for leisure activities and provides a variety of opportunities ranging from soccer fields to aquatic recreation opportunities to youth educational programming. Furthermore, the City provides sports leagues and instructional classes to all ages and abilities. Finally, the network of parks throughout the city offers great views and endless opportunities to explore nature.

The City's Role in the Arts

In taking a direct role as both a promoter and purveyor of leisure time pursuits, the City recognizes the range of interests and abilities that are found across the community. With limited funds and staffing, both within municipal government and among its various private and nonprofit partners, the City faces the challenge of being responsive to diverse wants and needs while attempting to focus on core offerings so that high quality facilities and/or services can be provided and maintained over time. The City also plays a role in more passive aspects, such as providing support for public art installations which make a statement about the community and enhance its image at gateway locations, along key corridors, and within parks and greenways. The City supports nonprofit organizations that seek to increase the quantity of and access to public art. A wide array of existing public art is available throughout the city, including sculptures, fiber art, theater and performing arts, and literature and poetry. More than 60 regional nonprofit arts, culture, and heritage affiliate organizations are represented by the Arts Council of the Brazos Valley.



Strategic & Ongoing Actions

Based on the considerations above and balancing input from the 2018 Needs Assessment, Council strategic initiatives, the Parks & Recreation Advisory Board, and the Active Transportation Advisory Board the actions below aim to implement the goal of highly desirable parks, greenways, and arts and cultural amenities that support high-quality experiences for residents and visitors. The actions include new, strategic items as well as ongoing efforts undertaken by the City.

The **Recreation, Park, and Open Space Master Plan** and the **Active Transportation Master Plan** further detail the land, facility, and program needs of the parks and recreation and greenways systems.

STRATEGIC ACTIONS

5.1 **Evaluate, amend, and develop relevant ordinances to protect natural resources, habitats, and green-water infrastructure.** Consider amendments to the Parkland Dedication Ordinance and other ordinances to include provisions or incentives that encourage developers to design and build parks and greenway trails that preserve natural areas.

5.2 **Investigate the feasibility of incorporating riparian buffer standards to preserve sensitive land along waterways.** Consider the feasibility of amending ordinances to better preserve potentially sensitive land along waterways to mitigate flood risks, protect water quality, and provide for parks and greenway opportunities.

5.3 **Conduct community-wide parks and recreation needs assessments and pursue recommended improvements.** Evaluate facilities and programs provided by the Parks and Recreation Department through community surveys at least every ten years. Pursue new programs, physical and operational improvements, and evaluate ongoing priorities to implement the needs assessment for park facilities and recreational programs.

5.4 **Identify a land acquisition strategy and integrate additional greenspace.** Set the standard to provide a required and desirable amount of land per citizen, as discussed within the planning considerations.

ONGOING ACTIONS

5.5 **Continue to develop and deliver quality recreational programing for residents.** Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote local cultural and entertainment offerings.

5.6 **Continue to coordinate and promote major arts, entertainment, sporting, and cultural destination attractions.** Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.

5.7 **Maintain and expand community-based greenway and open space preservation programs.** Through the Adopt-a-Greenway and parks volunteer programs, continue involving neighborhood and community groups in preservation and maintenance programs.

5.8 **Continue to expand outreach about the parks and greenway system.** Enhance awareness and accessibility to programs and facilities through the City's website, publications, and media outlets.

5.9 **Support a community-wide public art program.** Contribute to the expansion of a public art program in conjunction with the Arts Council of Brazos Valley, the City of Bryan, Texas A&M University, and the Texas Department of Transportation.

5.10 **Continue leisure, health, and educational programming.** Continue the City's role in offering leisure, health, and educational activities to citizens of all ages through the City's Parks & Recreation department programming.

5.11 **Identify and secure public and private funds for the acquisition of parks, greenways, and facilities.** Ensure adequate parkland and greenway provisions through the Parkland Dedication Ordinance, the Capital Improvements Program, annual budgets, City property acquisition programs, external dollars, foundations, and public-private partnerships. Explore opportunities for connections between developments, conservation easements, or additional provisions that require dedication of open space.

5.12 **Continue inter-agency coordination and establish new public-private partnerships to provide additional amenities, funding, networking, and co-production opportunities.** Seek partnerships with other public agencies and public-private partnerships to provide recreational amenities, greenways, and services where mutually beneficial opportunities are available to ensure financial sustainability and quality of all programs.

5.13 **Consider new and enhanced natural resource management strategies that promote environmental sustainability and stewardship and improve quality of life.** Consider the effect of urban heat islands on the city's residents, wildlife, and natural environment. Identify areas for enhanced stewardship practices such as "no mow zones," native or adaptive plantings, and pollinator areas to support wildlife and enhance biodiversity.

5.14 **Invest in the redevelopment of existing parks.** Identify new improvements and continue upgrades and maintenance to existing park facilities, particularly neighborhood scale parks as detailed in the Recreation, Park, and Open Space Master Plan, neighborhood, or district plans.

5.15 **Create connections between key elements of the parks, recreation, greenways systems, and destinations.** As described in the Active Transportation Master Plan and the Recreation, Park, and Open Space Master Plan, prioritize opportunities to connect parks, greenways, community facilities, and other destinations.

5.16 **Design and construct inclusive, accessible, and sustainable parks and greenway trails.** Consider all citizens' needs and provide a diverse range of facilities and amenities to accommodate a variety of experiences and ways of interacting with the world. Encourage developments that are oriented towards and designed for accessibility to parks and greenway trails.



6 INTEGRATED MOBILITY

The economic vitality, character, and identity of College Station depend, in part, upon a well-connected mobility system. College Station strives to have a system that provides for multiple modes in the face of an increasing population and traffic demands. Residents seek a system that responds to this mobility challenge in an integrated and context sensitive manner. Facilities should accommodate pedestrians, bicyclists, transit users, and motorists, furthering the City's efforts to promote positive community character and identity for all who live, work, and visit College Station.



By living in a growing university community, College Station residents have mobility options beyond the private vehicle, including designated bicycle facilities, an extensive sidewalk network, and local transit services.

Goal

An innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses.

Purpose

The purpose of this chapter is to guide the creation and implementation of an orderly, reliable, and integrated mobility system considering all user types. The challenges facing the existing system necessitate strategic thought about how College Station plans land uses and supports appropriate densities, designs infrastructure projects that are safer and well-connected, and makes the mobility system more equitable and user-friendly for all modes. Of particular emphasis is protecting vulnerable road users including pedestrians and micromobility users like bicyclists. It also requires consideration of the natural environment, livability, and character of surrounding neighborhoods through context sensitive design, and supporting transit. Additionally, as transportation trends and technologies continue to evolve, it is imperative that the community's mobility system is innovative and can adapt to changing needs and conditions.

This chapter gives an overview of existing conditions, planning considerations associated with the city's mobility needs and a discussion on design considerations. It also includes the **Thoroughfare Plan** (narrative and **Map 6.2**), which identifies the needs of the mobility system based on surrounding land uses and anticipated growth as well as serves as the foundation for the **Active Transportation Master Plan.** Finally, there is the identification of strategies and action recommendations that facilitate the development of an integrated mobility system.

THOROUGHFARE NETWORK



The thoroughfare network in College Station and its Extraterritorial Jurisdiction (ETJ) consists of more than 350 miles of existing streets. The **Thoroughfare Plan** develops a network of major streets made up of collectors, arterials, and freeways that include various levels of bicycle and pedestrian facilities. The Texas Department of Transportation (TxDOT) plans, constructs, and maintains the freeways and most major arterial streets in collaboration with the City of College Station, with most other thoroughfares constructed and maintained by the City and Brazos County, and some by development. Many of the freeway and arterial streets have seen substantial increases in traffic volumes over recent decades, which has necessitated capital improvement projects. The City collaborates with TxDOT on capital improvements including roadway design and safety upgrades, pedestrian and bicycle improvements, and enhanced landscaping on roads managed by TxDOT.

Information and maps related to the street network including traffic volumes and levels of service are available at the end of this chapter.

BICYCLE AND PEDESTRIAN NETWORK

The bicycle and pedestrian network is comprised of on-and off-street bicycle facilities, off-street shared-use paths, and sidewalks. Over the past several decades, the City has adopted a series of master plans addressing the needs of the community, most recently the **Active Transportation Master Plan** adopted in 2026. This action-oriented plan has resulted in an expanded network through the addition of bicycle and pedestrian facilities on new and reconstructed streets, stand-alone projects on existing streets in older areas that when developed were not required to provide these facilities, and shared-use paths along the city's greenways (also known as greenway trails), streets, and utility corridors. Texas A&M University has a similar network, facilitating movements on campus and linking with the city's network at key intersections.

TRANSIT

A variety of organizations provide transit service in College Station, with the primary providers being Texas A&M University and the Brazos Transit District. Texas A&M University operates a transit network on and off campus for students, faculty and staff that carries over 6 million riders per year. Brazos Transit District operates a transit network for the general public that includes fixed routes, ADA paratransit, and demand and response service. Additionally, the College Station Independent School District operates a large fleet of buses used to transport students to and from its schools.

AVIATION

Easterwood Airport connects College Station to other metropolitan areas of Texas with connections to the nation. The airport is served by one commercial airline and offers general aviation services.



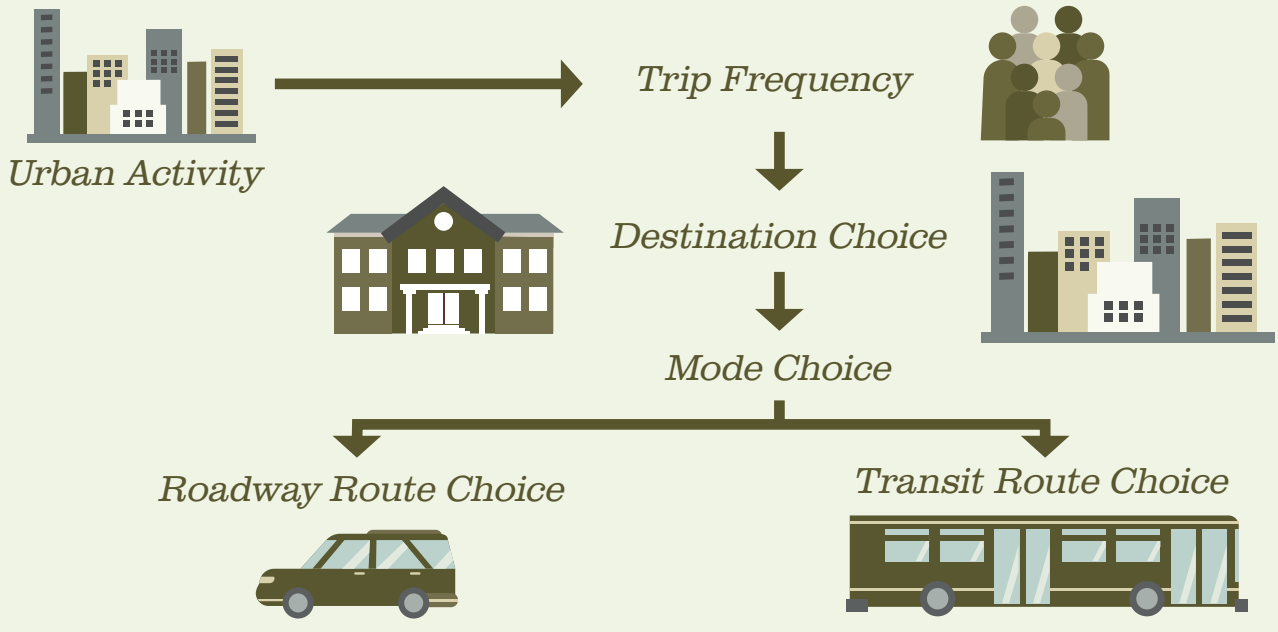
INCREASED DEMAND

With the city's population projected to increase by 15,000-20,000 people over the next five years, the demand for a safe, reliable mobility system within the city will increase as well. An increase in traffic demand can create additional traffic congestion and a degradation of levels of service for all modes. This presents an opportunity for the City to reinvigorate its mobility system by offering a wider range of quality mobility choices for residents and visitors. Providing a reliable mobility system that supports the efficient movement of people and goods is essential to the economic vitality of the community.

Without significant investments in new and expanded streets, pedestrian and bicycle facilities, and transit, the estimated travel demand will result in undesirable traffic congestion in numerous locations around the community. However, simply increasing street capacity does not solve traffic congestion as motorists soon fill the additional street space, following an economic principle known as induced demand (in everyday terms, "if you build it, they will come"). Rather, emphasis must be placed on an increased share of existing and future resources that support other modes to meet the citizens' vision for a multi-modal system.

To be successful, a travel demand management program should be incorporated to optimize the mobility system by helping to reduce vehicular trips and increase walking, bicycling, and transit ridership. Other strategies include rideshare programs, flexible work schedules, and telework. A shift in mode choice from a personal vehicle to other modes, however, can be difficult, especially if it compromises convenience and will require a holistic and intentional approach through education, encouragement, and infrastructure improvements.

Figure 6.1: Activities Analyzed by Travel Demand Model



A travel demand model was prepared for this plan, in the manner depicted in **Figure 6.1, Activities Analyzed by Travel Demand Model**, using population projections and employment growth in coordination with the **Future Land Use & Character Map** (**Map 2.2**). The model was used to aid in developing the **Thoroughfare Plan** and determine mobility needs.

BICYCLE AND PEDESTRIAN FACILITIES

Well-connected and accessible bicycle and pedestrian facilities, as part of an integrated multi-modal mobility system, not only aid in reducing vehicle miles traveled but enhance quality of life, improve physical and mental health, and protect the environment. A complete mobility system that considers bicyclists and pedestrians should be equitable and socially sustainable by addressing the needs of all ages and abilities and those who cannot drive or choose not to drive. It should be inviting, safe, and provide space for streetscape elements to calm traffic and provide a more comfortable user experience. While automobiles will undoubtedly continue to play an important role in the City's mobility system, expanding and enhancing the bicycle and pedestrian network is intended to shift some journeys away from personal vehicles.

It is also important for the City to remain cognizant of trends and best management practices that encourage bicycling and walking. The **Active Transportation Master Plan** places a focus on creating safe and comfortable spaces for bicycling with separated bike lanes that help ensure and encourage increased use. They include on-street bike facilities with a vertical barrier and street side (or off-street) bike facilities behind the curb and adjacent to the sidewalk with some separation. The City should continue to identify where these types of facilities can be implemented to further efforts to increase ridership.

The arrival of shared mobility has led to a term called micromobility. Micromobility refers to lightweight devices such as bicycles, scooters, skateboards, and hoverboards. They can be motorized, non-motorized, individually owned, or shared. In a community where personal autonomy is highly valued and intense summer heat often deters walking as a means of transportation, motorized micromobility has the potential to encourage increased use. In College Station, a variety of these vehicles are being used, primarily by students using personal devices and through Texas A&M University's bike share program to travel to and from campus. The increased use of these different devices has created the need to consider how they will be safely managed and how the space that was previously occupied solely by bicycles is designed and used.









TRANSIT

Transit will need to play an increasing role in the city's mobility system to provide travel choices and help minimize expenses in expanding street capacity. Brazos Transit District is implementing fixed bus stop locations in many areas of the community though routes operate only on weekdays on generally an hourly basis and into the early evening. The Texas A&M University transit service operates for longer hours including weekends and provides service more frequently on its routes, though it covers a smaller area where there is a higher concentration of students, faculty, and staff. While providing valuable services and some congestion relief today, the limited network of current transit service will not adequately meet future needs. Expansion of transit services will be necessary to connect all major activity centers within College Station, including major employers, dense residential areas, concentrations of student housing, and critical services such as grocery stores and medical facilities. Also, Texas Central intends to provide high speed rail service that connect Dallas and Houston with a planned stop in Grimes County near State Highway 30. Transit or shuttle service should be coordinated so that College Station may be more conveniently linked to this planned regional service. In the planning of transit services, it is vital that consideration and access be prioritized for underserved populations and the general public.

When the U.S. Census determines the urbanized areas of the cities of Bryan and College Station cumulatively exceed a population of 200,000, the Bryan-College Station Metropolitan Planning Organization (MPO) will be designated as a Transportation Management Area (TMA). The TMA designation results in reductions in federal funding for transit that would need to be supplemented by local jurisdictions to maintain the same funding and service. Implications of changes in the level of funding support and potential changes to service offerings will need to be coordinated with other regional partners.

EXISTING SYSTEM CONSTRAINTS

The ability to meet future mobility needs is in part constrained by the existing network of streets and the surrounding natural and built environment. Rights-of-way in the core of the city where system improvements would be most beneficial in addressing traffic congestion concerns and providing a complete multi-modal system frequently have widths less than current standards and are commonly encumbered with utilities, mature vegetation, and canopy trees. These constraints make projects in these areas less feasible and undesirable due to costs for acquisition of rights-of-way, improvements, and utility relocations as well as disruption to existing adjacent development.

With the constraints of the existing system, it is important to utilize it in the most efficient way possible to prioritize available space to be used by the most people and at most times of the day while being sensitive to the surrounding character and context. This can result in system corridors that are prioritized differently depending upon the mobility needs. For example, major thoroughfares may prioritize vehicles by including additional lanes or turn lanes while other thoroughfares may prioritize more complete bicycle and pedestrian facilities and not prioritize vehicles. In many instances, intersections are the main constraint in the mobility systems so prioritization of intersection improvements can provide tangible mobility benefits without having to disrupt the street corridor to the full extent along its entire length.

RELATIONSHIP TO LAND USE PATTERN

A very close relationship exists between the mobility system and land use patterns. For example, high-volume six-lane streets, dominated by the personal vehicle, tend to attract uses such as big-box retail and large apartment complexes, while deterring other land uses such as walkable neighborhoods. In a similar manner, land uses arranged in a mixed-use, dense pattern can reduce the frequency and length of vehicular trips, and if designed properly, can promote walking, biking, and transit use, therefore reducing the demand placed on the street network. The **Future Land Use & Character Map** defines an approach to land use planning and design that, when combined with a context sensitive solutions approach, will strengthen the transportation-land use relationship in a positive manner.

Context Sensitive Solutions (CSS) is a different approach to the design and planning of mobility projects. It balances the competing needs of stakeholders early on in the decision-making process. It offers flexibility in the application of design, considers aesthetics, and results in facilities that are safe and effective for all users regardless of the mode of travel they choose.

CONNECTIVITY

Poor street connectivity can degrade the overall efficiency of the mobility system as trips are funneled to fewer corridors and may cause the need for more substantial improvements. Development oriented around cul-de-sacs, as well as neighborhood opposition to street connectivity, has limited connectivity in the city in the past. Connectivity can also be limited where constrained by natural features such as floodplains.

Future mobility system effectiveness necessitates improved connectivity to facilitate multiple routes to move traffic to and from destinations. Otherwise, traffic congestion will increase and can lead to additional traffic through neighborhoods. Increased connectivity must be balanced with resource protection and neighborhood concerns. Connectivity with and to each of the travel modes is crucial to future accessibility and mobility. Context sensitive design and traffic calming measures are essential components of any effort at increased connectivity.

Arterials spaced one mile apart may carry significant traffic but may require six lanes, which may be inappropriate for many contexts and modes such as bicycling and walking. Closer spacing of arterials could carry the same volume of traffic, reduce the number of lanes necessary, and allow for multi-modal facilities such as bicycle facilities and wider sidewalks. Likewise, collectors spaced closer together result in shorter block lengths and promote greater pedestrian and bicycling activities. Local streets should connect as frequently as practical to the collector network to keep block lengths short and to promote connectivity throughout the system.

TECHNOLOGICAL INNOVATION, PARKING, AND MOBILITY MANAGEMENT

The rapid pace at which technology and development trends change presents new possibilities for mobility and land planning. Consideration is needed for Mobility as a Service and home delivery providers, new development trends, and autonomous vehicles. Digital technologies evolve at an expeditious pace, and while it is outside the scope of this plan to anticipate the next big technological trend, it is worth noting how companies like Uber, Zipcar, and Amazon have disrupted the transportation and retail sectors and have become engrained in daily life. The convenience provided by these and other home delivery services offers an opportunity to consider approaches related to ride-hailing, ridesharing, shared-fleet services, and parking management. Transit and micromobility service offerings can be fragmented with information that can be difficult to find. A user-friendly web-based tool or app with comprehensive information could more clearly communicate available mobility options other than private vehicles. The consideration of parking requirements could free up developable land and allow space for circulation and pickup/drop-off zones within new developments. The development and deployment of autonomous vehicles should also be a consideration in the future planning horizon. Availability of shared autonomous vehicle fleets could prompt a decrease in persons owning a personal vehicle, alter parking supply needs, and result in changing demands on the mobility system.

FUNDING

Adequate funding is necessary to construct, operate, and maintain a mobility system that is effective and safe. Various funding sources are available at the local, state, and federal level. At the local level, funds include bond programs, certificates of obligation, roadway maintenance fees, and general tax revenues. New development also constructs and dedicates a portion of street, bicycle, and pedestrian improvements as part of the development process along with contributing roadway impact fees and fee-in-lieu of sidewalk construction, as applicable.

At the state and federal level, funding is prioritized and programmed through regional partners such as the Bryan-College Station MPO, TxDOT, and the Brazos County Regional Mobility Authority (RMA). Some grant funding opportunities also exist through Community Development Block Grant funds and other state and federal programs.

The **Thoroughfare Plan** is intended to consider the ultimate development of the city and the street network needs. This can make it challenging to consider financial constraints as the need for most planned improvements depend upon the timing, location, and degree of demand generated by new development. In evaluating how to best maximize the use of existing funds, a recommended approach is to focus financial planning efforts by prioritizing the short and near-term needs.

EXTRATERRITORIAL JURISDICTION

The **Thoroughfare Plan** includes a street network in the ETJ to ensure the reservation of adequate rights-of-way in a pattern that is dense enough to provide connectivity outside of the city limits. In 2019, the Texas State Legislature limited the ability of cities to annex, essentially requiring consent by the residents and/or property owners within a potential annexation area. With limited opportunity for annexation, the City will need to continue utilizing other growth management tools such as development agreements and Municipal Utility Districts (MUDs) to provide services in the ETJ. The changes in annexation law inadvertently encourage a renewed focus upon infill and redevelopment within the existing city limits. Additional density within the city's core can help drive demand for and support the provision of transit and alternative transportation modes. However, areas in the ETJ must still be connected to the rest of the planning jurisdiction to provide for connectivity if development on the city's fringes or annexation does occur in the future.

PLANNING HORIZON



Though full build-out of the city is beyond the planning horizon of this Comprehensive Plan, the plan's framework must consider the mobility needs of the community as it approaches build-out or the complete development of all developable land in the city. This foresight is necessary to ensure that actions taken within this planning timeframe do not preclude future options and offer more opportunities for future decision-makers. An example of this approach is ensuring that rights-of-way are planned and reserved for a future street network, even though this capacity is not expected to be necessary within this planning timeframe.

More efficient and higher capacity streets, increased access management along heavily traveled corridors, increased reliance on bicycling, walking, and transit, and the emergence of dense mixed-use developments are just a few of the possible strategies to serve the build-out population. This plan must respond to this possible future by providing a high level of connectivity with and to each travel mode and ensure that rights-of-way are appropriate to accommodate future mobility needs. Access management employed where appropriate along with street designs that promote multi-modal solutions should also be considered along with an expansion into future services such as bus rapid transit, light rail, and land use designations that continue to encourage dense mixed-use development where and when appropriate.

REGIONAL MOBILITY PARTNERS

The City of College Station is one of many entities that has a role in planning, funding, constructing, and operating mobility facilities. Other entities include the RMA, Bryan-College Station MPO, TxDOT, Brazos Valley Council of Governments (BVCOG), Brazos County, Brazos Transit District, Texas A&M University, and the College Station Independent School District. Coordination between these entities is vital to creating a well-connected system that supports the mobility needs of the region.

The RMA is an independent governmental agency created by the State of Texas to provide the Brazos County community with a means of addressing safety and congestion through community consensus. They work with local jurisdictions and other regional partners to identify funding and help implement the future vision of transportation in Brazos County - "Through community consensus, plan, develop and operate a quality transportation system for people and goods that promotes safety, enhances quality of life and supports economic opportunity throughout Brazos County." Sixteen regional entities, including the City of College Station, have committed to collaborating to achieve this vision.

The MPO serves as a partner that coordinates regional transportation planning and manages federal transportation funding that comes to the region. They maintain the Metropolitan Transportation Plan and the Transportation Improvement Program. The City has representation on the Policy Board, Technical Advisory Committee, and Active Transportation Advisory Panel.

TxDOT is responsible for planning, constructing, and maintaining most of the city's primary mobility corridors, including State Highway 6, University Drive (FM 60), George Bush Drive (FM 2347), Harvey Road (SH 30), William D. Fitch Parkway (SH 40), Harvey Mitchell Parkway (FM 2818), Wellborn Road (FM 2154), and Texas Avenue (BUS 6). They also partner with the City to enhance landscaping within state highway rights-of-way, provide funding for pedestrian and bicycle facilities, and other safety improvements.

The BVCOG is also a regional partner who focuses on a variety of topics of importance to its members. They are involved in planning for and operating transit services for the elderly through the Area Agency on Aging.

Thoroughfare Plan

The **Thoroughfare Plan** is based on the projected traffic demand resulting from the anticipated growth in population and employment and is guided by the proposed **Future Land Use & Character Map**. In the development of the **Thoroughfare Plan,** a travel demand model was used to project the increase in vehicle trips. This information was used to identify the needed function of the various transportation corridors such as an arterial or collector. This information also aided in identifying the location of new streets needed either for capacity enhancements or to provide connectivity, as well as the number of lanes needed for each of the streets in the system.

With the original planning efforts in 2009, three street network scenarios were developed based on results from the travel demand model. Each of these scenarios were tested against the community's goals and preferences identified in the development of this plan. This testing resulted in the selection of a preferred scenario that was adopted. While amendments to the Thoroughfare Plan have occurred since 2009, the approach identified with the preferred scenario remains applicable. Each scenario that was considered is briefly discussed below.

CURRENT-NETWORK OPTION

This scenario focused future efforts on maintaining the streets and lanes currently in place, with the additional construction of new streets to serve private development. This scenario resulted in increased congestion and degradation of levels of service in some of the busiest areas though much of the network would likely continue to function at acceptable levels of service. This scenario could promote a greater reliance on transit and other modes of travel, though without the construction of additional facilities the success of these options was considered questionable. Though offering some advantages, this scenario was rejected due to the increase in unacceptable levels of congestion, which conflicted with the community's desire to manage and reduce congestion.

PROGRAMMED-PROJECT OPTION

This scenario focused future efforts on expanding the capacity of existing streets, adding new streets, and increasing multi-modal facilities and options as was currently programmed. This scenario would result in the construction of more than 130 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street shared use paths, and continued maintenance of the existing transit system. It was anticipated this scenario would require more than $200 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.

This scenario accommodated the projected increase in vehicle miles. However, it also resulted in a slight increase in congestion and degradation of levels of service in specific areas along the network. This scenario depended on an increase in the use of alternative modes of travel. A modified version of this scenario was selected as the preferred scenario due to its fiscal practicality, its ability to support expansion of multi-modal opportunities, and its response to the community desire to manage and reduce congestion.

This option necessitates land use planning that promotes alternative modes of transportation and reduces the frequency and length of vehicular trips. Additionally, the selected option requires an increased investment in transit and enhancement of the **Thoroughfare Plan** in the ETJ to reserve rights-of-way for future needs and facilitates connectivity.

CONGESTION-REDUCTION OPTION

This scenario focused future efforts on substantial expansion of street capacity and the construction of new streets. This scenario would result in the construction of more than 440 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street shared use paths, and continued maintenance of the existing transit system. It was anticipated this scenario would require more than $650 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.



This scenario accommodated the projected increase in vehicle miles, with a decrease in congestion and maintenance or improvement in levels of service throughout the network. This scenario depended on an increase in the use of alternative modes of travel, though the general lack of congestion and abundance of six-lane streets would reduce the likelihood of this occurring. Though meeting the community's desire to reduce congestion, this option was rejected due to its high costs and incompatibility with other community goals and strategies.

PREFERRED SCENARIO

A modified version of the Programmed-Project Option was selected as the preferred scenario based on its multi-modal cost-effective approach to managing increasing transportation demands balanced with other community goals and objectives. All new and expanded streets must meet the multi-modal objectives of this plan. Additional funding must be provided for improvements and expansion to the bicycle, pedestrian, and transit networks in the city. Finally, it is essential that all streets be designed to enhance their context.

FUNCTIONAL CLASSIFICATION

Functional classification categorizes streets according to the category's traffic service function they are intended to provide. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow. For the purposes of this plan streets are divided into six thoroughfare classes: freeway/expressway, major arterial (4-lane and 6-lane), minor arterial, major collector, and minor collector. Freeways/expressways are intended to carry the highest volumes of traffic for the longest distances with the least amount of direct access. Arterials carry a high volume of traffic and are intended to move traffic in, out, or around the city. Collectors carry a smaller volume of traffic and allow more access to abutting properties. Local or residential streets are not considered part of the **Thoroughfare Plan** as they are intended to carry low volumes of traffic at slow speeds for short distances and offer the highest level of access and connectivity. Functional classification identifies the necessary right-of-way width, number of lanes, and design speed for the thoroughfares. The **Thoroughfare Plan** and its anticipated performance are depicted in the following maps: **Map 6.1 - 2045 Traffic Volumes with Programmed Projects**; **Map 6.2 - Thoroughfare Plan – Functional Classification & Context Zones**; and **Map 6.3 – 2045 Future Levels of Service**.



COMPLETE STREETS

Complete Streets are streets designed for everyone with safe access for bicyclists, pedestrians, transit users, and motorists of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to its surrounding community context, thus integrating with the context sensitive approach outlined below. In contrast, incomplete streets are designed with only automobiles in mind, making alternative transportation choices difficult, inconvenient, and often dangerous.

Complete Streets typically offer many of the benefits that are sought through traditional street design: increased capacity, decreased travel times, and enhanced safety. Typically, design targets increased street performance through the addition of vehicle travel lanes. As mentioned previously, adding lanes can induce demand and does not solve congestion issues on its own. With Complete Streets, street design might prioritize enhancing sidewalks or pedestrian crossings or repurposing on-street parking for another mode of travel such as bicycling. Every person who then chooses these other modes of travel is one less driver on city streets, which reduces congestion and extends the service life of streets.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is taking the goal of Complete Streets and applying it to the process of determining street cross sections that are most appropriate during construction or reconstruction projects. CSS is a way of planning and building a mobility system that balances the many needs of diverse stakeholders. It also offers flexibility in the application of design, considers aesthetics and results in facilities that are safe and effective for all users regardless of the mode of travel they choose. These considerations include the context and character of development in an area, future goals for a corridor, and existing or future needs.



While an acceptable Complete Street may be achieved through the construction of a typical street section design, the CSS process should be used to determine if and to what degree the design may need to be changed to achieve the most appropriate section for a corridor.

All necessary information should be assembled to best guide the street design process. This information should include both traditional thoroughfare functionality as well as conditions of the surrounding environment. The **Thoroughfare Plan** should be referenced to identify the street functional class and the surrounding context zones. The identified context zones include Urban Core, General Urban, Suburban, and Rural and is represented in **Map 6.2 Thoroughfare Plan – Functional Classification & Context Zones**.

College Station has numerous tools to select an appropriate Complete Street design – a set of typical cross sections and a set of recommended context-sensitive cross sections. During new construction, reconstruction, or widening projects, it should be determined if the typical cross section is most appropriate to achieve the corridor's planned transportation goals. If other travel modes or design elements should be prioritized, then the most appropriate alternative context-sensitive cross sections should be selected.

In general, CSS focus on thoroughfares (arterials and collectors), which are the streets that play the most significant roles in the street network and offer the greatest multi-modal opportunities. Primary mobility routes or freeways, such as State Highway 6, are generally intended to move very high volumes of high-speed traffic through College Station, providing connections to the larger region. These streets should be the focus of their own unique planning and design process through CSS. Similarly, local or residential streets are generally not the focus of CSS, however, they should be designed to accommodate bicyclists and pedestrians and should be interconnected to one another and into the larger street network.

PRIORITIZED MODE CORRIDORS

The existing mobility network has been constructed as the city has grown over time. Many of the network corridors have constrained right-of-way or narrower pavement widths that may limit the use of the standard cross section options. In particular, retrofit projects where bicycle and pedestrian elements are being introduced within existing developed areas may necessitate the development of unique design options. Ideal cross sections may be difficult to achieve that have the full provision of complete facilities for all modes due to funding constraints or resulting impacts on surrounding land uses. With these constraints, different network corridors should be prioritized for different modes. This approach allows a more limited but feasible mobility network to be created in the constrained environment to provide adequate accommodation for the various modes.

As mentioned, freeways and major arterial corridors are intended to move high volumes of high-speed traffic and provide regional connectivity. While it may be possible that these corridors be designed to handle bicyclists and pedestrians, in general they are designed to accommodate high volumes of vehicular traffic. These corridors can also carry transit vehicles though accommodating transit stops is more challenging. Alternative parallel routes should be identified to prioritize modes of travel that cannot be accommodated on adjacent corridors. Major Collector and Minor Collector corridors are intended to move lower volumes of vehicular traffic at lower speeds thus providing an opportunity to emphasize non-vehicular modes.

INTERSECTIONS

The design and operation of intersections have significant impact on the mobility network and context sensitive design plays a critical role. Multi-modal systems require the safe movement of pedestrians, bicyclists, and motorists through intersections. Intersection design encompasses the intersection itself and the approaches to the intersection and may impact adjacent land uses. The Institute of Transportation Engineers has identified the following principles for the design and operation of intermodal intersections:

- Minimize conflicts between modes
- Accommodate all modes with the appropriate levels of service for pedestrians, bicyclists, transit, and motorists
- Avoid elimination of any travel modes due to intersection design
- Provide good driver and non-driver visibility
- Minimize pedestrian exposure to moving traffic
- Design for low speeds at critical pedestrian-vehicle conflict points



- Avoid extreme intersection angles and break up complex intersections with pedestrian refuge islands, and
- Ensure intersections are safe and fully accessible for all, with provisions for people of varying abilities and people with vision or hearing impairments

As a street network experiences more traffic congestion, intersections become the weak link or choke point in the mobility system and are the location of the greatest conflict points and safety concerns between different modes and users. In many instances, existing intersections have been designed to prioritize vehicles and have resulted in gaps for other, more vulnerable users at the locations of greatest conflict. Innovations in intersection design in recent decades have developed alternatives to the traditional intersection that offer options to enhance safety that can also maintain or increase street capacity. Some examples of these intersections include modern roundabouts, protected intersections for vulnerable street users, and cross-over intersections like the diverging diamond interchange and displaced left intersections. As mobility needs are assessed and prioritized, a greater emphasis should be placed on intersection improvements that remove gaps in the mobility system and appropriately accommodate all users within the given context.

OTHER CONSIDERATIONS

In complete street and context sensitive design, several other design components must be considered that respond to creating an integrated mobility system. These include, but are not limited to design speed, access management along with the placement and design of crosswalks, bus stops, curb extensions, and pedestrian refuges. Guidance documents from the Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), and National Association of City Transportation Officials (NACTO) should be consulted for the proper and safe application of these components.



Strategic & Ongoing Actions

The actions listed below are aimed at implementing the goal of an innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses. The actions include strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

6.1 **Implement complete street and context sensitive design.** Amend the street cross sections and update the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's capital improvement process to implement context sensitive and complete street design such as prioritized mode corridors, reconstruction projects in established neighborhoods, and in areas where right-of-way is constrained.

6.2 **Conduct a Thoroughfare Plan audit.** Consider alternatives to relieve congestion anticipated with long term growth and evaluate adjustments to the Thoroughfare Plan based on existing street context.

6.3 **Evaluate transit funding partnerships.** To prepare for reductions in Federal transit funding from the region's growth, the City should explore regional partnerships to maintain and improve transit services. Transit services should link activity centers, major employers, dense residential areas, concentrations of student housing, and provide access for underserved populations and the general public.

6.4 **Develop performance measures, collect transportation data, and monitor trends.** Performance measures will help evaluate the effectiveness of the mobility system. Data to be collected could include traffic volumes, levels of service, vehicle miles traveled, transit ridership, pedestrian and bicycle facility usage, and safety data on vehicle crashes and those involving bicyclists or pedestrians. This data will also help to target future improvements.

6.5 **Evaluate Traffic Impact Analysis (TIA) requirements.** Consider updates to the traffic mitigation thresholds for intersections impacted by new development. The requirements could also be amended to address internal site elements such as circulation, queuing, connectivity, as well as bicycle/pedestrian infrastructure.

6.6 **Evaluate and update access management strategies.** Coordinate with the Bryan-College Station Metropolitan Planning Organization to align regional standards along thoroughfares to preserve modal efficiency throughout the street network.

6.7 **Develop and implement a travel demand management program.** Build upon existing services and including real-time traffic information, traffic incident alerts, ridesharing programs, promotion of flexible work schedules, and encouragement of dense mixed-use development in strategic areas.

ONGOING ACTIONS

6.8 **Enhance and upgrade intersections.** Improve multimodal efficiency through roundabouts and protected intersections to improve safety and reduce congestion.

6.9 **Continue to evaluate and implement best management practices to increase bicycle and pedestrian use.** Build on the existing network of infrastructure to increase safety and comfort for all users such as separated bike lanes and shared use paths.

6.10 **Undertake streetscape improvements within gateways and image corridors.** Identify locations and implement targeted infrastructure and streetscape improvements (perhaps through partnerships) to improve aesthetics. Consider operation and maintenance costs when identifying appropriate improvements.

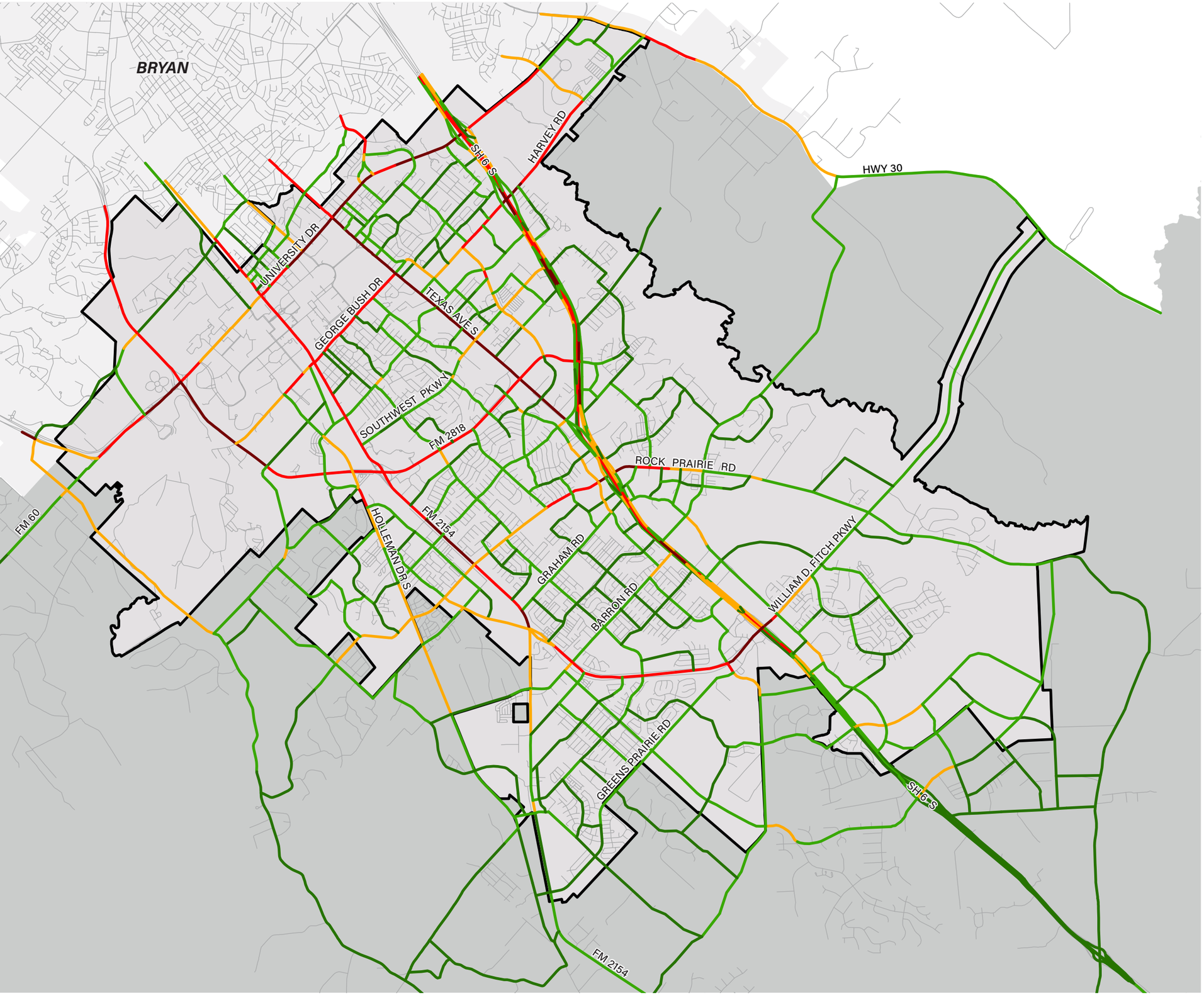
6.11 **Prioritize programs and improvements that will reduce vehicular demand.** Consider an emphasis on bicycle and pedestrian facilities, transit services, parking and other programs that can reduce vehicular demand, particularly in areas adjacent to campus.

6.12 **Maintain the various funding programs for mobility projects.** These include the Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, the Brazos County Regional Mobility Authority, and the City's capital improvements program.

6.13 **Fund bicycle and pedestrian infrastructure and safety improvements.** Dedicate funding for system improvements and maintain collaborative partnerships as detailed in the Active Transportation Master Plan.



MAP 6.1



2045 Traffic Volumes with Programmed Projects

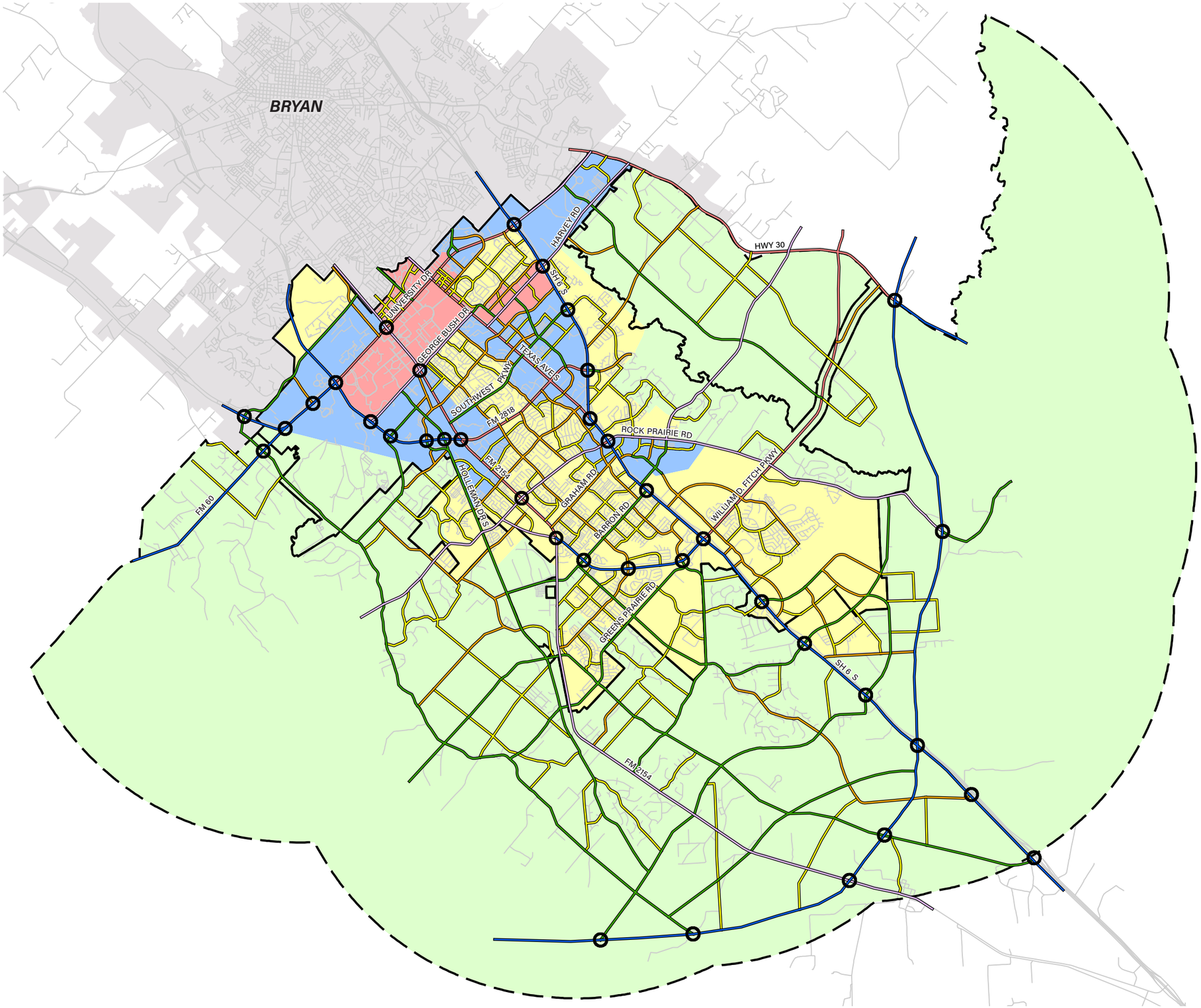
- 0 - 5,000
- 5,000 - 15,000
- 15,001 - 25,000
- 25,001 - 40,000
- 40,000 - 65,000

- COLLEGE STATION CITY LIMITS
- BRYAN CITY LIMITS
- COLLEGE STATION ETJ

AS OF: MAY 28, 2026

MAP 6.2

Functional Classification & Context Class



THOROUGHFARE PLAN

- GRADE SEPARATION
- FREEWAY/EXPRESSWAY
- 6 LANE MAJOR ARTERIAL
- 4 LANE MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

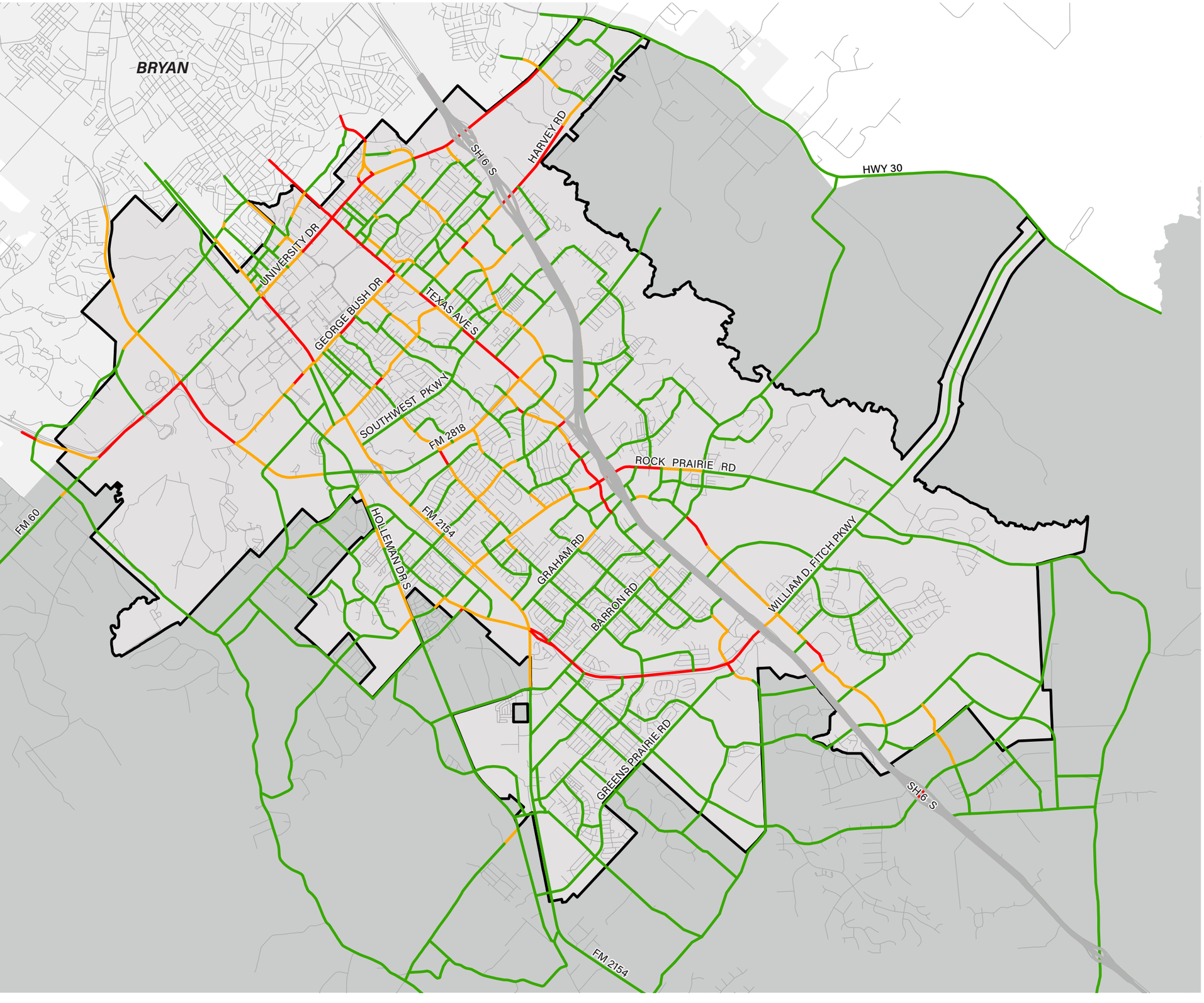
CONTEXT ZONES

- URBAN CORE
- GENERAL URBAN
- SUBURBAN
- RURAL

- CITY LIMITS
- ETJ

AS OF: MAY 28, 2026

MAP 6.3



2045 Future Levels of Service

- ACCEPTABLE
- NEARING CONGESTION
- CONGESTED

- COLLEGE STATION CITY LIMITS
- BRYAN CITY LIMITS
- COLLEGE STATION ETJ

AS OF: MAY 28, 2026



7 EXCEPTIONAL SERVICES

In order to meet the needs of a growing community, the City of College Station must be proactive in planning for adequate public facilities and services for its residents. The availability of both basic utilities and public safety services are good indicators of how well a city is positioned to serve new growth.



Goal

Exceptional municipal facilities and services that meet community needs, contribute to community character, exhibit environmental stewardship and resiliency, support surrounding land uses, incorporate full life-cycle costs, and are coordinated and fiscally responsible.

Municipal Services

Over the last decade, College Station has experienced significant growth that increased demand on all City services. The desire to deliver quality services necessitates careful and thoughtful planning to ensure municipal services are maintained at the highest possible level, while maintaining fiscal responsibility on behalf of the residents of College Station.

The complexity of the municipal service delivery system requires an integrated and strategic approach to service delivery planning. Consideration must be given to ensuring citizen and customer access to all desired services. Attention must also be given to the cost of services – for ongoing provision and maintenance as well as future expansion – so that municipal services are both cost effective to deliver and affordable to citizens.

Community Facilities

This chapter also addresses the provision of community facilities, another significant City responsibility and a major component of College Station's physical, social, and economic fabric. Population growth and geographic expansion represent significant challenges to the City of College Station. Planning for community facilities, staffing, and equipment must be done well in advance to avoid gaps in services. Facilities often involve major capital investments and require time for implementation. Affordability must be balanced with community needs, and new facilities must be prioritized in terms of strategic importance to the community to address current and future needs. Along with new construction, adequate attention must be given to expansion, maintenance, and modernization of existing facilities.

Purpose

The core mission of the City of College Station is the delivery of exceptional services to its citizens. Infrastructure is the backbone of the service delivery system and College Station must continually make prudent investments to maintain and grow its infrastructure to support the delivery of services. College Station's core services should be of the highest quality and should be customer focused, timely, and cost effective.

Based on recent growth trends, College Station's population is expected to reach between 146,729 and 156,717 by the year 2030. This population growth will continue to result in increased demand for City services. The expansion of City services and facilities to support the anticipated population growth, as well as proactive maintenance and rehabilitation of existing infrastructure systems and facilities for increased reliability, is paramount to the implementation of the Comprehensive Plan.

The purpose of this chapter is to recognize College Station's current service levels and to plan for the expansion of City services by providing the foundation for the implementation of the City's various master plans that are intended to support the planned growth and development pattern described in **Chapter 2: Distinctive Places**. Strategic actions are provided to guide future decisions that assure both municipal service and facilities needs of the community are met. Additional information related to the City's future infrastructure needs can be found in **Chapter 8: Managed Growth**, as well as in the individual utility master plans and the Capital Improvement Plan. Detailed information including existing levels of service, future staffing needs, and proposed capital expenditures for all City services can be found in the strategic plans maintained by each City department.

Planning Considerations

College Station's growth must be well planned to avoid infrastructure and service delivery level degradation. Most significantly, water, wastewater, and roadway infrastructure must be developed and rehabilitated to serve the projected population growth based on the location and density of the future land uses presented in **Chapter 2: Distinctive Places**. The City has a responsibility to provide adequate staffing levels to meet basic response and operating standards and ensure personnel safety, as well as planning for and investing in facilities that are sufficient in location, design, and functionality to provide reliable response and service area coverage. To provide efficient services at the lowest cost to its residents, College Station should encourage growth, new development, and infill development in areas that are adequately served by existing infrastructure and current staffing levels. Higher density land uses should not be projected for areas that are not readily served by existing infrastructure. Each of the services provided by the City of College Station has several planning considerations that contribute to the development of the strategic actions included in this chapter. The following City services and their associated facilities are discussed in further detail below:

- Police
- Fire & Emergency Medical Services (EMS)
- Emergency Management
- Electric
- Water
- Wastewater
- Solid Waste & Recycling
- Street, Traffic System & Drainage Maintenance
- Planning & Development Services
- Community Development
- Neighborhood Services
- Economic Development & Tourism
- Parks & Recreation
- Library Services
- Fiber Optic Network, and
- General Municipal Administration

Police – College Station Police Department



SERVICES

The College Station Police Department is accredited by the Commission on the Accreditation of Law Enforcement Agencies and is responsible for the protection of life, liberty, and property within the City limits. It provides these services through various means including criminal law enforcement, education, property recovery, animal control, emergency communications, traffic enforcement, and investigation of crime. Jurisdiction is shared with the Texas Department of Public Safety, Texas A&M University Police Department, federal law enforcement agencies, the Brazos County Sheriff's Department, and the constables and Justice of the Peace courts all having jurisdiction within the City limits of College Station.

The College Station Police Department has several special teams such as the SWAT team, Bomb team, College Station Tourism and Entertainment Policing unit (CSTEP) in Northgate, hostage negotiation team, K-9 Units, Honor Guard, Motors Unit, Community Enhancement Unit, and Victim Services.

In 2009, the College Station Police Department implemented a policing structure designed to provide geographic accountability and foster stronger community bonds. Since that time there have been modifications to the program. Technological advances challenged the Community Policing model for a period of time, but today the department has overcome those difficulties and actively works to build positive community bonds through geographic accountability. In addition to our Community Policing efforts, the Community Enhancement Unit works to develop outreach programs such as Family Fish, Citizen Police Academy, and Coffee with a Cop.

Officers working in the geographic accountability model bring forth and promote effective management and accountability for the criminal activity and occurrences in each officers' assigned beat. The goal of geographic accountability is to ensure faster response times to calls for assistance and make the officers more familiar with specific areas and residents. By getting to know our citizens, residents will become more comfortable with the presence of officers and feel safer as a result.

FACILITIES

College Station Police Department operates out of a new station on the corner of Dartmouth Street and Krenek Tap Road. The new police department was constructed to allow for future growth. The nature of policing places response units in the field, therefore, the need for satellite offices due to projected growth is not likely.

FUTURE NEEDS

The department's Community-Oriented Policing philosophy requires small, manageable beats to be formed and maintained where staff is held to a high level of geographical accountability for successful outcomes. Maintaining adequate staffing to fulfill these geographic demands is vital. These demands increase as population increases and development occurs. As the city continues to grow, it is imperative that the department grow as well. The College Station Police Department has a history of dedicated customer service. To continue providing quality customer service, the City must address the needs of today and tomorrow on a continual basis.

Fire & Emergency Medical Services (EMS) – College Station Fire Department

SERVICES

The College Station Fire Department (CSFD) is accredited through the Commission on Fire Accreditation International. The department is one of only eight municipal fire departments in Texas that maintains accreditation. College Station is an Insurance Services Office (ISO) Class 1 Community, meaning it's fire department, water distribution system, and emergency dispatch center meet the highest standards set by ISO. CSFD provides prevention, suppression, advanced life support emergency medical services (EMS) and transport, community risk reduction programs, health and fire safety education, emergency management, and special operations.

The Fire Department provides both Fire and Emergency Medical Services (EMS). The department provides primary fire response within the city limits as well as on Texas A&M University campus. Primary EMS response is provided within the city limits and in the southern portion of Brazos County through a contractual agreement with the county. Secondary response for both Fire and EMS services is provided to the City of Bryan, Brazos County Fire Departments, and St. Joseph EMS through Mutual Aid.

The department has a goal of a 6-minute 30-second response time from the time a 9-1-1 call is answered until the first unit arrives on the scene. In 2020, the department responded to over 10,000 calls for service. Approximately 70-80% of the calls were for EMS.

The Fire Department also provides code enforcement for both commercial and residential properties within the city to ensure continued compliance with City standards to maintain the city's character and quality of life. Code Enforcement Officers investigate violations of code related to parking, sanitation, health and safety, illegal dumping, livestock, zoning, fire, and tall grass. Code Enforcement also manages the Rental and Short-Term Rental Registration programs.

ISO Ratings

Insurance Service Office classifies communities from 1 (the best) to 10 (the worst) based on how well they score on the ISO Fire Suppression Rating Schedule. ISO bases this score on a number of factors including training, staffing, number of fire stations, equipment dispatched to fires, equipment on trucks, fire prevention, investigation, fire safety education, construction code enforcement, hydrant maintenance, water supply, and the ability of the 911 center to answer and dispatch calls. Insurance companies use Public Protection Classification information to establish fire insurance rates for homeowners in the City. A lower rating can result in savings to homeowners in the city through lower insurance premiums.

FACILITIES

The department has 166 full time employees, with 147 who are assigned to three 24-hour rotating shifts. The other 19 employees are chief officers and administrators on a regular work schedule. At least 39 are required to report for duty each shift. The department requires at least one paramedic on each apparatus.

The department staffs five fire engines, two ladder trucks, one quint, four ambulances, one airport rescue truck, one water tender, one safety vehicle and one command vehicle. One wildland truck and one special operations/hazmat truck are cross-staffed.

Of the seven fire stations in College Station, six are owned by the City and one is owned by the Texas A&M University System. The fire stations are located throughout the city at Holleman Drive (Fire Station No. 1),



Rio Grande Boulevard (Fire Station No. 2), Barron Road (Fire Station No. 3), at Easterwood Airport (Fire Station No. 4 – owned by Texas A&M University System), William D. Fitch Parkway (Fire Station No. 5) and University Drive (Fire Station No. 6). Station 6 was built in 2012. The City's newest fire station is located on Greens Prairie Road (Station No. 7) and will be operational by the end of 2026.

FUTURE NEEDS

Current and short-term department needs are published in the annual city budget, including a schedule for additional personnel, equipment, and facilities. CSFD maintains a three-year strategic plan that ties into the City Council Strategic Plan. The department is committed to continuous improvement and needs consistent, robust data analysis. The data the department should consistently analyze for emerging trends and decision making are:

- Population density
- Call type and volume
- Response times for first-arriving units and full-alarms

The department has commissioned one-time studies and produced internal ad-hoc reports, but long-term analysis is needed for far-reaching decisions, such as the location and staffing requirements of future fire stations.

Future facilities, equipment, and personnel must be strategically deployed in College Station to meet National Fire Protection Association (NFPA) personnel and response time standards, including:

- Four-member engine companies (NFPA 1710-2020, 5.2.3.1.1)
- Incident Command Technicians to serve as Chief's Aides (NFPA 1710-2020, 5.2.2.2.5)
- Four-minute travel time for 90% first-due unit of responses (NFPA 1710-2020, 4.1.2.1(3) and 4.1.2.4)

The department needs to remain engaged with community partners – hospital systems, social workers, and the community health district – to evaluate the feasibility of community paramedicine. This is an emerging field that uses a comprehensive approach and integrated deployment model to connect underserved populations to underutilized services, helping to decrease strain on emergency rooms, hospitals, and first responders.

Emergency Management – College Station Fire Department

SERVICES

College Station Fire also oversees the City's Emergency Management Division, which provides planning efforts in preparation of all emergencies and disasters. The City's approach to emergency management is largely interjurisdictional, with most efforts being in collaboration with Texas A&M University, the City of Bryan, and Brazos County. The Emergency Management Division maintains plans detailing the City's response to various disasters including drought, fires, floods, tornadoes, and winter storms. The goal of these plans to create a more resilient College Station by responding with effectiveness and recovering efficiently.

Emergency Management participates in a range of activities that fall into four categories: mitigation, preparedness, response, and recovery.

- Mitigation is aimed at preventing or limiting the amount of damage disasters cause when they happen. Actions undertaken by various City departments include, but are not limited to: flood drainage improvements, conversion from overhead to underground utility lines, removal of structures located in floodplains, and review and modification of zoning and building codes. These actions help College Station become more resilient to disasters and alleviate potential damages.

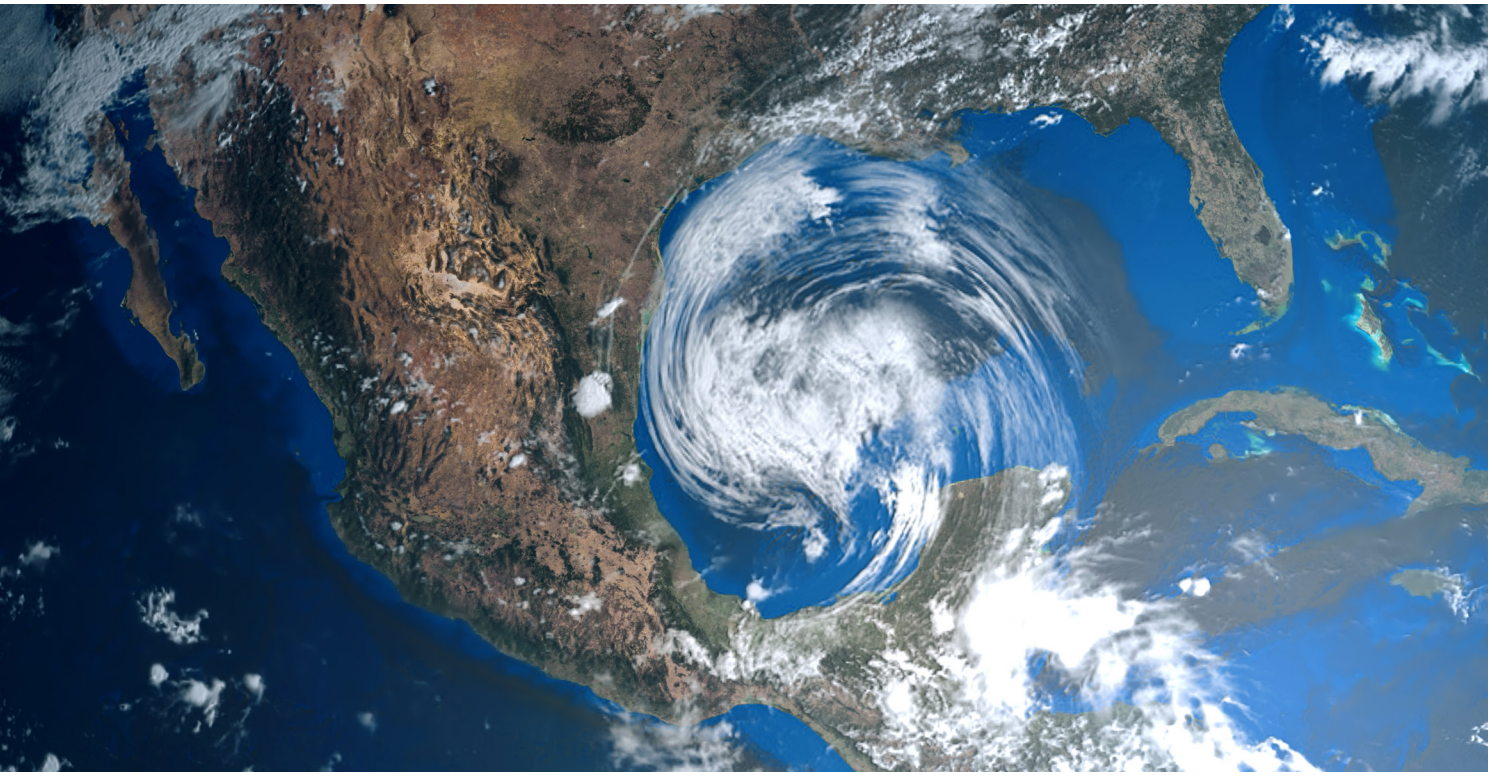
- Preparedness is the effort of being ready for disasters when they strike. The Emergency Management team works with every City department to plan out disaster response, maintaining emergency operating guidelines that organize the City's response during and after a disaster, and participating in larger area plans with other organizations in the Brazos County Interjurisdictional Emergency Management Association. Emergency Management also prepares and executes preparedness and training exercises each year.

- Perhaps the most important actions of Emergency Management are those that occur during and immediately after a disaster. Emergency Management organizes first responders, City departments, volunteers, and response organizations within the city and makes calls to surrounding localities if additional response is needed. The Brazos Community Emergency Operations Center (CEOC) houses all local jurisdictions to provide for better communication and coordination of response actions by each jurisdiction, especially in the case of a larger disaster. Emergency Management also organizes public information releases to coordinate outreach efforts to citizens.

- While disasters can last from moments to days, recovery almost always takes longer. Emergency Management's recovery actions aim to shorten those timelines so the City and its residents can return to pre-disaster conditions or better. The department works to prioritize restoration of vital facilities and services and coordinate recovery actions being taken by area government entities and nonprofit organizations.

FACILITIES

The Emergency Management Division works out of the Brazos CEOC in Bryan in collaboration with representatives from Brazos County, the City of Bryan, and Texas A&M University. This model of co-located jurisdictions has proved beneficial to foster relationships and coordination in emergency response.



FUTURE NEEDS

The nature of threats affecting the city are changing. In 2020, the city, nation, and the world were dealt an unexpected global pandemic that disrupted operations and posed entirely new challenges. The pandemic highlighted the need for increased mobility and remote work options for many within the city's workforce. In early 2021, Texas faced a historic winter storm that left thousands of residents without power or heat and posed significant challenges to electric grids and water operations across the state. With the changing climate projected to produce increasingly frequent and extreme weather events, proactive emergency management efforts must rise to the challenges. Other challenges evolving almost daily are cybersecurity threats, which require coordination and support across city departments as well as the personal responsibility of each city employee. To proactively anticipate, mitigate, plan for, respond to, and recover from the changing nature of emergencies, the Emergency Management Division will need continued and expanded support to accomplish its goals.

Emergency Management has identified the need for a city-wide continuity operations plan, which would detail how individual departments and the entire City of College Station will continue operations during various types of disasters. The department is also working with the other local jurisdictional, agency, and regional emergency management coordinators to maintain and enhance a robust roster of regional response resources as well as recognizing the need to update both the Brazos County Interjurisdictional Mutual Aid Agreement and the Brazos Valley Regional Mutual Aid Agreement.

Another need of the division is formalizing the post-disaster after-action report (AAR) process. AARs are a vital tool to help the City learn from past experiences, identify opportunities for increased efficiencies, and adjust standards to improve future responses to disasters. Learning from past experiences and taking corrective actions can help the City be more resilient and effective in leveraging its resources. There have been ad-hoc efforts to date to document successes and challenges, but a more formalized process is key for effective organizational learning.

Electric – College Station Utilities



SERVICES

College Station Utilities (CSU) is the primary electric provider in College Station, serving more than 44,000 customers. The electric certification area for CSU has been set by the Public Utility Commission of Texas (PUCT) as the area inside the City limits as of 2002, therefore, Bryan Texas Utilities (BTU) services the areas incorporated into the City after 2002. Even though CSU's service territory is fixed, the electric utility has not yet reached "build out" of its service territory and expects additional development and redevelopment to continue to add load to the utility's facilities.

CSU is a wholesale power purchaser and does not have electric generation facilities. Power is purchased from wholesale contracts with American Electric Power Energy Partners (AEPEP) and Garland Power and Light. Delivery of this power is from the Electric Reliability Council of Texas (ERCOT) transmission grid.

CSU provides electric power to its consumers at various desired voltages; responds to trouble calls and outage reports; provides new construction and maintenance of transmission and distribution electric system; engineers and designs the electric system; and provides street and thoroughfare lighting. CSU also provides Energy Programs such as "Connected Thermostats," energy audits, "Good Cents" home builder programs, high efficiency air conditioner rebates, the "Wind Watts" program and customer energy education.

FACILITIES

There are eight electrical substations located in College Station with a capacity of 533 MVA (Mega Volt Amperes). The current peak demand for College Station is around 218 MW (Megawatts), which means CSU is well situated to serve any future additional load. One additional electrical substation will be required to meet the anticipated build out demand for the service territory.

CSU owns and operates approximately 20 miles of 138 kV (kilo Volt) transmission lines. The electric distribution system consists of about 518 miles of distribution power lines, with approximately 39% of those being overhead and 61% being underground. The City adopted a policy in 1992 to require that new electric lines be installed underground (with a few exceptions for feeder lines). Since that time, the City has removed or relocated overhead electric lines on portions of major corridors including University Drive, Texas Avenue, Southwest Parkway, and Harvey Road.

FUTURE NEEDS

CSU currently maintains an **Electric Utility Master Plan** that is updated as areas develop or redevelop to ensure adequate and reliable service is maintained to the system. Each year, a new system model is built in the modelling program to simulate the conditions at system peak and the loading on the electric facilities. The loads are uprated for growth and projected loads are added for proposed known projects. Using this information, the model identifies any additions or upgrades that need to be made to the electric system. The master plan also has identified the need for an additional substation to meet the future loading and reliability needs within the CSU service territory.

Water Services – College Station Utilities

SERVICES

College Station Water Services is the primary water provider in College Station and is responsible for providing safe drinking water, irrigation water supplies, and water for fire protection services for over 40,000 customers within its certificated area. The water system is rated Superior by the State of Texas and has received awards for outstanding operations and maintenance from the U.S. Environmental Protection Agency.



FACILITIES

The City's water system consists of water production, treatment, and distribution. Water is provided from eight deep wells in the Simsboro Formation of the Carrizo-Wilcox aquifer group and one well in each of the Carrizo and Sparta aquifers. Water is treated at pump stations that supply water to the City's distribution system and elevated storage tanks.

FUTURE NEEDS

The City's certificated area for water is not expected to expand into the Extraterritorial Jurisdiction since these areas are already served by various special utility districts or water supply corporations. Water Services maintains a Water Utility Master Plan that is updated on a routine cycle to ensure adequate and reliable service is maintained to the system customers. The master plan identifies future improvements needed to meet the anticipated build-out demands from future infill growth. The City will continue to evaluate future water demands and identify required improvements.

Wastewater Services – College Station Utilities

SERVICES

College Station Water Services is the primary wastewater service provider in College Station and is responsible for the collection and treatment of domestic and commercial sewage from over 43,000 customers within its certificated area. The City treats collected wastewater to meet the requirements of the regulating agencies.

FACILITIES

The City's wastewater system consists of wastewater collection and treatment. The collection system relies on gravity mains to convey wastewater to treatment facilities and when that is not enough, lift stations are used. The City's two wastewater treatment plants process the collected sewage into wastewater effluent that meets the requirements of regulating agencies.

FUTURE NEEDS

In 2019, the Texas Legislature limited cities' ability to annex territory. Due to this, the City does not plan to extend sewer service to properties outside of the existing certificated area boundaries or further into the Extraterritorial Jurisdiction. The City may rely on strategic partnership agreements and municipal utility districts for service provision outside of the City's service area. These agreements will need to balance the impact of cost of service with the benefits of serving additional customers.

College Station currently has two Strategic Partnership Agreements—one for Brazos County Municipal Utility District No. 1 (Southern Pointe), and one for Brazos County MUD No. 2 (Millican Reserve). Both agreements define how the City may annex these territories in the future when they are substantially developed and infrastructure costs have been reimbursed to the developers. In the case of Millican Reserve, the agreement also details how the City may annex for limited purpose. Strategic partnerships with utility and development agreements will likely remain a viable annexation option for College Station, with evaluation and negotiations to be made on a case-by-case basis.

Water Services maintains a **Wastewater Utility Master Plan** that is updated on a routine cycle to ensure adequate and reliable service is maintained to system customers. The master plan identifies future improvements needed to meet the anticipated build-out demands from future growth, infill, and redevelopment. The City will continue to evaluate future wastewater demands and identify required improvements.



Solid Waste & Recycling - College Station Public Works

SERVICES

College Station provides various services to meet the local need for the collection of municipal solid waste including weekly residential collection, bulky item pickup, and brush/yard clippings pickup. The City contracts bi-weekly curbside recycling pick-up for single-family residential dwellings. The Solid Waste & Recycling Division is also responsible for the collection and disposal of commercial solid waste, as well as street sweeping operations. Construction and demolition wastes are collected by private haulers regulated through franchise agreements incentivizing haulers to recycle collected materials to lower franchise fees.

The City currently serves over 27,000 single-family residential customers. The City serves a large multi-family customer service base of 11,000 units. Multi-family and commercial services consist of four routes, six days per week. The City's solid waste collection vehicle fleet has a 5 to 10-year replacement schedule for each vehicle. Regular maintenance, replacements, and additions will be paramount to ensure core services and operations meet projected needs. As the city continues to grow, solid waste collections will need to be monitored closely to meet demand through exceptional and efficient services.

The City is committed to environmental stewardship and waste reduction through recycling, education, and outreach. The recycling program and clean green activities are designed to help reduce the amount of solid waste deposited into the landfill. In 2020, College Station reduced the amount of waste going to the landfill by 27% (24,947 tons) through curbside and commercial recycling, as well as clean green brush collection. The City proactively controls litter along public rights-of-way through the Adopt-A-Street Program. The program partners with community volunteer groups performing quarterly clean-ups along assigned street segments.

FACILITIES

The City of College Station partnered with the City of Bryan in 1990 to create the Brazos Valley Solid Waste Management Agency (BVSWMA) which manages the Twin Oaks Landfill, a Subtitle D landfill, which became operable in 2010. The City's previous landfill, the Rock Prairie Road Landfill, closed in 2011 after reaching its capacity. The Twin Oaks Landfill facility is located off State Highway 30 in Grimes County and has an air space capacity of roughly 33 million tons of waste, with an expected life of 37 years. The landfill accepts more than 1,400 tons of solid waste per day, primarily from the seven-county region including Brazos, Burleson, Grimes, Leon, Madison, Washington, and Robertson Counties, and Texas A&M University. Since the landfill is the only Type 1 facility between Austin and Houston, it accepts solid waste from 19 counties.

FUTURE NEEDS

Increased manpower and additional equipment will be necessary within the planning horizon to meet development demand placed on solid waste services. The use of new technologies is essential to increase operational efficiency and exceptional service.



Street, Traffic System & Drainage Maintenance – College Station Public Works

SERVICES

Street and drainage infrastructure facilitate transportation and ensure the health and safety of residents and visitors. These facilities are costly and demand significant attention to protect the investment and value they bring to the city. The Streets and Drainage Division maintains more than 350 miles of paved streets, 230 miles of sidewalks, 100 miles of storm drain lines, 470 miles of concrete valley gutters, 130 miles of natural creek area, and mows and trims over 1,300 acres of grass.

Traffic Operations' mission is to guide, warn, and regulate motorists, pedestrians, and bicyclists in a safe and efficient manner. The division currently maintains over 90 traffic signals and 85 traffic warning flashers, over 200 linear miles of pavement markings, and more than 15,000 traffic signs.



FUTURE NEEDS

As the city continues to grow the need for new streets, street maintenance, traffic system maintenance, and drainage maintenance will continue. Aging infrastructure generally requires more maintenance and new development and growth creates new demands for infrastructure maintenance. Recent multi-modal transportation initiatives place higher expectations for infrastructure rehabilitation that appropriately accommodates more modes of transportation, particularly in dense areas within the city's core. These improvements, such as adding bicycle lanes or shared-use paths, help generate more walking, bicycling, and alternative options for citizens to navigate throughout the city while also helping to alleviate some of the demand and congestion on the roadway network. Additionally, the city's corridors must be maintained as streets are rehabilitated to create a sense of place and attractive community. These service demands will require additional staff and resources to maintain and preserve the City's transportation capital investments.



Planning & Development Services

SERVICES

Planning & Development Services is responsible for aiding the community in making the best possible decisions regarding the physical development of the city. This occurs through long range and comprehensive planning that engages citizens to envision the city's future and implements practical steps and policies to create a community with a strong sense of place and positive quality of life. The City is responsible for ensuring that all new development, infill and redevelopment, site work, and construction comply with the Comprehensive Plan, the Unified Development Ordinance, and all other adopted codes and standards. The department also delivers high-quality community development programs, services, and facilities to enrich the lives of individuals and families within the city. The City encourages the expansion and accessibility of health and human services, expansion and improvement of public facilities and infrastructure, and expansion of economic opportunities for low - and moderate - income residents.

Departmental services include land use and comprehensive planning, multi-modal transportation planning, zoning, development review, engineering, floodplain and stormwater management, building plan review, and building and site inspections. Additional goals include providing for an adequate supply of safe and affordable housing, rehabilitation of rental and owner-occupied residential property, and expanding home ownership opportunities. Additional service level information can be found in the department's strategic plan.

COMMUNITY DEVELOPMENT PROGRAMS

The City receives funding from the U.S. Department of Housing and Urban Development (HUD) through the Community Development Block Grant (CDBG) and the HOME Investment Partnership Program (HOME) grant. The Community Development Division administers these grant funds through programs designed in accordance with the department's goals, federal regulations, and input from citizens and the City Council. The programs aided by federal grant funding are available to individuals, families, and areas where household income does not exceed 80% of the area median income limits set by HUD.

The City's CDBG monies are used to provide funding to various non-profit agencies that provide health and human service programs throughout the community. These funds also support code enforcement activities in low - to moderate - income areas, acquisition of land for future development, and demolition of substandard housing. CDBG funds can be used to finance public facility activities in low- to moderate-income areas. These activities can include park development or enhancement, improvement or expansion of infrastructure, or improvements to other public facilities such as recent improvements to the Lincoln Center.

HOME funds are used to expand the supply of safe and affordable housing for qualified, income-eligible residents through programs such as the Tenant Based Rental Assistance program (managed by Twin City Mission on behalf of the City), down payment and closing cost assistance, reconstruction and rehabilitation assistance through low - or no - interest loans, and minor repair assistance grants to correct health and safety issues. Finally, HOME funds are used to construct new affordable housing either through City-developed activities or through the support of a Community Housing Development Organization, Habitat for Humanity, or private developers leveraging other sources of funds.

Other resources are sought for specific project needs. Funds can be accessed through the HUD Section 108 Loan Program or from the Texas Department of Housing and Community Affairs for larger new construction or rehabilitation projects. As other federal or state resources are made available, various programs will be developed to meet the needs of the residents.

FUTURE NEEDS

As the city continues to develop and redevelop, the need for planning and development services will increase. New development, infill, and redevelopment within the community place demand on development review processes, building construction review, and inspections to coordinate and ensure private infrastructure meets City standards and contributes positively to the character of the community. Development planning remains vital in ensuring adequate densities, complimentary land uses, and the provision of infrastructure that balances service delivery costs to ensure the financial stability of the City.

Due to limitations to annexation, the City anticipates minimal outward growth and the emphasis on infill and redevelopment will become increasingly important. The City must encourage infill and redevelopment in strategic locations that are sensitive to the existing context and character of each area. Established residential areas may benefit from continued neighborhood planning efforts due to potential neighborhood integrity issues that arise as areas fill in and redevelop adjacent to existing neighborhoods. Development conflicts and neighborhood integrity issues necessitate collaboration between Planning & Development Services and departments throughout the City, and Planning & Development Services will continue to seek out these partnerships and collaborations to build upon successes, identify areas for improvement, and contribute positively to College Station's identity and quality of life.

The City will utilize the required planning guidelines for federal grants to collect information regarding community needs and conditions. These include the Consolidated Plan and Annual Action Plan. Adjustments to programs will be made when new needs or changes are identified so that staff and federal grant resources can be utilized in the most effective ways.



Neighborhood Services

SERVICES

Neighborhood Services focuses on maintaining collaborative partnerships between neighborhoods, community services, and the City. The department undertakes educational and outreach programming, as well as connects neighborhoods to City resources. Through the Neighborhood Partnership Program, the City promotes the development of neighborhood and homeowner associations and maintains regular contact with those associations. There are 85 associations currently registered with the city.

The department also manages the City's Strong and Sustainable Neighborhood Grant Program, which provides financial support for projects within neighborhoods. This umbrella program consists of both the Neighborhood Grant Program and the Gateway Grant Program that support beautification projects such as a gateway or identification signage, landscape improvements, and small-scale community-building projects. These matching grant programs foster a mutually beneficial partnership between neighborhoods and the City.

Library Services

SERVICES

In 1986, the cities of Bryan and College Station signed an interlocal agreement for Bryan to operate a branch library in College Station. College Station's first public library opened in 1987, and the present location opened in 1998. Together with the Carnegie History Center, the Bryan+College Station Public Library System was created, providing library services free of charge to all Brazos County residents.

Library Services provides programs for all ages including storytimes, book clubs, outreach with community partners, adult and child crafts, an English Conversation Circle, a Teen Advisory Board, an annual Summer Reading Program, and volunteer programs.

FACILITIES

The College Station Public Library was renamed to Larry J. Ringer Library in 2004 to honor the former College Station mayor who was active in establishing the library in the city. Due to its expansive use and increase in visits and circulation, a bond was passed in 2008 to expand the library and construction began in 2018. After renovations and expansion, the library reopened in September 2019.

The Larry J. Ringer Library provides many services to the public including reference and readers advisory, physical materials circulation, digital materials circulation, device access troubleshooting, internet computers, printing/copying, tech tutorials, and themed displays. There are public spaces available for reservation including one large meeting/program room, two conference rooms, and five private study rooms.



FUTURE NEEDS

The Larry J. Ringer Library nearly doubled in size from the expansion and renovation project and is well suited to meet future needs. Increases in collections budgets and personnel will be needed to support a growing population.

Fiber Optic Network

SERVICES

The City's fiber optic network includes approximately 80 miles of cable that is owned and maintained by the City. Virtually all the City's major communication systems including the telephone and computer networks, 800 MHz Trunk Radio Service, Utility Supervisory Control and Data Acquisition systems, Traffic Signals, and Wireless Networks depend on the fiber optic network service to function fully. As part of the Fiber Optic Loop Project, a fiber optic ring connecting all major City facilities was completed in 1999. Since that time, various cable spurs off the main ring and individual cable segments have been installed to add existing smaller sites, traffic signals, and new facilities as they have been built. Fiber optic network upgrades are incorporated into the five-year Capital Improvement Program to provide continued expansion and improvement to the network.

Several ultra-high-speed internet options are available in College Station, offering communications services that are vital to future growth. Ultra-high-speed internet provides download speeds of up to one gigabit per second (or 1,000 megabits) and has a positive impact on local economic development and enhancing the community's quality of life. Providers such as Suddenlink, and newcomers such as Frontier and MetroNet, provide ultra-high-speed internet connections which aid commercial users in enhancing their productivity and efficiency. College Station also leases unused or "dark" City-owned fiber optic cable to offer additional ultra-high-speed internet options.

FACILITIES

There are approximately 40 discrete City buildings with fixed cabling infrastructure that support telephone, network, cable television, intercom, and two-way radio communications. This infrastructure is comprised of fiber optic cabling, copper network and phone cabling, and coaxial radio frequency cabling, with supporting equipment including racks, termination panels, cable management, power, and grounding.

FUTURE NEEDS

Currently, the City's fiber optic infrastructure extends south to the State Highway 6 and William D. Fitch (SH 40) Parkway area and east to Lick Creek Park. Future fiber projects include a planned fiber route along William D. Fitch (SH 40) west to Wellborn Road (FM 2154) to complete the loop in the southern part of the city, increasing of the fiber count on the main city fiber ring and extending the fiber ring further out along Harvey Mitchell Parkway (FM 2818).

As the City continues to develop southward, additional fiber optic infrastructure will be needed to support the development of essential public facilities, such as additional fire stations and public schools. The presence of fiber optic infrastructure is essential in the location of future City facilities. The fiber network also serves to connect and provide backhaul for a planned implementation of wireless hot zones in various locations. There is also need for fiber to support video surveillance in select locations to serve as a force multiplier for public safety.

The City will continue collaborating with private internet providers to encourage growth of the fiber network and access to ultra-high-speed internet options for all College Station citizens.

General Municipal Administration

SERVICES

In addition to the various services previously discussed in this chapter, the City of College Station also provides the following external and internal services: City Internal Auditor, Legal, City Management, City Secretary, Fiscal Services, Human Resources, Information Technology, Municipal Court, Budget and Strategic Planning, Public Communications, Public Works, and Utility Customer Service. The City has a total of 1,106 full-time equivalent positions funded in the Fiscal Year 2026 budget.

FACILITIES

The City owns and maintains several capital facilities and buildings required to perform the necessary administrative functions of the City. These are illustrated in **Map 7.1 Public Facilities**, and include:

- City Hall – 1101 Texas Avenue
- Visitor Center, Economic Development & Tourism – 1207 Texas Avenue
- Police Station – 800 Krenek Tap Road
- Parks Administration building – 1000 Krenek Tap Road
- Public Works buildings and storage yard – 300 Krenek Tap Road
- Municipal Court – 300 Krenek Tap Road
- Utility Customer Service – 310 Krenek Tap Road
- College Station Utilities – 1601 Graham Road
- Larry J. Ringer Library – 1818 Harvey Mitchell Parkway
- Lincoln Recreation Center – 1000 Eleanor Street
- Meyer Senior & Community Center - 2275 Dartmouth Street
- Southwood Community Center - 1520 Rock Prairie Road
- Gary Halter Nature Center - 13600 Rock Prairie Road
- Park facilities throughout the city including pavilions, park shelters, playing fields and courts, restrooms, concessions, playground equipment, pools
- Cemeteries and Cemetery shop – Texas Avenue, Raymond Stotzer Parkway
- Northgate Parking Garage – 209 College Main
- Northgate Surface Metered Parking – Church Street
- Northgate Promenade – Church Street
- Second Street Promenade in Northgate – Second Street
- Wolf Pen Creek Amphitheater and Greenroom – Holleman Drive/Colgate Drive
- Three Park Maintenance / Forestry Shops – Krenek Tap Road, Holleman Drive, Rock Prairie Road
- Carter Creek Wastewater Treatment Plant
- Lick Creek Wastewater Treatment Plant
- Three elevated water towers (as of 2022)
- Eight electrical substations
- Six fire stations – Holleman Drive (Fire Station No. 1), Rio Grande Boulevard (Fire Station No. 2), Barron Road (Fire Station No. 3), at Easterwood Airport (Fire Station No. 4 – owned by Texas A&M University System), William D. Fitch Parkway (Fire Station No. 5), and University Drive (Fire Station No. 6), Greens Prairie Road (Fire Station No. 7)

MAP 7.1



CITY FACILITY BUILDINGS
K-12 EDUCATION
PARKS
CEMETERIES
TAMU PROPERTY
CITY LIMITS

MAY 28, 2026

Public Facilities

1. NORTHGATE PARKING GARAGE
2. FIRE STATION #6
3. FIRE STATION #4*
4. VISITOR CENTER, ECONOMIC DEVELOPMENT & TOURISM
5. CITY HALL
6. LINCOLN RECREATION CENTER
7. FIRE STATION #1
8. MEYER SENIOR & COMMUNITY CENTER
9. MUNICIPAL COURT
10. UTILITY CUSTOMER SERVICE
11. POLICE STATION
12. PARKS & RECREATION
13. CARTER CREEK WWTP
14. LARRY J. RINGER LIBRARY
15. FIRE STATION #2
16. SOUTHWOOD COMMUNITY CENTER
17. COLLEGE STATION UTILITIES & MEETING & TRAINING FACILITY
18. FIRE STATION #3
19. ARTS CENTER**
20. FIRE STATION #5
21. FIRE STATION #7***
22. GARY HALTER NATURE CENTER
23. LICK CREEK WWTP

* FIRE STATION #4 IS OWNED BY TEXAS A&M UNIVERSITY SYSTEM

** THE ARTS CENTER IS OWNED BY THE ARTS COUNCIL OF BRAZOS VALLEY

*** FIRE STATION #7 IS EXPECTED TO COMPLETE CONSTRUCTION IN FALL 2026



FUTURE NEEDS

As College Station's population continues to grow, additional City employees will be needed to continue providing exceptional services and maintain appropriate personnel-to-population ratios.

College Station's previous City Hall was constructed in 1969 and expanded in 1979 and again in 1983. In response to College Station's substantial population growth throughout the years, various City facilities have been constructed across the city to accommodate the growing number of employees needed to provide and maintain services.

The decentralization of City facilities and its workforce has resulted in inefficiencies such as time and resource losses from travel between facilities and hampered communication between divisions and departments. As the number of employees has continued to grow to respond to the service level needs of a growing population, and as public participation in College Station has increased, it became clear that the City had outgrown its City Hall.

The City Council approved funding for a new City Hall in early 2018, located adjacent to the previous City Hall and directly across from Texas A&M University. The new site broke ground and construction began in March 2020. The new City Hall is over 79,000 square feet and houses more than 200 employees with room for growth, allowing multiple departments who were previously decentralized to unite, consolidate resources, and increase efficiencies. The site also serves as a community gathering place and contains public meeting spaces and an outdoor plaza. Upon completion of renovations of the adjacent 1207 Texas Avenue location, this space now serves as a Visitor's Center to welcome citizens, visitors, and students to our community and provide an additional community event space that opens to the City Hall plaza. These new facilities will allow the City to continue providing exceptional services to meet the needs of College Station citizens into the future.

Strategic & Ongoing Actions

The actions listed below are aimed at implementing the goal of exceptional municipal facilities and services that meet community needs, contribute to community character, exhibit environmental stewardship and resiliency, support surrounding land uses, incorporates full life-cycle costs, and are coordinated and fiscally responsible. The actions include new, strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

7.1 **Develop a comprehensive facilities plan.** The plan should meet the future space and functional needs of City employees, services, and the community.

7.2 **Evaluate the utilization of community paramedicine.** Partner with regional health care providers and social services to evaluate community paramedicine. This is an emerging field that uses a comprehensive approach and integrated deployment model to connect underserved populations to underutilized medical, social, and safety services, helping to decrease strain on emergency rooms, hospitals, and first responders such as EMS, fire, and police.

7.3 **Continue to expand wi-fi to public buildings.** Expand existing public wi-fi services to additional facilities and consider partnership opportunities to establish a city-wide wi-fi network.

7.4 **Evaluate ways to reduce energy consumption.** Implement energy and resource conservation strategies in City facilities and all areas of municipal service provision.

ONGOING ACTIONS

7.5 **Prioritize utility and service improvements in existing areas.** Invest in infrastructure rehabilitation within the city's older areas to maintain their viability and attractiveness and encourage infill and redevelopment where appropriate.

7.6 **Continue capitalizing on opportunities to achieve multiple community objectives through coordinated infrastructure projects.** Incorporate a measure in the Capital Improvements Program to weigh projects that achieve multiple objectives. Examples of coordinated infrastructure projects include road improvements, utility and drainage upgrades, sidewalk rehabilitation / installation / extensions, and streetscape enhancement.

7.7 **Continue to build resiliency in municipal operations and services.** Ensure operations and services are resilient and adaptable to unforeseen circumstances, such as disaster or pandemic, and able to continuously meet community needs. Consider updating provisions in city plans and policies and develop incentive programs to better prepare for and adapt to abrupt changes or strained circumstances while simultaneously allowing for action in the face of uncertainty or unforeseen events.

7.8 **Continue to pursue recognition, credentials, and accreditations City-wide.** Continue to obtain national recognition for outstanding and innovative service in police, fire, emergency medical services (EMS), public safety communications, parks, water, public works, planning, and other areas.

7.9 **Continue to sustain and grow emergency management preparedness.** In coordination with Brazos Community Emergency Operations Center and other regional partners, sustain and enhance emergency management efforts, partnerships, and funding levels to provide adequate resources,

planning efforts, educational training, and appropriate technology to proactively plan for, respond to, and recover from emergency situations and disasters.

7.10 **Continue using business intelligence, data analytics, and data visualization tools.** Utilize data and business intelligence solutions to inform policy decisions and provide efficient municipal services.

7.11 **Update public service plans.** Continue to re-evaluate and update key public service master plans (water, wastewater, stormwater, drainage management, solid waste, electric, police, fire, EMS) on regular cycles or when necessary based on changing conditions. Ensure that these plans reflect long-term growth forecasts and support priority growth areas.

7.12 **Utilize municipal service cost-benefit assessments in planning utility expansion.** The City should focus on areas that can be reliably and economically served within the City's capabilities. Consider an analysis of cost versus benefit when evaluating potential development agreements, municipal utility districts (MUDs) or annexation petitions.

7.13 **Pursue and support local water conservation and reuse initiatives.** Utilize reclaimed and/or nonpotable water to irrigate City facilities where feasible.

7.14 **Continue outreach and educational programs to reduce resource consumption.** Encourage residents, businesses, and local institutions to participate in solid waste reduction and recycling, energy efficiency, and water conservation programs. Create publicity campaigns to highlight the City's sustainability and resiliency efforts within public facilities.

7.15 **Continue to implement best practices in meeting or exceeding State and Federal standards for stormwater management.** Implement the City's Stormwater Management Program (SWMP) in accordance with State requirements of the TPDES Municipal Separate Storm Sewer Systems (MS4) program to manage stormwater discharges to protect, preserve and improve area streams and waterways. Consider updates to better protect area creeks and bodies of water from the impacts of urban runoff.

7.16 **Advance sound floodplain management practices.** Reduce the risk and impacts of flooding, adhere to higher development standards, and limit long-term infrastructure costs through continued implementation and refinement of the City's Flood Ordinance (including No Adverse Impacts) and participation in FEMA's Community Rating System (CRS) program.

7.17 **Continue to meet or exceed State and Federal water quality standards for drinking water sources.** Continue phased expansion of water supply resources and associated production capabilities to meet shorter-term peak demands, as well as forecasted longer-term needs.

7.18 **Continue to keep wastewater collection and treatment capacities ahead of demand.** Continue phased expansion of the existing wastewater system to comply with all regulatory permits, standards, and requirements that meet shorter-term peak demands, as well as forecasted longer-term needs.

7.19 **Continue coordinated electric planning along with area partners.** Ensure adequate and reliable supply to serve anticipated growth and maintain College Station Utilities' capability for rapid response to system outages.

7.20 **Design high-quality public facilities that reflect the character of their surroundings.** Ensure these buildings, facilities and improvements blend into existing areas and help establish an identity and quality standard for newly developing or redeveloping areas of the city.

7.21 **Design City facilities and infrastructure to incorporate sustainable and resilient practices.** Consider design features such as stormwater management, water conservation and reuse, native or adapted plantings, or building design features that conserve energy and natural resources.

7.22 **Provide public safety facilities to maintain adequate service and response times.** Monitor response times and safety service needs as growth occurs; use data and national standards to make decisions about service investments.





8 MANAGED GROWTH

As College Station continues to develop it will face opportunities and challenges associated with managing growth. Since the adoption of the 2009 Comprehensive Plan, the city's population surpassed 100,000 people in January 2014. The milestone allowed the City to extend its Extraterritorial Jurisdiction (ETJ) to five miles beyond city limits and this change was made in July 2018. This resulted in further ETJ expansion into Brazos, Burleson, and Grimes counties. Due to annexation law limitations enacted by the Texas legislature in 2019, the City anticipates minimal outward growth of the city limits in future years. A renewed emphasis on infill and redevelopment opportunities will be increasingly important as the City absorbs and manages continued population growth and becomes denser in appropriate areas.



College Station faces major investments in water and wastewater infrastructure in coming years to keep pace with increased population and infill growth. Along with traffic and drainage challenges, this is but one example of the capacity considerations that must be anticipated to plan effectively for projected growth.

This photo shows the construction of the water tower near Highway 6 and Rock Prairie Road.

Goal

Fiscally responsible and carefully managed development that is aligned with growth expectations and the ability to provide safe, timely, and efficient infrastructure and services.

Purpose

The purpose of this chapter is to establish the necessary policy guidance and associated strategic actions to enable the City of College Station to manage its ongoing physical growth and development in a sensible, predictable, and fiscally responsible manner. It highlights the need to encourage additional infill development, accommodate increased population in denser areas, pursue strategic development agreements or annexations, and manage growth in the ETJ.

The preparation of this chapter involved examining College Station's growth history, projected growth trends, and tools used to manage growth. The chapter outlines options the community should consider to ensure the benefits of growth are not offset by increased traffic congestion, loss of valued open space, or other impacts that adversely affect residents' quality of life and the local business environment.

Background

Growth management is critical to the city's long-term viability and involves managing infill and redevelopment opportunities along with limited outward growth. A municipality has a responsibility to its residents and taxpayers to ensure a growth pattern that makes good financial sense, particularly in terms of the infrastructure investments needed to keep pace with growth. Effective growth management can prevent roads, utility infrastructure, and public facilities from becoming overloaded by a scale and intensity of development that cannot be served safely and effectively. It can also serve to promote sustainability principles by guiding growth and development to targeted infill areas, thereby maximizing the efficiency and effectiveness of the city's infrastructure network.

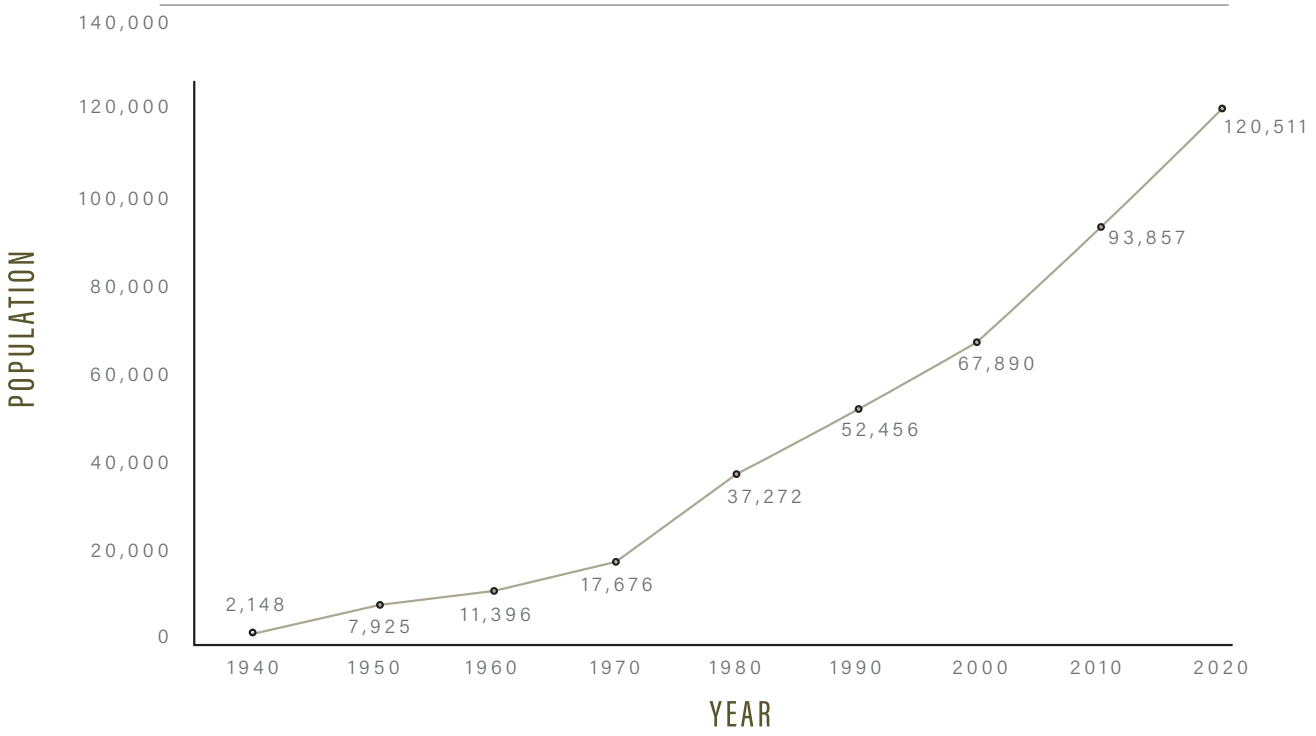
PAST GROWTH PATTERN

Over the last eight decades, College Station has experienced rapid population growth. Since 1980, the average rate of growth per decade is approximately 34%. As the scale of the community increased, its growth rate naturally became more moderate (41% in the 1980s and 29% in the 1990s), although the additional population and development in each decade remained significant. The growth rate in the past two decades has remained strong, with 38% growth between the 2000 and 2010 Census, and 28% growth between the 2010 and 2020 Census. **Figure 8.1 Population since 1940** depicts population growth since the City's founding.[1]

Purpose of the Extraterritorial Jurisdiction (ETJ)

As a Home Rule municipality (greater than 5,000 population and with its own city charter), College Station has some authority over a larger unincorporated planning area, beyond its current city limits, that is known in Texas as the "Extraterritorial Jurisdiction," or ETJ. In Chapter 42 of the TEXAS LOCAL GOVERNMENT CODE, the Texas Legislature declares it to be State policy that ETJs be created around cities so that municipal governments can "promote and protect the general health, safety, and welfare of persons residing in and adjacent to" the city limits.

Figure 8.1 - Population since 1940

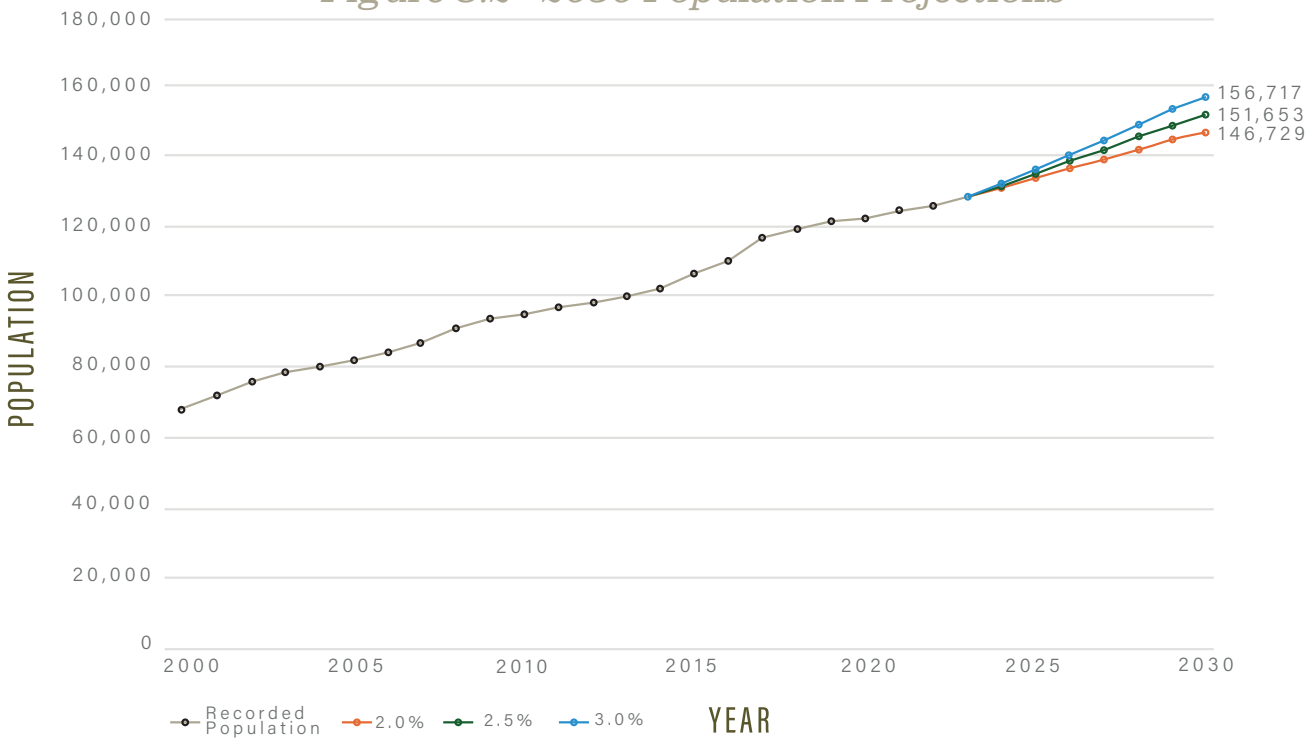


In 2009, this comprehensive plan forecasted a population of 134,000 by 2030; however, the estimated population was already 120,511 as of the 2020 Census. Due to a faster pace of growth than originally projected, the City now anticipates a population between 146,729 and 156,717 by 2030 as shown in **Figure 8.2 2030 Population Projections**.[2] Additional discussion of future projections can be found in the Future Land Use section of this chapter.

[1]City of College Station Planning & Development Services

[2]City of College Station Planning & Development Services

Figure 8.2 - 2030 Population Projections



College Station's increase in population and corresponding employment growth is a positive indicator of the city's economic competitiveness and stability. While attracting and sustaining economic development is a primary goal, the community must also consider ways to maximize the fiscal benefits associated with additional development. The physical growth pattern of the city and the efficient provision of city services are key factors in this consideration. The rapid growth of Texas A&M University enrollment has continued to be a significant contributor to the city's population growth.



As displayed in **Figure 8.3, Increasing Development Fragmentation**, since the 1970s the form of development in and around College Station has become progressively scattered. This is partly due to the location of floodplains and other physical constraints. However, the trend of peripheral growth within the city limits and the surrounding ETJ is long-standing. Development began to scatter in the 1980s and has increasingly sprawled outward since. Continuation of this growth pattern will become increasingly problematic due to the challenges associated with providing cost efficient city services and infrastructure to expanding areas.

Figure 8.3: Increasing Development Fragmentation

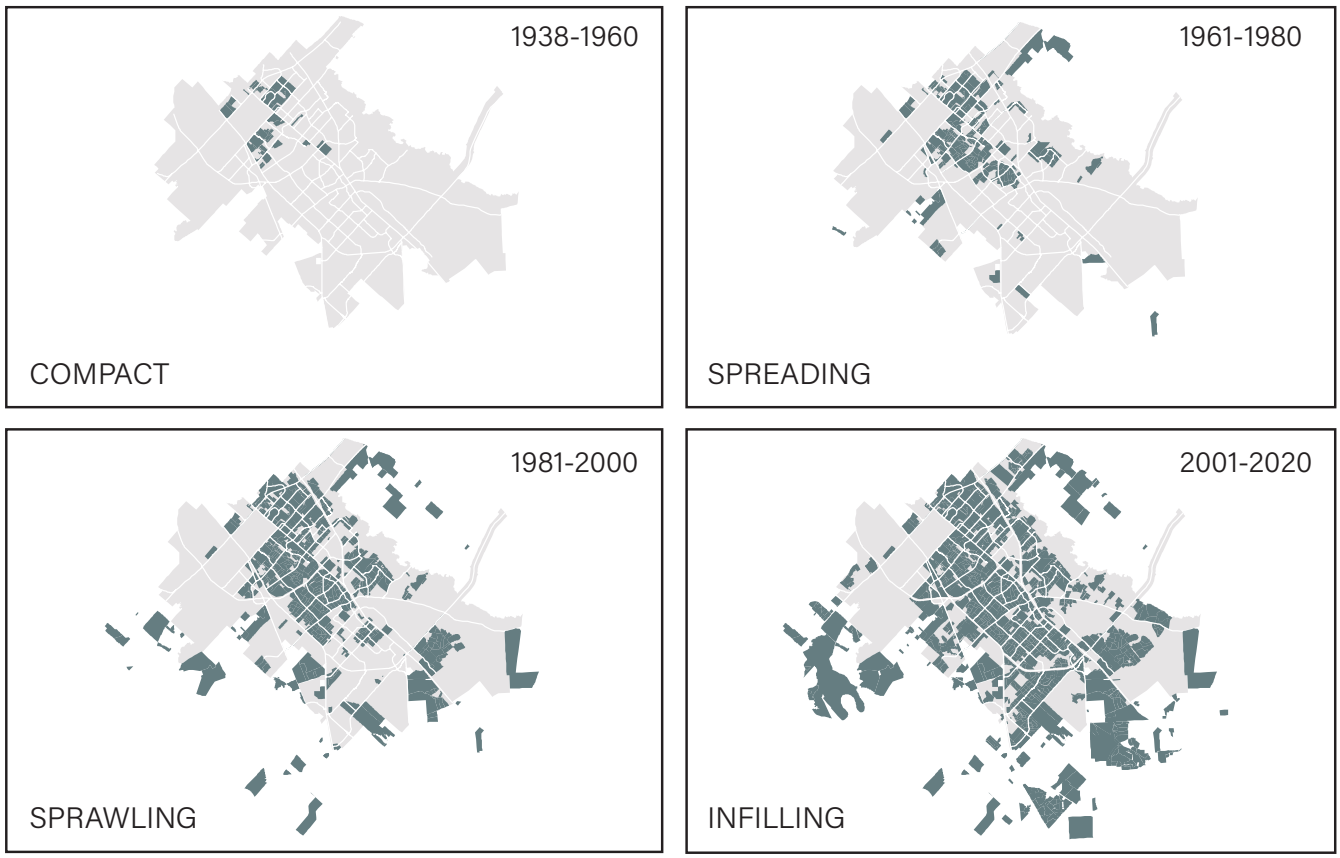
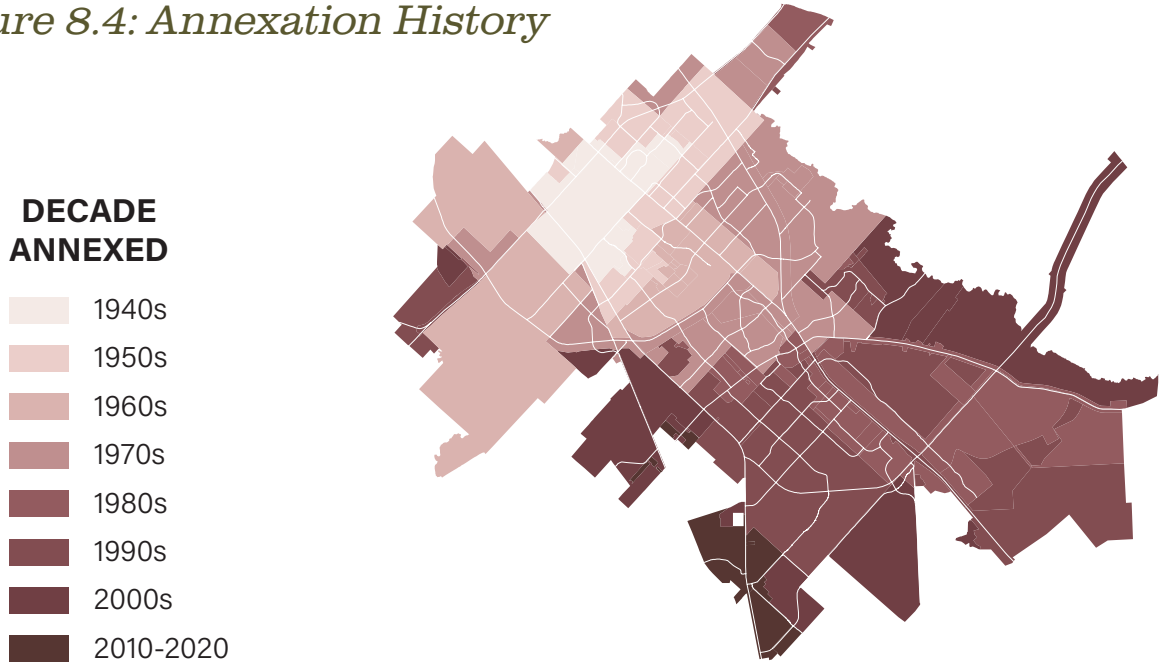


Figure 8.4: Annexation History



Since being incorporated in 1938, the City of College Station has actively annexed property into its city limits, as depicted in **Figure 8.4, Annexation History**. The city currently contains 51.2 square miles, as of the most recent annexation in 2019. Looking forward, the City anticipates minimal outward growth of the city limits in future years due to changes in annexation law made during the 86th session of the Texas Legislature in 2019.

GROWTH MANAGEMENT

Growth management represents a key opportunity for College Station to influence the timing, pattern, and quality of development through a variety of tools at the disposal of Texas municipalities. There are also State-imposed limitations that restrict the City's ability to guide growth in the ETJ, and urban type development at the city's edge has been an ongoing challenge. There is the allure of country living in locations that are detached from other development – a real market factor that must be recognized and accommodated when identifying future growth areas. It is important to note that recent ETJ platting activity has prepared the way for substantial numbers of residential lots regardless of future actions to manage growth. The City does not have zoning or land use controls in the ETJ but does regulate the subdivision of land in tandem with Brazos County. The City's Unified Development Ordinance requires a minimum one-acre lot size to allow for septic systems and prevent intense densities in the ETJ.

Annexation and the Extraterritorial Jurisdiction

The City continues to experience growth pressures along its outer edges, presenting both opportunities and challenges, particularly in ensuring infrastructure and services are provided in a timely and fiscally responsible manner. Traditionally, annexation functioned as a tool for cities to extend land development regulations, particularly zoning, to manage growth and implement the comprehensive plan. However, recent legislative changes have affected how the City can grow. In 2019, the Texas Legislature significantly limited municipal annexation authority by requiring consent from affected residents and property owners.

More recently, in 2023, Senate Bill 2038 enabled property owners to petition for release from a city's ETJ, establishing a formal process for ETJ removal. Areas released from the ETJ are no longer subject to municipal development regulations such as subdivision, platting, or sign standards. Additionally, automatic extension of the ETJ due to annexation was eliminated, virtually freezing College Station's ETJ in 2023. As a result, the City will need to rely more heavily on growth management tools within its existing boundaries, emphasizing infill and redevelopment to accommodate future population growth and promote efficient, sustainable development patterns.

Moving forward, cities may annex in four ways: 1) consent exempt annexation, 2) annexation on request of the landowner, 3) annexation by petition of an area with a population of less than 200, and 4) annexation of an area with a population of 200 or more by election and possibly petition. A few exceptions include areas with strategic partnerships such as Municipal Utility Districts (MUDs).



Municipal Utility Districts (MUDs)

The City adopted a Municipal Utility District (MUD) policy in January 2014 to establish City Council authority over the creation, operation, and dissolution of MUDs within the city limits or its ETJ. MUDs can be a tool used in financing, constructing, and operating quality water, wastewater, and drainage facilities because they allow the developer and future property owners to absorb the costs and pay for them over time. MUDs help manage growth in the ETJ by allowing development to occur in a planned manner and providing a means to finance the needed infrastructure. MUDs typically include a development agreement with the City that outlines development standards that would not typically apply in the ETJ absent an agreement.

College Station currently has two Strategic Partnership Agreements — one for Brazos County Municipal Utility District No. 1 (Southern Pointe), and one for Brazos County MUD No. 2 (Millican Reserve). Southern Pointe is projected to have nearly 2,000 single-family lots on 553 acres. Millican Reserve is projected to have approximately 1,900 single-family homes on 2,354 acres. Both agreements define how the City may annex these territories in the future when they are substantially developed and infrastructure costs have been reimbursed to the developers. In the case of Millican Reserve, the agreement also details how the City may annex for limited purpose. Strategic partnerships with utility and development agreements will likely remain a viable annexation option for College Station, with evaluation and negotiations to be made on a case-by-case basis. The importance of and use of strategic development agreements may increase in future years due to annexation limitations.

What are Municipal Utility Districts (MUDs)?

A Municipal Utility District (MUD) is a political subdivision authorized by the Texas Commission of Environmental Quality (TCEQ) to provide water, sewer, drainage, and/or other municipal services within its clearly defined boundaries. These political subdivisions are recognized as taxing entities by the State of Texas to raise funds within its boundaries to pay for the costs of providing the municipal services.

How does a MUD work?

The publicly elected Board of Directors manages and controls the affairs of the MUD subject to the continuing supervision of TCEQ. The Board establishes policies in the interest of its residents and utility customers. A MUD may adopt and enforce all necessary charges, fees, and taxes to provide district facilities and service.

How is a MUD created?

A majority of property owners in the proposed district petitions TCEQ to create a MUD. The TCEQ evaluates the petition, holds a public hearing, and grants or denies the petition. After approval, the TCEQ appoints five temporary members to the MUD Board of Directors, until an election is called to elect permanent Board members, to confirm the MUD's creation, and to authorize bonds and taxing authority for bond repayment.

SPRAWL & ITS IMPLICATIONS

Sprawl is a spread-out or leap-frog development pattern which blurs the urban edge and intrudes, often in a haphazard way, upon the low intensity nature of the rural landscape. To the extent that some ETJ developments around College Station involve suburban and even urban intensities, the growth management challenge becomes even greater for the City. For ETJ residents who may choose a more remote living location compared to city living, the erosion of rural character from dense piecemeal development impacts their investment and day-to-day quality of life.

There are several reasons why growth has occurred on the fringes within College Station city limits and the ETJ, such as:

- An attraction to the open, rural landscape often found at the city's edges
- Land is generally less expensive due to the absence of public infrastructure and improvements, which equates to cheaper development costs
- Property in the ETJ is not subject to City ad valorem taxes; therefore, residents and businesses outside the city limits benefit from access to municipal facilities and services such as streets, parks, trails, libraries, and other community facilities, but do not share equitably in the tax burden associated with constructing and maintaining those facilities and services
- General ease of greenfield development and approvals within the ETJ, particularly since many City development regulations do not apply including land use controls, density, the number and size of buildings, and building standards or permits
- Availability of water from other providers (Wellborn Special Utility District and Wickson Creek Special Utility District), allowing development to access public water that meets TCEQ standards without requiring connection to the City's utility system
- Allowances and limitations within the City's Unified Development Ordinance (UDO) related to sprawling development patterns, such as:
    - The R Rural zoning district allows a minimum lot size of two-acres and average lot size of three-acres, meaning that residences utilizing on-site sewer treatment systems are permitted; although this district is not actively used, its availability as a zoning option can contribute to development fragmentation
    - The UDO contains a relatively large number of use-based zoning districts, meaning a zone change is often necessary to respond to a shift in the market, which adds process, delays development, and can serve as a disincentive for development to occur within the city rather than the ETJ, where zoning does not apply
    - Limited incentives to encourage certain development types, such as allowing increased density in exchange for development clustering with the provision of open space to promote a rural development environment within the city limits rather than necessitating ETJ development to achieve this character type

Implications of Sprawl

While College Station's growth pattern has created opportunities, without adequate foresight and preparation it may yield undesirable consequences, including:

- Erosion of a defined community edge, thereby blurring boundaries and contributing to a loss of community identity and proliferation of uses extending well beyond the city limits
- Degradation of environmental resources such as floodplains, wetlands, habitat, and vegetated areas due to cumulative impacts from urban stormwater runoff (increased drainage volumes and velocities) and non-point source pollution of area streams and watercourses

- Degradation of air quality from increased vehicular exhaust containing greenhouse gas pollutants that contribute to a changing climate, along with increased heat island effect due to increased infrastructure and development
- Increased commuting times and congestion as residents travel relatively longer distances to reach work, schools, places of worship, shopping, services, recreation, and entertainment destinations
- Premature shifts in traffic patterns, causing congestion and environmental impacts, as development occurs in an uncoordinated fashion before adequate mobility infrastructure is in place
- Increased demands on public infrastructure (e.g., roads, water, and wastewater systems) and services (e.g., police and fire protection, parks, libraries, and schools), in some cases creating unsafe conditions
- Inefficient provision of services, meaning a larger investment in infrastructure systems with fewer than the optimal number of connections/users to pay for them
- The potential for disinvestment in older areas of the community as new development continues to occur on the periphery



GROWTH CAPACITY

This section provides an evaluation of the City's future land use assumptions and municipal services in terms of their ability to accommodate the population growth expected within the next 10 years. It also discusses tools to manage growth at the city's edge and within the ETJ.

Future Land Use

A discussion of growth management and capacity would be incomplete without an analysis of population projections and land uses programmed within the updated the **Future Land Use & Character Map**.

This map identifies land uses capable of accommodating an ultimate build-out population of approximately 196,000 within the current city limits. Planning for land uses capable of accommodating a larger population than is currently projected for the city provides a margin of error and allows for market flexibility. Providing balanced land uses, housing options, mobility choices, infrastructure investments, and quality of life amenities will be critical to serving a growing and diversifying population.

As a part of the 10-year update to this plan, staff from the Planning & Development Services and Water Services departments worked in tandem to ensure the updated land uses depicted in the **Future Land Use & Character Map** were incorporated into updated models for future water, wastewater, and transportation needs. These updated models were used to estimate needed infrastructure upgrades and the associated costs to the City necessitated by population increases and future development.

It will be important to continue monitoring growth trends, including enrollment increases at Texas A&M University, to anticipate and plan for growth. The City should also evaluate and react to market conditions, and potentially find new ways to incentivize development, infill, and redevelopment in appropriate areas. Nationally, there is expected to be continued demand for walkable, integrated, mixed-use districts and the City should encourage infill and redevelopment opportunities to support this type of development.

There are many existing underutilized areas where infill and redevelopment could create more viable and vibrant places. While some of these areas were defined in previous iterations of the **Future Land Use & Character Map**, redevelopment activity has been slower than expected. The 10-year update to this plan builds upon and further expanded these priority areas for redevelopment opportunities. The pace of redevelopment is largely dependent on local economics and physical conditions, but City investments or policies can influence and incentivize redevelopment potential. The City must prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas to catalyze redevelopment activity, promote more efficient use of infrastructure, and support the City's environmental resiliency goals.

There are growth opportunities on the city's edge but also challenges with providing well-timed infrastructure improvements that support long-term financial wellbeing for the City. Also, it may be cost prohibitive to provide utility services in some areas, particularly on the city's southwestern edges. The City must be strategic with its future investments in infrastructure, facilities, and services. With limited incentives for annexation in the City's ETJ, it is more challenging for the City to expand its boundaries. The City will need to continue, and potentially increase, utilizing other growth management tools, such as development agreements and MUDs, to strategically manage growth pressures in the ETJ.

Annexation and Development Agreement Priorities

Following the acceptance of the 5-year Comprehensive Plan Evaluation and Appraisal Report in 2015, an Annexation Task Force was assembled to review the City's annexation priorities. The Task Force, comprised of three City Council members and three Planning & Zoning Commissioners, met for several months to evaluate the City's annexation strategies and priorities and provided recommendations. Considering the annexation changes by the Texas Legislature in 2019, the following Task Force recommendations remain relevant:

- Should the State continue to limit the City's authority to unilaterally annex property, pursue strategies to minimize the impacts of such action
- Utilize non-annexation development agreements in a strategic manner to reserve undeveloped or underdeveloped areas for future growth
- Evaluate the costs and benefits of annexing areas currently under non-annexation development agreements on a case-by-case basis as they expire

There are many important considerations in prioritizing potential areas for well-managed outward growth, whether through the now-limited annexation options or strategic development agreements. Given the recent legislative changes limiting annexation authority and allowing property owners to withdraw from a city's ETJ, the following considerations can serve as a strategic decision-making framework to help the City evaluate where and how to direct its future growth efforts, investments, and partnerships.

Strategic considerations for annexation and development agreements:



1. Provides control of gateway frontage: Allows the City to regulate areas along major corridors or entry points where maintaining visual quality and land use compatibility is important for community identity, economic vitality, and first impressions.
2. Provides moderate to significant revenue (property and/or sales tax): Prioritize areas that can contribute meaningfully to the City's fiscal health, ensuring that future growth supports long-term financial sustainability and offsets the cost of service delivery.
3. Provides undeveloped or underdeveloped area for future growth: Highlights locations that offer realistic capacity for development or redevelopment, aligning with the City's growth management goals given the reduced ability to annex new land.
4. Is an area adjacent to the City on two or more sides: Encourages a more compact, contiguous development pattern that strengthens service efficiency, reduces infrastructure costs, and minimizes leapfrog or fragmented development.
5. Preserves existing character: Ensures new development or redevelopment complements the surrounding community's established land use patterns, aesthetics, and sense of place.
6. Protects part (or all) of area from future development: Allows the City to consider areas where conservation, open space preservation, or agricultural retention may serve broader community or environmental goals.
7. Addresses health and life safety concerns (building and fire code enforcement, emergency response, etc.): Helps prioritize areas where City oversight or coordination is essential to safeguard residents and ensure adequate emergency access and response.
8. Is part of area currently served by City sanitary sewer with capacity to handle new development: Focuses growth in locations where municipal infrastructure already exists or can be extended efficiently, promoting cost-effective development.
9. Located within CSISD: Supports growth that aligns with the City's school district boundaries, helping maintain community cohesion and shared service responsibilities.
10. Provides potential location for business parks: Identifies strategic employment areas that can attract investment, create jobs, and diversify the City's economic base.
11. Transportation infrastructure already provided: Ensures that development occurs where access and mobility systems can support it, reducing the need for costly new transportation extensions.

Collectively, these criteria can help the City evaluate annexation requests, prioritize investment areas, and coordinate with property owners in a post–SB 2038 environment. Used as a screening or ranking tool, they allow the City to identify where growth best supports community goals while balancing fiscal responsibility, infrastructure needs, and character preservation in the ETJ.

EXTRATERRITORIAL JURISDICTION STRATEGIES

There are many strategies for managing the pattern and timing of development in the ETJ, ranging from simply minimizing the impacts of growth without affecting the pattern to strictly controlling growth. Texas law does not provide cities with the means to entirely prevent sprawl, therefore, it is wise for the City to consider the ways in which it can exert more influence over the direction and timing of development that it ultimately may serve. Given College Station's past development pattern and projected growth trends, the City's growth management approach in the ETJ should focus on the following areas:

- Use annexation or development agreements in a strategic fashion
- Expand the City's certificate of convenience and necessity as appropriate in concert with annexation or development agreement activity
- Adhere to the City's utility extension policy while working to enhance it
- Effectively utilize the City's Municipal Utility District policy
- Coordinate future Thoroughfares in the ETJ with the Bryan-College Station Metropolitan Planning Organization (MPO)
- Strengthen health and safety components of the subdivision regulations

INFRASTRUCTURE NEEDS

College Station emphasizes careful stewardship of essential services like water, wastewater, and electricity to ensure reliable, safe, and sustainable support for a growing population. Each utility is guided by regularly updated master plans that identify future infrastructure needs and improvements required to meet anticipated development and infill growth. As the City continues to grow, infrastructure planning must balance the need for capacity expansion with long-term environmental stewardship and community resilience. Future investments in utilities, stormwater systems, and transportation networks present opportunities to integrate sustainable design principles that conserve resources, reduce emissions, and enhance climate adaptability. By coordinating land use and infrastructure planning, the City can promote compact, efficient development patterns that minimize environmental impacts while ensuring reliable, equitable service delivery. This approach supports both fiscal responsibility and the City's broader commitment to sustainability and resilience in the face of continued growth and changing environmental conditions.

Mobility remains a significant challenge, with increasing congestion driven by population growth and development patterns, requiring investment in multimodal transportation and more efficient land use strategies. The City recognizes that compact development and alternative transportation options can help reduce strain on roadways while maximizing existing infrastructure. Municipal services such as solid waste management, police, fire, and EMS are planned to support long-term growth by ensuring sufficient staffing and facility capacity. Overall, the City aims to proactively plan and coordinate across services to maintain public health, safety, and quality of life as the community continues to expand. Additional information on infrastructure needs, capacity, and municipal services can be found in **Chapter 7: Exceptional Services**, which provides a more detailed assessment of existing systems and future improvement priorities.

Strategic & Ongoing Actions

The actions listed below are aimed at implementing the overall goal to ensure fiscally responsible and carefully managed development that is aligned with growth expectations and the ability to provide safe, timely, and efficient infrastructure and services. The actions include new and strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

8.1 **Evaluate and revise the Water/Sanitary Sewer Extension Policy.** Evaluate the City's service area for sanitary sewer (the Certificate of Convenience and Necessity boundary) and extend into the Extraterritorial Jurisdiction in an incremental and carefully timed manner when it meets defined growth management objectives. Ensure that extensions to water/sewer utilities and service areas are consistent with the Future Land Use & Character Map, the City's utility master plans, and the multi-year Capital Improvement Plan.

8.2 **Conduct fiscal impact analyses.** Analyze development patterns at a city-wide level to determine the true costs associated with various development types, including unfunded service costs, to provide decision makers with the best available information to ensure the City's long-term fiscal sustainability. In addition, utilize financial modeling to evaluate the cost-to-serve for annexation requests, MUDs, and development agreement areas.

ONGOING ACTIONS

8.3 **Prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas.** Invest in the necessary infrastructure to increase redevelopment potential or to catalyze redevelopment activity in areas identified in the Future Land Use & Character Map or in district plans. Concentrating development and services within target areas promotes efficient use of infrastructure and supports environmental resiliency goals.

8.4 **Amend the zoning map and consider regulatory incentives to encourage infill and redevelopment.** Apply targeted zoning strategies in designated Redevelopment Areas identified on the Future Land Use & Character Map. Review the effectiveness of the Redevelopment District (RDD) overlay zoning and consider updating provisions in the Unified Development Ordinance to incentivize infill and redevelopment.

8.5 **Re-envision underutilized retail uses and incentivize redevelopment and/or reuse of vacant buildings and properties.** Monitor national trends in the evolving retail sector or other sectors and continue to seek redevelopment and revitalization opportunities for vacant or underutilized sites, particularly large retail and big-box sites.

8.6 **Evaluate the utilization of impact fees that provide revenues to support infrastructure demands.** Consider the need to amend impact fees to promote the city's long-term fiscal strength.

8.7 **Continue the City's Oversize Participation practice, where appropriate.** Continue providing funds for potential oversize participation to reduce future infrastructure costs.

8.8 **Use available tools to strategically manage growth pressure in the ETJ.** Utilize development agreements and Municipal Utility Districts (MUDs) to manage growth pressure in areas where annexation is not feasible.



9 COLLABORATIVE PARTNERSHIPS

The City depends on and is strengthened by strategic, effective partnerships that ensure all citizens thrive in a safe, well-connected community with exceptional services, affordable housing, and diverse amenities, and where economic prosperity is widespread and a high quality of life is attained. Mutually beneficial partnerships make effective use of resources and community capital, thus nurturing thriving cities and citizens. In a sense, a city itself is an ongoing partnership – an interconnected network of people living in close proximity for the benefits that a community provides.



Goal

Well-coordinated planning at all levels and effective engagement with local jurisdictions, institutions, and organizations to further realize the City's vision and support the broad community.

Purpose

Collaborative partnerships are essential in leveraging resources for maximum efficiency and benefit. Many challenges that communities face are regional issues – like mobility network congestion and housing affordability – or are even broader in scope, such as environmental sustainability and natural disaster recovery which cross jurisdictional boundaries. A robust network of partners and interorganizational resources strengthens community resiliency in unpredictable circumstances like the COVID-19 pandemic and acute events like the 2021 winter storm and resulting utility outages. This chapter builds upon topics, ideas, and goals enumerated in previous chapters to emphasize the importance of the City's collaborative partnerships, acknowledge existing efforts, and set the foundation for strengthening partnerships.

The City of College Station engages with a wide variety of public, nonprofit, and private organizations. For example, the City collaborates with schools, fosters a thriving climate for local businesses, and partners with local nonprofits that align with City objectives. This chapter outlines three overarching pillars: internal collaboration within the City as an organization, the town-gown relationship with Texas A&M University, and other local and regional partnerships. All of the City's partnerships are significant in facilitating the City's services to its citizens, and most will fall into these three broad categories. As further discussed in **Chapter 10: Plan Implementation**, effective plan implementation requires the commitment of the City's elected and appointed officials, staff, residents, business owners, Texas A&M University, other levels of government, and other organizations and individuals who serve as champions of the plan and its direction and strategies.

Internal Collaboration

The City of College Station operates more than 20 departments and employs over 1,000 people. The success of the City relies in large part on coordination and partnerships between departments to ensure the Comprehensive Plan – the community's vision – is carried out. As a guiding document, the Comprehensive Plan should be referenced within master plans and departmental strategic plans to ensure that all City departments are working in tandem toward compatible goals.

Additionally, the City's capital improvement planning, departmental work, and budgeting should consult the Comprehensive Plan and its associated master plans to guarantee unified actions and objectives across the City. Public budgets and capital expenditures set priorities for funding and progress toward achieving goals expressed by the City and its citizens. These expenditures should be aligned with the City's long-term vision. The Comprehensive Plan's goals and strategies should be among the criteria for evaluating capital expenditures and allocating funding through annual and departmental budgets.

Texas A&M University And The Town - Gown Relationship

As the home of Texas A&M University, the City of College Station has unique opportunities for coordination with a premier institution that attracts people from all over the world to study, work, research, and teach. The relationship between the City and Texas A&M University – the town-gown relationship – has existed since the City's founding in 1938. The founding residents and university administrators who desired to create a municipal government, established a belt around the campus core which became the City of College Station. Throughout the years the university and City have collaborated on numerous issues and through many ad hoc, departmental, and topic or issue-based efforts. There is opportunity for bolstering the town-gown relationship and establishing a collaborative annual agenda to strengthen Texas A&M University and the City in mutually beneficial ways. Formalizing existing collaborations and potentially establishing a planning coordination task force could aid in coordinated and cohesive initiatives and development projects. This is particularly important along jurisdictional boundaries between campus and the City to create more harmonious transitions between the campus and surrounding neighborhoods, business and retail areas, and the community as a whole.

The City remains committed to collaborating with the university to pave the way for better relationships between all residents of College Station, including the students, staff, and faculty of Texas A&M University and residents not affiliated with the university. The City aims to effectively manage growth within College Station that has been prompted by increasing student enrollment as well as promote community cohesion and positive living experiences between permanent and temporary residents. This could be through new collaborative initiatives or connecting students to City resources to help raise awareness about

ordinances and neighborhood norms, as well as promoting social connections and demonstrating positive neighborly interactions.

Building upon existing collaborations and expanding joint efforts with Texas A&M University also brings economic benefit to both the university and City through expanded tourism opportunities. Visitors to collegiate sporting events, the George Bush Presidential Library and Museum, and university conferences and events often stay in hotel accommodations and make food and retail purchases within the city, contributing to hotel tax and sales tax revenues. The City should continue working with Texas A&M University to promote a stronger and more unified brand identity to attract visitors and associated tourism dollars to the community.

Another key opportunity for coordination between the City and academic departments, institutes, and operational units is to capitalize on university research and expertise and help raise awareness of environmental stewardship and sustainable practices within the community. This could range from innovative engineering research to climate and resiliency planning to testing new mobility technologies. The City and Texas A&M University would benefit from linking the university's educational mission with community needs. Research can also lead to economic development opportunities for the City and region.

Regional Partnerships

The City collaborates with neighboring jurisdictions, local institutions, nonprofit organizations, and regional planning agencies on topics such as land use and mobility planning, affordable and workforce housing, economic development, job creation, and tourism. The City maintains interlocal, mutual aid, and development agreements with surrounding counties, institutions, service providers, and private developments to ensure efficient infrastructure and exceptional



services are provided to all College Station citizens to maintain a high quality of life. These agreements establish partnership responsibilities within the College Station city limits and the City's ETJ for items such as subdivision review, thoroughfare planning, floodplain management, utility infrastructure, and service provision. The City will continue to pursue collaborative partnerships and agreements as matters of mutual interest and as opportunities for coordination arise.

HOUSING & DEVELOPMENT

Affordable housing is crucial for a community's overall success, as it promotes inclusion, mitigates gentrification, and encourages responsible economic growth. The City of College Station is dedicated to promoting diverse affordable housing options and expanding the opportunities to secure affordable homeownership and/or rental assistance. To provide affordable housing assistance, the City will continue to actively engage in partnerships with local organizations like the Brazos County Home Repair Coalition, Bryan/College Station Habitat for Humanity, Brazos Valley Community Action Programs, Elder Aid, and Brazos County Council of Governments as discussed in **Chapter 3: Strong Neighborhoods**.

In a broader sense, the relationship between the City and private developers functions as a collaborative partnership in which developers help to shape the built environment and carry out the citizens' vision and plan. The City will continue to foster collaboration and communication with the development community and encourage development patterns that promote outcomes in line with well-being, inclusion, equity, and a high quality of life. The narrative in **Chapter 2: Distinctive Places** along with the **Future Land Use & Character Map** detail the ideal development patterns and opportunities for future growth, infill, and appropriate redevelopment to realize the desired character and community identity.

ECONOMIC DEVELOPMENT, JOBS & TOURISM



The City's long-term economic development goals to diversify the local economy, attract new employers and competitive jobs, support entrepreneurs and small businesses, and provide a diversified tax base are tied closely to the City's synergy with regional partners. As discussed previously, Texas A&M University is a key partner, as are the Greater Brazos Partnership, the Chamber of Commerce, and local area businesses. The City works diligently to recruit events and tourist-related activities to College Station including sports tourism, conventions, and leisure events. The City partners with local businesses to create cohesive campaigns for tourists and residents to enjoy. **The Economic Development Master Plan** further discusses strategic initiatives and partnerships that help realize the City's goal of a prosperous economy that works for all citizens.

LOCAL SCHOOLS

To fully anticipate population growth and demand in College Station, the City must collaborate with Texas A&M University, Blinn College, the College Station Independent School District (CSISD), and public charter schools to understand their growth trends and organizational goals for increased enrollment, future facility needs, and the associated impacts on the City such as infrastructure demands, housing needs, and traffic and mobility concerns. In the case of local K-12 institutions, it is particularly important to anticipate and prepare for new school locations or changed use or capacity of existing schools. Likewise, the location and development of new neighborhoods necessitates the demand for new schools. The City will continue to work with the leadership of the CSISD and public charter schools to address siting and infrastructure needs, ensure safe and walkable areas around schools, and collaborate on other issues that present opportunities for joint efforts.



MOBILITY

The City of College Station partners with a number of regional planning organizations focused on mobility system planning across jurisdictions. The City coordinates with the Bryan-College Station Metropolitan Planning Organization (MPO), the Brazos Valley Council of Governments (BVCOG), the Brazos County Regional Mobility Authority (RMA), the Texas Department of Transportation (TxDOT), Brazos Transit District, and Texas A&M University at different levels to accomplish regional transportation goals. Mobility networks are a clear example of the need for collaborative planning, as these systems provide tangible connections across jurisdictional boundaries. The City will continue to engage and be a leader in interjurisdictional mobility partnerships, with a view towards continuing to champion alternative modes as discussed in **Chapter 6: Integrated Mobility**.

SERVICE PROVISION & INFRASTRUCTURE

Public Safety: The College Station Police, Fire, Emergency Medical Services (EMS), and Emergency Management coordinate with local and regional partners to provide public safety services and ensure the safety of the community.

The Police Department coordinates with the Texas Department of Public Safety, Texas A&M University Police Department, federal law enforcement agencies, the Brazos County Sheriff's Department, and the constables and Justice of the Peace courts, all of which have jurisdiction within the city limits of College Station.

The Fire Department provides both Fire and Emergency Medical Services (EMS). The department provides primary fire response within the city limits as well as on Texas A&M University campus. Primary EMS response is provided within the city limits and in the southern portion of Brazos County through a contractual agreement with the county. Secondary response for both Fire and EMS services is provided to the City of Bryan, Brazos County Fire Departments, and St. Joseph EMS through Mutual Aid.

The City participates in proactive emergency management as part of a larger county-wide effort with Brazos County, the City of Bryan, and Texas A&M University. Members of this group send representatives to the Brazos County Community Emergency Operations Center (CEOC) where mitigation efforts and coordination between these jurisdictions occurs. Natural disasters and emergency events occur without

regard for borders, so an interjurisdictional response is necessary to plan for and respond adequately to emergency events.

Solid Waste & Recycling: The cities of College Station and Bryan partner to manage and operate the Brazos Valley Solid Waste Management Agency (BVSWMA). BVSWMA currently operates the Twin Oaks Landfill located in Grimes County which accepts waste from Brazos, Burleson, Grimes, Leon, Madison, Washington, and Robertson counties, and Texas A&M University.

Libraries: The cities of College Station and Bryan maintain an interlocal agreement for a regional library system, with library locations and services in both cities free of charge to all Brazos County residents.

Utilities: The City of College Station provides electric, water, and wastewater infrastructure and services to citizens, along with fiber optic infrastructure to City facilities. While College Station Utilities (CSU) is the primary electric provider in College Station, Bryan Texas Utilities (BTU) serves areas incorporated into the City after 2002. CSU and BTU coordinate on service provision and future needs. College Station Water Services is the primary provider of water and wastewater services in College Station. Other providers, such as Wellborn Special Utility District and Wickson Creek Special Utility District, provide water services along the boundaries of the City's certificated area and into Brazos, Burleson, and Grimes counties. College Station's Water Services Department coordinates with these providers, particularly on projects near the boundaries between certificated areas. The City also has two municipal utility districts with agreements that define how utilities are provided and how the City may annex these areas in the future when they are substantially developed. The City also owns and maintains a fiber optic network to provide service to City-owned facilities. The City coordinates and maintains agreements with various private providers, such as Suddenlink and Frontier, for the provision of ultra-high-speed internet services to their College Station customers.

The City will continue to pursue collaborative relationships, coordinated services, and cooperative agreements with regional partners to make efficient use of resources and community capital to provide excellent services to the community. More on the City's services, existing infrastructure, and future needs can be found in **Chapter 7: Exceptional Services** and **Chapter 8: Managed Growth**.



Strategic & Ongoing Actions

The actions listed below will help achieve the goal of well-coordinated planning at all levels and effective engagement with local jurisdictions, institutions, and organizations to further realize the City's vision and support the broad community.

STRATEGIC ACTIONS

9.1 **Contribute to a joint branding effort with Texas A&M University.** Continue to work with Texas A&M University to define and promote a stronger and more unified brand identity. This includes not only graphics but, more importantly, the underlying messages and strategies to share the brand work.

ONGOING ACTIONS - INTERNAL COORDINATION

9.2 **Maintain a strong partnership with Texas A&M University through regular collaboration meetings and joint participation on local committees.** These meetings should provide opportunities to discuss successes and challenges, as well as development projects and ongoing efforts to provide harmonious transitions between the campus and the surrounding area. Coordination efforts should strengthen both partners in a way that supports student success and faculty/staff retention.

9.3 **Reference the Comprehensive Plan actions within City master plans.** City master plans are components of the Comprehensive Plan. Master plans should be updated on a regular cycle (or as needed). The updates should include provisions that relate directly to actions within the Comprehensive Plan and the Future Land Use & Character Map.

9.4 **Reference the Comprehensive Plan and City master plans in Capital Improvements Planning, departmental work programs, and budgeting processes.** Alignment with the City's long-term plans should be among the criteria for evaluating potential capital or operating expenditures.

ONGOING ACTIONS - EXTERNAL PARTNERSHIPS AND COLLABORATION

Texas A&M University

9.5 **Gather growth expectations.** Work with Texas A&M University and other higher education institutions concerning their projected enrollment growth and associated faculty/staff increases to plan effectively for the implications of further off-campus housing demand.

9.6 **Continue "good neighbor" initiatives with Texas A&M for permanent and temporary residents.** Build upon existing programs to promote positive living experiences for students and long-term residents in city neighborhoods. Activities could include community discussions, a lecture series, door-to-door visits, or neighborhood gatherings. The activities would raise awareness about ordinances, positively communicate neighborhood norms, promote social interaction, and demonstrate what it means to be a "good neighbor."

9.7 **Expand tourism opportunities with Texas A&M University.** Expand partnerships with Texas A&M University to recruit, create, and magnify tourism opportunities at university facilities and beyond.

9.8 **Pursue partnerships with Texas A&M University regarding environmental stewardship.** Encourage collaborations with academic departments, institutes, and operational units to capitalize on university research and expertise and help raise awareness of environmental stewardship and sustainable practices within the community.

Other Local and Regional Coordination

9.9 **Convene coordination meetings with regional partners and pursue interlocal cooperation agreements.** Participate in collaborative planning for land use, infrastructure, and facilities to align regional long-range plans and policies. Pursue beneficial agreements with Texas A&M University, nearby municipalities, and other service providers to share services and more efficiently utilize resources. Such agreements can address coordination of subdivision review, thoroughfare planning, floodplain management, utility services, and other matters of mutual interest.

9.10 **Continue to coordinate with the College Station Independent School District and public charter schools.** Coordination should address facility needs and projections, potential locations for new schools or future use of existing schools, infrastructure impacts of school development, and ensuring safe/walkable areas around schools.

9.11 **Continue to participate in regional mobility initiatives.** Partner with the Bryan-College Station Metropolitan Planning Organization (MPO), the Brazos County Regional Mobility Authority (RMA), Brazos Valley Council of Governments (BVCOG), Texas A&M University, Texas Department of Transportation (TxDOT), Brazos Transit District, Interstate 14 and Loop 214, Easterwood Airport flight network expansion, Texas High Speed Rail Initiative, freight transport, and Union Pacific on initiatives such as the Brazos Yard and quiet zones.





10 PLAN IMPLEMENTATION

The Comprehensive Plan is the City of College Station's broadest and most long-term policy guide. It serves as a statement of the community's vision for the future. The plan details goals, policies, and actions on a broad range of topics and provides strategic direction to guide the city's physical growth while maintaining a high quality of life.



Implementation is not simply a list of action items. The Comprehensive Plan must be referred to frequently to guide decision-making and ensure the community's vision and goals are ultimately achieved. Effective plan implementation requires the commitment of the City's elected and appointed officials, staff, residents, business owners, Texas A&M University, other levels of government, and other organizations and individuals who serve as champions of the plan and its direction and strategies. Equally important are formal procedures for the ongoing monitoring and reporting of successes achieved, difficulties encountered, new opportunities and challenges that emerge, and any other changing conditions that require rethinking priorities.

This final chapter details a practical, prioritized, and sequenced implementation program. It establishes a protocol for regular reporting and evaluation of progress. Each year, the City prepares a summary report of notable plan progress and development activities. At five-year intervals, a more thorough evaluation is prepared which typically leads to amendments to the plan itself.

Plan Implementation Methods

The goals, policies, and actions in this plan should be consulted frequently and used widely by decision-makers as a basis for judgments regarding:

- Proposed development and redevelopment applications
- Zone change requests and other zoning-related actions
- The timing and availability of infrastructure improvements
- Expansion of public facilities, services, and programs
- Annual capital budgeting
- Requests for strategic development agreements, municipal utility districts, or voluntary annexations
- Potential re-writes and amendments to the City's Unified Development Ordinance and related code elements
- Intergovernmental coordination and agreements (including city/university, inter-city, and city/county), and
- Operations, capital improvements, and programming related to individual City departments

The Comprehensive Plan is supported by several focused master plans and small area plans. Collectively, these planning efforts are implemented by many short-term strategic plans, annual budgets, and the City's ordinances, codes, and development standards, as seen in **Figure 10.1: Comprehensive Plan Direction & Implementation.**

Figure 10.1: Comprehensive Plan Direction & Implementation

OVERALL CITY-WIDE DIRECTION

Contains the city's broad vision, goals, high-level policies and actions.

COMPREHENSIVE PLAN

Addresses citywide needs, opportunities, and aspirations. A guide for more specific planning policy decisions, investments, and regulations.

- Long term, 20-year horizon but reviewed at five-year intervals.

FOCUSED PLANNING

Detailed studies and specific strategies for a topic or area.

Master Plans

Detailed plans focused on a particular city service, facility or resource that affects the city as a whole.

- Provides specific recommendations tailored to the needs of the service, facility or resource.
- Examines aspects relevant to the topic.
- Living documents that should be maintained and updated regularly or as needed.

Small Area Plans

Detailed plans focused on a geographic area of the city such as a neighborhood, corridor or special district.

- Provides specific recommendations tailored to the needs of the area.
- Considering all aspects of an area, including future land use, character, transportation and connectivity, parks and open space, services, economic development and infrastructure.
- Have a limited (typically 10-year) horizon, during which time recommendations should be implemented or incorporated into the Comprehensive Plan.

IMPLEMENTATION

Short-term strategic plans and regulations.

Departmental Work Programs & Budget

Annual work programs and budgets should align with the Comprehensive Plan and other plans.

City Council Strategic Plan

City council strategic priorities may be considered annually and should support implementation of the City's various long-term plans.

Capital Improvement Plan (CIP)

A five-year plan for funding and implementing projects that address infrastructure needs such as streets, parks, and public facilities. The CIP should show alignment with the Comprehensive Plan and focused plans.

Codes & Ordinances

The governing regulations adopted by the city that include the Unified Development Ordinance (the City's zoning code). These legal tools are critical to implement many of the Comprehensive Plan's physical development objectives including redevelopment and neighborhood integrity. Codes and Ordinances should be reviewed upon adoption of a small area plan or as other needs arise.

There are five general methods for plan implementation:

(1) Policy-based decisions
(2) Land development regulations and engineering standards
(3) Capital improvements programming
(4) Focused planning efforts and studies, and
(5) Special projects, programs, and initiatives

POLICY-BASED DECISIONS

Land use and development decisions should be made based on the strategies set forth in this Comprehensive Plan. Decisions regarding growth, infrastructure investment, Future Land Use & Character Map amendments, and right-of-way acquisitions are generally left to the broad discretion of the City Council, meaning the Comprehensive Plan serves as the principal source of guidance in these decision-making processes. The policy guidance and actions within the Comprehensive Plan are meant to ensure that development patterns are consistent with the intended character for specific neighborhoods, districts, and corridors. The adoption of new or amended land development regulations (e.g., zoning, subdivision, landscaping, sign controls, etc.) establish a framework for evaluating private development proposals in light of the City's articulated priorities and action recommendations detailed in the Comprehensive Plan.

LAND DEVELOPMENT REGULATIONS AND ENGINEERING STANDARDS

Land development regulations and engineering standards are fundamentals for Comprehensive Plan implementation. It is often underappreciated that private investment decisions account for much of any city's physical form. Zoning, subdivision regulations, associated development criteria, and technical engineering standards are the basic elements that ensure the form, character, and quality of private development reflect the City's planning objectives. Ordinances should reflect the community's desire for quality development outcomes that are consistent with Comprehensive Plan goals and strategies.

CAPITAL IMPROVEMENTS PROGRAMMING

A Capital Improvements Program is a multi-year plan (typically five years) that identifies and budgets for major capital projects that are essential to implementing this Comprehensive Plan. These may include improvements to streets, water and wastewater systems, drainage facilities, parks and trails, recreational facilities, public buildings, and major equipment purchases. Decisions regarding the prioritization of proposed capital improvements must consider the strategies and action recommendations of this plan.

FOCUSED PLANNING EFFORTS AND STUDIES

There are many areas in which additional planning work has been completed or is recommended to achieve a finer degree of detail than is covered within this Comprehensive Plan. Certain strategies are further detailed and implemented through topic-based plans, such as the **Economic Development Master Plan**, **Water Utility Master Plan**, or **Active Transportation Master Plan**. Other strategies are implemented through small-area plans, such as neighborhood, district, corridor, or redevelopment plans.

SPECIAL PROJECTS, PROGRAMS, AND INITIATIVES

Special projects, programs, and initiatives comprise the final category of implementation measures. These include initiating or amending City programs, interlocal agreements, citizen participation programs, training, and other types of special projects to achieve outcomes specified within the Comprehensive Plan.

Plan Administration

While developing and updating this plan, government representatives, business owners, neighborhood representatives, civic groups, Texas A&M University representatives, and stakeholders and citizens from across the community all contributed time and input. One of the most integral pieces to maintain any comprehensive plan's momentum and effective implementation is continual commitment to and championing of the plan's policies and actions.

EDUCATION

While comprehensive plans are broad in scope, they remain complex policy documents that account for interrelationships among various policy choices such as how growth decisions and development patterns may affect the City's emergency response capabilities, or how projected demographic trends are likely to impact the local housing market. As such, educating decision-makers and administrators about plan implementation is an important and continual effort. The principal groups responsible for implementing the Plan (City Council, Planning and Zoning Commission, and City department heads) should all be on the same page regarding the priorities, responsibilities, and interpretations of this plan.

ROLE DEFINITION



As the community's elected officials, the City Council assumes the lead role in implementation of the Comprehensive Plan. The key responsibilities of the City Council are to decide and establish priorities, set timeframes by which each action will be initiated and completed, and determine the budget to be made available for implementation efforts. Together the City Manager and City Council must ensure effective coordination among the various groups responsible for carrying out the plan's recommendations.

The City Council will lead in the following areas:

- Act as champions of the plan
- Adopt and amend the plan by ordinance, after recommendations by the Planning and Zoning Commission
- Adopt new or amended land development regulations to implement the plan
- Approve interlocal agreements that implement the plan
- Establish the overall action priorities and timeframes by which each action item will be initiated and completed
- Consider and approve the funding commitments that will be required
- Offer final approval of projects, activities, and the associated costs during the budget process, keeping in mind the need for consistency with the plan and its strategies and actions, and
- Provide policy direction to the Planning and Zoning Commission, other appointed City boards and commissions, and City staff

The Planning and Zoning Commission will lead in the following areas:

- Periodically obtain public input to keep the plan up to date, using a variety of community outreach and citizen and stakeholder involvement methods
- Ensure that recommendations offered to the City Council reflect the plan goals, policies, and action recommendations. This relates particularly to decisions involving development review and approval, zone change requests, and ordinance amendments, and
- After holding one or more public hearings to discuss new or evolving community issues and needs, make recommendations to the City Council regarding plan updates and amendments

City Staff will lead in the following areas:

- Manage day-to-day implementation of the plan and ongoing coordination across departments
- Support and carry out capital improvement programming efforts
- Manage the drafting of new or amended land development regulations
- Conduct studies and develop additional plans
- Review applications for consistency with the Comprehensive Plan as required by the City's land development regulations
- Negotiate the details of interlocal agreements
- Administer collaborative programs and ensure open channels of communication with various private, public, and non-profit implementation partners, and
- Maintain an inventory of potential plan amendments as suggested by City staff and others for consideration during annual and periodic plan review and update processes

Action Plan

The vision and goals in a comprehensive plan are attained through a multitude of specific actions. To this end, both long- and short-range implementation tasks must be identified along with a timeframe and an assignment of responsibilities.

Table 10.1, Action Plan & Funding Sources highlights the recommended actions that are included throughout this Comprehensive Plan to implement the plan's goals and policy recommendations. The list of implementation actions should be evaluated annually to determine if progress has been made and which additional items are ready for implementation within the short-term horizon.

The table is organized as follows:

- **Task Type.** This relates back to the five types of implementation methods highlighted earlier in this chapter (policy focused, regulatory focused, capital focused, planning/study focused, program/initiative focused).

- **Coordination Roles.** In addition to identifying which City department(s) or function(s) would lead a task, the table also highlights a variety of local and regional agencies that might have a role to play in certain initiatives, perhaps through potential cost-sharing, technical assistance, direct cooperation, or by providing input and feedback on a matter in which they have some mutual interest. In particular, whenever potential regulatory actions or revised development standards are to be considered, participation of the development community is essential to ensure adequate consensus building.

- **Funding Sources.** This indicates typical ways to finance plan implementation efforts. Primary and ongoing sources include the City's annual operating budget, as well as multi-year capital budgeting which is not strictly for physical construction projects but also for funding significant studies and plans (e.g., utility master plans) intended to lay the groundwork for long-term capital projects. Other outside funding opportunities – such as other governmental spending (County, State, or Federal), grant opportunities, non-profit partnerships, public/private partnerships, private development, in-kind volunteer contributions, and others – also play a significant role in implementing the Comprehensive Plan.



FISCAL ANALYSIS

The **Action Plan & Funding Sources** table (Table 10.1) provides a starting point for determining priorities for immediate, near-term, and longer-term task implementation. It is an important step toward plan implementation and should be consulted regularly to help guide the City Council's annual strategic planning process, the City's annual budget process, Capital Improvements Program preparation, and departmental planning. Once the necessary funding is committed and roles are defined, the Director of Planning & Development Services in conjunction with the City Manager should initiate work programs to ensure implementation.

With any comprehensive and long-range planning effort that spans a 10- or 20-year horizon, there are unknown projects, initiatives, and costs that cannot be fully anticipated at the beginning of the planning process. A key component of implementing the Comprehensive Plan is fully understanding its financial impact to establish fiscal sustainability as a critical metric for analyzing existing and future development patterns and new development proposals, managing growth, and budgeting through the annual budget processes, capital improvement programming, and departmental planning.

The City will conduct a fiscal analysis to better understand which development types and patterns are revenue positive and which pose significant unfunded costs to the City that are not recouped over time. The fiscal impact analysis will evaluate development patterns at a City-wide level to determine the true costs associated with various development types, including unfunded service costs, to provide decision makers with the best available information to ensure the City's long-term fiscal sustainability. A comprehensive fiscal analysis could look at revenues per acre based on property and sales tax data to reflect the true fiscal contribution and costs of different development patterns more accurately. One of the biggest challenges is adequately accounting for unfunded services costs and liabilities that a city is expected to provide – such as public safety personnel, equipment, deferred maintenance, infrastructure needs, and operational costs for additional city facilities and necessary staffing. In addition, financial modeling must be utilized to evaluate the cost-to-serve and benefits to the City for development along the City's edge through voluntary annexation requests, municipal utility districts (MUDs), or development agreements.

Table 10.1 - Action Plans & Funding Sources

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
2.1	**Evaluate existing policies and create incentives for low impact and sustainable development.** Encourage policies and regulations that incentivize sustainable practices such as energy reduction, renewable energy, water conservation, protection of natural resources, use of native and adapted vegetation, adaptive reuse, waste minimization, and stormwater management.	Policy-based decision	Planning & Development Services	City Manager's Office CSU - Water Services CSU - Utilities Parks & Recreation Public Works	Texas A&M University City of Bryan Brazos County Brazos Valley Solid Waste Management Agency	✓	✓		✓	
2.2	**Pursue feasibility of a tree planting incentive program.** This could involve proactive efforts by the City such as planting trees and installing landscaping along major road corridors and gateways, or a program where the City or a partner agency provides trees at reduced cost.	Project / program	Planning & Development Services Parks & Recreation	City Manager's Office Capital Improvement Projects Public Works	Keep Brazos Beautiful Texas Dept. of Transportation Texas A&M University & Master Gardners	✓	✓		✓	✓
2.3	**Create additional incentives for conservation design and evaluate the effectiveness of cluster development standards in the Unified Development Ordinance.** Common incentives include density bonuses where a project may be permitted a greater total density in exchange for preservation of common open space areas.	Policy-based decision	Planning & Development Services	City Manager's Office Parks & Recreation	B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.4	**Review and undertake amendments to the Unified Development Ordinance's zoning districts.** Consider amendments necessary to implement the Future Land Use & Character categories and definitions.	Regulation	Planning & Development Services	City Manager's Office	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.5	**Prioritize and undertake detailed plans for priority neighborhoods, districts, corridors, or redevelopment areas**. The City should commit to proactively planning for a limited set of target areas, as specified in Map 2.1, Planning Areas.	Focused planning effort	Planning & Development Services	City Manager's Office Capital Improvement Projects Community Development CSU - Water Services Economic Development & Tourism Neighborhood Services Parks & Recreation Public Works	B/CS Metropolitan Planning Organization Texas A&M University Texas Dept. of Transportation B/CS Apartment Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓	✓			
2.6	**Creative incentives and programs to revitalize existing areas and established neighborhoods.** This could include façade or landscaping improvement programs or rehabilitation initiatives. New programs should align with and complement existing City efforts through the Neighborhood Partnership Program, Neighborhood Grant Program, and proposed property maintenance programming.	Project / program	Neighborhood Services Community Development Planning & Development Services	City Manager's Office Capital Improvement Projects Economic Development & Tourism	Neighborhood / Homeowner Associations Property owners / developers	✓	✓		✓	✓
2.7	**Integrate parks, greenways, and community facilities within new neighborhoods.** Ensure that parks, greenways, and other types of open spaces are integrated into the design of new neighborhoods and that appropriate connections are made to existing facilities. Also consider opportunities and partnerships to locate civic uses (such as recreation centers, schools, libraries) within new neighborhoods or redevelopment areas.	Regulation	Planning & Development Services	Parks & Recreation	B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				✓
2.8	**Evaluate and update development standards in the Unified Development Ordinance.** Evaluate the effectiveness of development standards such as mobility and connectivity, off-street parking, building form and design, landscaping and buffers, exterior lighting, or other applicable standards to achieve desired design form and quality.	Regulation	Planning & Development Services	City Manager's Office	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
2.9	**Develop or refine incentives to promote high quality design.** Such incentives may include regulatory (flexible standards, density bonuses), procedural, cost-sharing agreements, and tax incentives, among others. Incentives could be targeted to specific geographies or types of development (such as mixed-use or commercial).	Policy-based decision	Planning & Development Services	City Manager's Office Economic Development & Tourism	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓			✓	✓
2.10	**Encourage parking alternatives to support redevelopment opportunities.** Use regulatory or other incentives to encourage residential, commercial, and mixed development models in the City's targeted Redevelopment Areas that integrate structured parking, reduced parking requirements, or shared parking agreements to enable more productive use of the overall site in place of extensive surface parking.	Regulation	Planning & Development Services	City Manager's Office Economic Development & Tourism	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.11	**Continue to initiate proactive zoning map updates.** Amend the zoning map in strategic areas to encourage transitions to the desired community character and help implement the Future Land Use & Character Map. Proactive zoning map changes may also encourage redevelopment in targeted areas.	Policy-based decision	Planning & Development Services	City Manager's Office Economic Development & Tourism	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.12	**Continue beautification programs.** Maintain and consider opportunities to expand beautification partnerships with Keep Brazos Beautiful and other organizations.	Project / program	Public Works	Community Development Neighborhood Services Parks & Recreation Planning & Development Services	Keep Brazos Beautiful Texas Dept. of Transportation	✓			✓	
3.1	**Evaluate the effectiveness and refine neighborhood compatibility standards in the UDO.** Standards in the UDO should address compatibility of infill and redevelopment within established neighborhoods and appropriate transitions between land uses, particularly between neighborhoods and more intense commercial or mixed-use development adjacent to a neighborhood.	Regulation	Planning & Development Services	Community Development Neighborhood Services	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
3.2	**Create a neighborhood planning toolkit.** Build upon Neighborhood Services efforts and establish a process for neighborhood organizations to undertake a City-supported project in their area, or to create City-supported projects and policies for their area.	Project / program	Neighborhood Services	City Manager's Office Community Development Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.3	**Create and promote a housing maintenance educational program**. Create an education/promotional campaign to raise awareness of existing resources to maintain and enhance the existing housing stock including City grants and federal programs. Develop an educational program to assist residents in learning basic home maintenance and repair skills.	Project / program	Community Development	City Manager's Office Neighborhood Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers State / federal agencies	✓			✓	
3.4	**Develop a parking strategy for neighborhoods near the university.** Coordinate with Texas A&M University regarding university-related parking to prevent excessive on-street parking in areas adjacent to the university. Evaluate the feasibility of a program to address management of parking in adjacent neighborhoods.	Project / program	Community Development Planning & Development Services	City Manager's Office Neighborhood Services Public Communications Police Fire	Texas A&M University Neighborhood / Homeowner Associations Property owners / developers	✓				✓

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
3.5	**Develop and refine data monitoring processes to analyze housing trends and define a strategic set of actions to address housing affordability, diversity, and gentrification.** Consider existing market data, best practices, and existing regulations and incentives.	Project / program	Community Development	City Manager's Office Planning & Development Services	B/CS Association of Realtors Texas A&M Real Estate Research Center	✓			✓	
3.6	**Evaluate relevancy of neighborhood and small area plans that are beyond their planning horizon.** Develop a process to either retire or update plans.	Project / program	Planning & Development Services	City Manager's Office Capital Improvement Projects CSU - Water Services Public Works	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.7	**Require neighborhood meetings for certain development applications.** This provides a forum for applicants and neighbors to resolve conflicts in an informal setting before an application is submitted or prior to formal consideration of the item.	Regulation	Planning & Development Services	City Manager's Office Neighborhood Services	Neighborhood / Homeowner Associations Property owners / developers B/CS Home Builders Association	✓				
3.8	**Evaluate the effectiveness of short-term rental regulations.** Periodically evaluate short-term rental regulations with respect to local data, national trends, and emerging technology, to support neighborhood integrity.	Regulation	Fire - Code Enforcement	City Manager's Office Planning & Development Services	B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers	✓				
3.9	**Evaluate and refine the rental registration program.** Periodically evaluate the rental registration program with respect to local data and trends to support neighborhood integrity.	Regulation	Fire - Code Enforcement	City Manager's Office Planning & Development Services	B/CS Apartment Association B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers	✓				
3.10	**Expand affordable housing and workforce housing.** Continue to support efforts, programs, and incentives aimed at developing affordable housing stock and assisting low- and moderate-income citizens to secure affordable homeownership and/or rental opportunities.	Project / program	Community Development	City Manager's Office Neighborhood Services Planning & Development Services Public Communications	Brazos County Home Repair Coalition B/CS Habitat for Humanity Brazos Valley Community Action Programs Elder Aid Brazos County Council of Governments State / federal agencies Private developers	✓	✓	✓	✓	✓
3.11	**Continue to track neighborhood change.** Continue maintaining an inventory of community development trends and housing conditions by block or neighborhood in areas with a high propensity for change to identify potential areas at risk of decline and to combat displacement of existing residents. Existing data on demolitions, building permits, or occupancy could also be compiled and reviewed on a regular basis.	Project / program	Community Development	City Manager's Office Planning & Development Services	B/CS Association of Realtors Texas A&M Real Estate Research Center	✓			✓	
3.12	**Continue partnering with local nonprofit organizations and area partners to support affordable housing options.** Continue partnerships with organizations such as the Brazos County Home Repair Coalition, Bryan/College Station Habitat for Humanity, Brazos Valley Community Action Programs, Elder Aid, Brazos County Council of Governments, and housing tax credit developers.	Project / program	Community Development	City Manager's Office	Brazos County Home Repair Coalition B/CS Habitat for Humanity Brazos Valley Community Action Programs Elder Aid Brazos County Council of Governments State / federal agencies	✓	✓	✓	✓	✓

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						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
3.13	**Continue outreach and educational efforts to support existing and encourage new neighborhood organizations.** Continue Neighborhood Services initiatives such as Seminar Suppers, Neighborhood Newsletters, and training programs.	Project / program	Neighborhood Services	City Manager's Office Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.14	**Continue to fund the Neighborhood Grant Program.** Continue to fund and expand the Neighborhood Grant Program for neighborhood activities such as gateways, landscaping, and other permit application fees.	Project / program	Neighborhood Services	City Manager's Office Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓	✓		✓	
3.15	**Maintain property maintenance enforcement efforts.** Maintain enforcement resources to ensure that minimum property standards are being upheld. Utilize community development plans and current data to target and prioritize enforcement efforts, while being equitable to the needs of lower income or rental areas.	Project / program	Fire - Code Enforcement	City Manager's Office Planning & Development Services	B/CS Apartment Association B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers	✓			✓	
4.1	Establish distinctive, place-based districts to anchor assets that promote balance and synergies between on-campus and off-campus communities, enhancing talent retention across all age groups.	Project / program	Economic Development & Tourism	Planning & Development Services	Texas A&M University	✓				
4.2	Launch a City real estate strategy that prioritizes prime site opportunities that can spark additional investment in the City and contribute to economic, housing, retail, and other real estate goals.	Policy-based decision	Economic Development & Tourism	City Manager's Office Planning & Development Services	B/CS Realtors Association Property owners / developers	✓				✓
4.3	Position College Station as a destination for year-round tourism and asset activation that increases room nights and visitor investment.	Project / program	Economic Development & Tourism	City Manager's Office Parks & Recreation	Texas A&M University	✓		✓		
4.4	Enhance specific quality-of-life factors through connectivity and place-based initiatives.	Project / program	Planning & Development Services	Economic Development & Tourism		✓				
4.5	Focus attraction and retention efforts on strategic growth areas and target industries that align with College Station's competitive position, including healthcare; life sciences and biotech; professional services; aerospace, defense, and energy; and retail and hospitality.	Project / program	Economic Development & Tourism	City Manager's Office	Greater Brazos Partnership Texas A&M University	✓		✓		
4.6	Enhance long-term and short-term workforce and talent development efforts to meet industry demand.	Project / program	Economic Development & Tourism	City Manager's Office Community Development	Brazos Valley Council of Governments Texas A&M University, College Station ISD, Blinn College	✓		✓		
4.7	Support the growth of existing small businesses and local market-serving entrepreneurs as important contributors to the City's identity.	Project / program	Economic Development & Tourism	City Manager's Office	B/CS Chamber of Commerce Community organizations	✓		✓		✓
4.8	Retain and expand local science and tech-driven employers in College Station across all industry types, with particular attention to target sectors.	Project / program	Economic Development & Tourism	City Manager's Office	Texas A&M University	✓		✓		
4.9	Attract science and tech-driven employers from competitive markets by showcasing College Station's innovation ecosystem assets across target sectors.	Project / program	Economic Development & Tourism	City Manager's Office		✓				
4.10	Enhance innovation ecosystem components that support science and tech-based entrepreneurs, also known as startups, to facilitate business growth.	Project / program	Economic Development & Tourism	City Manager's Office	Texas A&M University	✓		✓		

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4.11	Ensure the effectiveness of the EDMP by enhancing partnerships with local and regional partners through regular communications and collaborations.	Project / program	Economic Development & Tourism	City Manager's Office	Greater Brazos Partnership City of Bryan Brazos County Texas A&M University	✓		✓		✓
4.12	Position College Station as a strong regional and state-level economic leader and business-friendly community.	Project / program	Economic Development & Tourism	City Manager's Office	Greater Brazos Partnership	✓		✓		
4.13	Equip the City's Economic Development team with tools, resources, and structure to deliver results in implementation of the EDMP.	Project / program	Economic Development & Tourism	City Manager's Office		✓				
4.14	Bring awareness to the community about the City's economic development goals and the importance of specific topics, like redevelopment and innovation.	Project / program	Economic Development & Tourism	Planning & Development Services Public Communications	Greater Brazos Partnership	✓		✓		
5.1	**Evaluate, amend, and develop relevant ordinances to protect natural resources, habitats, and green-water infrastructure.** Consider amendments to the Parkland Dedication Ordinance and other ordinances to include provisions or incentives that encourage developers to design and build parks and greenway trails that preserve natural areas.	Regulation	Parks & Recreation Planning & Development Services	City Manager's Office City Attorney	B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.2	**Investigate the feasibility of incorporating riparian buffer standards to preserve sensitive land along waterways.** Consider the feasibility of amending ordinances to better preserve potentially sensitive land along waterways to mitigate flood risks, protect water quality, and provide for parks and greenway opportunities.	Regulation	Planning & Development Services	City Manager's Office City Attorney Parks & Recreation	B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.3	**Conduct community-wide parks and recreation needs assessments and pursue recommended improvements.** Evaluate facilities and programs provided by the Parks and Recreation Department through community surveys at least every ten years. Pursue new programs, physical and operational improvements, and evaluate ongoing priorities to implement the needs assessment for park facilities and recreational programs.	Project / program	Parks & Recreation	City Manager's Office	Neighborhood / Homeowner Associations Property owners / developers	✓				
5.4	**Identify a land acquisition strategy and integrate additional greenspace.** Set the standard to provide a required and desirable amount of land per citizen, as discussed within the planning considerations.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	City of Bryan Brazos County Texas A&M University Public-private partnerships	✓	✓	✓	✓	✓
5.5	**Continue to develop and deliver quality recreational programing for residents.** Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote local cultural and entertainment offerings.	Project / program	Parks & Recreation	Economic Development & Tourism City Managers Office Public Communications	Greater Brazos Partnership B/CS Chamber of Commerce City of Bryan Texas A&M University	✓		✓		✓
5.6	**Continue to coordinate and promote major arts, entertainment, sporting, and cultural destination attractions.** Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.	Project / program	Economic Development & Tourism	City Managers Office Parks & Recreation Public Communications	Greater Brazos Partnership B/CS Chamber of Commerce City of Bryan Texas A&M University	✓		✓		✓
5.7	**Maintain and expand community-based greenway and open space preservation programs.** Through the Adopt-a-Greenway and parks volunteer programs, continue involving neighborhood and community groups in preservation and maintenance programs.	Project / program	Parks & Recreation Planning & Development Services	Public Communications	Texas A&M University Student organizations Community organizations	✓			✓	

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5.8	**Continue to expand outreach about the parks and greenway system.** Enhance awareness and accessibility to programs and facilities through the City's website, publications, and media outlets.	Project / program	Parks & Recreation Planning & Development Services	Public Communications	Local media outlets	✓				
5.9	**Support a community-wide public art program.** Contribute to the expansion of a public art program in conjunction with the Arts Council of Brazos Valley, the City of Bryan, Texas A&M University, and the Texas Department of Transportation.	Project / program	Parks & Recreation	City Manager's Office Economic Development & Tourism Public Communications	Arts Council of the Brazos Valley City of Bryan Texas A&M University Texas Dept of Transportation Public-private partnerships	✓		✓	✓	✓
5.10	**Continue leisure, health, and educational programming.** Continue the City's role in offering leisure, health, and educational activities to citizens of all ages through the City's Parks & Recreation department programming.	Project / program	Parks & Recreation	Public Communications		✓				
5.11	**Identify and secure public and private funds for the acquisition of parks, greenways, and facilities.** Ensure adequate parkland and greenway provisions through the Parkland Dedication Ordinance, the Capital Improvements Program, annual budgets, City property acquisition programs, external dollars, foundations, and public-private partnerships. Explore opportunities for connections between developments, conservation easements, or additional provisions that require dedication of open space.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	Public-private partnerships Foundations	✓	✓		✓	✓
5.12	**Continue inter-agency coordination and establish new public-private partnerships to provide additional amenities, funding, networking, and co-production opportunities.** Seek partnerships with other public agencies and public-private partnerships to provide recreational amenities, greenways, and services where mutually beneficial opportunities are available to ensure financial sustainability and quality of all programs.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	City of Bryan Brazos County Texas A&M University Public-private partnerships	✓	✓	✓	✓	✓
5.13	**Consider new and enhanced natural resource management strategies that promote environmental sustainability and stewardship and improve quality of life.** Consider the effect of urban heat islands on the city's residents, wildlife, and natural environment. Identify areas for enhanced stewardship practices such as "no mow zones," native or adaptive plantings, and pollinator areas to support wildlife and enhance biodiversity.	Policy-based decision	Parks & Recreation Planning & Development Services	City Manager's Office Public Works	Texas A&M University & Master Gardeners Keep Brazos Beautiful	✓			✓	
5.14	**Invest in the redevelopment of existing parks.** Identify new improvements and continue upgrades and maintenance to existing park facilities, particularly neighborhood scale parks as detailed in the Recreation, Park, and Open Space Master Plan, neighborhood, or district plans.	Capital improvement	Parks & Recreation	City Manager's Office Planning & Development Services	Neighborhood / Homeowner Associations Property owners / developers	✓	✓			✓
5.15	**Create connections between key elements of the parks, recreation, greenways systems, and destinations.** As described in the Active Transportation Master Plan and the Recreation, Park, and Open Space Master Plan, prioritize opportunities to connect parks, greenways, community facilities, and other destinations.	Policy-based decision	Parks & Recreation Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	Property owners / developers	✓	✓		✓	✓
5.16	**Design and construct inclusive, accessible, and sustainable parks and greenway trails.** Consider all citizens' needs and provide a diverse range of facilities and amenities to accommodate a variety of experiences and ways of interacting with the world. Encourage developments that are oriented towards and designed for accessibility to parks and greenway trails.	Capital improvement	Parks & Recreation Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	Property owners / developers	✓	✓			✓

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6.1	**Implement complete street and context sensitive design.** Amend the street cross sections and update the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's capital improvement process to implement context sensitive and complete street design such as prioritized mode corridors, reconstruction projects in established neighborhoods, and in areas where right-of-way is constrained.	Regulation	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	City of Bryan Brazos County B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓	✓			
6.2	**Conduct a Thoroughfare Plan audit.** Consider alternatives to relieve congestion anticipated with long term growth and evaluate adjustments to the Thoroughfare Plan based on existing street context.	Project / program	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works		✓	✓			
6.3	**Evaluate transit funding partnerships.** To prepare for reductions in Federal transit funding from the region's growth, the City should explore regional partnerships to maintain and improve transit services. Transit services should link activity centers, major employers, dense residential areas, concentrations of student housing, and provide access for underserved populations and the general public.	Policy-based decision	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	B/CS Metropolitan Planning Organization City of Bryan Brazos County Brazos Transit District Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Central Texas Dept of Transportation	✓	✓	✓	✓	✓
6.4	**Develop performance measures, collect transportation data, and monitor trends.** Performance measures will help evaluate the effectiveness of the mobility system. Data to be collected could include traffic volumes, levels of service, vehicle miles traveled, transit ridership, pedestrian and bicycle facility usage, and safety data on vehicle crashes and those involving bicyclists or pedestrians. This data will also help to target future improvements.	Project / program	Planning & Development Services	Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation Brazos Transit District	✓				
6.5	**Evaluate Traffic Impact Analysis (TIA) requirements.** Consider updates to the traffic mitigation thresholds for intersections impacted by new development. The requirements could also be amended to address internal site elements such as circulation, queueing, connectivity, as well as bicycle/pedestrian infrastructure.	Regulation	Planning & Development Services	Public Works	City of Bryan B/CS Association of Realtors Property owners / developers	✓				
6.6	**Evaluate and update access management strategies.** Coordinate with the Bryan-College Station Metropolitan Planning Organization to align regional standards along thoroughfares to preserve modal efficiency throughout the street network.	Regulation	Planning & Development Services	Capital Improvement Projects Public Works	City of Bryan B/CS Metropolitan Planning Organization	✓		✓		✓
6.7	**Develop and implement a travel demand management program.** Build upon existing services and including real-time traffic information, traffic incident alerts, ridesharing programs, promotion of flexible work schedules, and encouragement of dense mixed-use development in strategic areas.	Project / program	Planning & Development Services Public Works	Capital Improvement Projects Community Development	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Transit District Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation	✓	✓	✓		✓

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6.8	**Enhance and upgrade intersections.** Improve multimodal efficiency through roundabouts and protected intersections to improve safety and reduce congestion.	Capital improvement	Capital Improvement Projects Public Works	City Manager's Office Planning & Development Services	B/CS Metropolitan Planning Organization Texas Dept of Transportation	✓	✓	✓		
6.9	**Continue to evaluate and implement best management practices to increase bicycle and pedestrian use.** Build on the existing network of infrastructure to increase safety and comfort for all users such as separated bike lanes and shared use paths.	Capital improvement	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works Parks & Recreation		✓	✓		✓	✓
6.10	**Undertake streetscape improvements within gateways and image corridors.** Identify locations and implement targeted infrastructure and streetscape improvements (perhaps through partnerships) to improve aesthetics. Consider operation and maintenance costs when identifying appropriate improvements.	Capital improvement	Capital Improvement Projects	City Manager's Office Planning & Development Services Public Works	Texas A&M University Texas Dept of Transportation	✓	✓	✓	✓	✓
6.11	**Prioritize programs and improvements that will reduce vehicular demand.** Consider an emphasis on bicycle and pedestrian facilities, transit services, parking and other programs that can reduce vehicular demand, particularly in areas adjacent to campus.	Project / program	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation Brazos Transit District	✓	✓	✓	✓	✓
6.12	**Maintain the various funding programs for mobility projects.** These include the Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, the Brazos County Regional Mobility Authority, and the City's capital improvements program.	Policy-based decision	City Manager's Office	Capital Improvement Projects Planning & Development Services Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority	✓	✓			
6.13	**Fund bicycle and pedestrian infrastructure and safety improvements.** Dedicate funding for system improvements and maintain collaborative partnerships as detailed in the Active Transportation Master Plan.	Policy-based decision	City Manager's Office	Capital Improvement Projects Planning & Development Services Public Works Parks and Recreation	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Texas Dept of Transportation	✓	✓		✓	
7.1	**Develop a comprehensive facilities plan.** The plan should meet the future space and functional needs of City employees, services, and the community.	Focused planning effort	City Manager's Office	Public Works Planning & Development Services		✓	✓			
7.2	**Evaluate the utilization of community paramedicine.** Partner with regional health care providers and social services to evaluate community paramedicine. This is an emerging field that uses a comprehensive approach and integrated deployment model to connect underserved populations to underutilized medical, social, and safety services, helping to decrease strain on emergency rooms, hospitals, and first responders such as EMS, fire, and police.	Policy-based decision	Fire - Emergency Medical Services	City Manager's Office Police Department	Regional healthcare providers Community service organizations and non-profits	✓			✓	✓
7.3	**Continue to expand wi-fi to public buildings.** Expand existing public wi-fi services to additional facilities and consider partnership opportunities to establish a city-wide wi-fi network.	Capital improvement	Information Technology	City Manager's Office Public Works Parks & Recreation		✓				

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7.4	**Evaluate ways to reduce energy consumption.** Implement energy and resource conservation strategies in City facilities and all areas of municipal service provision.	Project / program	CSU - Electric	City Manager's Office Public Works		✓	✓			
7.5	**Prioritize utility and service improvements in existing areas.** Invest in infrastructure rehabilitation within the city's older areas to maintain their viability and attractiveness and encourage infill and redevelopment where appropriate.	Capital improvement	City Manager's Office Capital Improvement Projects	CSU - Electric CSU - Water Services Planning & Development Services	Property owners / developers	✓	✓			✓
7.6	**Continue capitalizing on opportunities to achieve multiple community objectives through coordinated infrastructure projects.** Incorporate a measure in the Capital Improvements Program to weigh projects that achieve multiple objectives. Examples of coordinated infrastructure projects include road improvements, utility and drainage upgrades, sidewalk rehabilitation / installation / extensions, and streetscape enhancement.	Capital improvement	Capital Improvement Projects	City Manager's Office CSU - Electric CSU - Water Services Planning & Development Services Public Works	Texas Dept of Transportation Texas A&M University City of Bryan Brazos County Other utility providers and special districts	✓	✓	✓	✓	✓
7.7	**Continue to build resiliency in municipal operations and services.** Ensure operations and services are resilient and adaptable to unforeseen circumstances, such as disaster or pandemic, and able to continuously meet community needs. Consider updating provisions in city plans and policies and develop incentive programs to better prepare for and adapt to abrupt changes or strained circumstances while simultaneously allowing for action in the face of uncertainty or unforeseen events.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Electric CSU - Water Services Fire - Emergency Management Fire - Emergency Medical Services Fiscal Services Planning & Development Services Police Public Works	Brazos Community Emergency Operations Center Brazos County City of Bryan Texas A&M University	✓	✓	✓	✓	✓
7.8	**Continue to pursue recognition, credentials, and accreditations City-wide.** Continue to obtain national recognition for outstanding and innovative service in police, fire, emergency medical services (EMS), public safety communications, parks, water, public works, planning, and other areas.	Policy-based decision	City Manager's Office	CSU - Electric CSU - Water Services Fire Fire - Emergency Medical Services Parks & Recreation Planning & Development Services Police Public Works	Third-party accreditation organizations State/federal agencies	✓				
7.9	**Continue to sustain and grow emergency management preparedness.** In coordination with Brazos Community Emergency Operations Center and other regional partners, sustain and enhance emergency management efforts, partnerships, and funding levels to provide adequate resources, planning efforts, educational training, and appropriate technology to proactively plan for, respond to, and recover from emergency situations and disasters.	Policy-based decision	Fire - Emergency Management	City Manager's Office Information Technology Public Works CSU - Electric CSU - Water Services Planning & Development Services	Brazos Community Emergency Operations Center Brazos County City of Bryan Texas A&M University Federal / state grants	✓	✓	✓	✓	
7.10	**Continue using business intelligence, data analytics, and data visualization tools.** Utilize data and business intelligence solutions to inform policy decisions and provide efficient municipal services.	Project / program	Information Technology	City Manager's Office CSU - Electric CSU - Water Services Community Development Finance Fire Planning & Development Services Public Works Police		✓				

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7.11	**Update public service plans.** Continue to re-evaluate and update key public service master plans (water, wastewater, stormwater, drainage management, solid waste, electric, police, fire, EMS) on regular cycles or when necessary based on changing conditions. Ensure that these plans reflect long-term growth forecasts and support priority growth areas.	Focused planning effort	City Manager's Office	CSU - Electric CSU - Water Services Community Development Fire Parks & Recreation Planning & Development Services Public Works Police		✓	✓			
7.12	**Utilize municipal service cost-benefit assessments in planning utility expansion.** The City should focus on areas that can be reliably and economically served within the City's capabilities. Consider an analysis of cost versus benefit when evaluating potential development agreements, municipal utility districts (MUDs) or annexation petitions.	Policy-based decision	City Manager's Office	Fiscal Services CSU - Water Services CSU - Electric Legal Public Works Planning & Development Services		✓	✓			
7.13	**Pursue and support local water conservation and reuse initiatives.** Utilize reclaimed and/or nonpotable water to irrigate City facilities where feasible.	Project / program	CSU - Water Services	City Manager's Office	Texas A&M University Texas Commission on Environmental Quality	✓	✓		✓	
7.14	**Continue outreach and educational programs to reduce resource consumption.** Encourage residents, businesses, and local institutions to participate in solid waste reduction and recycling, energy efficiency, and water conservation programs. Create publicity campaigns to highlight the City's sustainability and resiliency efforts within public facilities.	Project / program	CSU - Electric CSU - Water Services Public Works - Solid Waste & Recycling Services	Public Communications	Texas A&M University Texas Commission on Environmental Quality	✓	✓		✓	
7.15	**Continue to implement best practices in meeting or exceeding State and Federal standards for stormwater management.** Implement the City's Stormwater Management Program (SWMP) in accordance with State requirements of the TPDES Municipal Separate Storm Sewer Systems (MS4) program to manage stormwater discharges to protect, preserve and improve area streams and waterways. Consider updates to better protect area creeks and bodies of water from the impacts of urban runoff.	Regulation	Planning & Development Services	CSU - Water Services Public Works - Drainage Maintenance	Texas A&M University Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.16	**Advance sound floodplain management practices.** Reduce the risk and impacts of flooding, adhere to higher development standards, and limit long-term infrastructure costs through continued implementation and refinement of the City's Flood Ordinance (including No Adverse Impacts) and participation in FEMA's Community Rating System (CRS) program.	Regulation	Planning & Development Services	CSU - Water Services	Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.17	**Continue to meet or exceed State and Federal water quality standards for drinking water sources.** Continue phased expansion of water supply resources and associated production capabilities to meet shorter-term peak demands, as well as forecasted longer-term needs.	Regulation	CSU - Water Services	City Manager's Office Capital Improvement Projects	Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.18	**Continue to keep wastewater collection and treatment capacities ahead of demand.** Continue phased expansion of the existing wastewater system to comply with all regulatory permits, standards, and requirements that meet shorter-term peak demands, as well as forecasted longer-term needs.	Regulation	CSU - Water Services	City Manager's Office Capital Improvement Projects	Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.19	**Continue coordinated electric planning along with area partners.** Ensure adequate and reliable supply to serve anticipated growth and maintain College Station Utilities' capability for rapid response to system outages.	Regulation	CSU - Electric	City Manager's Office Capital Improvement Projects	Electric Reliability Council of Texas Other utility providers and special districts State/federal agencies	✓	✓			

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7.20	**Design high-quality public facilities that reflect the character of their surroundings.** Ensure these buildings, facilities and improvements blend into existing areas and help establish an identity and quality standard for newly developing or redeveloping areas of the City.	Capital improvement	Capital Improvement Projects	City Manager's Office Planning & Development Services		✓	✓			
7.21	**Design City facilities and infrastructure to incorporate sustainable and resilient practices.** Consider design features such as stormwater management, water conservation and reuse, native or adapted plantings, or building design features that conserve energy and natural resources.	Capital improvement	Capital Improvement Projects	City Manager's Office CSU - Water Services CSU - Electric Planning & Development Services Public Works	Design consultants	✓	✓			
7.22	**Provide public safety facilities to maintain adequate service and response times.** Monitor response times and safety service needs as growth occurs; use data and national standards to make decisions about service investments.	Policy-based decision	Fire Police	City Manager's Office		✓	✓			
8.1	**Evaluate and revise the Water/Sanitary Sewer Extension Policy.** Evaluate the City's service area for sanitary sewer (the Certificate of Convenience and Necessity boundary) and extend into the Extraterritorial Jurisdiction in an incremental and carefully timed manner when it meets defined growth management objectives. Ensure that extensions to water/sewer utilities and service areas are consistent with the Future Land Use & Character Map, the City's utility master plans, and the multi-year Capital Improvement Plan.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Water Services Planning & Development Services		✓	✓			
8.2	**Conduct fiscal impact analyses.** Analyze development patterns at a City-wide level to determine the true costs associated with various development types, including unfunded service costs, to provide decision makers with the best available information to ensure the City's long-term fiscal sustainability. In addition, utilize financial modeling to evaluate the cost-to-serve for annexation requests, MUDs, and development agreement areas.	Policy-based decision	City Manager's Office Fiscal Services Planning & Development Services	Capital Improvement Projects CSU - Water Services CSU - Electric Public Works		✓				✓
8.3	**Prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas.** Invest in the necessary infrastructure to increase redevelopment potential or to catalyze redevelopment activity in areas identified in the Future Land Use & Character Map or in district plans. Concentrating development and services within target areas promotes efficient use of infrastructure and supports environmental resiliency goals.	Policy-based decision	Planning & Development Services	Capital Improvement Projects City Manger's Office Community Development CSU - Electric CSU - Water Services Economic Development & Tourism Public Works	Property owners / developers	✓	✓		✓	
8.4	**Amend the zoning map and consider regulatory incentives to encourage infill and redevelopment.** Apply targeted zoning strategies in designated Redevelopment Areas identified on the Future Land Use & Character Map. Review the effectiveness of the Redevelopment District (RDD) overlay zoning and consider updating provisions in the Unified Development Ordinance to incentivize infill and redevelopment.	Regulation	Planning & Development Services	Economic Development & Tourism	B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
8.5	**Re-envision underutilized retail uses and incentivize redevelopment and/or reuse of vacant buildings and properties.** Monitor national trends in the evolving retail sector or other sectors and continue to seek redevelopment and revitalization opportunities for vacant or underutilized sites, particularly large retail and big-box sites.	Policy-based decision	Economic Development & Tourism	Planning & Development Services	B/CS Realtors Association Property owners / developers	✓			✓	

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
8.6	**Evaluate the utilization of impact fees that provide revenues to support infrastructure demands.** Consider the need to amend impact fees to promote the City's long-term fiscal strength.	Policy-based decision	City Manager's Office	CSU - Water Services Planning & Development Services		✓				✓
8.7	**Continue the City's Oversize Participation practice, where appropriate.** Continue providing funds for potential oversize participation to reduce future infrastructure costs.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Water Services CSU - Electric Planning & Development Services	Property owners / developers		✓			
8.8	**Use available tools to strategically manage growth pressure in the ETJ.** Utilize development agreements and Municipal Utility Districts (MUDs) to manage growth pressure in areas where annexation is not feasible.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Water Services CSU - Electric Legal Planning & Development Services	Property owners / developers	✓	✓			✓
9.1	**Contribute to a joint branding effort with Texas A&M University.** Continue to work with Texas A&M University to define and promote a stronger and more unified brand identity. This includes not only graphics but, more importantly, the underlying messages and strategies to share the brand work.	Project / program	Economic Development & Tourism	Public Communications	Texas A&M University	✓				✓
9.2	**Maintain a strong partnership with Texas A&M University through regular collaboration meetings and joint participation on local committees.** These meetings should provide opportunities to discuss successes and challenges, as well as development projects and ongoing efforts to provide harmonious transitions between the campus and the surrounding area. Coordination efforts should strengthen both partners in a way that supports student success and faculty/staff retention.	Policy-based decision	City Manager's Office	Planning & Development Services Community Development	Texas A&M University	✓				✓
9.3	**Reference the Comprehensive Plan actions within City master plans. City master plans are components of the Comprehensive Plan.** Master plans should be updated on a regular cycle (or as needed). The updates should include provisions that relate directly to actions within the Comprehensive Plan and the Future Land Use & Character Map.	Project / Program	Planning & Development Services	CSU - Water Services CSU - Electric Economic Development & Tourism Parks & Recreation		✓				
9.4	**Reference the Comprehensive Plan and City master plans in Capital Improvements Planning, departmental work programs, and budgeting processes.** Alignment with the City's long-term plans should be among the criteria for evaluating potential capital or operating expenditures.	Policy-based decision	City Manager's Office	All departments		✓	✓			
9.5	**Gather growth expectations.** Work with Texas A&M University and other higher education institutions concerning their projected enrollment growth and associated faculty/staff increases to plan effectively for the implications of further off-campus housing demand.	Project / program	Planning & Development Services	City Manager's Office	Texas A&M University	✓				✓
9.6	**Continue "good neighbor" initiatives with Texas A&M for permanent and temporary residents.** Build upon existing programs to promote positive living experiences for students and long-term residents in city neighborhoods. Activities could include community discussions, a lecture series, door-to-door visits, or neighborhood gatherings. The activities would raise awareness about ordinances, positively communicate neighborhood norms, promote social interaction, and demonstrate what it means to be a "good neighbor."	Project / program	Neighborhood Services	City Manager's Office Community Development	Texas A&M University	✓				✓
9.7	**Expand tourism opportunities with Texas A&M University.** Expand partnerships with Texas A&M University to recruit, create, and magnify tourism opportunities at university facilities and beyond.	Project / program	Economic Development & Tourism	Public Communications	Texas A&M University	✓				✓
9.8	**Pursue partnerships with Texas A&M University regarding environmental stewardship.** Encourage collaborations with academic departments, institutes, and operational units to capitalize on university research and expertise and help raise awareness of environmental stewardship and sustainable practices within the community.	Policy-based decision	City Manager's Office	CSU - Water Services Parks & Recreation Planning & Development Services Public Works - Solid Waste & Recycling Services	Texas A&M University	✓				✓

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
9.9	**Convene coordination meetings with regional partners and pursue interlocal cooperation agreements.** Participate in collaborative planning for land use, infrastructure, and facilities to align regional long-range plans and policies. Pursue beneficial agreements with Texas A&M University, nearby municipalities, and other service providers to share services and more efficiently utilize resources. Such agreements can address coordination of subdivision review, thoroughfare planning, floodplain management, utility services, and other matters of mutual interest.	Policy-based decision	City Manager's Office	CSU - Electric CSU - Water Services Community Development Planning & Development Services Public Works	City of Bryan Texas A&M University Brazos, Burleson, & Grimes Counties B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas Dept of Transportation	✓		✓		✓
9.10	**Continue to coordinate with the College Station Independent School District and public charter schools.** Coordination should address facility needs and projections, potential locations for new schools or future use of existing schools, infrastructure impacts of school development, and ensuring safe/walkable areas around schools.	Policy-based decision	City Manager's Office	Planning & Development Services Capital Improvement Projects Public Works	College Station Independent School District Public charter schools	✓		✓		✓
9.11	**Continue to participate in regional mobility initiatives.** Partner with the Bryan-College Station Metropolitan Planning Organization (MPO), the Brazos County Regional Mobility Authority (RMA), Brazos Valley Council of Governments (BVCOG), Texas A&M University, Texas Department of Transportation (TxDOT), Brazos Transit District, Interstate 14 and Loop 214, Easterwood Airport flight network expansion, Texas High Speed Rail Initiative, freight transport, and Union Pacific on initiatives such as the Brazos Yard and quiet zones.	Policy-based decision	Planning & Development Services	City Manager's Office Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation Brazos Transit District Easterwood Airport Texas High Speed Rail Initiative Union Pacific	✓		✓	✓	✓

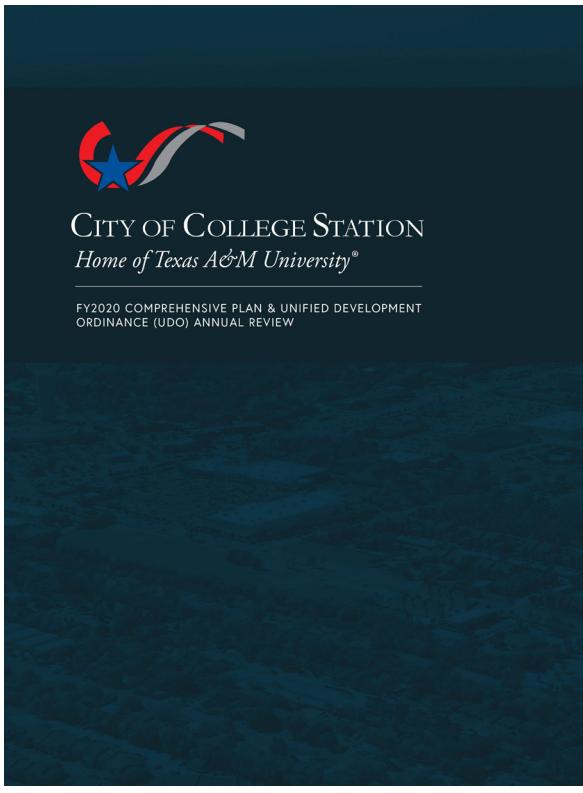
Plan Amendment Process

The Comprehensive Plan is meant to be a living document allowing for adjustment to changing conditions over time. Shifts in political, economic, physical, technological, and social conditions, and other unforeseen circumstances, may influence and change the priorities and fiscal outlook of the community. As the city grows and evolves new issues will emerge while others no longer remain relevant. Some action recommendations will be found impractical or outdated while other plausible solutions will arise. To ensure that the plan continues to reflect the overall goals of the community and remains relevant and useful over time the City must regularly revisit the plan and maintain ongoing interaction with residents and other stakeholders. Continuous monitoring and periodic review activities, as outlined in this section, are intended to confirm that the plan's goals and action recommendations remain appropriate and that public ownership and support of the plan remains strong.

Two types of revisions to the Comprehensive Plan may occur: (1) minor amendments, and (2) major updates. Minor amendments may be proposed at any time such as specific adjustments to the future land use and/or thoroughfare plans related to particular land development applications or public improvement projects. If not pressing, minor amendments can be documented and compiled for the annual plan review process and updated at that time. For example, this is how and when the results of another specialized plan or study could be incorporated into relevant sections of the Comprehensive Plan. More significant plan modifications and updates should occur every five years at most. Major updates may involve reviewing the base conditions, anticipated growth trends, goals and action recommendations in the plan. Furthermore, adding, revising, or removing action statements in the plan may be necessary depending on implementation progress.

ANNUAL REPORT

The Planning and Zoning Commission and City staff shall prepare an annual progress report for presentation to the City Council. This ensures that the plan is consistently reviewed and that any needed modifications are identified for the annual minor amendment process. Consistent assessment of the relationship between the plan, the City's implementing ordinances, and regulations is an essential part of this effort.



The Annual Report should include:

- Significant actions and accomplishments during the past year
- The implementation status of actions within the plan
- Obstacles or problems in plan implementation, including those encountered in administering the land use and transportation aspects, as well as any other strategies of the plan
- Proposed amendments that have come forward during the course of the year, which may include revisions to the individual plan maps or text changes
- Recommendations for needed actions, programs, projects, and procedures to be developed and implemented in the coming year

INTERIM AMENDMENTS

As noted above, minor plan amendments can be adopted after appropriate review (especially if related to a pending land development application) or deferred for the annual plan review process. In either case, when considering an amendment, the City should ensure the proposed amendment is consistent with the goals and actions set forth in the plan regarding character protection, development compatibility, infrastructure availability, conservation of environmentally sensitive areas, and other community priorities. Careful consideration should also be given to guard against site specific changes that could negatively impact adjacent areas or detract from the overall character of the area. Factors worthy of consideration when deciding on a proposed amendment include, but are not limited to:

- Consistency with and contribution to the overall direction and character of the community as captured in the plan's vision, goals, and actions
- Compliance with the Future Land Use & Character Map and/or Thoroughfare Plan
- Compatibility with the surrounding area
- Impacts on infrastructure including water, wastewater, drainage, and the transportation network
- Impact on the City's ability to provide, fund, and maintain services
- Impact on environmentally sensitive and natural areas



FIVE-YEAR EVALUATION AND APPRAISAL

An evaluation and appraisal report should be prepared every five years by City staff with input from various departments, the Planning and Zoning Commission, and any other appropriate boards and commissions. The evaluation process is to identify the successes and shortcomings of the plan in achieving the community's goals, consider changing conditions, and recommend appropriate modifications as needed.

The report should review the basic conditions and assumptions about trends and growth indicators. It should also evaluate implementation potential and/or obstacles related to any unmet goals or action recommendations. The evaluation report and process should result in an amended Comprehensive Plan including an assessment of any new information which led to updating any of the goals, strategies, and/or action recommendations.

Specifically, the report should include, identify, or evaluate the following:

(1) Summarize major actions and interim plan amendments undertaken over the last five years

(2) Update the assumptions, trends, and base studies data including the following:

- The rate at which growth and development is occurring relative to the projections put forward in the plan
- Shifts in demographics and other growth trends
- The area of land that is designated and zoned for intense development and its capacity to meet projected demands and needs
- City-wide attitudes and whether apparent shifts necessitate amendments to the stated goals or strategies, and
- Changes in political, social, economic, technological or environmental conditions, or other unforeseen circumstances or issues that indicate a need for amendments.

(3) Update goals, actions, or narrative as needed to ensure progress toward achieving the community's goals, including:

- Review the action plan to ensure timely accomplishment of the plan's recommended actions
- Re-evaluate or revise items not completed to ensure their continued relevance
- Review priorities as conditions change; some actions may emerge as a higher priority given new or changed circumstances while others may become less important to achieving the goals and development objectives of the community
- Identify conflicts between goals or strategies that have been discovered and provide recommended revisions
- Assess changes in laws and practices that may impact the ability of the community to achieve its goals and suggest revisions in strategies or priorities as needed



Acknowledgements

Thank you to the following individuals and groups who contributed to the preparation of this Comprehensive Plan and its 5-year update.

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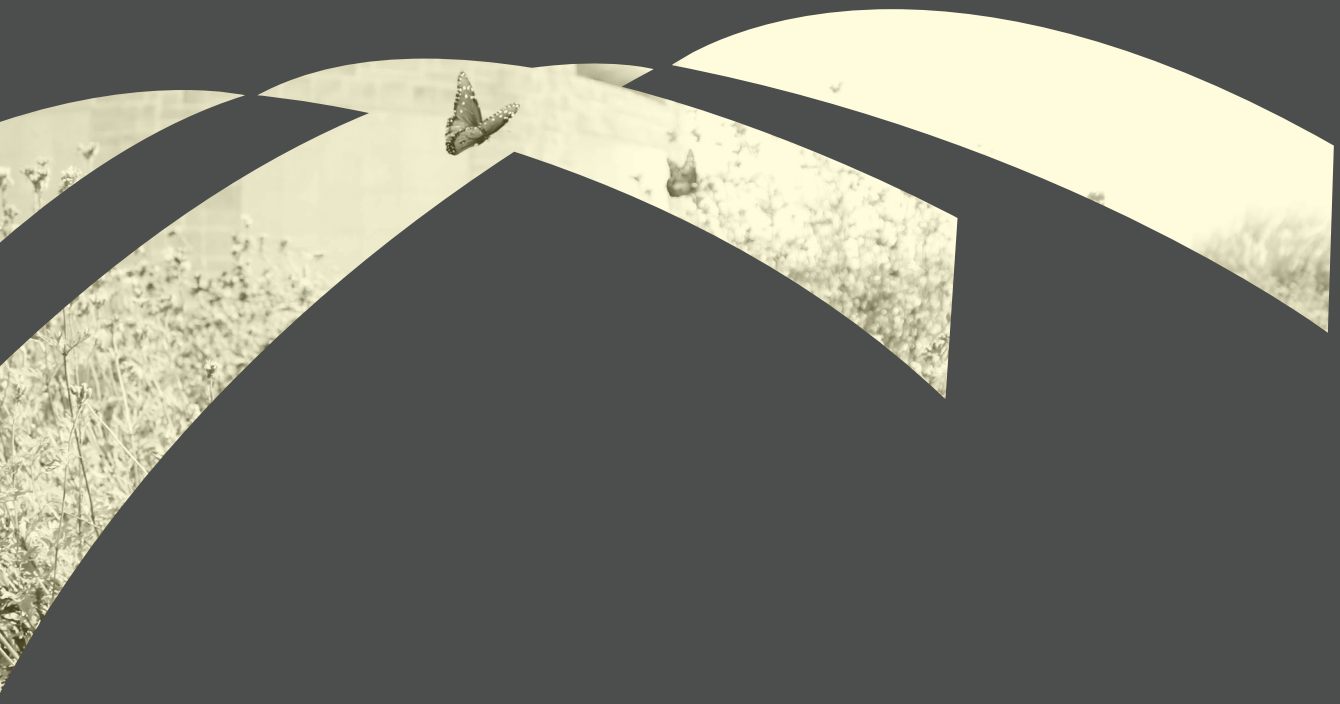


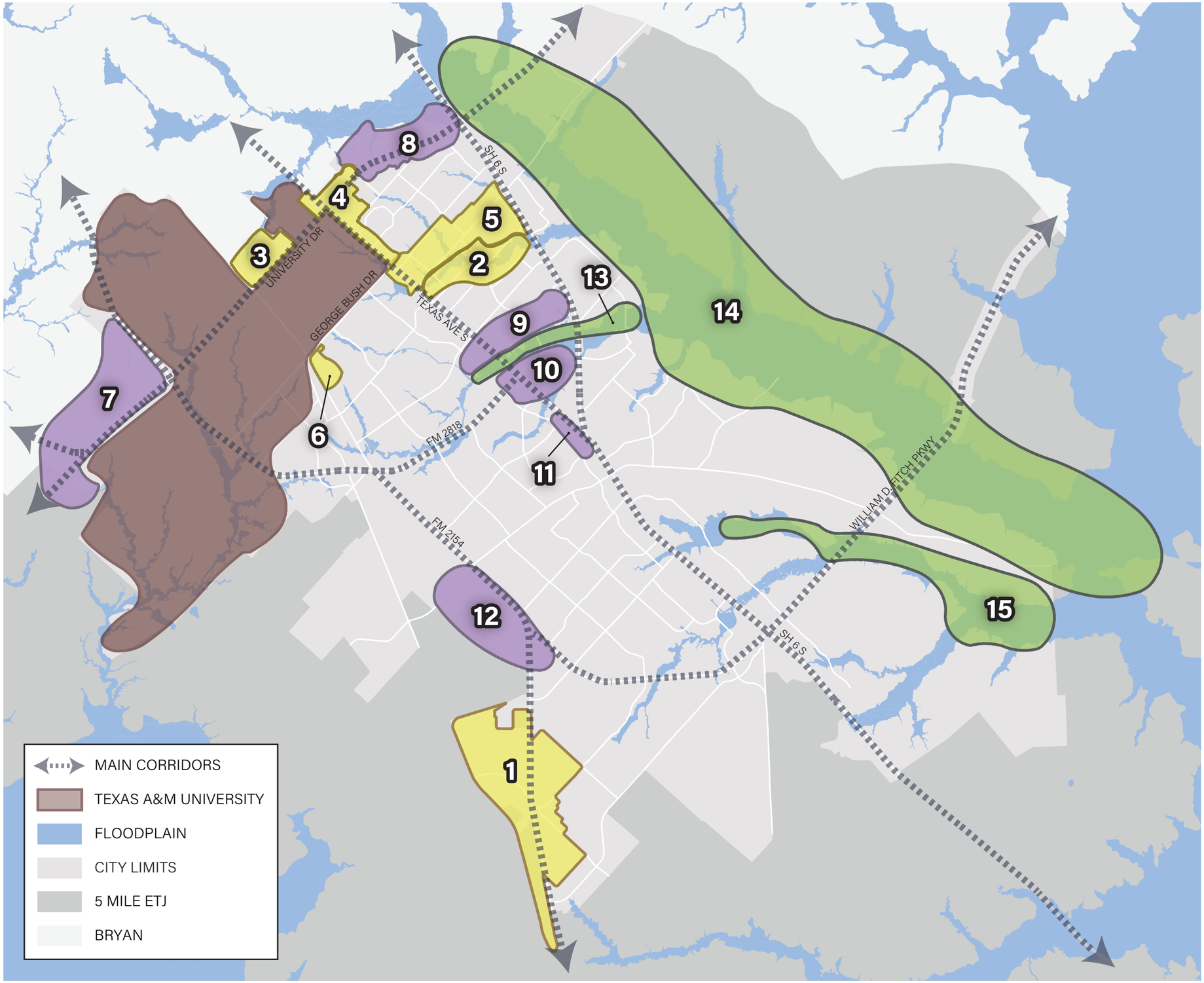
CITY OF COLLEGE STATION
Home of Texas A&M University®

cstx.gov/CompPlan

EXHIBIT C

That the "Comprehensive Plan of the City of College Station" is hereby amended by amending a portion of Map 2.1 titled "Planning Areas Map" by renaming the Harvey Road Redevelopment Area to the Harvey Road Corridor Redevelopment Plan, and adjusting the planning area boundaries as follows:

MAP 2.1



Planning Areas

DISTRICTS & REDEVELOPMENT AREAS

1. WELLBORN DISTRICT PLAN
2. WOLF PEN CREEK DISTRICT*
3. NORTHGATE DISTRICT*
4. NORTHEAST GATEWAY REDEVELOPMENT PLAN
5. HARVEY ROAD CORRIDOR REDEVELOPMENT PLAN
6. GEORGE BUSH DRIVE & WELLBORN ROAD AREA

GATEWAY CORRIDORS

7. PRESIDENTIAL GATEWAY & BIOCORRIDOR
8. HOSPITALITY CORRIDOR
9. MUNICIPAL CENTER CORRIDOR
10. HARVEY MITCHELL CORRIDOR
11. LONGMIRE & HIGHWAY 6 FRONTAGE ROAD CORRIDOR
12. WELLBORN ROAD & WILLIAM D. FITCH CORRIDOR

NATURAL CORRIDORS

13. BEE CREEK CORRIDOR
14. CARTER CREEK CORRIDOR
15. LICK CREEK CORRIDOR

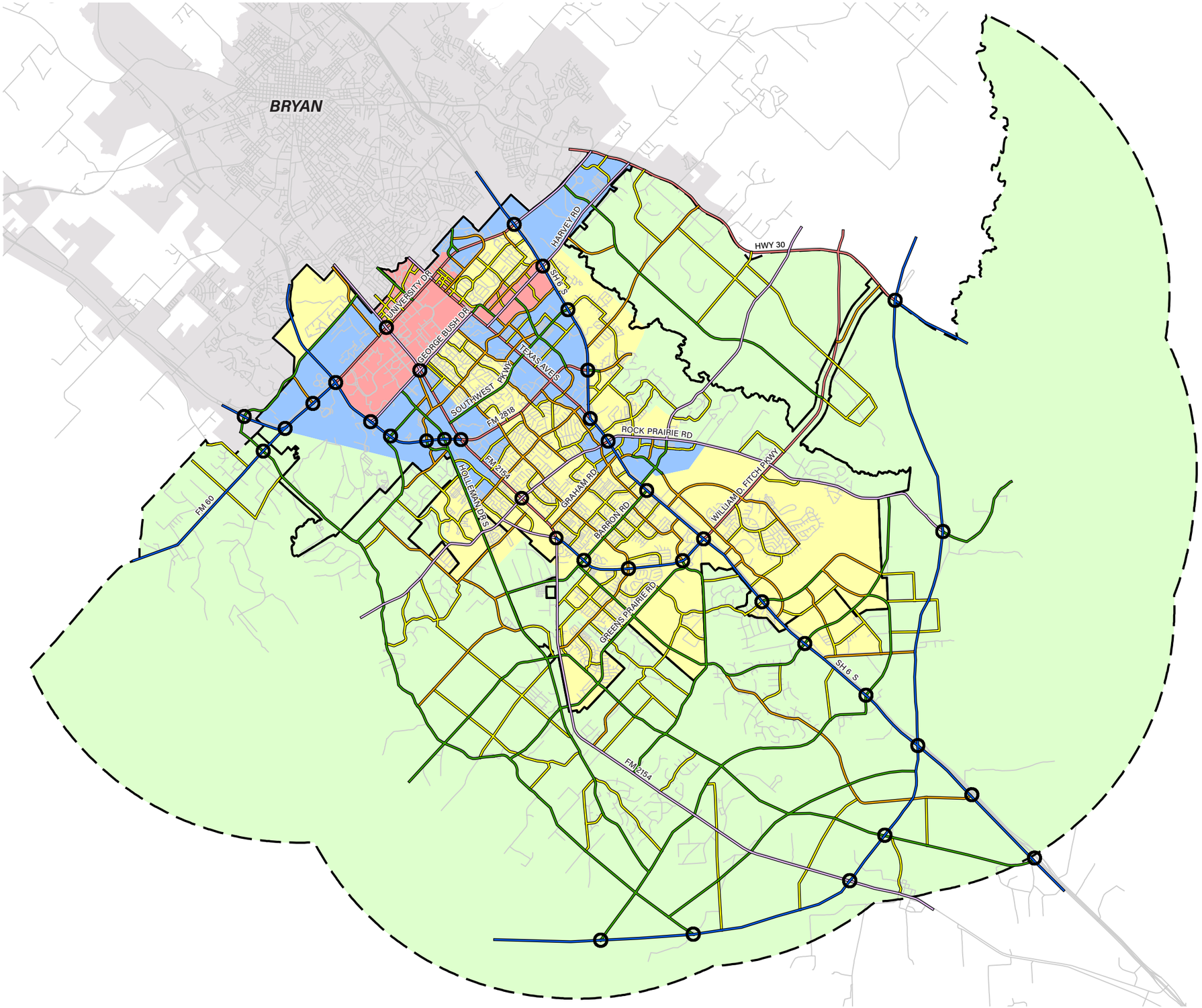
* EXISTING DESIGN STANDARDS

AS OF: MAY 28, 2026

EXHIBIT D

That the "Comprehensive Plan of the City of College Station" is hereby amended by amending a portion of Map 6.2 titled "Functional Classification & Context Map" by reclassifying Pebble Creek Parkway shown as a Minor Arterial to a Major Collector as shown as follows:

MAP 6.2



Functional Classification & Context Class

THOROUGHFARE PLAN

- GRADE SEPARATION
- FREEWAY/EXPRESSWAY
- 6 LANE MAJOR ARTERIAL
- 4 LANE MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

CONTEXT ZONES

- URBAN CORE
- GENERAL URBAN
- SUBURBAN
- RURAL

- CITY LIMITS
- ETJ

AS OF: MAY 28, 2026

EXHIBIT E

That the "Comprehensive Plan of the City of College Station" is hereby amended by expiring the Official City of College Station Bicycle, Pedestrian, and Greenways Master Plan (adopted by Ordinance No. 2010-3226) and adopting the "Official City of College Station Active Transportation Master Plan" as set as follows:



ACTIVE TRANSPORTATION **MASTER PLAN**

City of College Station

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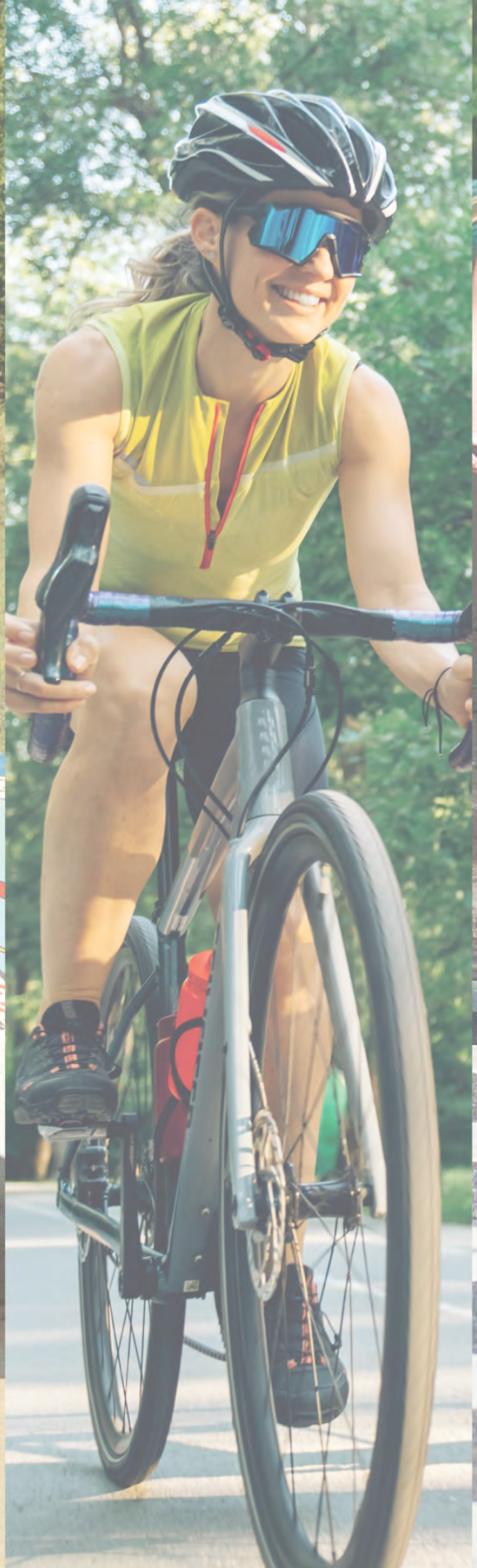





1 PLAN FOUNDATION

This Active Transportation Master Plan serves as a roadmap for achieving the community's vision of a safe, connected, and well-designed active transportation network. As a component of the **City's Comprehensive Plan**, it reinforces and expands upon the goals and strategies established in that process. This Master Plan reflects the shared priorities of College Station residents and community leaders as described in **Chapter 6, Integrated Mobility**, of the **Comprehensive Plan**, which states: "*The economic vitality, character, and identity of College Station depend, in part, upon a well-connected mobility system… one that provides for multiple modes in the face of increasing population and traffic demands.*"

Designing active transportation facilities that are accessible and inviting for everyone, including children, youth, older adults, and individuals with mobility challenges, is critical in helping to create a healthy community. Providing safe routes to schools and parks encourages independence and healthy habits among young residents, while ensuring that all users can confidently navigate the city's network.

A thoughtfully designed and interconnected system of sidewalks, trails, and bike facilities provides residents with viable alternatives to automobile travel. **These facilities help reduce traffic congestion, enhance safety, and promote active, healthy lifestyles. In addition, they contribute to environmental sustainability, support local economic activity, and create opportunities for outdoor recreation and community interaction.** With housing costs rising nationwide, more funds can be available to residents to cover these costs if a connected network is in place, allowing them to not be solely dependent on the automobile for travel. By planning for an active transportation system that truly serves everyone, College Station strengthens its sense of community and enriches the quality of life for current and future generations.

Since the adoption of the City's previous Bicycle, Pedestrian, and Greenways Master Plan in 2010, the transportation landscape has evolved to include the rapid emergence and widespread use of micromobility devices such as electric scooters and e-bikes. While these devices were not a significant consideration at that time, they are now a common and growing mode of travel within the community. Micromobility devices are generally compatible with bicycle facilities and their inclusion in this Plan reinforces the need for infrastructure that is designed to support a range of users with varying speeds and operating characteristics.

By acknowledging this shift, a new Master Plan with a new name sets the expectation that future facility design, policies, and investments will consider not only traditional bicyclists and pedestrians, but also emerging mobility options. This approach ensures that the system remains adaptable, relevant, and responsive to changing transportation trends over time. The Bicycle, Pedestrian, and Greenways Master Plan will be renamed the Active Transportation Master Plan, intentionally incorporating micromobility as a core component of the active transportation network and moving the greenway component to the purview of the Parks and Recreation Master Plan.

WHAT IS ACTIVE TRANSPORTATION?

"Active transportation directly replaces motor vehicle miles traveled, so these modes are effective at reducing vehicle emissions, bridging the first and last mile gap, conserving fuel, and improving individual and public health. Bicycles, electric bikes, wheelchairs, scooters, skateboards, and even walking are all considered active transportation."

- UNITED STATES DEPARTMENT OF ENERGY

ORGANIZATION AND SCOPE

This Plan provides goals, strategies, and action items for system development, management, and implementation. These recommendations provide a long-term vision that should be referenced to build and improve the system over the next few decades.

College Station has continued to experience significant growth since the **Bicycle, Pedestrian, and Greenways Master Plan** was adopted in 2010. A first step in creating a new master plan is acknowledging the importance of a thoughtfully planned, comprehensive and safe bicycle and pedestrian system for users to navigate outside of a vehicle. **As change and development occur, it is vital to ensure that residents of all ages and abilities can move comfortably and safely throughout the city.** A community where people can walk to a neighborhood park, jog along a trail in a natural environment, or bicycle to school or work fosters a more livable, healthy, and connected environment.

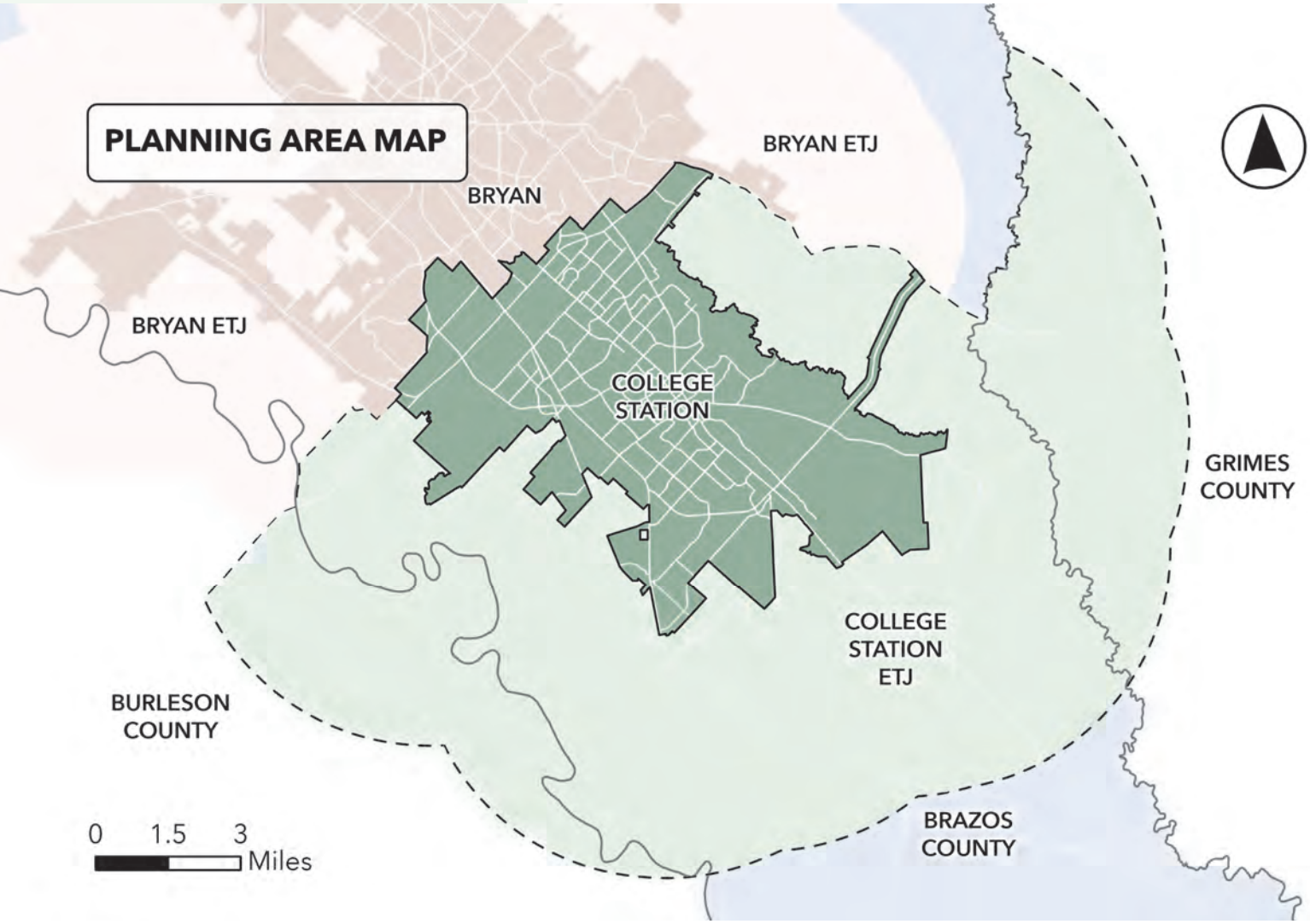
This Plan includes the following major sections organized into the following chapters:

- **Plan Foundation** – Presents an explanation of the planning purpose, development, history, and engagement along with the establishment of a community vision statement and plan goals.
- **Existing Conditions** – Provides an overview of existing conditions in College Station, including current bicycle and pedestrian infrastructure, key destinations, micromobility trends, public transit connections, and other factors that influence how people move throughout the city.
- **Needs Assessment** – Summarizes public engagement efforts to identify issues and needs, examines safety trends based on recent crash data, and evaluates the existing bicycle and pedestrian network using a level of traffic stress assessment.
- **System Development** – Proposes the additional and upgraded facilities for all active transportation users, including micromobility users.
- **System Management** – Provides an overview of Master Plan policies, programs, and partnerships that will help manage the system effectively.
- **Implementation** – Outlines implementation methods, identifies funding sources and planning level costs, and prioritizes projects.
- **Appendices** – Provides information related to local demographics, Level of Traffic Stress methodology, thoroughfare cross section updates and additional information that supports the active transportation system.

PLANNING AREA

The city of College Station covers approximately 50 square miles of Brazos County. To the east is Grimes County and to the west, Burleson County. A portion of the city's northern limit line is shared with the city of Bryan. **Map 1.1** shows the College Station planning area included as a part of this Plan, which includes the city's 5-mile extra-territorial-jurisdiction (ETJ) that is outside the city limits. While the ETJ is an area of potential future growth of the city, public bicycle or pedestrian-related facilities are not permitted by Brazos County so minimal infrastructure is planned in these areas at this time. As of December 2025, the population estimate for College Station is 132,477. More detail regarding population growth and trends is provided in **Appendix A: Demographics**.

Map 1.1 City of College Station Planning Area



COMMUNITY VISION

In Fall 2024, the City of College Station hosted an online engagement and an in-person meeting to receive input from citizens on the City's current and proposed pedestrian and bicycle facilities. Participants shared their vision ideas with three common themes emerging on the Community Vision Board (shown in **Figure 1.3**): increased safety for all ages and abilities, increased shade and landscaping to improve comfort levels, and more separated bike lanes. Attendees provided comments for the community and how to increase bicycle and pedestrian activity. A summary of these public engagement activities is provided in **Chapter 3 Needs Assessment**.

Figure 1.3 Community Vision Board



Building upon the former Master Plan and incorporating the input from the public, a single Community Vision statement is established to help guide planning and implementation efforts into the future.

COMMUNITY VISION STATEMENT

"College Station envisions a safe, interconnected active transportation network that enhances user comfort, promotes healthy living, supports economic growth, utilizes natural green space, and enriches the community's quality of life."

MASTER PLAN GOALS

The goals provided are key to collectively advance the Community Vision of creating a safer, more connected, and more livable community. By improving safety for all users, strengthening network connectivity, and maintaining high-quality infrastructure, the City can make active transportation more practical and appealing for residents of all ages and abilities. Together, these goals help build a transportation system that not only moves people efficiently but also contributes to the city's overall quality of life, economic vitality, and sense of community.

These goals build upon the goals provided in the **2010 Master Plan**. The public continues to prioritize safety, connectivity, and enjoyment of the outdoors. Two new goals are included and relate to improved infrastructure, maintenance, and supporting active transportation as a primary mode of travel. As the city's active transportation network continues to grow and add facility mileage, further evaluation is needed to ascertain whether the existing infrastructure is sufficient for the demand placed upon it. The better the facility, the more likely residents will use it regularly and provide opportunities to replace vehicular travel with active transportation trips.

Figure 1.4 Master Plan Goals

1. **Enhance Safety for All Users** - Improve safety for active transportation users by implementing protected bike lanes, enhanced intersection designs, and increased visibility measures to reduce conflicts with vehicles. Ensure safe crossing points near major streets, schools, parks, key destinations, and public transit stops that all lead to a more comfortable and enjoyable experience

2. **Increase Connectivity and Accessibility** - Create a seamless active transportation network that connects key destinations, including Texas A&M University, neighborhoods, schools, employment and shopping centers, public and private amenities, and public transit. Enhance convenience and encourage active transportation by creating more efficient, direct routes and easier use of bike parking facilities.

3. **Improve Infrastructure and Maintenance** - Develop a contiguous and well-maintained network of bike lanes, sidewalks, and shared-use paths. Identify funding to cover maintenance tasks for expanding network needs such as markings, signage, and surface conditions, to ensure safety and usability.

4. **Promote Comfort and Enjoyment** - Establish a low stress network with appropriate separation between different modes of travel that incorporates shade, landscaping, and amenities along active transportation routes. Design routes that create a pleasant, safe, and inviting environment that promotes outdoor activity.

5. **Support Active Transportation as a Primary Mode of Travel** - Promote land use and development patterns that support commuting and daily travel by means of active transportation. Provide programs that educate and encourage active transportation as a viable and safe option to travel throughout the city.

PLAN DEVELOPMENT

This planning initiative formally retires the **2010 Master Plan** and establishes a comprehensive, updated framework to guide future decision-making. The development of this Plan incorporated a broad and structured public involvement process—engaging residents, City staff, partner agencies, and elected and appointed officials. The following section outlines the specific roles and contributions of each stakeholder group in the creation of the Plan.

Citizen Engagement

Citizen engagement was key to the creation of this Active Transportation Master Plan as it helped ensure the needs, priorities, and daily experiences of the people who use the system are reflected. Residents, business owners, and community groups provided valuable insight into where safety issues exist, which routes are most used, and what improvements would make active transportation more accessible and enjoyable. Their input helped identify gaps that data alone could miss. Moving forward, continuously engaging the community will foster shared ownership and trust, making implementation more effective and building public support for proposed projects.

Figure 1.5 From One of Our Engagement Efforts



A variety of techniques were used to gain input from citizens, including an online hub site available through the City's webpage. Residents were able to access an interactive online GIS map of the city to input comments on current and future proposed conditions. Community meetings and open houses were held to gather public feedback on proposed vision statements, improved infrastructure, facilities, programs and ultimately the draft of the Plan itself.

Staff Resource Team

A Staff Resource Team consisted of representatives from various City departments that were instrumental in the planning process. The Staff Resource Team's responsibilities included:

- Identifying issues and concerns during the development of the Plan;
- Identifying and solving potential problems during future implementation of the Plan;
- Reviewing and proposing any needed modifications as necessary to recommendations presented in the Plan;
- Gathering and disseminating information to and from various City departments; and
- Serving as advocates and consensus builders during the planning process.

Elected Officials and Appointed Boards

The Bicycle Pedestrian and Greenways Advisory Board served as the effective steering committee for the new Master Plan. The Planning and Zoning Commission and the City Council's Transportation and Mobility Committee were also engaged. These bodies provided guidance to ensure the Plan aligns with established policies, long-term community priorities, and regulatory frameworks. Their involvement also reinforced accountability to the public by incorporating both representative perspectives and subject-matter expertise. Because these groups play a central role in approving budgets, ordinances, and/or capital improvements, their input helped shape a Plan that is both realistic and feasible to implement.

PLANNING HISTORY

A History of College Station Bicycle and Pedestrian Planning Efforts

Active transportation planning in College Station can trace its origins back to 1975 when local community groups started an initiative to collect data on daily commutes by bicyclists. This data, which was collected by the Brazos Valley League of Women Voters, the Environmental Action Council, and the A&M Wheelman Club, concluded that there were more than 10,000 bicycle trips occurring on a daily basis between the Texas A&M campus and the surrounding neighborhoods. In response to this data, the City began planning new bike routes meant to help facilitate bicycle travel in the Southside and Eastgate areas.

Active transportation planning efforts continued in the years that followed. In 1980, City staff and community members worked together to develop College Station's first **City Bike Plan**. The plan called for the construction of bikes lanes, signed bike routes, and paths on a handful of major streets in the city. A major component of this planning effort was the separation of different transportation modes. Spacing constraints created by existing development forced City staff and community members to prohibit bike travel and automobile parking on certain streets where roadway space was limited.

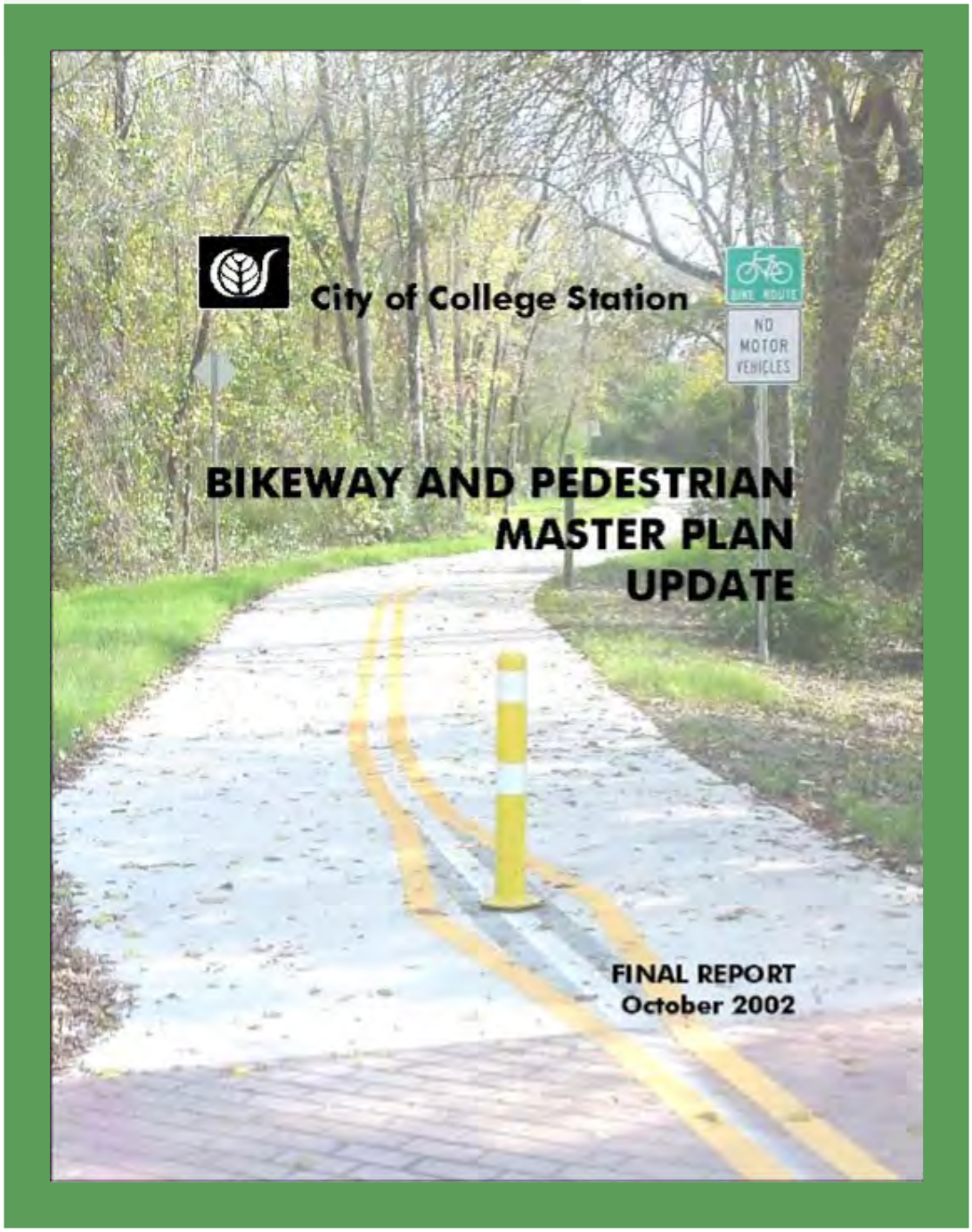
This planning document was updated and expanded in 1992 to also cover pedestrian planning. The update added new sidewalks and shared-use paths to better facilitate pedestrian travel. This update also called for the construction of approximately 40 miles of bike lanes, 50 miles of bike routes, and 30 miles of shared-use paths. Alongside the plan update, the City of College Station also modified its Subdivision Regulations to require bicycle and pedestrian facilities on certain thoroughfare types. These actions helped bolster College Station's active transportation planning efforts by eliminating the burden of retrofitting newly built thoroughfares as well as distributing some of the construction responsibility onto private developers completing individual infill and redevelopment projects. Later in 1994, the **Sidewalk Master Plan** was created with the help of a newly created Sidewalk Committee.

In 2002, the Bikeway Master Plan and Sidewalk Master Plan were combined as one document and named as the Bikeway and Pedestrian Master Plan Update. This update called for an additional 20 miles of bike

lanes, 50 miles of bike routes, and 40 miles of shared-use paths. Just as the 2002 Bikeway and Pedestrian Master Plan Update was the result of two previous planning documents, the Bicycle, Pedestrian, and Greenways Master Plan was adopted in 2010 and built upon prior planning documents. Combining these previously siloed planning documents created greater connectivity and opened up new route options for both commuters and recreational users.

A major update of the **Bicycle, Pedestrian, and Greenways Master Plan** began in 2017. A community-wide survey was conducted that had 821 respondents and gathered detailed feedback on residents' comfort levels with biking and walking and helped inform revisions to the Master Plan. This update was completed in 2018 and key outcomes included expanding the City's "toolbox" of bicycle facilities to include separated bike lanes, addressing access to emerging activity centers such as the BioCorridor and Midtown areas, enhancing safe routes to schools, filling sidewalk and network gaps, and prioritizing stand-alone projects using objective GIS-based criteria.

Figure 1.6 Historical Plan Update



OTHER RELATED PLANNING EFFORTS

Bryan College Station MPO Comprehensive Safety Action Plan (2024)

The Bryan/College Station Metropolitan Planning Organization's (BCS MPO) first **Comprehensive Safety Action Plan** (CSAP) is designed to improve the safety of the entire transportation network, whether people travel by car, bicycle, foot, or transit, by reducing or eliminating fatalities and serious injuries through targeted projects. Developed under the Safe Streets and Roads for All (SS4A) program and aligned with the Federal Highway Administration's Safe System Approach, the CSAP formalizes the shared Vision Zero commitment adopted by Brazos County, the MPO, and the Cities of Bryan and College Station to reach zero deaths or serious injuries by 2035. Guided by a year-long study, technical committees, and extensive community input, the CSAP provides a coordinated, data-driven roadmap for safer streets across the region. Its goals directly support the City of College Station's Active Transportation Master Plan by reinforcing the need for safer walking and biking conditions, improving multimodal connectivity, and advancing projects that create a more protective and accessible network for all users.

ADA Transition Plan (2015)

Americans with Disabilities Act (ADA) Transition Plan outlines the City's ongoing commitment to improving accessibility and in accordance with the requirements of the Americans with Disabilities Act. As a living document, the Plan guides continuous evaluation, planning, and implementation efforts to remove physical barriers and enhance the accessibility of public services, programs, and facilities. This focus on access directly supports the goals of the City's Active Transportation Master Plan by reinforcing the need for a pedestrian and bicycle network that serves people of all ages and abilities. By addressing accessibility challenges and prioritizing inclusive design, the **ADA Transition Plan** strengthens the foundation for a safe, comfortable, and universally accessible active transportation system.

Texas A&M University Transportation Mobility Master Plan (2022)

This plan outlines the university's shift toward a multimodal future that reduces single-occupant vehicle travel and prioritizes walking, bicycling, transit, and complete streets. By focusing on safety, congestion reduction, emissions reduction, and overall campus quality of life, the plan aims to create a connected, comfortable, and low-stress mobility system for all users. This direction aligns closely with the City of College Station's Active Transportation Master Plan, as both emphasize safe, convenient multimodal travel and infrastructure that supports people of all ages and abilities. Together, these efforts strengthen regional mobility and reinforce a shared commitment to a safer, more sustainable transportation network.

2050 TxDOT Statewide Active Transportation Plan (2025)

TxDOT's **2050 Statewide Active Transportation Plan** (SATP) establishes a long-term, statewide vision for active transportation options across Texas. Developed with extensive public input and supported by TxDOT's Bicycle and Advisory Pedestrian Committee, the SATP outlines strategic priorities and policies that will guide active transportation investments through 2050. This statewide framework complements the City of College Station's Active Transportation Master Plan by reinforcing shared goals, such as safer, more connected multimodal networks, and by aligning local planning efforts with broader regional and statewide strategies for enhancing active transportation.

City of Bryan Comprehensive Plan: BluePrint 2040 (2016)

The City of Bryan **BluePrint 2040** includes a sidewalk master plan, a hike and bike plan, and transportation recommendations that emphasize coordinating transportation networks with land-use objectives and encouraging alternative modes of travel for people of all ages and abilities. These priorities closely align with the City of College Station's Active Transportation Master Plan, which also promotes interconnected pedestrian and bicycle networks, supports multimodal travel choices, and reinforces development patterns that make walking and biking safer and more accessible. Together, the two cities' planning efforts help create a more cohesive, user-friendly active transportation system across borders.

EXISTING ACTIVE TRANSPORTATION FACILITY TYPES

The City of College Station has different types of facilities to accommodate the needs of active transportation users. Facilities include bike routes, sharrows, bike lanes, buffered bike lanes, protected bike lanes, sidewalks, shared use paths, grade separated crossings, and crossing enhancements. Example descriptions and images are shown below.

Bike Routes

A street designated with signage that is shared by both bicyclists, micromobility, and motor vehicles. Typically, the road will have lower traffic speeds and volumes. It could also be a heavily used street if it is the only route available. Speed limits on streets should be 35 miles per hour or less to be designated as bike routes.



Figure 1.7 Bike Route

Sharrows

Also known as shared lane markings, sharrows can help convey to bicyclists, micromobility users, and motorists that they must share the roads on which they operate when there is not a marked bike lane. The sharrow markings create improved conditions by indicating when users need to share the same space safely and respectfully.

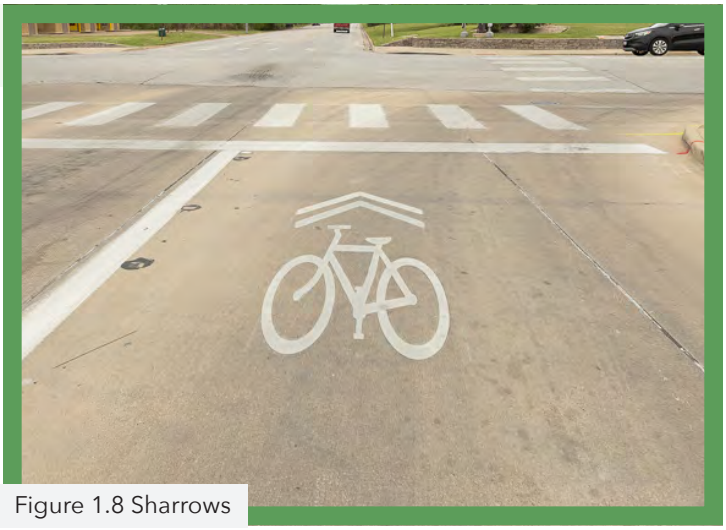


Figure 1.8 Sharrows

Bike Lanes

A designated part of the street, typically 5-7 feet in width, that is striped, signed and has pavement markings to be used by bicyclists and micromobility devices. Vehicular parking is typically not allowed in a bike lane. Typically a unidirectional facility that follows the flow of traffic.



Figure 1.9 Unidirectional Bike Lanes

Buffered Bike Lanes

A street with bike lanes that has a painted buffer, typically 2-3 feet in width, to increase the lateral separation between bicyclists, micromobility devices, and motor vehicles.



Figure 1.10 Buffered Bike Lane

Protected Bike Lanes

Also commonly referred to as separated bike lanes, is an exclusive facility for bicyclists and micromobility devices that is located within or directly adjacent to the street and is physically separated from motor vehicles with a vertical element.



Figure 1.11 Buffered Bike Lanes with Vertical Separation

Sidewalks

A paved walkway alongside a street intended for pedestrians that may also used by cyclists if there is no bike infrastructure in the area.

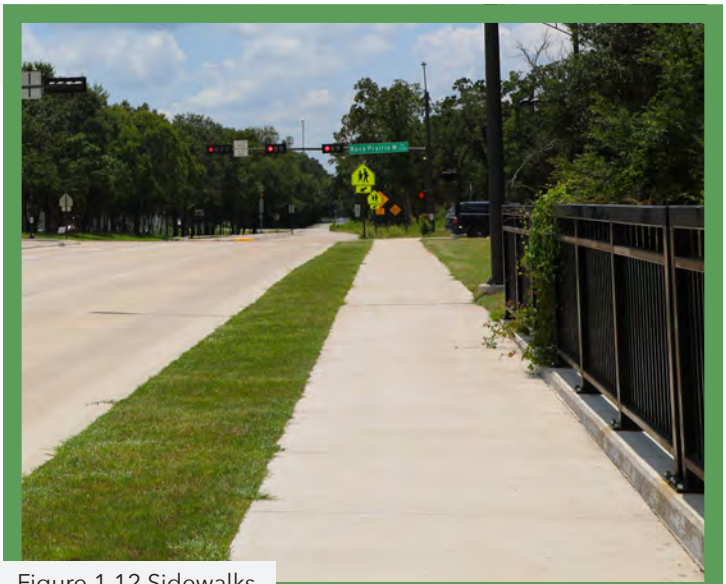


Figure 1.12 Sidewalks

Shared Use Paths (SUP)

A facility physically separated from motor vehicles along a greenway or adjacent to a road corridor. It is a paved surface about typically 10 to 12 feet wide that is all-weather and meets accessibility requirements.

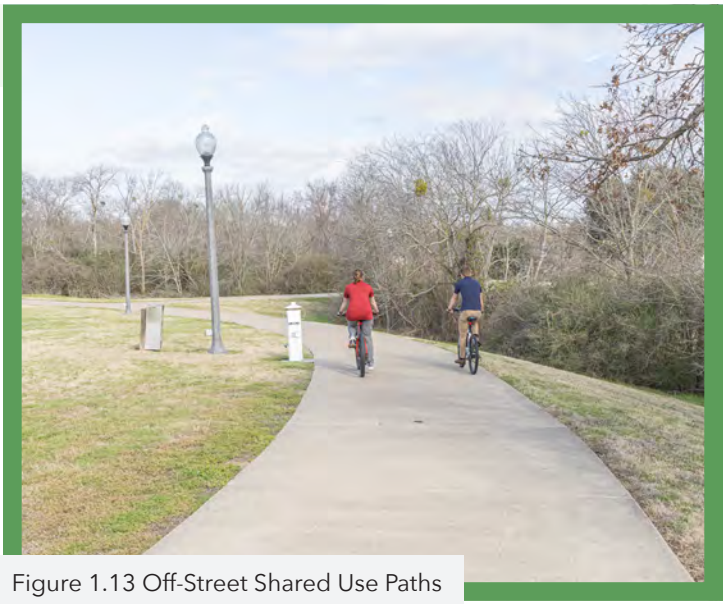


Figure 1.13 Off-Street Shared Use Paths

Grade Separated Crossings

A grade separated crossing provides active transportation users spatial separation from motor vehicles. Typically, they are at busy intersections or along natural corridors and take the form of an overpass (bridge) or underpass (tunnel).



Figure 1.14 Grade Separated Crossings

Crossing Enhancements

A group of designs to help protect vulnerable users as they cross the road. Examples include high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands and curb extensions.

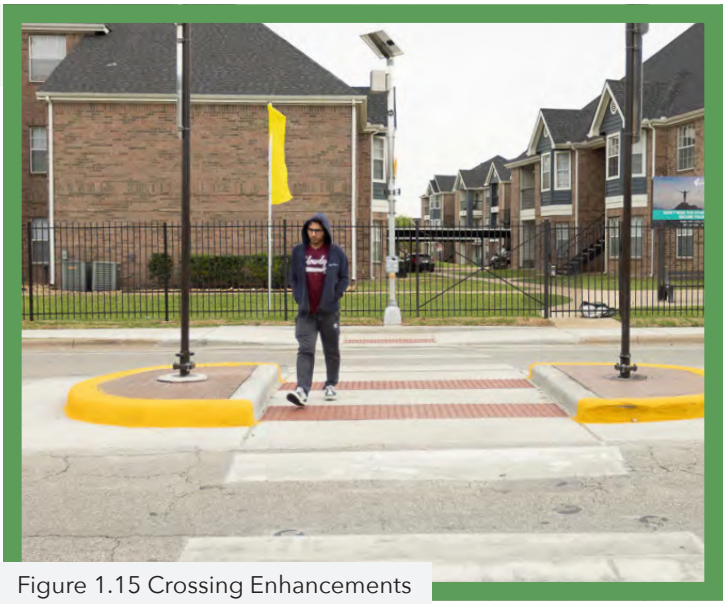


Figure 1.15 Crossing Enhancements

ADDITIONAL ACTIVE TRANSPORTATION FACILITIES

The following images and descriptions are facility types that could be a safer, more comfortable experience for the active transportation user and provide potential solutions in areas where standard approaches might not be feasible or desirable.

Bicycle Boulevards

Bike boulevards provide continuous, comfortable bike routes through the local street network and are characterized by slow motor vehicle speeds and low motor vehicle volumes. Design attention is typically needed to reduce speeds, divert motor vehicle traffic, and prioritize bikes at street crossings.



Figure 1.16 Bicycle Boulevards

Advanced Stop Lines and Bicycle Box

Designated areas at the front of traffic lanes that provide people on bikes with safe and visible ways to get ahead of queuing traffic and to position themselves for a left turn.



Figure 1.17 Advanced Stop Lines & Bicycle Box

Sidepaths

On-street shared-use paths. Designed for and used by pedestrians, bicyclists, and people using other mobility devices. These exist within the same right-of-way as the roadway and are bidirectional for all users.



Figure 1.18 Sidepaths

Bidirectional Bike Lanes

Also known as a two-way Cycle Track, bidirectional bike lanes are dedicated paths for cyclists that allow them to travel in both directions on one side of the street, physically separated from motor vehicle traffic by a barrier. They are typically installed on one side of the road to increase cyclist safety, improve connectivity, and create a more comfortable riding experience for a wider range of users.



Figure 1.19 Bidirectional Bike Lanes

Floating and Colored Bike Lanes

A “floating” bike lane, also called a “side-running” or “floating parking” lane, is a protected bike lane that is physically separated from the vehicular traffic by another element, such as parked cars or a raised bus stop island. This design allows for a continuous, protected bikeway to be built alongside parked cars, and helps manage situations like bus stops by allowing transit to stop within a traffic lane while cyclists are routed behind the stop. Coloring the bike lane helps increase visibility of cyclists and possible conflict areas.

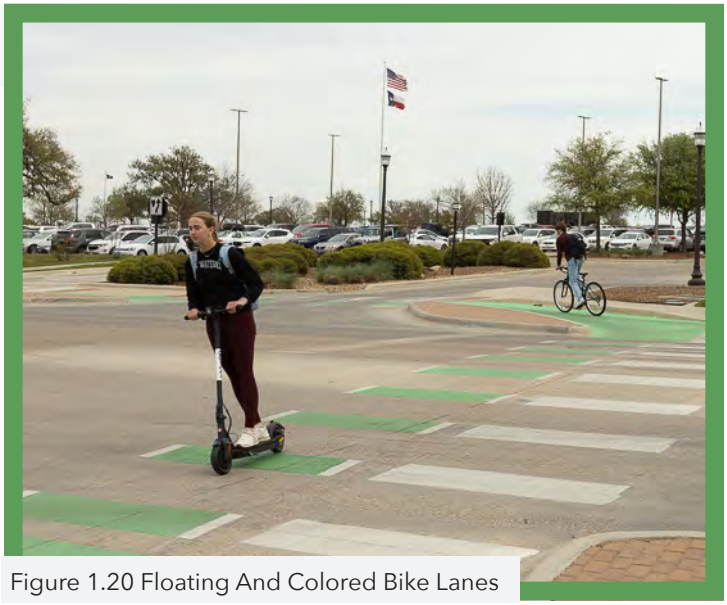


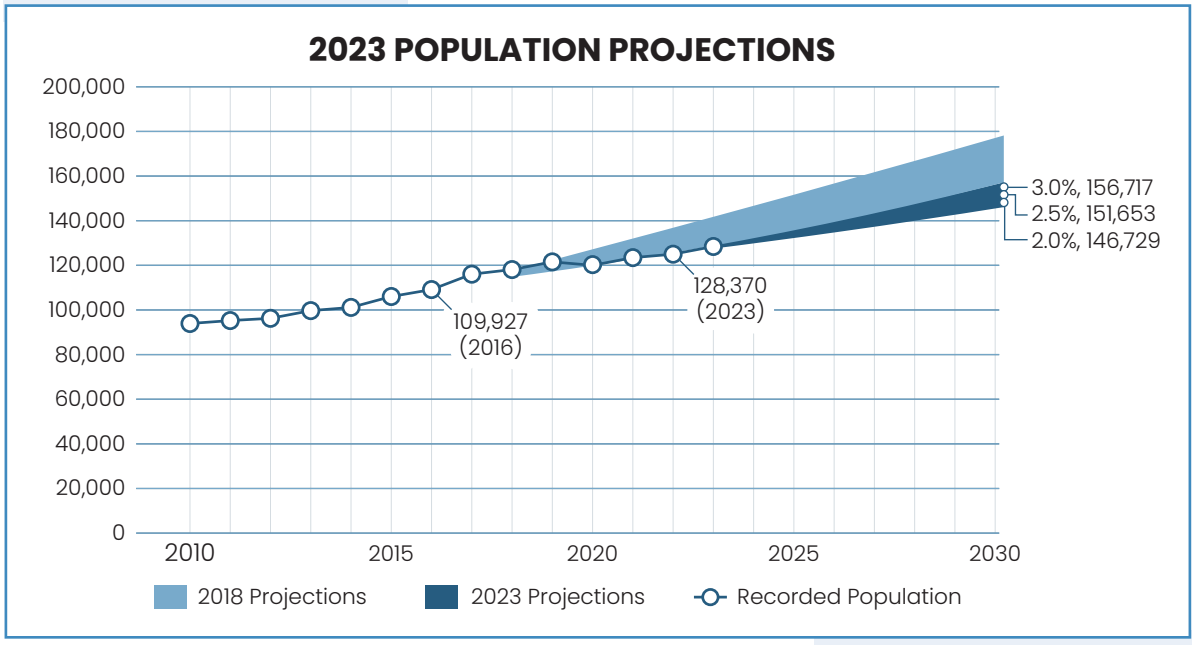
Figure 1.20 Floating And Colored Bike Lanes



2 EXISTING CONDITIONS

In order to properly plan for the future needs of College Station, it is important to take into consideration the city's current and projected demographics and existing infrastructure. As the city changes, so too do the needs of the community. Having an active transportation plan that accounts for these changes ensures that the proposed policies, programs, and projects will have a positive impact on the lives of College Station residents. Population projections for College Station show the city could increase by another 20,000 or more residents in the next several years with growth expecting to continue as new development and redevelopment continue. Additional demographics such as population density and age distribution can be found in the appendices.

Figure 2.1 Population Projections

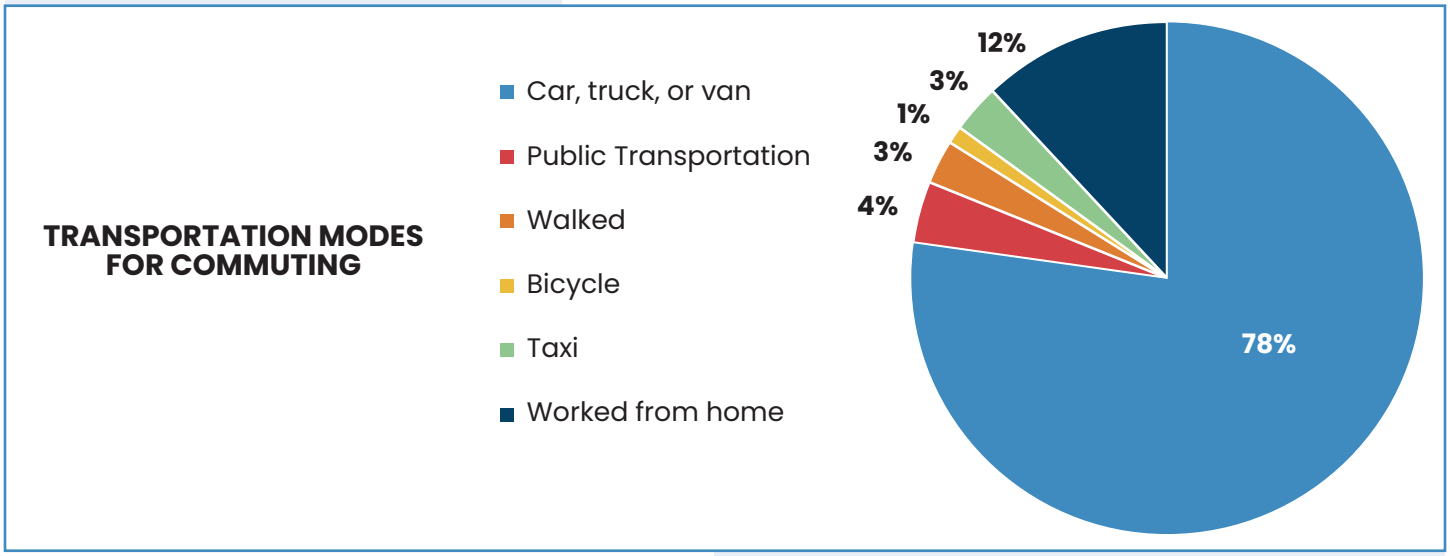


Source: City of College Station

The United States Census Bureau provides survey data that is helpful to further contextualize how vehicles, bicyclists, and pedestrians travel and interact. **Figures 2.2 and 2.3**, which depict workers' commute method and commute time respectively as collected by the Census Bureau's 2024 American Community Survey (ACS), show that nearly 80% of all workers commute to work by vehicle and 4% of workers choose to commute by walking or biking. **The rate of walking and biking as a method of commuting in College Station is higher than walking and biking rates at both the state and national levels, which are 1.8% and 3.1% respectively.**

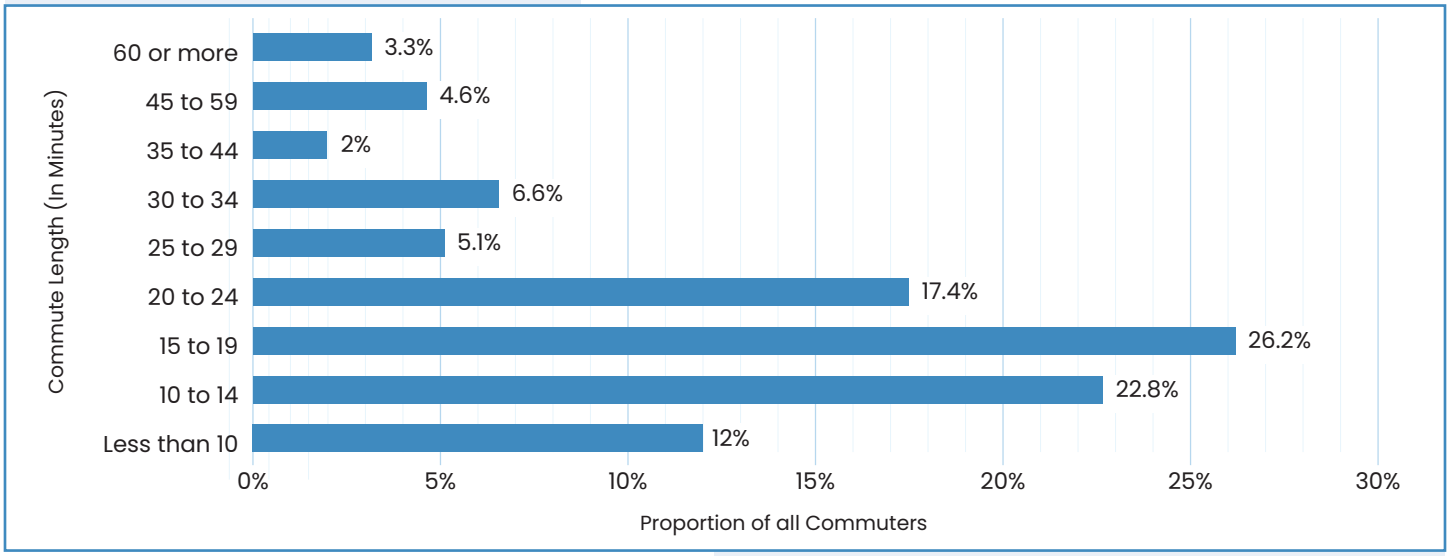
A major factor that can limit biking and walking as commuting methods is the time it takes for workers to reach their place of employment. If a worker's commute takes them a far distance or the route itself is difficult to traverse on foot or by bike, they will likely choose to commute by car instead. Census Bureau data shows that the average commute time for College Station residents is lower than both the state and national averages at 18.8 minutes, with **61% of College Station workers having commutes shorter than 20 minutes**. Such a significant proportion of the total population having relatively quick commuting times would indicate that time and distance are not the major factors preventing more workers from walking or biking to work. Rather, the rate of walking and biking to work might be influenced by the infrastructure network, safety concerns, climate, and/or other personal considerations.

Figure 2.2 Transportation Modes for Commuting



Source: United Stated Census Bureau 2024 ACS 1-Year Estimates

Figure 2.3 Local Average Commute Time to Work



Source: United Stated Census Bureau 2024 ACS 1-Year Estimates

STREET NETWORK

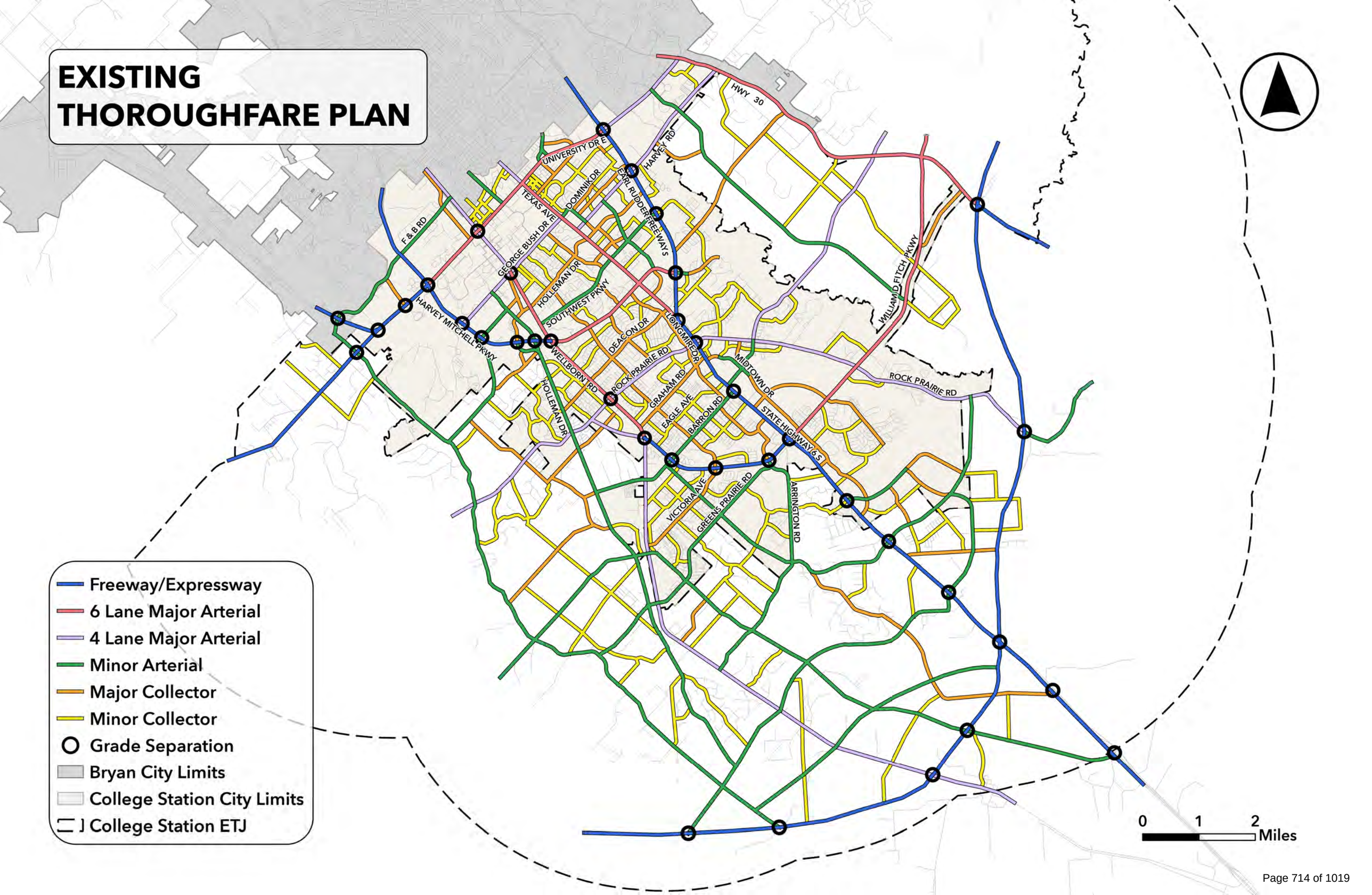
This section of the Master Plan provides an assessment of existing conditions of the city's transportation infrastructure and how it is currently being used by residents. **Map 2.1** depicts the City's existing **Thoroughfare Plan**, which includes both the existing and planned major street networks. The thoroughfare network consists of freeways/expressways, arterials, collectors, and grade separated interchanges. Local residential and commercial streets are not identified on this map. College Station's economic strength, community character, and overall identity depend on a well-connected and efficient transportation system. The City's Comprehensive Plan guides transportation investment decisions and categorizes roadways based on their intended function, including access to adjoining land uses, movement of through traffic, and the surrounding context. As part of the Comprehensive Plan, the thoroughfare network incorporates context-sensitive design to accommodate multiple modes of travel while supporting land use goals and reinforcing community character.

Figure 2.4 Thoroughfare with Bicycle and Pedestrian Facilities Adjacent



While College Station's major thoroughfares may include facilities for bicycle and pedestrian travel, this does not necessarily mean that they are comfortable or well utilized. Factors such as the speed and volume of traffic on nearby roadways can act as a deterrent for more vulnerable users like bicyclists and pedestrians. Taking into consideration these factors can provide a more accurate picture of how these facilities are utilized and how both networks influence each other. **Map 2.2** shows the average daily traffic along College Station's thoroughfares and can influence the viability of streets to serve as good bicycle and pedestrian corridors.

EXISTING THOROUGHFARE PLAN



TRAFFIC VOLUMES 2025





ACTIVE TRANSPORTATION NETWORK

Since the **Bicycle, Pedestrian, and Greenways Master Plan** was published in 2010, a considerable amount of bicycle and pedestrian infrastructure has been constructed. **The table below** shows total mileage for each facility type in 2010 and in 2025, as well as the change in the total mileage and percentage increase over that time.

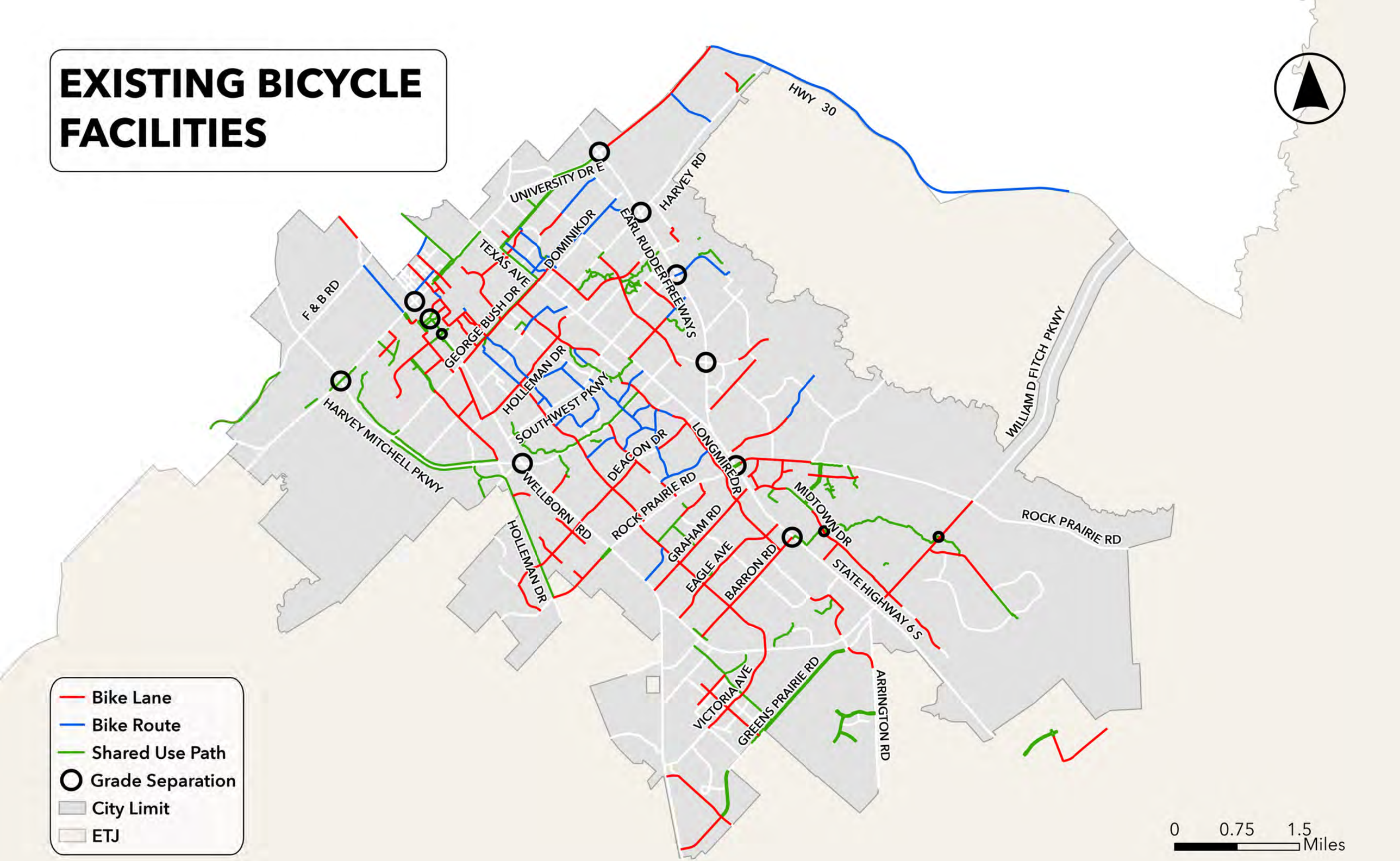
Table 2.1 Transportation Network Mileage

TRANSPORTATION NETWORK MILEAGE				
FACILITY TYPE	**2010**	**2025**	**MILEAGE CHANGE**	**PERCENT CHANGE**
Miles of street	286 miles	580.1 miles	+294.1 miles	+103%
Miles of sidewalk	130 miles	387.4 miles	+257.4 miles	+198%
Miles of shared-use path	8 miles	43.4 miles	+35.4 miles	+443%
Miles of bike lane	33 miles	56.4 miles	+23.4 miles	+71%
Miles of bike route	26 miles	22 miles	- 4 miles	-15%

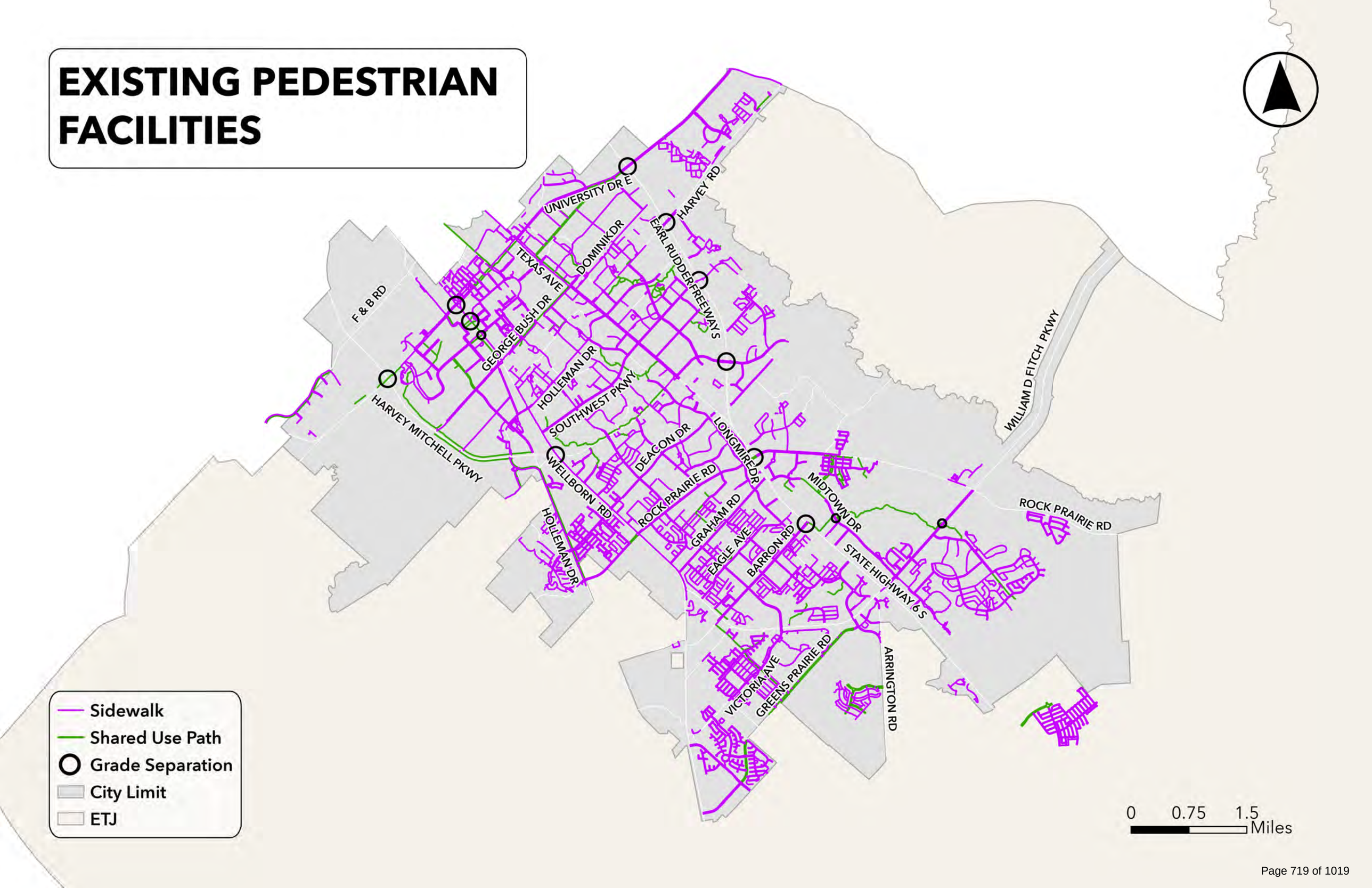
Source: City of College Station

Since 2010, sidewalks had the highest mileage increase in the network. Starting in 2008, new developments were required to construct sidewalks on both sides of the street. Plan implementation efforts to retrofit existing neighborhood streets and thoroughfares that did not have existing sidewalks also contributed. The highest increase percentage relates to shared-use paths, which increased from 8 miles to 43.4 miles. Completion of the Lick Creek Greenway trail and new shared-use paths along major streets such as Harvey Mitchell Pkwy (FM 2818), Greens Prairie Road, Holleman Drive South, and Town Lake Drive significantly contributed to this increase. The miles of bike lanes increased by 71% between 2010 and 2025, with 23.4 more miles of bike lanes. City capital projects such as Barron Road, Dartmouth Street, Rock Prairie Road, Royder Road, and Victoria Avenue all provided contributions along with developer-constructed streets like Brewster Drive, Double Mountain Road, and Victoria Avenue. The number of bike route miles had a slight decrease as some bike routes were converted to bike lanes. Viewed holistically, Table 2.1 illustrates progress of plan implementation as the active transportation network continued to grow following the 2010 adoption of the Bicycle, Pedestrian, and Greenways Master Plan.

EXISTING BICYCLE FACILITIES



EXISTING PEDESTRIAN FACILITIES



MICROMOBILITY

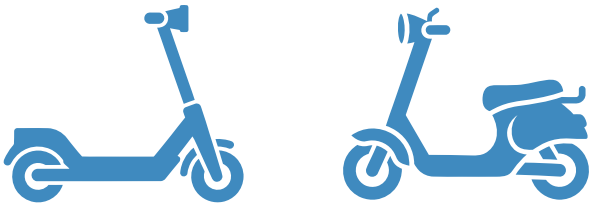
Micromobility devices have surged in popularity in recent years as they are a very practical alternative for individuals that do not have access to personal vehicles. These devices can be used for daily commutes and errands that cannot be easily completed on foot or by bike due to a trip's distance or an individual's carrying capacity. Additionally, considering the local climate experiences extended periods of high temperatures, micromobility devices offer users an alternative with less physical exertion than walking and traditional bicycles and can decrease exposure to heat-related illnesses. Micromobility also has the potential to increase active transportation network use by drawing in new users that are willing to utilize motorized devices over traditional devices.

Figure 2.4 Micromobility Devices in Use



Micromobility represents a relatively new and quickly evolving mode of transportation. Some micromobility devices are simply motorized versions of traditional devices, such as e-bikes, e-scooters, or e-skateboards, while others are entirely new device designs, such as hoverboards or onewheels. To help overcome the challenge associated with categorizing and regulating such a wide range of designs, the Federal Highway Administration developed broader performance-based categories for micromobility devices. These categories are shown in **Table 2.2**.

Table 2.2 Micromobility Device Typology Table

MICROMOBILITY DEVICE TYPOLOGY TABLE			
DEVICE	**CLASS TYPE**	**WEIGHT**	**SPEED**
Electric standing or sitting scooters (e-scooters) 		Typically, less than 50 lbs.	20 mph or less, some cities apply additional speed restrictions
Electric Bicycles (e-bikes) 	Class 1: Pedal Assist	Typically, less than 100 lbs., multi-passenger version less than 200 lbs.	20 mph or less
	Class 2: Throttle Assist	Typically, less than 100 lbs.	20 mph or less
	Class 3: Pedal Assist at higher speeds	Typically, less than 100 lbs., multi-passenger version less than 200 lbs.	28 mph or less
Other 		Typically, less than 50 lbs.	Some 20 mph or less, others 30 mph or less

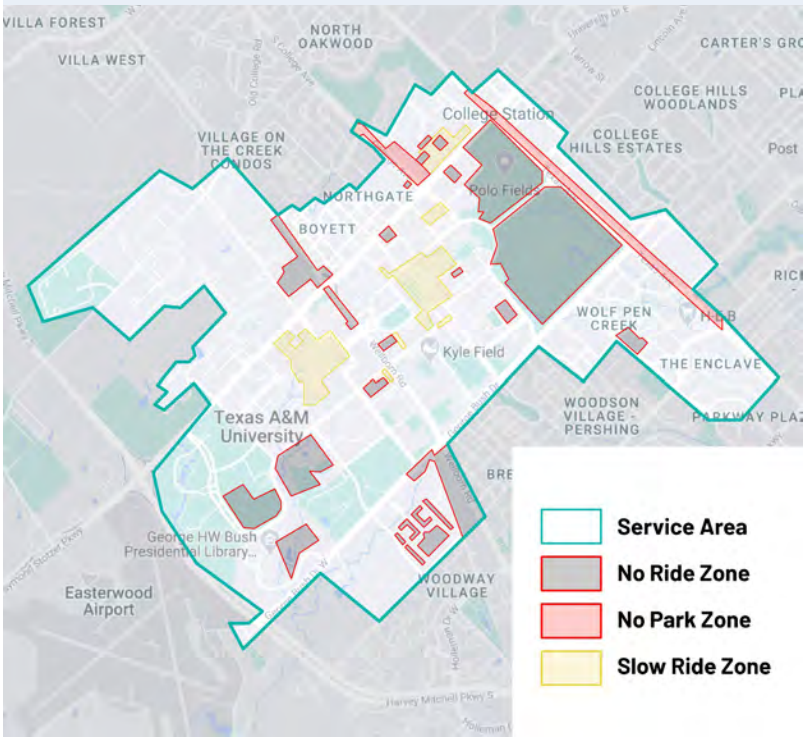
Source: Federal Highway Administration

In addition to performance-based classifications, micromobility devices can also be defined and discussed along lines of ownership. The two ownership-based categories for micromobility are shared devices and personal devices. Shared micromobility devices are owned by companies and deployed in mass. Once deployed, individuals can rent these devices for a short time. Personal micromobility devices are owned by individuals and come in a wider range of designs. Since personal devices lack the same company branding that is typically seen on shared devices, they're more likely to be mistaken for traditional bikes, scooters, and skateboards. Micromobility devices typically have higher rates of acceleration as compared to their traditional counterparts. If drivers are unable to distinguish micromobility devices from traditional ones, they might underestimate a device's abilities, leading to additional crashes.

SHARED MICROMOBILITY PROVIDERS IN COLLEGE STATION

Veo Ride is currently the main provider of shared micromobility in College Station and has an exclusive contract with Texas A&M that allows the company to deploy both scooters and bikes for use on and around the university's campus. A geofence programmed into Veo Ride's devices prevents the scooters and bikes from operating outside of a specified geographic area. The extent of this geofence is shown in **Map 2.5**.

Map 2.5 Veo Ride Shared Micromobility Geofence



The existing geofence boundary for Veo Ride's devices prevents the service from being a city-wide transportation option for the general public. Rather these devices have been tailored to serve students and visitors commuting to, from, and across the Texas A&M University campus and Northgate. **Map 2.6** depicts Veo Ride trips entering and leaving the Northgate area.

The heat map helps showcase the major role that shared micromobility plays in facilitating movement in and around Northgate as well as Texas A&M University. Rides appear most frequent along the Church Avenue and College Main Street corridors. As these roadways are the preferred route of many shared micromobility users, it is crucial that these streets have facilities that can accommodate micromobility devices alongside more traditional forms of transportation.

Map 2.6 Veo Ride Heat Map Users Entering Northgate



KEY DESTINATIONS

The **College Station Comprehensive Plan** emphasizes that growth should occur in a sustainable manner, noting that compact development patterns help limit sprawl, mitigate related impacts, and support efficient infrastructure and municipal services. Research[1] further indicates that **most individuals are willing to walk approximately half a mile and bicycle between two and five miles to reach destinations such as workplaces, schools, or commercial areas**.

Below are several maps illustrating popular community destinations and attractions as identified through public engagements. Developing an effective active transportation network will require a strategic approach that considers the arrangement of wayfinding methods to safely guide citizens around town, to and from their desired destinations.

The following is a list of key destinations in the city:

- City Parks: 73 parks covering more than 2,000 acres
- Texas A&M University
- Grocery stores: HEB, Kroger, Walmart, Brookshire Brothers, Costco, Sam's Club, and more.
- Libraries: George Bush Presidential Library, Larry J. Ringer Library
- Shopping and entertainment centers: Northgate, Post Oak Mall, Century Square, Jones Crossing, University Town Center, Caprock Crossing, Tower Point, and others.
- School Districts: the College Station Independent School District has 19 school sites and International Leadership of Texas (ILT) operates two public charter schools.

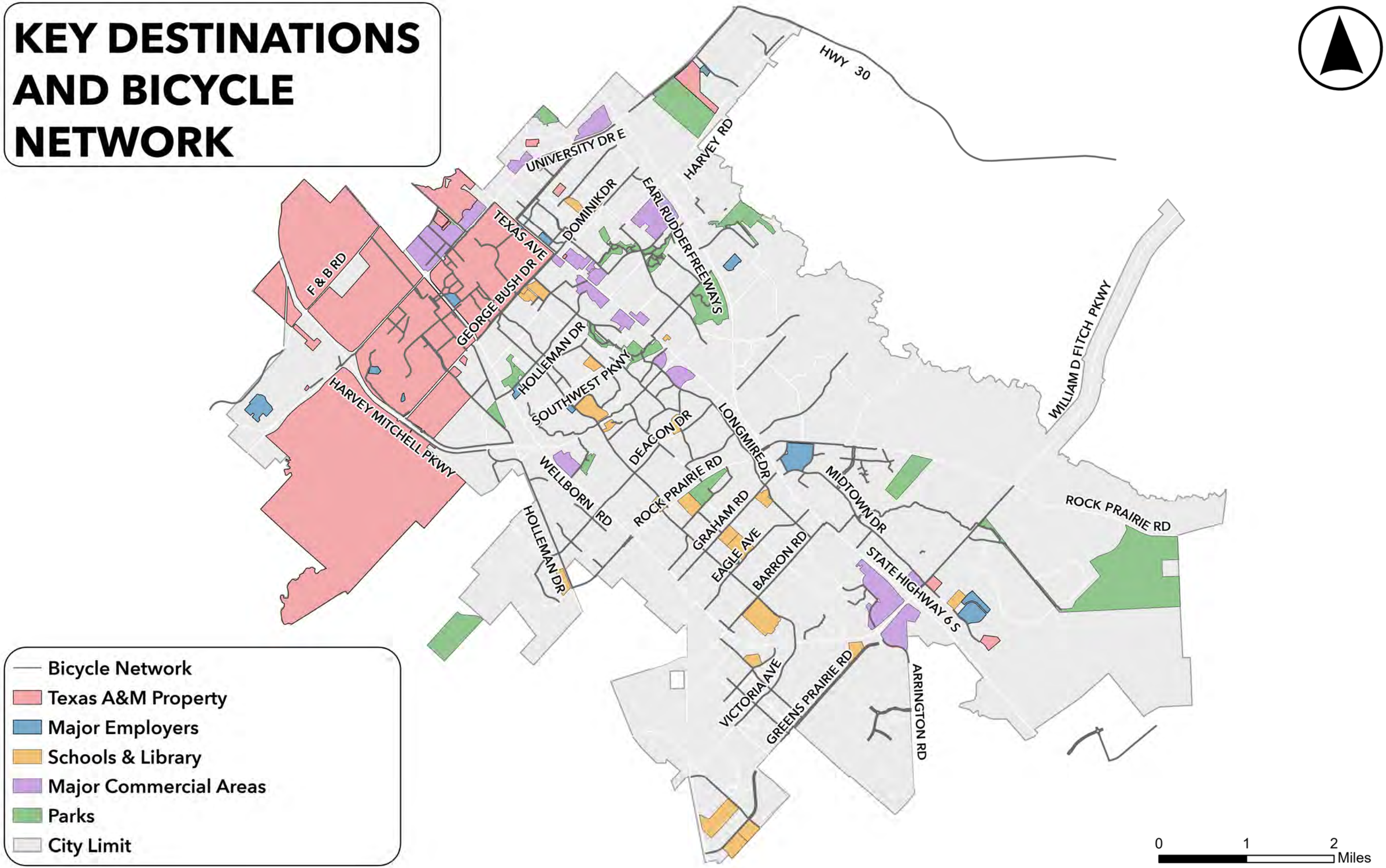
Table 2.3 Largest Employers in College Station

LARGEST EMPLOYERS IN COLLEGE STATION	
NUMBER OF EMPLOYEES	**EMPLOYER**
5,000+	Texas A&M University
1,000 – 4,999	City of College Station
	College Station Independent School District
500 - 999	Baylor Scott and White
	FUJIFILM Biotechnologies
	Reynolds and Reynolds
250 - 499	Cognizant Technology Solutions
100 - 249	C.C. Creations
	Kelsey-Seybold Clinic Contact Center
	Matica Biotechnology

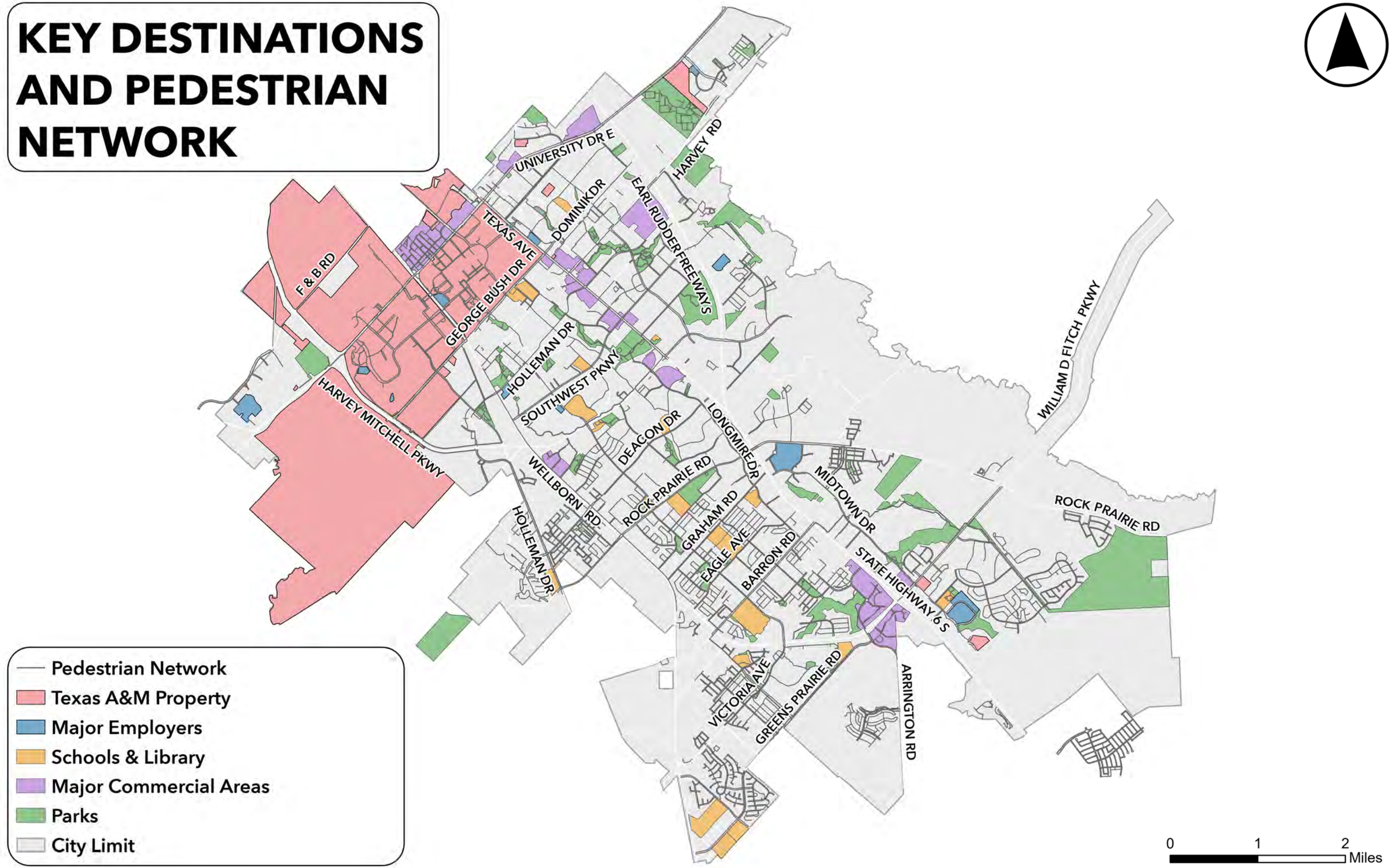
Source: Greater Brazos Partnership, 2024

[1] Carmona, M. (2021). Public places urban spaces: The dimensions of urban design. Routledge

KEY DESTINATIONS AND BICYCLE NETWORK



KEY DESTINATIONS AND PEDESTRIAN NETWORK



FLOODPLAIN AND SHARED USE PATHS

BURTON CREEK
TURKEY CREEK
CARTERS CREEK
BRUSHY CREEK
WICKSON CREEK
NAVASOTA RIVER
WOLF PEN CREEK
BEE CREEK
CARTERS CREEK
THOMPSONS CREEK
BRUSHY CREEK WEST
WHITE CREEK
HOPES CREEK
LICK CREEK
LICK CREEK
SPRING CREEK
ALUM CREEK
BRAZOS RIVER
PEACH CREEK SOUTH

- Shared Use Paths
- Rivers
- Creeks
- 100 Year Floodplain
- City Limit
- ETJ

0 1.25 2.5 Miles

EXTERNAL REPORTS OF EXISTING CONDITIONS

League of American Bicyclists

The League of American Bicyclists, founded in 1880 with the mission to promote the creation of a bicycle-friendly America, awards communities and businesses with various levels of Bicycle Friendly designations which are retained for four years. A designation is awarded based on an assessment of a community or business' efforts towards fostering greater bicycle use. The assessment criteria for Bicycle Friendly designations are separated into five categories:

- Engineering
- Education
- Encouragement
- Evaluation & Planning
- Equity & Accessibility

College Station applied and received an Honorable Mention as a "Bicycle Friendly Community" by the League of American Bicyclists in 2011 and received Bronze-Level Designation in 2020 and in 2024. College Station also received a Silver-level designation in 2024 as a "Bicycle Friendly Business" for City Hall that was completed in late 2021. Additional details regarding the report card for College Station will be provided in **Chapter 3, Needs Assessment**.





Bryan/College Station Metropolitan Planning Organization

The City of College Station is a member agency of the Bryan/College Station Metropolitan Planning Organization (BCSMPO). The BCSMPO is the entity tasked with coordinating transportation planning within Brazos County. The BCSMPO completed county-wide Comprehensive Safety Action Plan in 2024 which assessed transportation safety conditions and recommended improvements intended to minimize transportation-related fatalities and serious injuries.

According to the **BCSMPO Comprehensive Safety Action Plan**, crashes involving vulnerable road users represent a major crash type within College Station. Within the Plan's analysis, both bicyclists and pedestrians are defined as vulnerable road users and were present in 10% of crashes that resulted in either serious injuries or fatalities within College Station city limits. Those same vulnerable road users were present in 17% of all fatal crashes, indicating that **roadway crashes involving bicyclists and pedestrians are more likely to result in fatalities relative to crashes where these roadway users are not present**. To address this safety concern, the Plan proposes a set of systemic countermeasures aimed at reducing the number of transportation-related fatalities and serious injuries including:

- Improved lighting along roadways and at intersections to increase visibility and prevent crashes.
- Providing additional pedestrian and bicycle infrastructure improvements meant to protect vulnerable roadway users, such as bike lanes, shared use paths, sidewalks, leading pedestrian intervals (LPIs) at traffic signals, and refuge islands at pedestrian crossings.

Regional Health Assessments

Community Health Needs Assessments were published by both Baylor Scott & White and CHI St. Joseph Health in 2025. These assessments include qualitative and quantitative data describing existing conditions in College Station as well as the region broadly. **These reports highlight low walkability and transportation accessibility as barriers for individuals seeking medical care. These barriers are especially significant for vulnerable individuals that lack access to a reliable vehicle**. The reports suggest expanding transit services and constructing additional pedestrian facilities as solutions to these concerns.

PUBLIC TRANSIT

Public transit provides an important link for shortening the length of daily trips that would otherwise be too difficult or inconvenient to be completed solely by foot or bicycle. Local healthcare providers also cite public transit as a critical service that helps eliminate barriers to access medical care for many of the city's underserved communities. The City of College Station does not operate its own public transit system, rather those services are provided by two different third-party organizations: The Brazos Transit District and Texas A&M's AggieSpirit Transit Services.

Figure 2.5 AggieSpirit Bus



Brazos Transit District (BTD)

The Brazos Transit District is the federally designated public transportation provider for the College Station-Bryan Transportation Management Area (TMA). A Transportation Management Area is a designation given by the Secretary of Transportation to each urbanized area with a population of more than 200,000 people. The Brazos Transit District has a funding agreement with Brazos County as well as the cities of College Station and Bryan to provide public transportation within the B/CS urbanized area. The organization also operates in each of the counties surrounding Brazos County with weekly cross-county transit services. Brazos Transit District services are offered only on weekdays from 5am to 7pm, with buses generally operating on an hourly basis. Of the 8 total transit routes that the Brazos Transit District operates, 5 are either fully or partially within the city limits of College Station.

- Route 7 (Pink) and Route 8 (Grey) operate exclusively in College Station and are based out of the C.S./ South Terminal located at 300 Krenek Tap Road.
- Route 3 (Green), Route 4 (Maroon), and Route 5/6 (Yellow) operate in both College Station as well as Bryan and are based out of the Midtown Terminal located at 3350 S. Texas Avenue in Bryan.

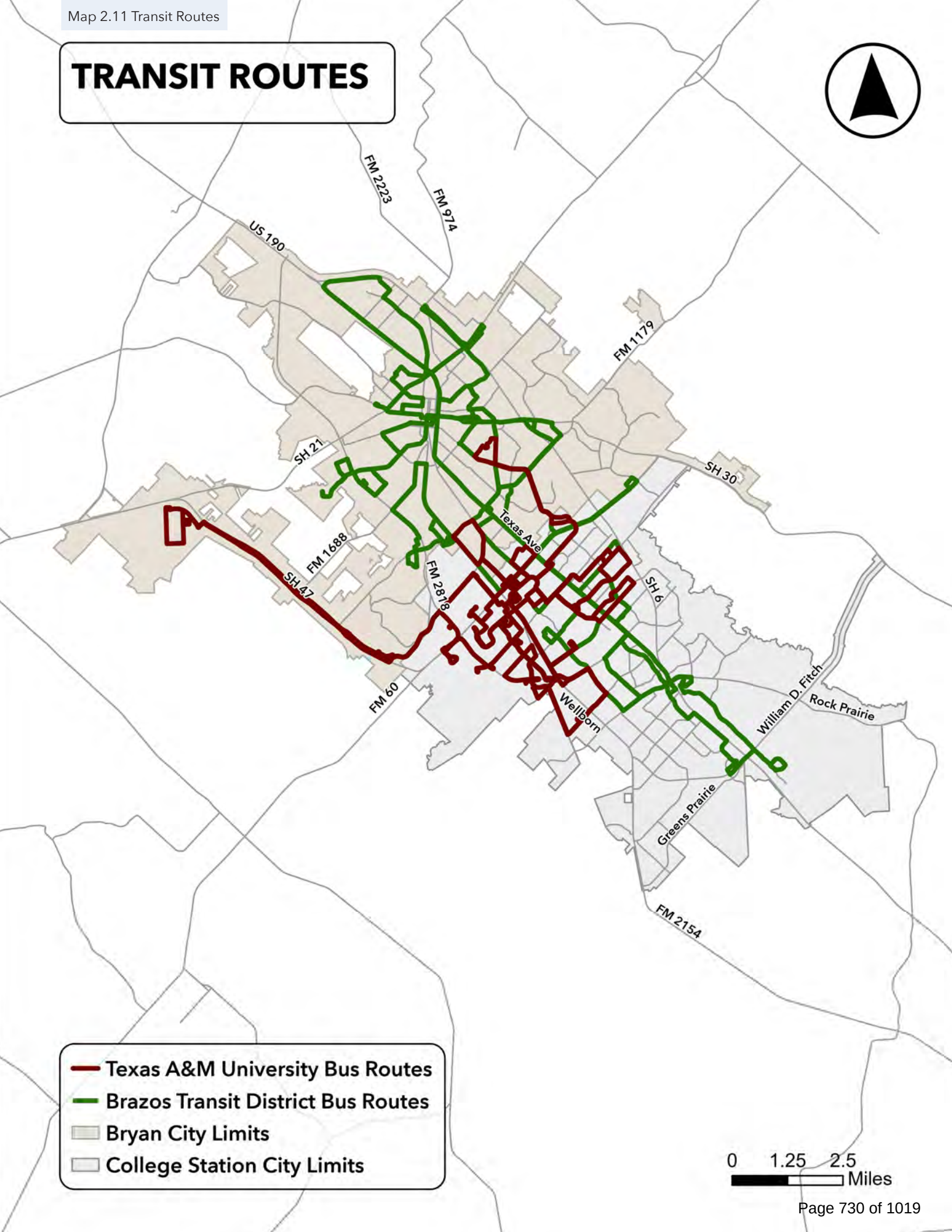
The Brazos Transit District network does not currently utilize a fixed-stop system so riders must flag down BTD buses as they travel along their set route. The Brazos Transit District has plans to implement fixed stop locations along some of its routes and install bike racks on its buses.

Texas A&M's AggieSpirit Transit Services

The AggieSpirit Transit System is focused on providing Texas A&M students, staff, and faculty with reliable transit services to, from, and within its campus. Also, any individual with a Brazos Transit District annual pass is able to use the AggieSpirit system at no additional cost. The organization operates 13 transit routes with services on weekdays and weekends that vary between academic semesters and holiday periods.

The Texas A&M Transportation Services website or a downloaded AggieSpirit app provides riders with real time information on bus locations and expected pickup times. The AggieSpirit system utilizes a fixed stop network with specified pick-up/drop-off locations along each transit route. Using their fixed stop locations, a connectivity analysis similar to what was conducted on the Brazos Transit District's network was performed for the AggieSpirit transit system. Rather than analyze the entire transit corridor, the AggieSpirit connectivity analysis focused on infrastructure and facilities in the areas immediately surrounding each fixed-stop location.

Map 2.11 Transit Routes







3 NEEDS ASSESSMENT

A comprehensive needs assessment was conducted to evaluate existing conditions from the previous chapter, understand community priorities via public outreach, and identify gaps, connectivity, and safety issues for active transportation in College Station. These assessments incorporate crash and traffic volume data compiled by TxDOT, which were used to create crash density maps and charts alongside a city-wide Level of Traffic Stress (LTS) evaluation. Collectively, these efforts identify key deficiencies in the current network and inform targeted recommendations (**Chapter 4**) to improve active transportation infrastructure, safety, and connectivity. Addressing these needs will enhance mobility options, promote active lifestyles, and improve overall accessibility, while supporting broader community benefits such as increased recreational opportunities and improved public health.

PUBLIC ENGAGEMENT

To kick off the development of the Active Transportation Master Plan, a public meeting was held in November 2024. In addition to the in-person meeting, an online website was created to receive input regarding the existing and proposed bicycle and pedestrian facilities. Residents provided comments on their vision for the community and how to increase bicycle and pedestrian activity as described in **Chapter 1, Plan Foundation**, that led to the creation of the **Community Vision Statement and Master Plan Goals**.

There were a total of 353 comments with 217 comments on the bicycle plan mapping exercise and 136 comments on the pedestrian plan mapping exercise. The common themes from the input are as follows:

Bicycle-Related Input

1. Infrastructure Enhancements:

- **Protected Bike Lanes** - Install more protected bike infrastructure on major roads such as Harvey Road (State Highway 30), Rock Prairie Road, and University Drive (FM 60) to ensure safer cycling conditions.
- **Shared-Use Path Expansion** - Develop and connect shared-use paths to create a comprehensive, city-wide network that facilitates seamless bike travel.
- **Bicycle Detection** - Add or improve bicycle-detection at key intersections (e.g., Anderson Street & Southwest Pkwy, Welsh Avenue & Harvey Mitchell Pkwy) to improve traffic signal responsiveness.
- **Enhanced Lane Markings** – Provide and maintain more visible markings for bike lanes and add sharrows in appropriate areas to increase driver awareness of cyclists.

2. Safety Improvements:

- **Grade-Separated Crossings** - Introduce overpasses or underpasses at busy locations to minimize cyclist exposure to traffic.
- **Lane Maintenance** - Regularly clean and maintain bike lanes and intersections to remove hazards like mud, sand, and debris.
- **Reduced Conflicts** - Design routes that have reduced conflicts between bicycles, buses, and pedestrians by introducing items such as bus islands and/or re-routed bike paths.

3. Increased Accessibility:

- **Destination-Specific Routes** - Create a wayfinding system of dedicated bike facilities to key destinations such as major commercial areas and Texas A&M University.
- **Improved Crossing Connectivity** - Address gaps in connectivity particularly with the railroad and with major roadways to provide safe and more direct bike travel.
- **Neighborhood Links** - Expand bike path connections in neighborhoods to improve local commuting options.

Figure 3.2 Bus Island



Pedestrian-Related Input

1. Sidewalk Continuity and Maintenance:

- **Sidewalk Gaps** - Fill gaps in sidewalks in critical areas such as Rock Prairie Road, Francis Drive, and near commercial areas.
- **Continuous Sidewalks** - Extend sidewalks on both sides of streets in high-traffic volume areas to provide consistent pedestrian access.
- **ADA Compliance** - Ensure all sidewalks meet ADA standards to accommodate all users including those with mobility challenges.

2. Safer Crossings:

- **Pedestrian Bridges and Crosswalks** - Install grade-separated crossings and improve existing at-grade intersections to make crossings safer for pedestrians.
- **Signal Synchronization** - Synchronize pedestrian signal timings to align with actual crossing conditions and reduce conflicts with turning vehicles.
- **Mid-Block Crosswalks** - Add mid-block crosswalks in areas with high pedestrian volume such as Southwest Parkway between Welsh Avenue and Southwest Park.

3. Connectivity and Green Spaces:

- **Shared-Use Paths** - Expand shared-use paths to connect neighborhoods, parks, and commercial centers (e.g., Veterans Park to Texas Independence Park).
- **Green Infrastructure** - Incorporate shade, landscaping, and green spaces into pedestrian routes to improve comfort and usability.

4. General Accessibility:

- **Key Destination Routes** - Provide safe and efficient pedestrian routes to schools, parks, shopping centers, and bus stops.
- **Micromobility Options** - Expand bike and scooter rideshare services including larger operational boundary and parking options near residential areas.
- **Improved Signage** - Install clear and consistent signage for pedestrians to enhance wayfinding.

Transit Connectivity-Related Input

1. Enhanced Facilities:

- **Bus Shelters** – Construct additional bus shelters to provide increased comfort and protection from weather
- **Bike Racks on Buses** – Provide bike racks on buses to create more multimodal travel options
- **Bus Islands** – Consider bus islands at key locations to safely separate transportation modes and minimize transit delays

PEDESTRIAN, BICYCLE, AND MICROMOBILITY CRASH ASSESSMENT

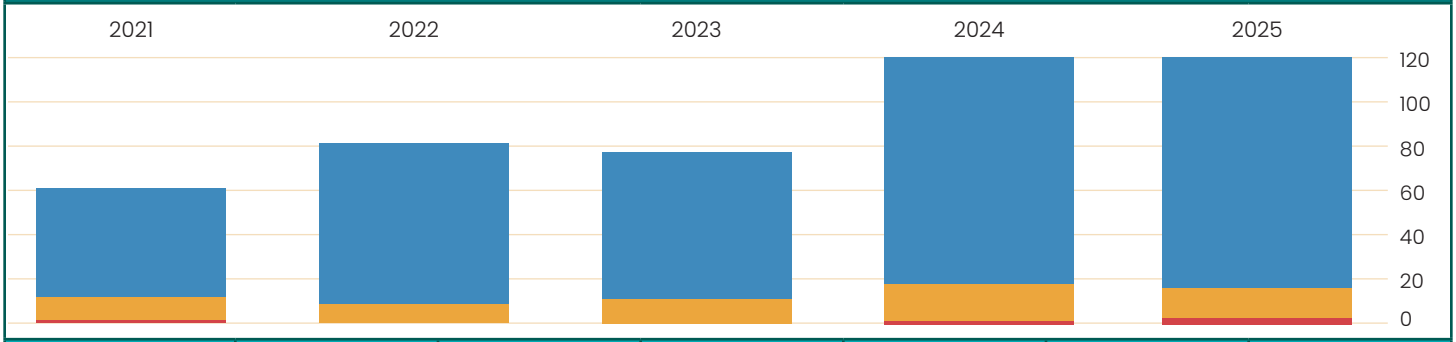
Safety was repeatedly cited as a concern by residents during the public engagement process. To best understand safety conditions as they exist, crash data for incidents involving vehicles and active transportation users over the prior five years was analyzed.

The Texas Department of Transportation regularly publishes data related to traffic safety in an annual report called the Texas Motor Vehicle Crash Statistics Annual Report. **These reports cover a number of different topics, including data on automobile crashes involving pedestrians, bicyclists, and micromobility users**. Data is available publicly and can be queried using the Crash Records Information System, also known as CRIS. **Maps 3.1 through 3.3** and **Tables 3.1 through 3.4** summarize crash data from 2021 to 2025 excluding Texas A&M properties. It is important to note that some variation can appear in the data depending on how crash data is recorded. For instance, some crashes including multiple objects or individuals might be submitted as a single entry for all entities involved, or as multiple entries for each entity. Historically, these types of crashes are underreported if vehicles are not involved or significant property damage or bodily harm did not occur. Additionally, micromobility is generally reported within the "Motorized Conveyance" category, while data for electric bicycles is grouped with traditional bicycles under the "Pedalcyclist" category. For simplicity, Pedalcyclist crash data is called Bicycle Crashes.

The data for pedestrian, bicycle, and micromobility crashes has been grouped into three categories based on severity, these categories include:

- **Fatalities** – 1% of all crashes resulted in a fatality
- **Serious Injury** – 14% of all crashes resulted in serious injuries. These crashes resulted in an incapacitating injury.
- **Minor Crashes**– 85% of all crashes resulted in either no injuries or minor injuries and were non-incapacitating.

TABLE 3.1 ANNUAL SEVERITY OF ALL ACTIVE TRANSPORTATION CRASHES (2021-2025)



CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	1	0	0	1	2	4
Serious Injury	11	9	11	17	14	62
Minor Crashes	49	72	66	102	104	393
Total Crashes	61	81	77	120	120	459

Source: TxDOT Crash Record Information System (CRIS)

Map 3.1 Bicycle Crashes

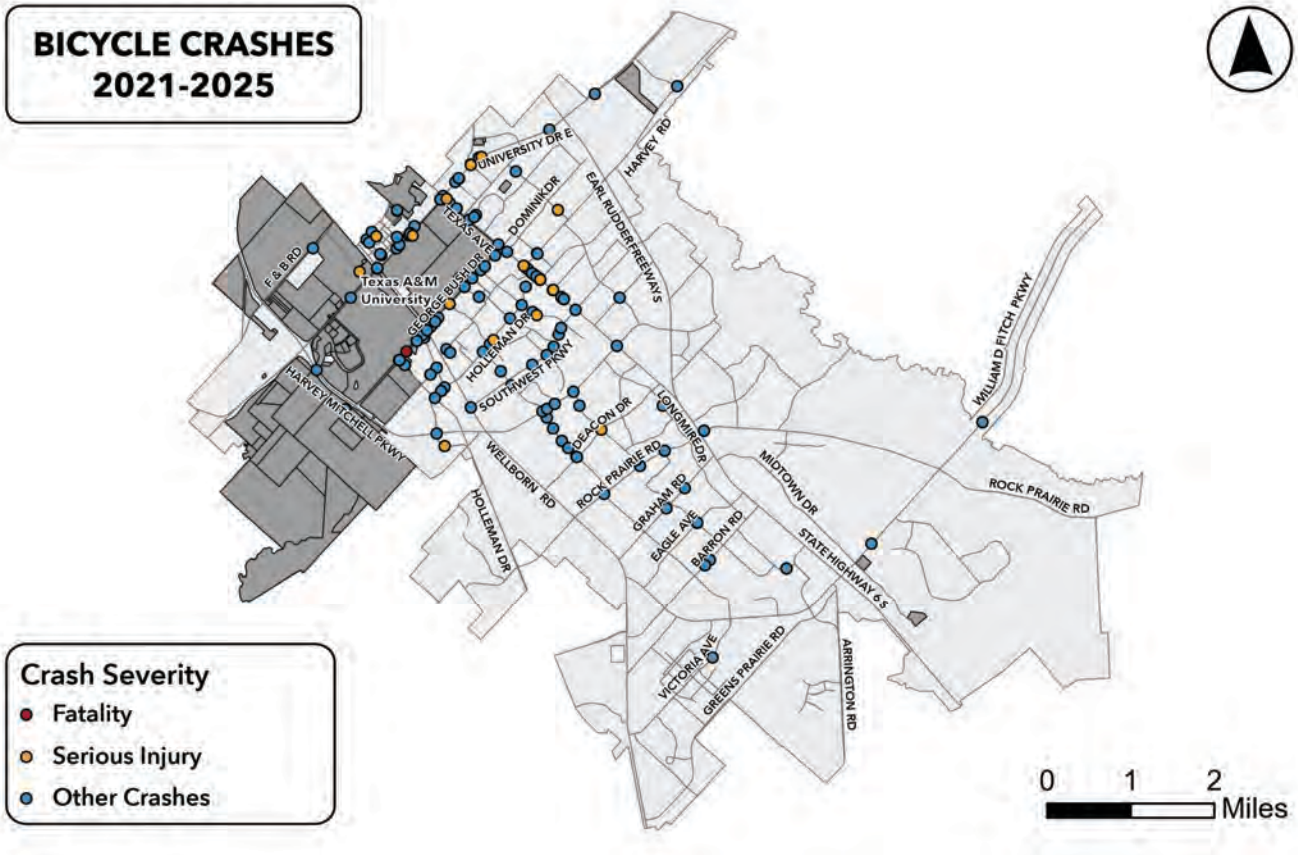
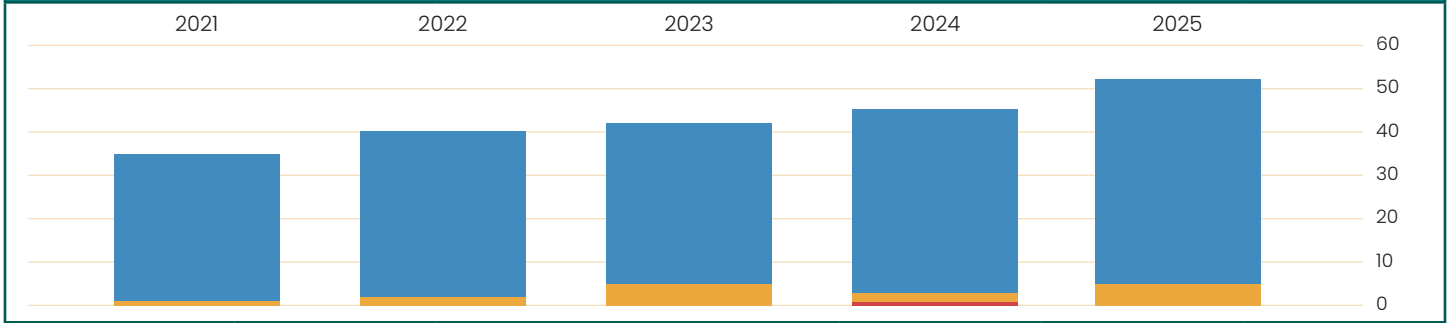


TABLE 3.2 BICYCLE CRASH COUNTS (2021-2025)



CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	0	0	0	1	0	1
Serious Injury	1	2	5	2	5	15
Minor Crashes	34	38	37	42	47	198
Total Crashes	35	40	42	45	52	214

Source: TxDOT Crash Record Information System (CRIS)

Bicycle Crash data in **Map 3.1** shows a vast majority of incidents occurring along city thoroughfares where traffic volumes and speeds are significantly higher. These crashes also seem to be clustered around the Texas A&M campus or on roadways leading up to campus. During the five-year period, there was one bicycle crash that resulted in a fatality and 15 that resulted in serious injury. The remaining 198 crashes that took place during this time resulted in either no injury or minor injury. Over this time period, crashes have increased from 35 in 2021 to 52 in 2025.

Map 3.2 Pedestrian Crashes

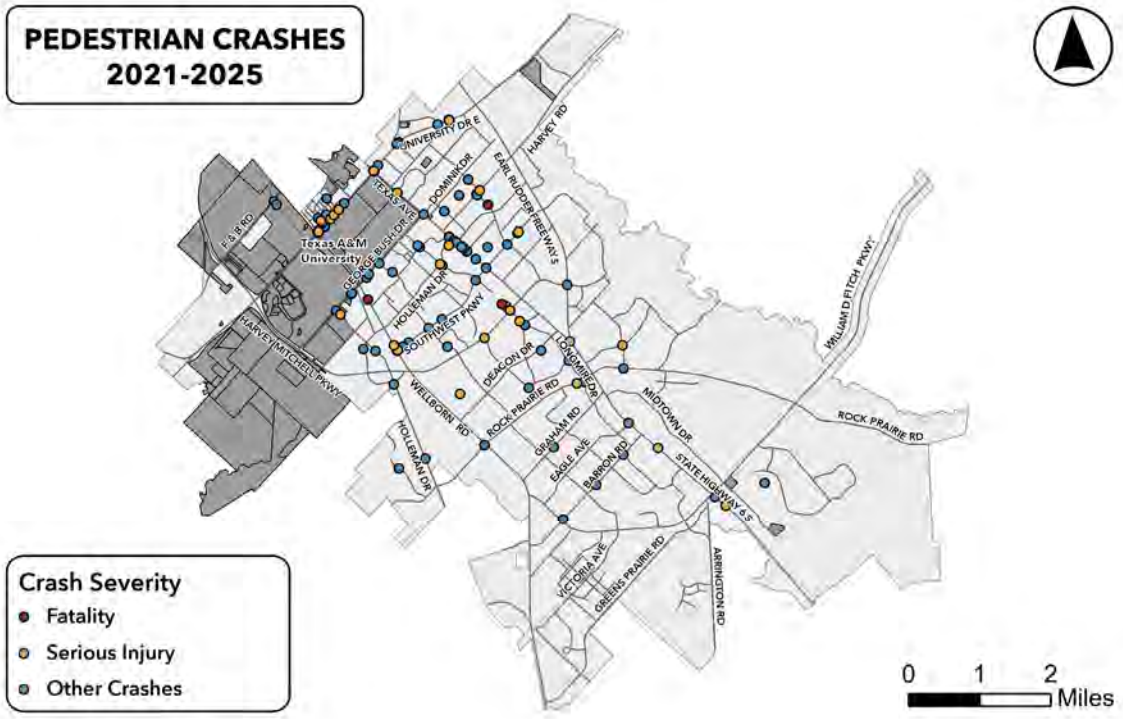
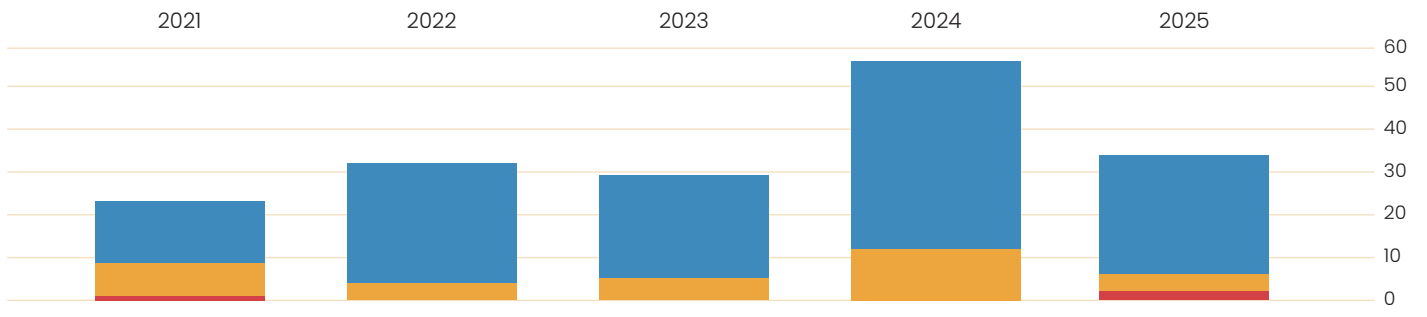


TABLE 3.3 PEDESTRIAN CRASH COUNTS (2021-2025)



CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	1	0	0	0	2	3
Serious Injury	9	4	5	12	4	34
Minor Crashes	13	28	24	44	28	137
Total Crashes	23	32	29	56	34	174

Source: TxDOT Crash Record Information System (CRIS)

Similar to what was observed on **Map 3.1** for bicycle crashes, **Map 3.2** for pedestrian crashes indicates that the majority of pedestrian crashes occur on higher classification of thoroughfares. While the density of crashes does increase closer to campus, this trend is less pronounced when compared to bicycle crash data. The total number of pedestrian crashes was lower than that of bicycle crashes, but the proportion of those crashes that resulted in either fatalities or serious injuries was greater. In total, there were three fatal pedestrian crashes between 2021 and 2025. According to CRIS data, one of these fatalities was the result of an inattentive driver failing to control the speed of their vehicle while the remaining two were the result of pedestrians entering the right of way of vehicles. Over this time period, crashes have increased from 23 in 2021 to 34 in 2025, with a peak of 56 in 2024.

Map 3.3 Motorized Conveyance Crashes

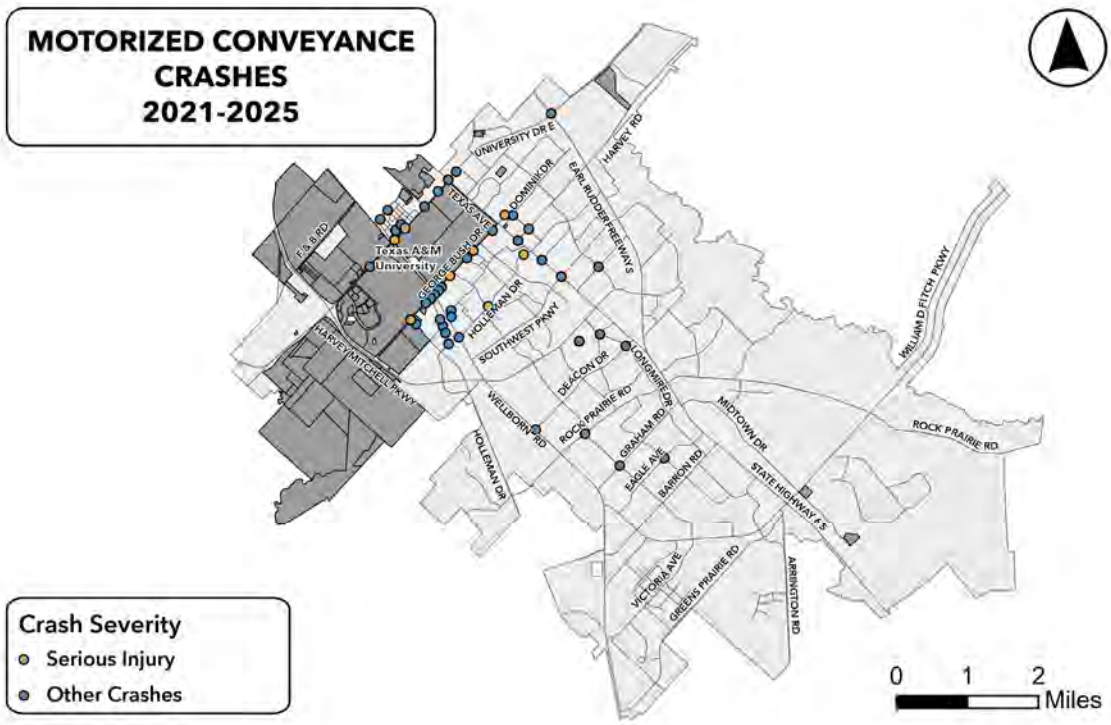
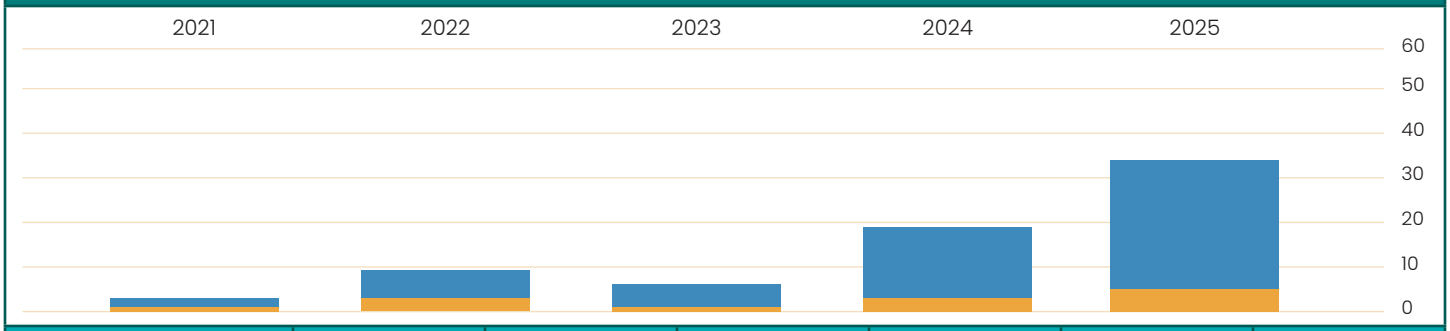


TABLE 3.4 MOTORIZED CONVEYANCE CRASH COUNTS (2021-2025)



CRASH SEVERITY	2021	2022	2023	2024	2025	TOTAL
Fatality	0	0	0	0	0	0
Serious Injury	1	3	1	3	5	13
Minor Crashes	2	6	5	16	29	58
Total Crashes	3	9	6	19	34	71

Source: TxDOT Crash Record Information System (CRIS)

Motorized conveyance data from TxDOT CRIS, which includes micromobility devices, follows the same trend seen in crash data for bicycles and pedestrians. Most micromobility crashes occur along major roadway thoroughfares like University Drive, George Bush Drive, and Texas Avenue. The density of micromobility crashes near the periphery of campus is much greater than what is seen in the crash data for bicycles and pedestrians, with far fewer recorded crashes in other areas of College Station. **Over this time period, crashes have increased from 3 in 2021 to 34 in 2025**. Another important note to make is the increase in crashes over the observed time period; almost half of all recorded micromobility crashes occurred in 2025. **Greater device use and growing popularity of micromobility as a transportation mode as shown in the table below likely contributed to the sharp increase in recorded crashes.**

TABLE 3.5 2021-2023 TEXAS A&M UNIVERSITY CAPACITY REPORT	
MOBILITY TYPE	**CHANGE IN USAGE**
Personal electric bicycles	688% increase
Personal electric scooter	546% increase
Personal owned bicycles	26% increase
Personal owned vehicles	0.09% reduction
Veo shared electric bicycles	233% increase
Walking	36% increase

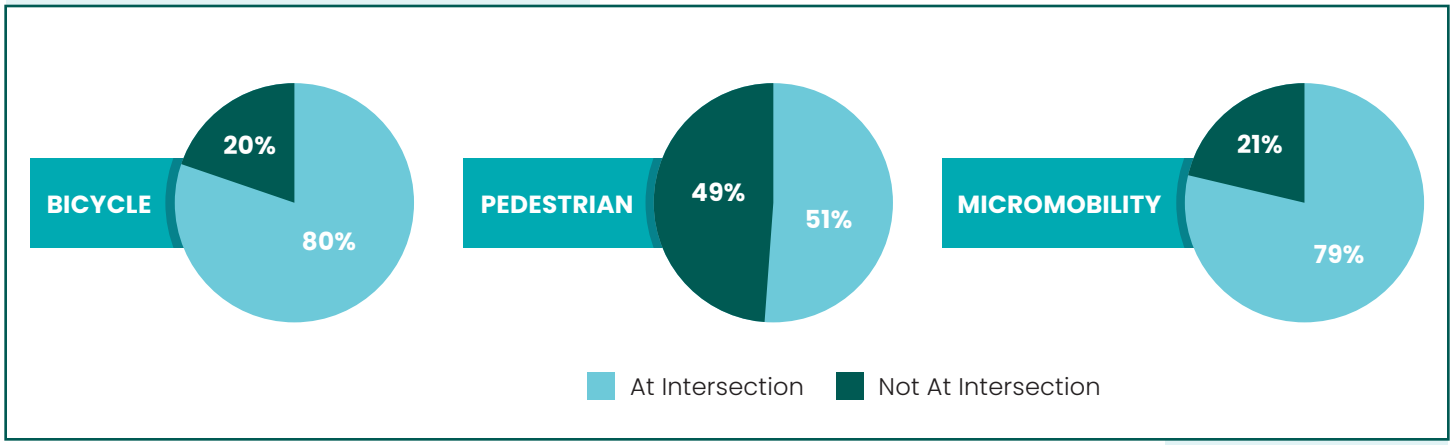
Source: TAMU 2024 Capacity Study Report

Summary of Crash Data

The crash data analysis indicates that the majority of pedestrian, bicycle, and micromobility crashes in College Station occur along higher-speed, higher-volume corridors within the urban core. Many of these corridors serve as major connections to key destinations, including areas surrounding Texas A&M University, where activity levels and travel demand are particularly high. In addition to corridor conditions, intersections represent a significant location for conflicts between active transportation users and motor vehicles. **Crash data shows that around 80 percent of wheeled crashes occurred at intersections with streets and with driveways whereas 51 percent of pedestrian crashes occurred at these locations**. This emphasizes the importance of safety improvements at intersections and driveways.

These findings reinforce the importance of designing transportation facilities that better manage vehicle speeds, improve separation between modes, and enhance intersection safety. **The patterns observed in the crash data also closely relate to the concept of Level of Traffic Stress (LTS), which evaluates how roadway characteristics, such as vehicle speeds, traffic volumes, and intersection complexity, affect user comfort and safety**. The following section applies an LTS analysis to the existing network to better understand where conditions may discourage active transportation use and where improvements could reduce user stress and potential conflicts.

Figure 3.3 Active Transportation Crash Locations



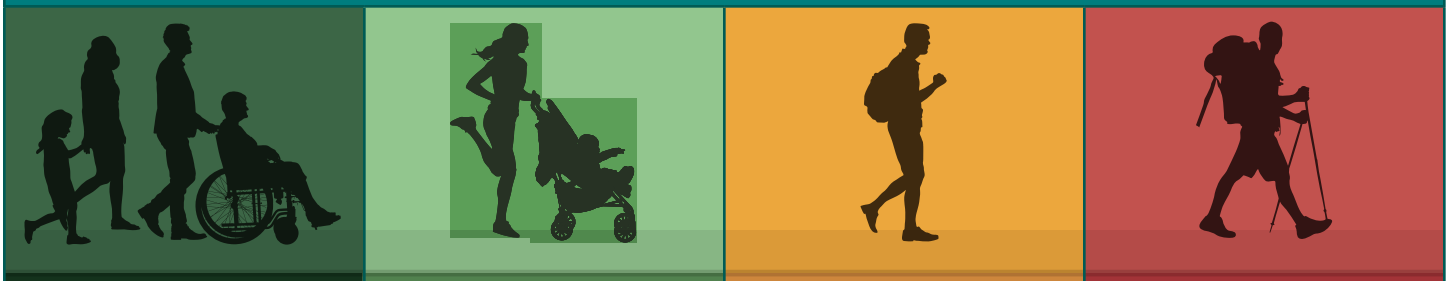
Source: TxDOT CRIS

LTS LEVEL OF TRAFFIC STRESS ASSESSMENT

Level of Traffic Stress (LTS) is a widely adopted and nationally accepted tool for assessing active transportation-friendliness of roads, guiding infrastructure improvements, and improving connectivity for active transportation users. It is based on how comfortable and safe a person feels when walking or cycling, specifically in terms of traffic conditions, speed, and road design. College Station has not undertaken a LTS assessment previously, so its inclusion in this Plan is a first for the City and creates a distinction from merely if bicycle or pedestrian infrastructure exists in an area to whether the existing infrastructure is designed in a manner that is comfortable for use. An LTS analysis is a useful method for assessing the active transportation-friendliness of roads, guiding infrastructure improvements, and improving connectivity for less confident cyclists and pedestrians. LTS analysis typically sorts roadway facilities into one of four levels of stress, with each level describing a different level of comfort for various groups of users:

- **LTS 1 (low stress)** - Comfortable for all ages and abilities, including children and the elderly
- **LTS 2 (low stress)** - Suitable for most adults and youth but not young children
- **LTS 3 (moderate stress)** - Acceptable for experienced adults
- **LTS 4 (high stress)** - Only suitable for the most confident and brave users.

FIGURE 3.4 LEVEL OF TRAFFIC STRESS (LTS) ASSESSMENT



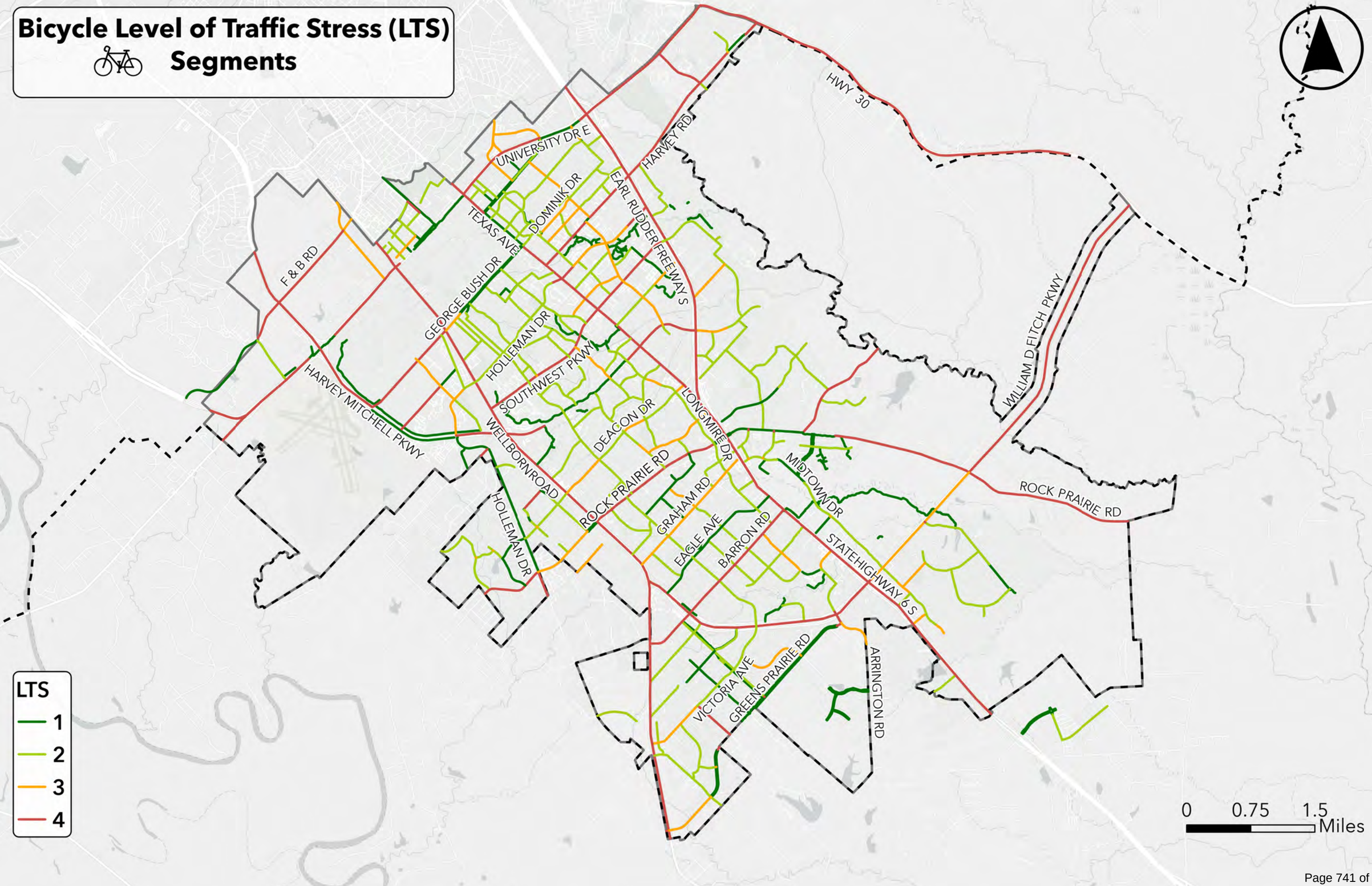
LTS 1 - High Comfort	LTS 2 - High Comfort	LTS 3 - Low Comfort	LTS 4 - Low Comfort
Segments and crossings are highly comfortable, pedestrian-friendly, and easily navigable for pedestrians of all ages and abilities, including seniors or school-aged children walking unaccompanied to school. LTS 1 indicates an ideal "pedestrian friendly environment."	Generally comfortable for many pedestrians, but parents may not feel comfortable with children walking alone. Seniors may have concerns about the walking environment and take more caution. These streets may be part of an otherwise "pedestrian-friendly" environment, intersecting with a more auto-oriented roadway or other environmental constraints.	Walking is uncomfortable but possible. Minimal crossing facilities may be present, but barriers are present that make the crossing experience uninviting and uncomfortable. Similarly, sidewalk facilities may be present but inadequate for providing comfort	Walking is a barrier and is very uncomfortable or even impossible. Crossings and segments have limited or no accommodations for pedestrians

Source: City of Boulder, Colorado

BICYCLE LEVEL OF TRAFFIC STRESS

The following Bicycle LTS maps evaluate all bike facilities and thoroughfares within the city for bicycle use. The bike facilities identified include bike lanes, bike routes, and shared-use paths. **For this analysis, city thoroughfares without dedicated bike facilities were assessed as if they were bikes routes**. The full LTS criteria for segments and crossing for the bicycle network and pedestrian network can be found in **Appendix B**. Additionally, maps showing College Station's low-stress networks for bicycles and pedestrians, isolated from the City's high-stress facilities, can be found in **Appendix C**.

Bicycle Level of Traffic Stress (LTS) Segments



Bicycle Level of Traffic Stress (LTS)
Uncontrolled Crossings



LTS
- 1
- 2
- 3
- 4

0 0.25 0.5 Miles

Bicycle Level of Traffic Stress (LTS)
Uncontrolled Crossings

LTS
- 1
- 2
- 3
- 4

0 0.25 0.5 Miles

Bicycle Level of Traffic Stress (LTS)
Uncontrolled Crossings

LTS
- 1
- 2
- 3
- 4

0 0.25 0.5 Miles

KEY TAKEAWAYS

Bicycle Segments

The largest factor impacting the LTS of the bike network is roadway speed. Streets with speed limits that were 35 miles per hour or less tend to have LTS scores of 1 or 2. Conversely, most streets with speed limits above 35 miles per hour had LTS scores of 3 and 4. In most cases these streets are identified as a major arterial or minor arterial on the City's thoroughfare network that are specifically designed to circulate higher volumes of vehicles. Shared-use paths are separated from the vehicular traffic and were given a LTS 1, making this type of facility desirable in higher speed and volume contexts.

Another factor impacting the LTS score of the bike network is width. **Bike lanes narrower than 6 feet wide typically had higher LTS scores compared to bike lanes wider than 6 feet or those with a vertical barrier for protection**. Many of the narrower bike lanes were installed longer ago and built to an older standard. The City's UDO standards currently require bike lanes to be 6 feet or 7 feet wide matching the Bicycle LTS methodology for a better LTS score. As new facilities are constructed and older facilities are updated to meet current standards, the bike network's overall LTS score will improve.

Bicycle Crossings

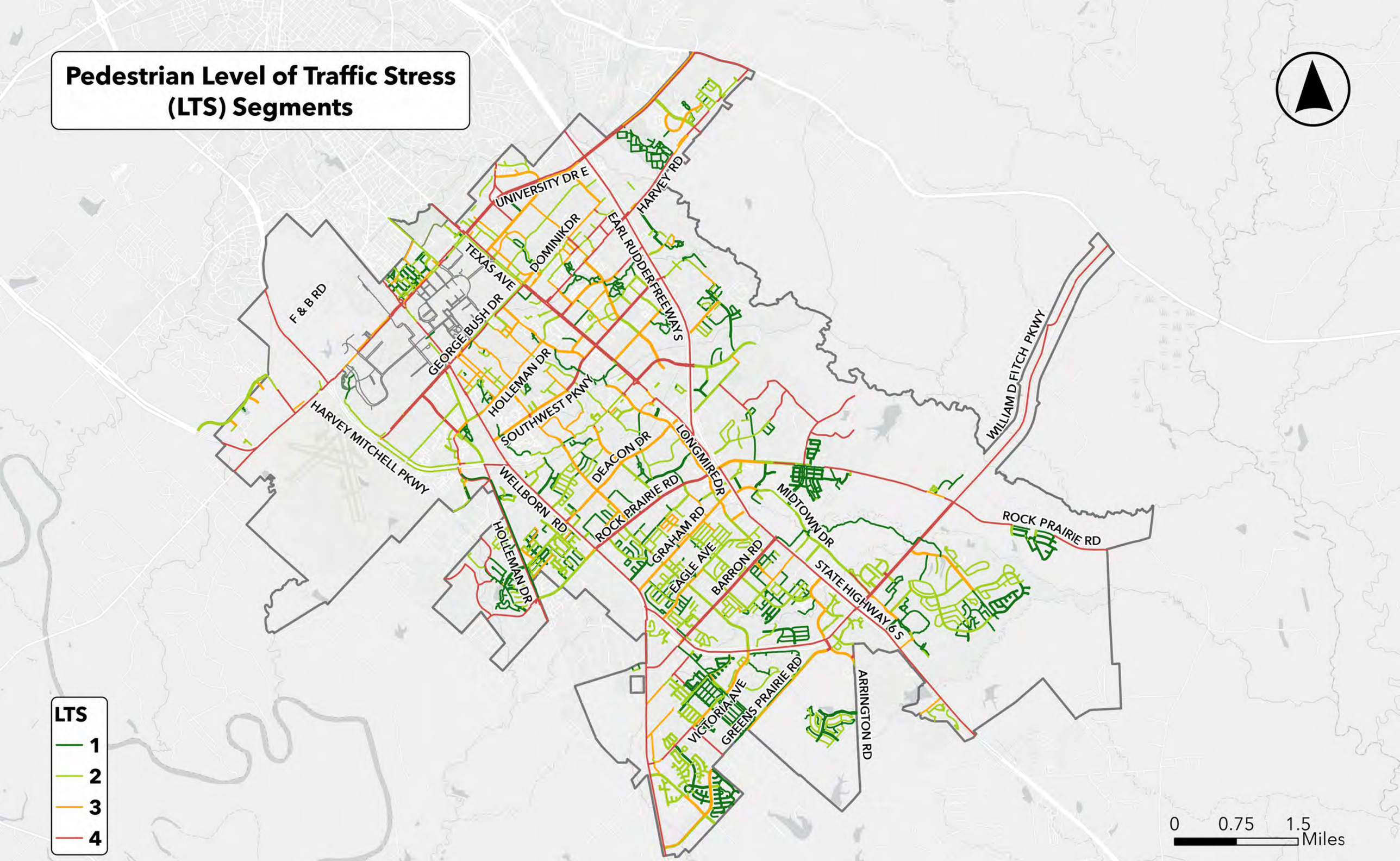
The main factor impacting the LTS of bicycle crossings is the number of lanes. For crossings with 3 lanes or fewer, it is impossible to have a LTS of 4, while crossings with 4 or more lanes can rarely receive an LTS score of 1. It is important to note that the criteria used for bicycle crossing LTS is older than LTS analyses for other types of facilities.

PEDESTRIAN LEVEL OF TRAFFIC STRESS

Pedestrian LTS maps illustrate all dedicated pedestrian facilities and thoroughfares within city limits. Pedestrian facilities include both sidewalks and shared-use paths. Similar to how the Bicycle LTS assessed thoroughfares as if they were bike routes, thoroughfares without any dedicated pedestrian facilities were assessed as if individuals were walking on the roadway shoulder or in the street. As was seen in the Bicycle LTS, the Pedestrian LTS of thoroughfares without facilities tends to be much higher.



Pedestrian Level of Traffic Stress (LTS) Segments



Pedestrian Level of Traffic Stress (LTS) Marked Crosswalks



Northgate Area

SH 30
UNIVERSITY DRIVE EAST
HARVEY ROAD
SPRING LOOP
TARROW STREET
LINCOLN AVENUE
FRANCIS DRIVE
EARL RUDDER FREEWAY SOUTH
APPOMATTOX DRIVE
RAINTREE DRIVE
TEXAS AVENUE
FOSTER AVENUE
DOMINIK DRIVE
HARVEY ROAD
HOLLEMAN DRIVE EAST
DARTMOUTH STREET
KRENEK TAP ROAD
F & B ROAD
WELLBORN ROAD
GEORGE BUSH DRIVE
ANDERSON STREET
GLADE STREET
TEXAS AVENUE SOUTH
TURKEY CREEK ROAD
HOLLEMAN DRIVE
SOUTHWEST PARKWAY
SOUTHWOOD DRIVE
SEBESTA ROAD
RAYMOND STOTZER PARKWAY
MARION PUGH DRIVE
WELSH AVENUE
LONGMIRE DRIVE
LUTHER STREET WEST
MITCHELL PKWY
HARVEY
BALCONES DRIVE
RIO GRANDE BOULEVARD
PONDEROSA DRIVE
WELLBORN ROAD
DEACON DRIVE
ROCK PRAIRI

LTS
- 1
- 2
- 3
- 4
- TAMU

0 0.5 1 Miles

Pedestrian Level of Traffic Stress (LTS)
Marked Crosswalks

LTS
- 1
- 2
- 3
- 4
- TAMU

0 0.5 1 Miles

KEY TAKEAWAYS

Pedestrian Segments

Similar to Bicycle LTS, the speed of the roadway is a major factor impacting the LTS score of pedestrian facilities. It was extremely difficult for a roadway with a speed of 35 miles per hour or more to receive a LTS score of 1 or 2. This meant that many of the thoroughfare street have LTS scores of 3 or 4. The presence of a buffer is a significant factor in scoring including a buffer as small as 1-foot could change the LTS rating of a facility. The City's current standards for sidewalk widths help ensure future developments will continue to foster a low stress pedestrian network.

Pedestrian Crossings

Due to the large number of unsignalized pedestrian crossings, the LTS analysis for pedestrian crossings only assesses controlled crossings with marked crosswalks. These are crossings that feature some sort of traffic control such as stop signs and traffic signals. **The LTS ratings for pedestrian crossings were most influenced by the number of lanes an individual needed to cross**. According to the original criteria, crossings that required pedestrians to walk across 5 or more lanes of traffic could not receive a LTS score lower than 3. Given the rigidness of this, the criteria were modified to adapt to local context by having locations with leading pedestrian intervals or pedestrian only phases were added to the LTS criteria as another traffic signal type that resulted in a lower LTS. Both facilities provide pedestrians with a dedicated period of time to cross streets while all cars are stopped. Separating these types of intersection crossings from ones that lack a dedicated pedestrian phase acknowledges the reduced levels of stress an individual might experience while crossing when all vehicles are stopped. Additional options for improving LTS at crossings is discussed in **Chapter 4 System Development**.

GOING FORWARD

Use Cases and Applications

Similar to other forms of network analyses, an LTS analysis can be used to identify gaps within an existing network, especially when this data is considered alongside other datasets. Pairing LTS analysis with other factors such as local land use, congestion rates, and traffic safety data can create a complete understanding of local conditions. Taking this holistic approach to network analysis ensures that any proposed improvements can be properly prioritized to have the greatest impact on the overall quality of the active transportation network.

This analysis should not be viewed as a one-time assessment, but rather as a new performance measure useful for monitoring ongoing network conditions. Future iterations of this analysis might want to consider future refinements to LTS methodology that take into consideration other measurable factors.

TABLE 3.6 LTS MILEAGE AND PERCENTAGE OF NETWORK

LTS LEVELS	PEDESTRIAN PLAN		BICYCLE PLAN	
	TOTAL MILEAGE	NETWORK %	TOTAL MILEAGE	NETWORK %
LTS 1	125.7	28.4%	51.4	23.9%
LTS 2	161.5	36.5%	73.5	34.4%
LTS 3	74.1	16.7%	23.6	11%
LTS 4	81.7	18.4%	66	30.1%

Source: City of College Station

Limitations

A drawback to LTS analysis as a method for assessing the existing transportation network is the subjective nature of environmental stress that it seeks to categorize. **Each individual has their own personal thresholds for stress, which can be influenced by factors like personal experience, able-bodied status, and familiarity with the local area**. Since this analysis generalizes the experience of the average user, it might not accurately reflect the perception of overly cautious or highly experienced network users.

Another limitation arising from this analysis is the age of the methodology. The methodology used for Bicycle LTS was developed in 2012 and only considers the speed and number of lanes when determining the stress level of a given roadway. More recent iterations of Pedestrian LTS take into account factors like traffic volume to create a more accurate understanding of the stress experienced.

GAPS, CONNECTIVITY, AND SAFETY

In many instances, College Station's existing active transportation network is the result of redevelopment and retrofitting that has occurred over time. Roadway design standards at the time of initial development did not include the same requirements for bike and pedestrian facilities that exist today. As a result, the roadways developed under prior standards were not designed to have designated areas (i.e. bike lanes and sidewalks) for the various modes of transportation and typically have narrower rights-of-way or were constructed to lesser standards than exist today.

A context-sensitive approach can help effectively facilitate the movement of all transportation modes within the constrained spaces that exist. This process involves the creation of different types of travel corridors meant to prioritize different modes of transportation. Roadways with higher speeds and volumes of traffic, such as freeways and major arterials, are typically designed to prioritize the movement of vehicles. These major roadways typically have more travel lanes, greater lane widths, longer block lengths, and higher speed limits, which create more stressful travel conditions for bicyclists and pedestrians.

Roadways with lower speeds and traffic volumes, such as neighborhood streets and collectors, are typically less stressful environments for bicyclists and pedestrians. These roadways can be prioritized mode corridors for active transportation. The design concept of prioritized mode corridors is further described in **Chapter 4 System Development**.

NACTO's Urban Bikeway Design Guide outlines the components of a well-connected network as consisting of both neighborhood routes and principal routes. Through the process of creating this new master plan, a strong need was identified for the City of College Station to develop a system of such connectivity. Residents desired direct, principal routes to help get them from point A to point B, but also a greater density of neighborhood routes that are safe and comfortable for the diversity of ages and abilities that live within those neighborhoods.

In reviewing the crash data provided earlier in this chapter, it was observed that the majority of crashes occur within close proximity to the Texas A&M University campus. The concentration of crashes in this area is in part due to the high number of active transportation users in the city core, thus creating more risk for incidents to occur. The older, more constrained infrastructure in this area also accounts for some of the incidents and should be improved to meet increased active transportation demand. In **Chapter 6, prioritization of projects** is weighed with proximity to campus being a key factor in helping create a low-stress active transportation network in the city core.

THE LEAGUE OF AMERICAN BICYCLISTS' BIKE FRIENDLY COMMUNITY REPORT CARD

College Station is recognized as a Bronze-level Bicycle Friendly Community (BFC) by The League of American Bicyclists. The designation is valid for four years. and the Bronze-level was renewed in 2024 with a report card that outlined the city's scoring for each application category, survey data received, and recommendations on how to maintain and improve the designation in the future. The individual category scores received by College Station can be seen in **Table 3.7** along with a comparison of the average scores of other Texas cities and the maximum score that was awarded nation-wide amongst jurisdictions of all sizes in the 2024 application cycle.

Table 3.7 Bicycle Friendly Community Application Category Scores

BFC CATEGORY SCORES IN 2024 REPORT CARDS			
THE 5 E'S	**COLLEGE STATION**	**AVERAGE SCORES OF TEXAS CITIES**	**MAX SCORE FROM ALL APPLICANTS**
Engineering	27.7%	35.7%	79.3%
Education	43.4%	37.7%	83.3%
Encouragement	27.9%	43.4%	90.9%
Evaluation & Planning	29.7%	36.7%	75.7%
Equity & Accessibility	10.5%	22.2%	75.5%

Source: The League of American Bicyclists

According to the **BFC Report Card**, College Station scored best in the Education category with 43.4% of all possible points. The lowest score the city received was in the Equity & Accessibility category, which received 10.5% of all possible points.

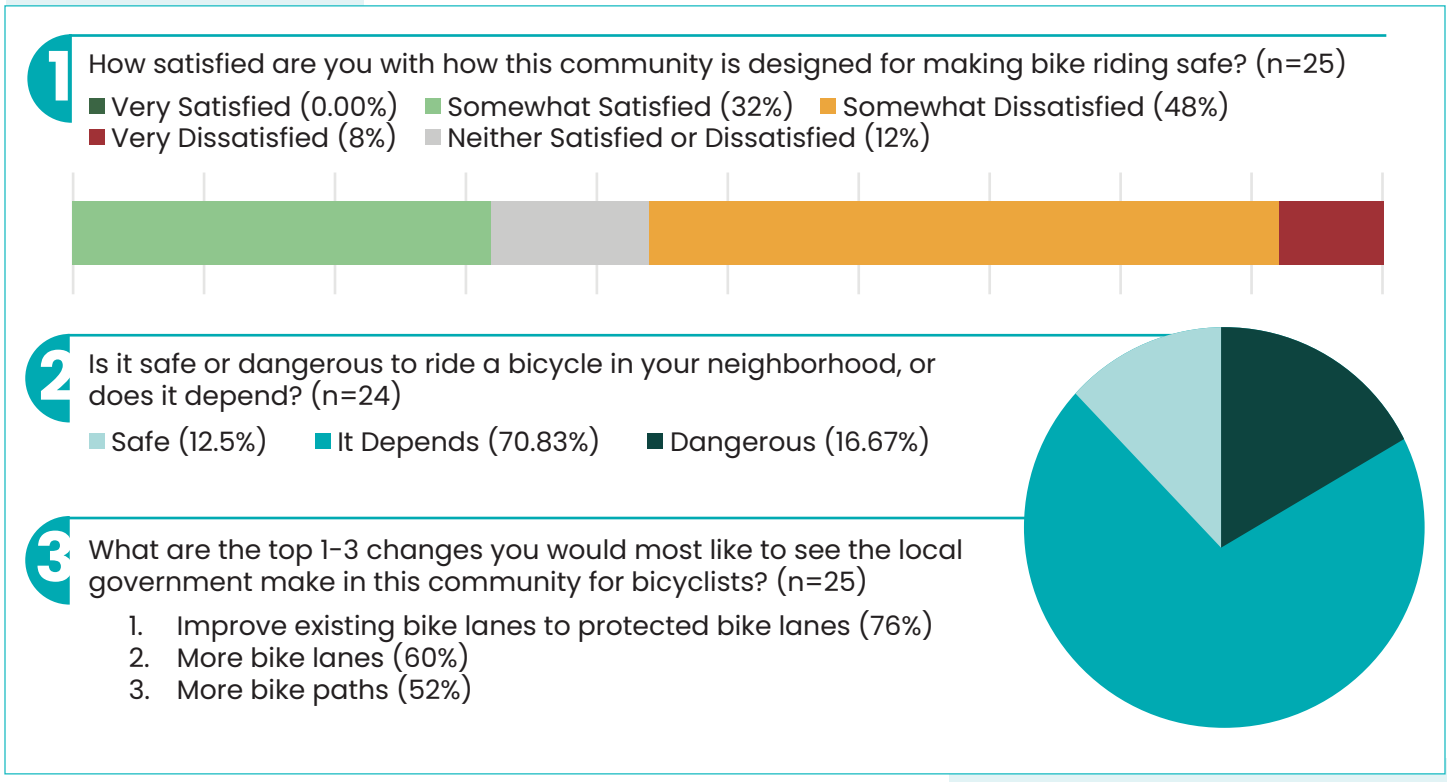
The survey questions asked by The League of American Bicyclists focused mainly on safety and what College Station can do to improve conditions for bicyclists. The results of the **Bicycle Friendly Community Public Survey for College Station** can be seen in **Figure 3.5**.



Feedback received from The League of American Bicyclists helps identify potential deficiencies and opportunities to further establish a bicycle friendly community. These recommendations can be considered as additions or refinements to the existing and proposed City policies, design practices, network development, and programs to be implemented and are potential paths to achieve a higher level of recognition above the Bronze-level status. A summary of the report card feedback is as follows:

- Continue to expand and improve the College Station's low-stress on-road bike network and ensure the city follows bicycle facility selection criteria that include separation and protection of userbase on levels of motor vehicle speed and volume
- Update design manuals to meet current FHWA, AASHTO, and/or NACTO standards
- Increase the amount of high-quality bicycle parking throughout the community
- Improve bicycle safety education for students of all ages as well as work with local stakeholders to expand and improve local Safe Routes to School programs
- Increase the number of local League Cycling Instructors (LCIs) within the community, either by hosting another LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere
- Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities
- Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program
- Conduct a connectivity analysis and network quality evaluation of the existing bicycle network
- Create a bicycle count program that utilizes several methods of data collection to create an understanding of current bicyclists and the effects of new facilities on bicycling in College Station
- Consider what other local community groups exist in College Station who may be good potential partners for reaching new audiences
- Work with local elected officials to pass an Active People, HealthyNation[sm] initiative

Figure 3.5 BFC Survey Results



Source: The League of American Bicyclists





4 SYSTEM DEVELOPMENT

As College Station continues to grow, a robust multimodal transportation system will be necessary to facilitate daily travel, improve traffic congestion, and reduce automobile dependency. A well-integrated active transportation network is a crucial component of the broader multimodal system. This chapter discusses best practices, guidelines and standards provided by state and national transportation organizations, effective design components for a successful active transportation network, recommendations on how to lower the high LTS network, proposed map changes, and recommendations for crossing improvements.

SYSTEM DESIGN

Facility design influences the Level of Traffic Stress experienced by users of the active transportation network. As a result, it is important that facilities within College Station's active transportation network adhere to best practices and standards for facility design. **Figure 4.1** identifies the standards and guidelines that apply to facility design.

Figure 4.1 Local, State, and National Design Standards and Guidelines

- City of College Station Unified Development Ordinance
- City of College Station Site Design Standards
- Bryan/College Station Unified Design Guidelines
- Americans with Disabilities Act (ADA)
- Public Right-of-Way Accessibility Guidelines (PROWAG)
- Nation Association of City Transportation Officials Urban Street Design Guide
- Nation Association of City Transportation Officials Urban Bike Design Guide
- American Association of State Highway and Transportation Officials Guide for Planning, Design, and Operation of Pedestrian Facilities
- American Association of State Highway and Transportation Officials Guide for the Development of Bicycle Facilities
- Texas Manual on Uniform Traffic Control Devices (TMUTCD); and
- Texas Department of Transportation Traffic Standards and Roadway Design Manual

The following subsections highlight key design considerations that further refine how the design standards and guidelines are applied in practice. The implementation approach and prioritization of facilities will be addressed in **Chapter 6**. Each topic reflects important factors that influence user comfort, safety, and overall system usability while supporting context-sensitive solutions tailored to the City of College Station:

1. Design Speed and Separation
2. Context Sensitive Design and Prioritized Corridors
3. Micromobility Design
4. Crossings
5. Facility Transitions and Connectivity
6. Shade and Comfort

Together, these elements provide additional guidance to ensure the network effectively serves active transportation users.

DESIGN SPEED AND SEPARATION

Design speed and separation are key factors in creating a safe and comfortable active transportation network, as they directly influence LTS levels. As vehicle speeds and traffic volumes increase, a greater degree of separation between active transportation users and motor vehicles is needed to maintain comfort and safety. On lower-speed, lower-volume streets, shared or minimally separated facilities may be appropriate, while higher-speed corridors require more separation to reduce exposure.

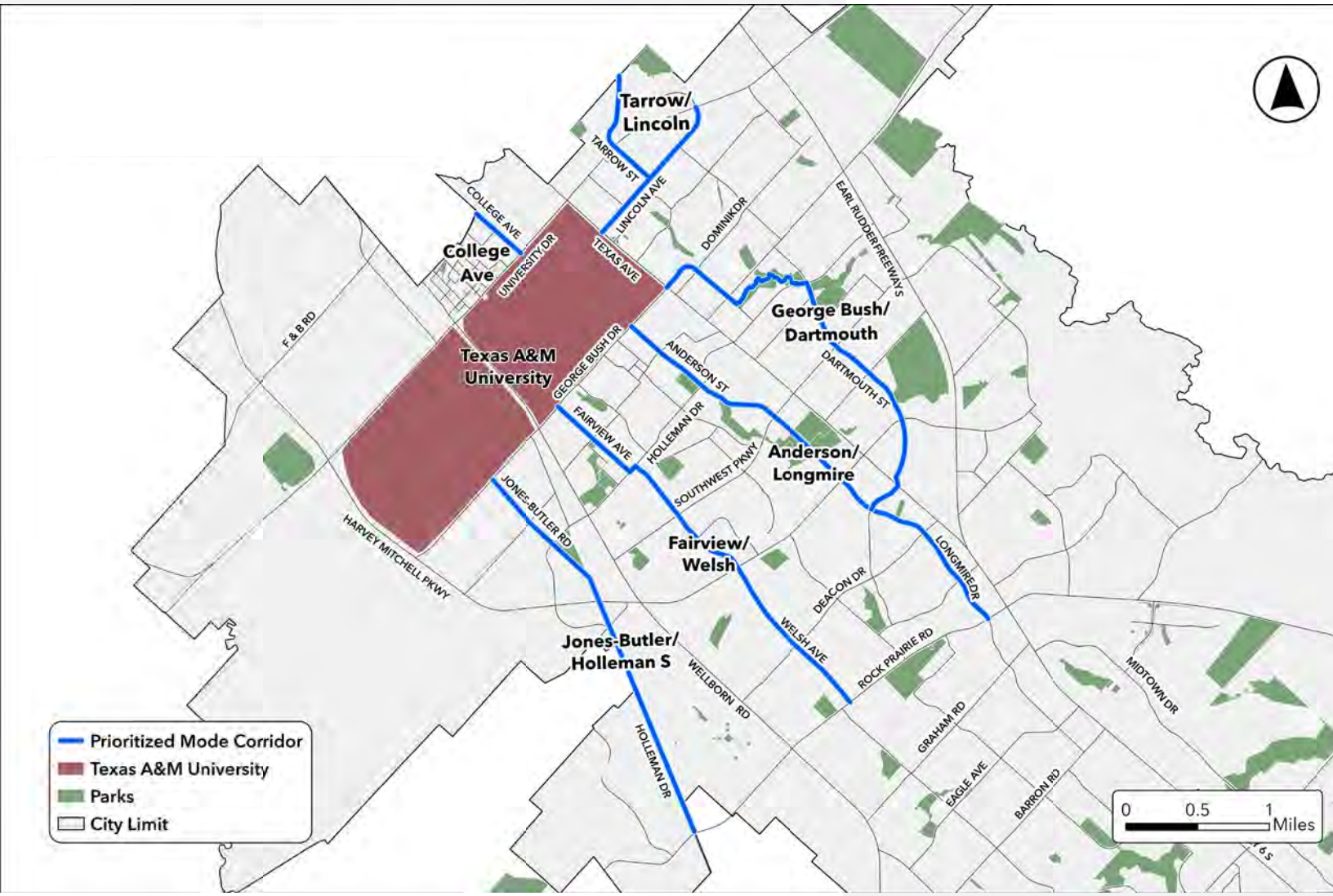
Separation can be achieved through horizontal elements such as buffers, landscaped strips, and on-street parking, as well as vertical elements like curbs, vertical delineators, or barriers. Applying context-sensitive design principles, higher levels of separation should be prioritized on arterial and collector roadways, while more flexible designs may be used on local streets. Example thoroughfare cross sections illustrating varying levels of separation and configurations for bicycle and pedestrian facilities are provided in the **Appendices**. Generally, the higher the classification of thoroughfare, the separation should be larger or to a greater extent. Aligning design speed and separation with roadway context helps reduce traffic stress, improve safety, and support a more accessible and connected network.



CONTEXT SENSITIVE DESIGN AND PRIORITIZED ACTIVE TRANSPORTATION CORRIDORS

The "**Integrated Mobility**" chapter of the College Station **Comprehensive Plan** has adopted the use of context-sensitive solutions to meet the city's transportation needs and support its land use and character objectives, consistent with **Master Plan Policy 2**. The context-sensitive approach seeks to balance the needs of different transportation modes within constrained environments by establishing corridors that prioritize different modes of transportation without hindering the overall efficiency of the transportation network. Utilizing this approach, this Master Plan designates a series of corridors that prioritize active transportation (see **Map 4.1**). These prioritized active transportation corridors emphasize non-vehicular modes of travel by optimizing limited right-of-way to establish enhanced active transportation facilities while accommodating but not prioritizing automobile traffic. These corridors tend to be located on smaller thoroughfares such as collectors where vehicular traffic demand is lower and greater utilization for active transportation users can be achieved. Tailoring corridors to different transportation modes helps optimize the transportation network in constrained environments and achieve greater safety and priority for vulnerable roadway users while maintaining the functionality of the transportation network.

Map 4.1 Prioritized Active Transportation Corridors



Source: City of College Station

MICROMOBILITY FACILITIES

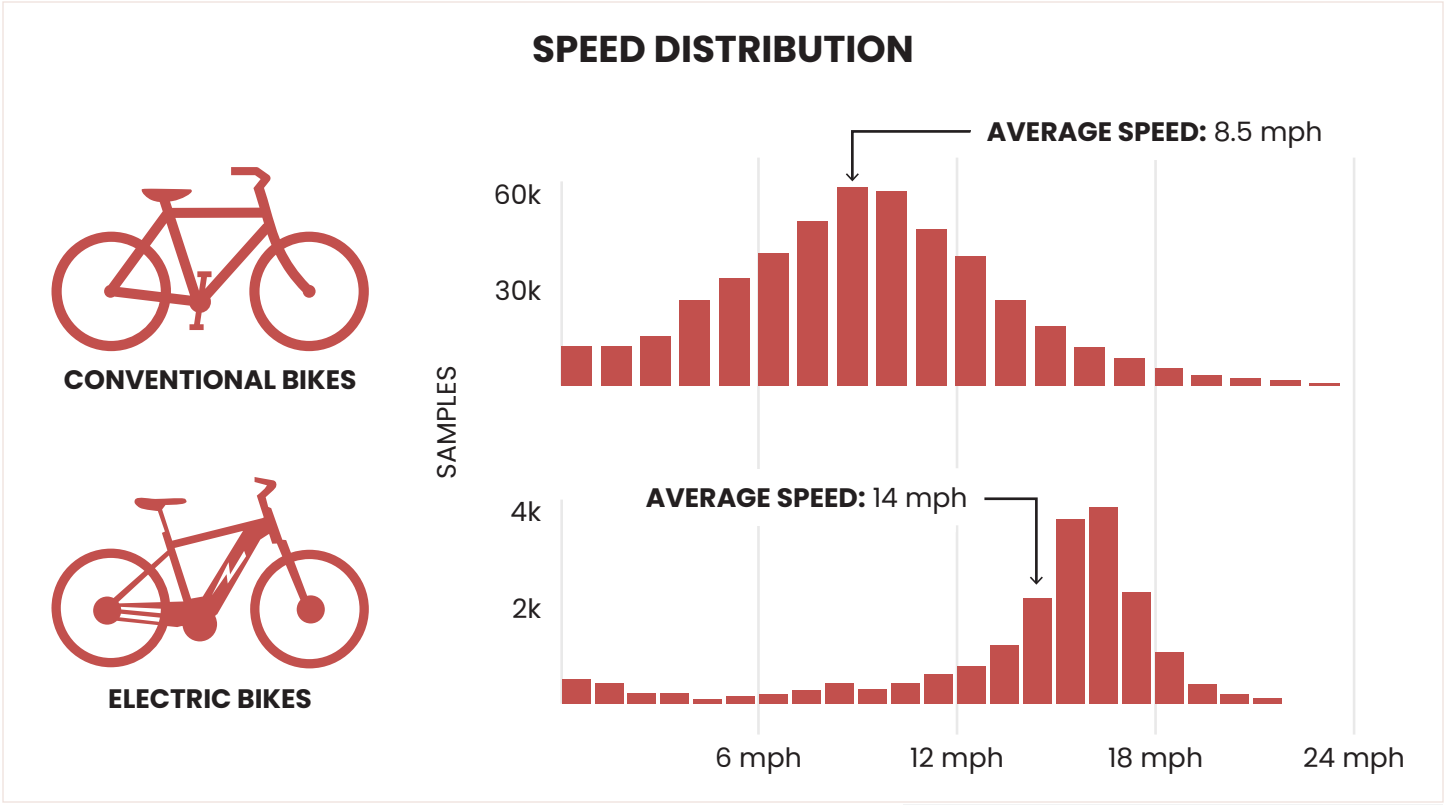
The **Texas Transportation Code**, provides rules and regulations for all forms of transportation within the state and **prevents local governments from excluding micromobility devices from any roadway or trail that allows traditional bicycles**. For this reason, it is important for the city to have infrastructure in place that can safely accommodate micromobility devices alongside traditional bicycles. National guidance for construction of bike lanes state that both traditional bikes and micromobility devices require lanes at least six feet wide, but seven to eight feet is preferred to further allow a mix of device types to pass another due to differences in operating speed. Current City standards have bike lane widths that meet best practice minimum though not the preferred larger widths. There are existing bike lanes in areas that fall below the desired minimums that should be further evaluated for additional width to ensure that the city's bike facilities can safely accommodate all device types (**Action Item 4.1**).

Figure 4.2 Micromobility Device in Use



Bicycles and micromobility devices have similar ranges of operating speeds, but many micromobility device types have average speeds and acceleration rates that are significantly higher than that of traditional bikes, as shown in **Figure 4.3**. **Bike lanes are generally designed for devices traveling upwards of 15 mph, meaning they should be able to accommodate the average speed of most micromobility devices and traditional bicycles, though the higher end speeds of some micromobility devices and traditional bicycles may exceed that**. A closer look is also needed at shared use paths where multiple user types interact in constrained spaces. This Master Plan recognizes the need to evaluate advisory speed limits on select high-use, shared use path corridors (**Action Item 4.2**) to support safer conditions for all users.

Figure 4.3 Conventional and Electric Bike Speed Distribution



Source: NACTO: Urban Bikeway Design Guide

ACTION ITEMS

- ▷ **4.1** Analyze where wider bike lanes are needed to better accommodate passing for both bicycles and micromobility devices
- ▷ **4.2** Consider advisory speed limits on select shared use paths to ensure safety for all users



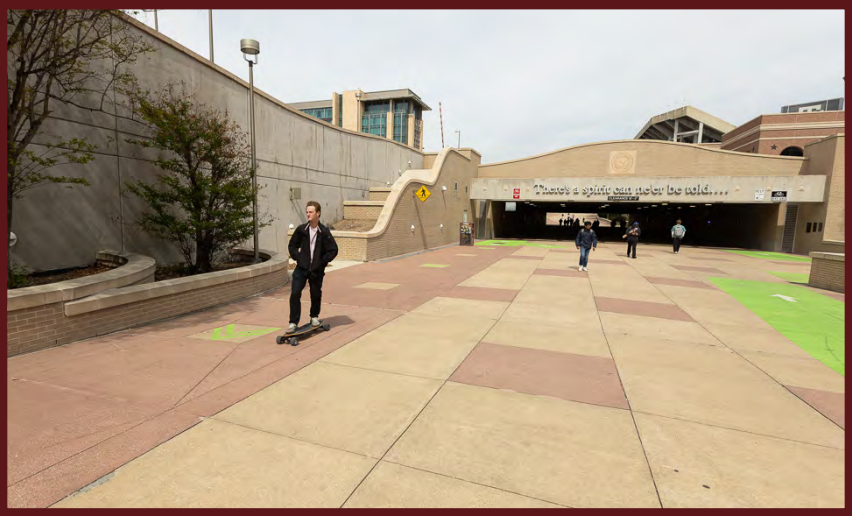
CROSSINGS

Intersections and driveways are among the most critical points in the transportation network, as they are where conflicts between different transportation modes most frequently occur. Designing these areas to prioritize visibility, reduce crossing distances, and manage vehicle speeds helps create a safer and more comfortable environment for active transportation users. Applying context-sensitive solutions helps ensure that treatments are appropriately scaled and effective.

A range of design strategies can be implemented to improve safety and reduce user stress at crossings, including:

Grade Separated Crossings

Provide active transportation users spatial separation from motor vehicles.



Refuge Islands

Allow pedestrians and bicyclists to cross in stages and reduce exposure to traffic.



Curb Extensions (Bulb-Outs)

Shorten crossing distances and improve visibility between users and drivers.



Dutch-Style Protected Intersections

Physically separate active transportation users from motor traffic using corner islands, set-back crossings, and dedicated signals.



Pedestrian-Only Signal Phasing and Restricted Right Turns

Eliminate conflicts with turning vehicles.



Bicycle Signals

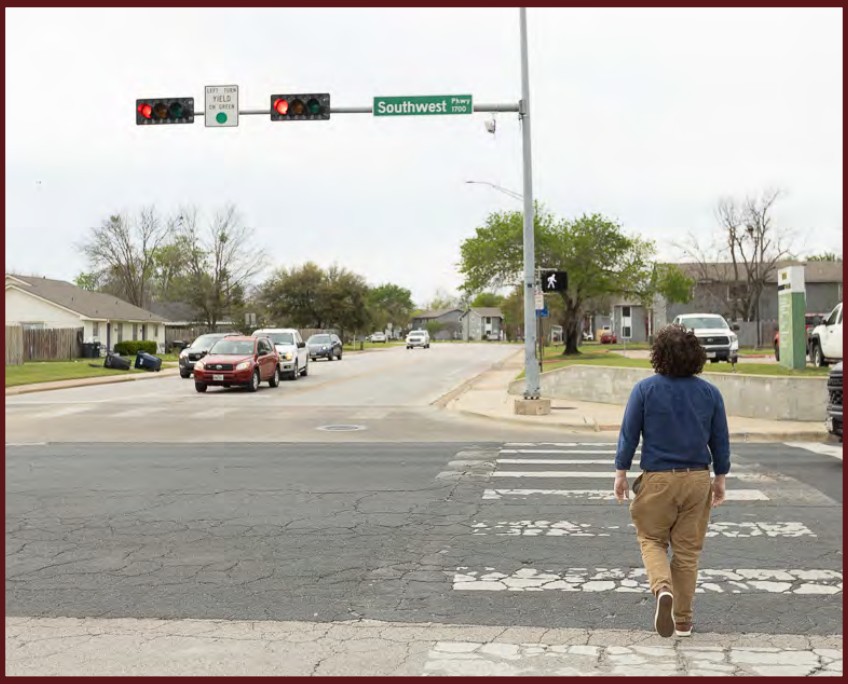
Provide dedicated, predictable movements and phasing for bicyclists and micromobility devices.



Source: Oregon DOT

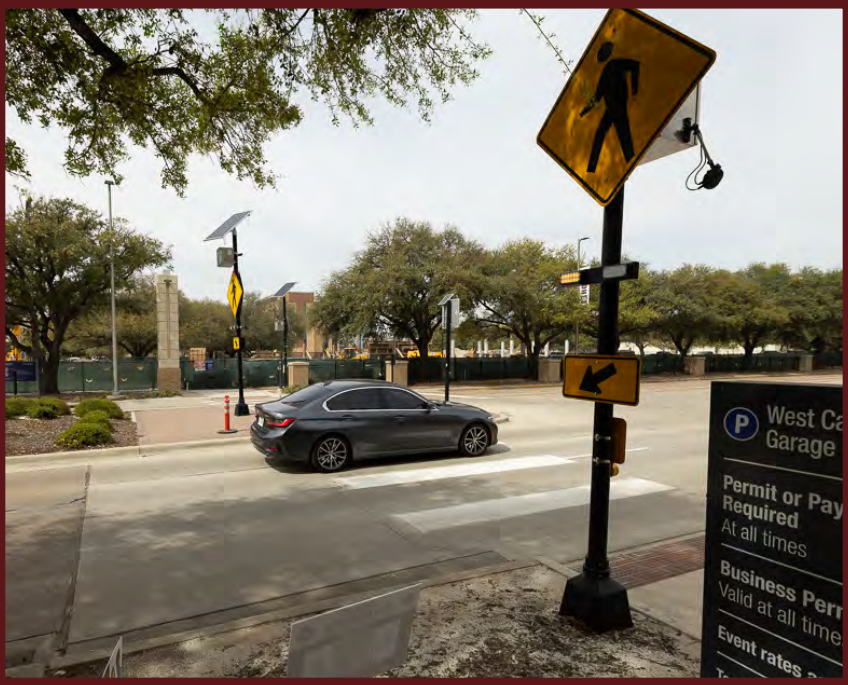
Leading Pedestrian Intervals (LPIs)

Give pedestrians and cyclists a headstart through intersections before vehicles receive a green signal.



Pedestrian Hybrid Beacons (HAWK signals) and Rectangular Rapid Flashing Beacons (RRFBs)

Enhance driver awareness and improve yielding at mid-block crossings.



High-Visibility Crosswalk Markings and Raised Crosswalks

Clearly define crossing locations and increase driver recognition.



Roadway Narrowing and Traffic Calming Measures

Reduce vehicle speeds, crossing distances, and improve overall safety.



ACTION ITEMS

- ▷ **4.3** Analyze where street intersection improvements are needed to increase safety and connectivity
- ▷ **4.4** Assess where improvements are needed for bicycle and pedestrian facilities crossing private driveways, and consider changes to design standards

FACILITY TRANSITIONS AND CONNECTIVITY

As the city continues to grow and redevelop, it will be important to create smooth, intuitive transitions between different types of active transportation facilities. Transitions such as moving from a shared use path to an on-street bike lane, from marked bike lanes to signed bike routes, or navigating bike lanes through intersections and vehicle turn lanes can introduce confusion and increase user stress if not provided or carefully designed. Applying established design guidance, such as the **NACTO Urban Bikeway Design Guide**, helps ensure these transition zones are clear, consistent, and safe through the use of appropriate pavement markings, signage, and geometric design.

This is especially important for signed bike routes, where unclear or inconsistent signage can unintentionally direct users to less comfortable or higher-stress routes. **Action Item 4.8** calls for evaluating the placement and effectiveness of existing bike route signage to improve clarity, user confidence, and overall network legibility.

Figure 4.14 South of Bachmann Park Facility Transition to Arnold Road





Figure 4.15 Eleanor Street Bus Stop and Sidewalk Connection at Lincoln Recreation Center

Connectivity of these facilities with transit stops serves a role in expanding the range and usefulness of the active transportation network. A robust active transportation network improves access to the public transit system by providing users with high quality connections to and from transit stops and thus is beneficial that both networks are well integrated. One method for increasing network integration is through facility improvements. These improvements should focus on increasing user safety and comfortability, especially for vulnerable populations, and could include:

- Shade canopies and shelters to shield users from adverse weather conditions
- Adequate lighting at transit stops can improve safety in low light or dark conditions
- ADA accessibility improvements
- Amenities such as seating, bike racks, and trash cans

ACTION ITEMS

- ▷ **4.5** Analyze locations needing more seamless transitions between different active transportation facilities, consider changes to design standards
- ▷ **4.6** Determine locations for enhanced bicycle and pedestrian connectivity to transit stops, develop design standards for facilities at these locations
- ▷ **4.7** Evaluate the location of existing bike route signage

SHADE AND COMFORT

Enhancing user experience through shade, landscaping, and amenities is a key priority identified in both community input and the Master Plan's goals. **Incorporating street trees, planting strips, and other forms of shading along active transportation corridors can significantly improve comfort, particularly in hot climates**, encouraging more frequent use of walking and bicycling facilities. In addition, the use of structural shading elements at intersections, such as canopies or shade structures, can improve the pedestrian experience by reducing exposure during crossings and wait times. As these design strategies are implemented, shade and comfort could also serve as a factor in refining Level of Traffic Stress criteria within the local context.

Figure 4.16 City Hall Structured Shading



ACTION ITEMS

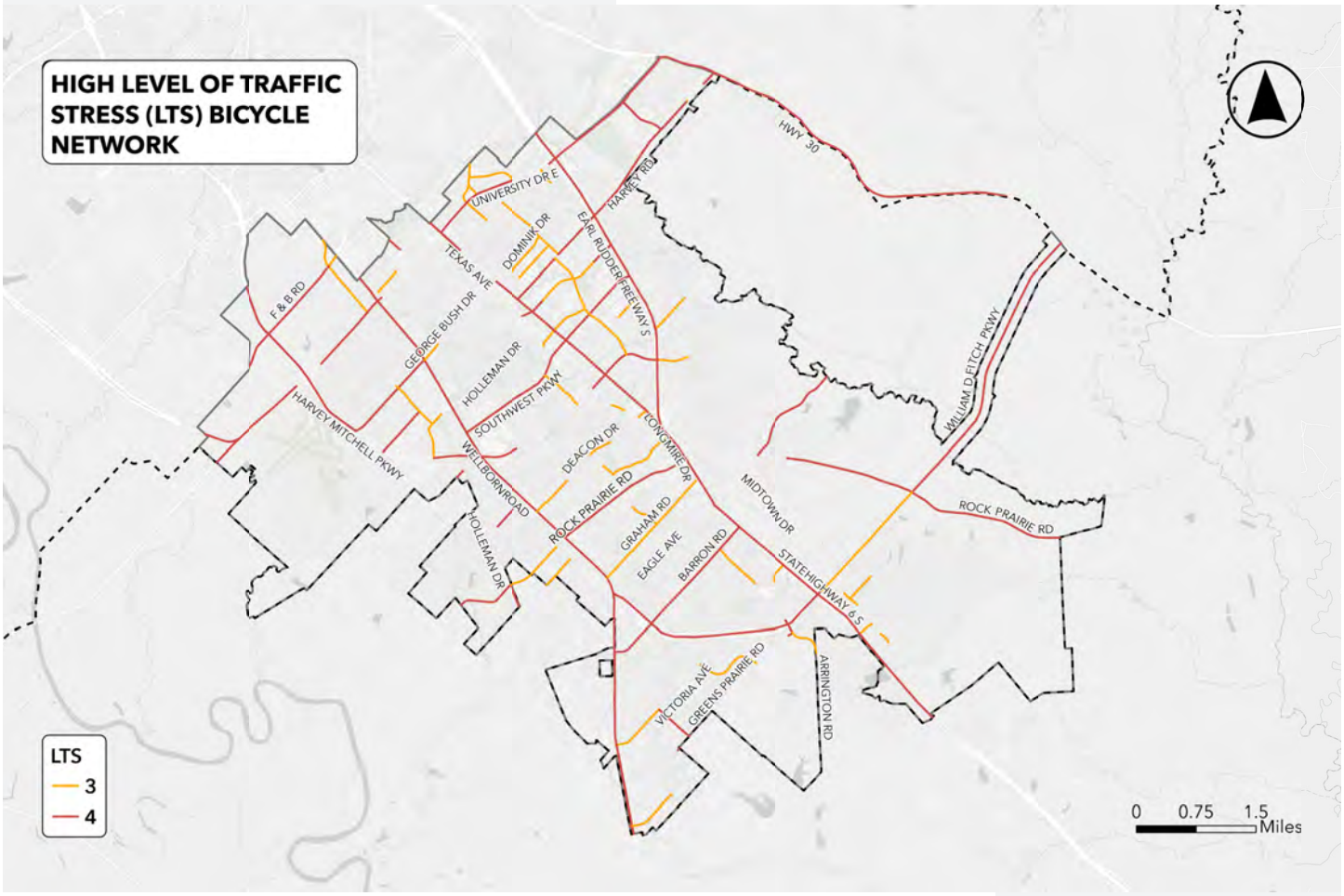
▷ **4.8** Consider design standard amendments to provide shading along the active transportation network. Develop a methodology for determining shading element locations.

HIGH-STRESS CORRIDOR RECOMMENDATIONS

Following the completion of the city-wide level of traffic stress analysis, high stress facilities were identified for further analysis and consideration. These high-stress corridors are illustrated on **Map 4.1** for bicycles and **Map 4.2** for pedestrians. **Despite some corridors already having facilities, many could be improved to increase comfort for vulnerable users**. The focus during this process was to address as many of the LTS 4 corridors as possible due to the higher barrier they represent for many bicyclists and pedestrians. This focus is reflected in **Table 4.2** and **Table 4.4**, which lists corridors this Plan when implemented would improve.

Not all corridors identified in **Map 4.1** and **Map 4.2** can be addressed through infrastructure improvements due to existing roadway constraints. In some instances, a reduction to the speed limit would be sufficient to improve the LTS score. The identified LTS 3 and 4 corridors that do not have proposed improvements specified in this Plan are listed in **Table 4.3** for bicycles and **Table 4.5** for pedestrians. Further analysis of these corridors should be completed at a future time or when opportunities arise when those corridors are considered for rehabilitation or improvement.

Map 4.2 High Level of Traffic Stress (LTS) Bicycle Network



Source: City of College Station

TABLE 4.2 HIGH STRESS BICYCLE CORRIDORS WITH PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	PROPOSED FACILITY IMPROVEMENT TYPE
Bird Pond Rd. (from Rock Prairie Rd. to Gulf States Trail)	4	-	Bike Lane
Brentwood Dr. (from Dartmouth St. to Anderson St.)	3	-	
Cain Rd. (from Holleman Dr. S. to General Pkwy.)	4	-	
Castlegate Dr. (from Victoria Ave. to Greens Prairie Rd.)	3	-	
Deacon Dr. (from Brothers Blvd. to Rio Grande Blvd.)	3	-	
Decatur Dr. (from Barron Rd. to Alexandria Ave.)	3	-	
Dominik Dr. (from Munson Ave. to George Bush Dr. E.)	3	-	
Holleman Dr. (from George Bush Dr. E. to bike lane west of Texas Ave.)	4	-	
Holleman Dr. W (from Marion Pugh Dr. to Harvey Mitchell Pkwy.)	3	-	
Luther St. W. (from Jones Butler Rd. to Harvey Mitchell Pkwy.)	4	-	
Munson Ave. (from Gilchrist Ave. to Harvey Rd.)	3	-	
N. Dowling Rd. (from Holleman Dr. S. to Junction Boys Rd.)	4	-	
North Forest Pkwy. (from State Highway 6 to Gulf States Trail)	3	-	
Parkview Dr. (from Lakeway Dr. to Spearman Dr.)	3	-	
Rock Prairie Rd. W. (from Holleman Dr. S. to western city limits)	4	-	
Rock Prairie Rd. (from Town Lake Dr. to eastern city limits)	4	-	
Schaffer Rd. (from Arnold Rd. to Graham Rd.)	3	-	
Spring Lp. (from University Dr. E. to Tarrow St.)	3	-	
Tarrow St. (from University Dr. E. to Lincoln Ave.)	3	X	
University Oaks Blvd. (from Munson Ave. to George Bush Dr. E.)	3	-	
Wellborn Rd. (from Church Ave. to northern city limits)	4	-	

TABLE 4.2 HIGH STRESS BICYCLE CORRIDORS WITH PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	PROPOSED FACILITY IMPROVEMENT TYPE
College Ave. (from Inlow Blvd. to University Dr.)	4	X	Shared Use Path
Emerald Pkwy. (from State Highway 6 to Corsair Dr.)	3	-	
F&B Rd. (from Harvey Mitchell Pkwy. to Turkey Creek Rd.)	4	-	
George Bush Dr. (from Houston St. to Harvey Mitchell Pkwy.)	3/4	-	
Harvey Mitchell Pkwy. (from State Highway 6 to Longmire Dr.)	4	-	
Harvey Rd. (from Texas Ave. to Booneville Rd.)	4	-	
Krenek Tap (from Texas Ave. to State Highway 6)	3	-	
Rock Prairie Rd. (from Longmire Dr. to Wellborn Rd.)	4	-	
Southwest Pkwy. (from State Highway 6 to Wellborn Rd.)	4	-	
Tarrow St., east and west (from city limits to University Dr. E.)	3	X	
Texas Ave. (from northern city limits to State Highway 6)	4	-	
Wellborn Rd. (from George Bush Dr. to Graham Rd.)	4	-	
William D. Fitch Pkwy. (from Rock Prairie Rd. to eastern city limits)	4	-	
William D. Fitch Pkwy. (from State Highway 6 to Wellborn Rd.)	4	-	
Barron Rd. (from William D. Fitch Pkwy. to State Highway 6)	4	-	Speed Limit Reduction
Dartmouth St. (from Harvey Mitchell Pkwy. to Harvey Rd.)	3	X	
Deacon Dr. (from Wellborn Rd. to Welsh Ave.)	3	-	
Graham Rd. (from Wellborn Rd. to State Highway 6)	3	-	

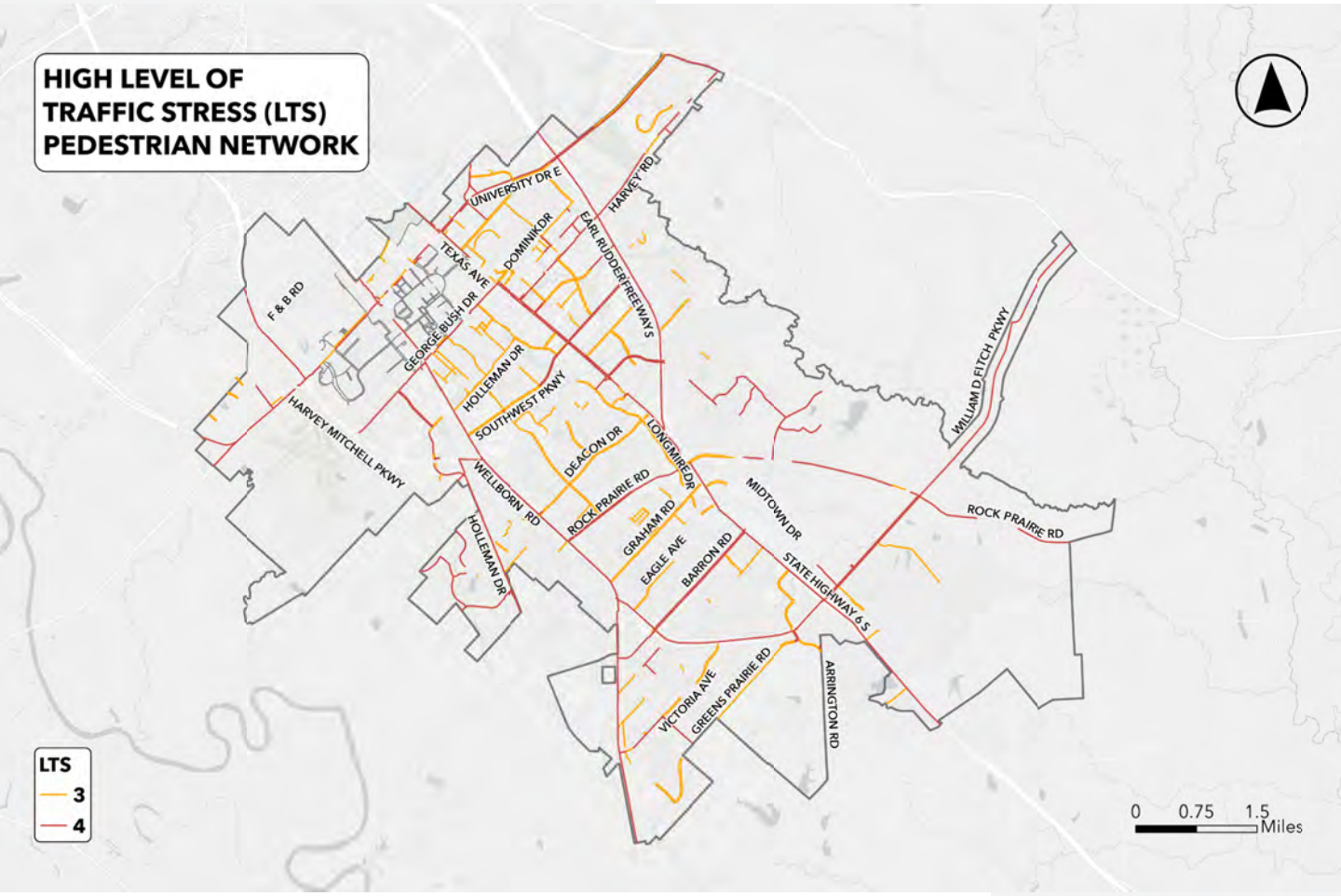
Source: City of College Station

TABLE 4.3 HIGH STRESS BICYCLE CORRIDORS WITHOUT PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	EXISTING FACILITY TYPE
Arrington Rd. (from State Highway 6 to Decatur Dr.)	3	-	Bike Route
Church Ave. (from Nagle St. to First St.)	3	-	
Copperfield Pkwy. (from University Dr. E. to Harvey Rd.)	4	-	
Munson Ave. (from Lincoln Ave. to Gilchrist Ave.)	3	-	
Ponderosa Dr. (from Rio Grande Blvd. to State Highway 6)	3	-	
Southwood Dr. (from Harvey Mitchell Pkwy. to Southwest Pkwy.)	3	-	
Arrington Rd. (from Greens Prairie Rd. to southern city limits)	3	-	Bike Lane
Greens Prairie Rd. (from Royder Rd. to Wellborn Rd.)	3	-	
Holleman Dr. E. (from George Bush Dr. E. to State Highway 6)	3/4	-	
Jones Butler Rd/Penberthy Blvd (from Holleman Dr. to George Bush Dr.)	3	X	
University Dr. E. (from State Highway 6 to Boonville Rd.)	4	-	
William D. Fitch Pkwy. (from State Highway 6 to Rock Prairie Rd.)	3	-	

Source: City of College Station

Map 4.3 High Level of Traffic Stress (LTS) Pedestrian Network



Source: City of College Station

TABLE 4.4 HIGH STRESS PEDESTRIAN CORRIDORS WITH PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	PROPOSED FACILITY IMPROVEMENT TYPE
Birmingham Rd. (from Arnold Rd. to Graham Rd.)	3	-	Sidewalk
Dexter Dr. S. (from Holleman Dr. to Concho Pl.)	3	-	
Dominik Dr. (from Texas Ave. to George Bush Dr.)	3	-	
Fairview Ave. (from Luther St. to Thompson St.)	3	X	
Feather Run (from Briscoe Manor Ct. to Kerr Valley Ln.)	4	-	

TABLE 4.4 HIGH STRESS PEDESTRIAN CORRIDORS WITH PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	PROPOSED FACILITY IMPROVEMENT TYPE
Foster Ave. (from Walton Dr. to Lincoln Ave.)	3	-	Sidewalk
Foxfire Dr. (from Concord Cir. to Sebesta Rd.)	4	-	
Great Oaks Dr. (from Rock Prairie Rd. W. to Walnut Rd.)	4	-	
Holleman Dr. W. (from Jones Butler Rd. to Harvey Mitchell Pkwy.)	3/4	-	
Live Oak St. (from McCullough Rd. to Victoria Ave.)	3	-	
Longmire Dr. (from Ponderosa Dr. to Sara Dr.)	3	X	
Manuel Dr. (from Dartmouth St. to Cornell Dr.)	3	-	
Maryem St. (from Grove St. to Luther St.)	3	-	
Nimitz St. (from Ash St. to Cooner St.)	3	-	
Park Pl. (from Maryem St. to Fairview Ave.)	3	-	
Jones Butler Rd. (from George Bush Dr. W. to Holleman Dr. W.)	4	X	
Raintree Dr. (from Wilderness Dr. S. to Sumter Dr.)	3	-	
Rock Prairie Rd. (from Holleman Dr. W. to Feather Run)	4	-	
Sandstone Dr. (from Sebesta Rd. to Emerald Pkwy.)	3	-	
Southern Plantation Dr. (from State Highway 6 to Stony Creek Ln.)	3	-	
Timber St. (from Park Pl. to sidewalk 500 ft. north of Anna St.)	3	-	
University Oaks Blvd. (from Stallings Dr. to Munson Ave.)	4	-	
Walnut Rd. (from Great Oaks Dr. to city limits)	4	-	
Walton Dr. (from Foster Ave. to Francis Dr.)	3	-	
Welsh Ave. (from Harvey Mitchell Pkwy. to Holleman Dr.)	3	X	
Barron Cut-Off Rd. (from W.S. Phillips Pkwy. to Wellborn Rd.)	3/4	-	Shared Use Path

TABLE 4.4 HIGH STRESS PEDESTRIAN CORRIDORS WITH PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	PROPOSED FACILITY IMPROVEMENT TYPE
Barron Rd. (from William D. Fitch Pkwy. to Wellborn Rd.)	4	-	Shared Use Path
College Ave. (from Inlow Blvd. to University Dr.)	4	X	
Emerald Pkwy. (from State Highway 6 to Corsair Dr.)	3	-	
George Bush Dr. W. (from Wellborn Rd. to Harvey Mitchell Pkwy.)	4	-	
Harvey Mitchell Pkwy. (from State Highway 6 to Longmire Dr.)	4	-	
Harvey Rd. (from Texas Ave. to Boonville Rd.)	3/4	-	
Krenek Tap Rd. (from Texas Ave. to State Highway 6)	3	-	
McCullough Rd. (from Wellborn Rd. to Brewster Dr.)	3	-	
Rock Prairie Rd. (from Longmire Dr. to Wellborn Rd.)	4	-	
Schaffer Rd. (from Arnold Rd. to Graham Rd.)	3	-	
Southwest Pkwy. (from State Highway 6 to Wellborn Rd.)	4	-	
Tarrow St., east and west (from city limits to University Dr.)	3	X	
Texas Ave. (from northern city limits to State Highway 6)	4	-	
University Dr. E. (from Lincoln Ave. to Research Pkwy.)	3/4	-	
Wellborn Rd. (from George Bush Dr. to Graham Rd.)	4	-	
William D. Fitch Pkwy. (from State Highway 6 to Wellborn Rd.)	4	-	
Barron Rd. (William D. Fitch Pkwy. to State Highway 6)	4	-	Speed Limit Reduction
Dartmouth St. (from Harvey Mitchell Pkwy. to Harvey Rd.	3	-	
Graham Rd. (from Wellborn Rd. to State Highway 6)	3	-	

Source: City of College Station

TABLE 4.5 HIGH STRESS PEDESTRIAN CORRIDORS WITHOUT PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	EXISTING FACILITY TYPE
Anderson St. (from George Bush Dr. to Park Pl.)	3	X	Sidewalk
Anderson St. (from Holleman Dr. to Bee Creek Park)	3	X	
Armored Ave. (from General Pkwy. to Old Wellborn Rd.)	3	-	
Arrington Rd. (from State Highway 6 to Old Arrington Rd.)	3/4	-	
Athens Dr. (from Dominik Dr. to University Oaks Blvd.)	3	-	
Atlas Pearl Dr. (from Health Science Center Pkwy. to Cul-de-sac)	3	-	
Biomedical Wy. (from Health Science Center Pkwy. to Cul-de-sac)	3	-	
Brentwood Dr. (from Dartmouth St. to Anderson St.)	3	-	
Cornell Dr. (from Southwest Pkwy. to Brentwood Dr.)	3	-	
Crescent Pointe Pkwy. (from Copperfield Pkwy. to Crescent Ridge Dr.)	3	-	
Deacon Dr. (from Wellborn Rd. to Longmire Dr.)	3	-	
Decatur Dr. (from Barron Rd. to Front Royal Dr.)	3	-	
Dexter Dr. (from George Bush Dr. to Winding Rd.)	3	-	
Eagle Ave. (from William D. Fitch Pkwy. to Newport Ln.)	3	-	
Edelweiss Ave. (from Welsh Ave. to Rock Prairie Rd.)	3	-	
Feather Run (from Kerr Valley Ln. to city limits)	4	-	
Foster Ave. (from Walton Dr. to Francis Dr.)	3	-	
George Bush Dr. (from Texas Ave. to Harvey Mitchell Pkwy.)	4	-	
George Bush Dr. E. (from Holleman Dr. E. to University Oaks Blvd.)	3/4	-	
Glade St. (from Anna St. to Holleman Dr.)	3	-	
Glenhaven Dr. (from University Dr. to Dominik Dr.)	3	-	
Guadalupe Dr. (from Nueces Dr. to Langford St.)	3	-	

TABLE 4.5 HIGH STRESS PEDESTRIAN CORRIDORS WITHOUT PROPOSED IMPROVEMENTS

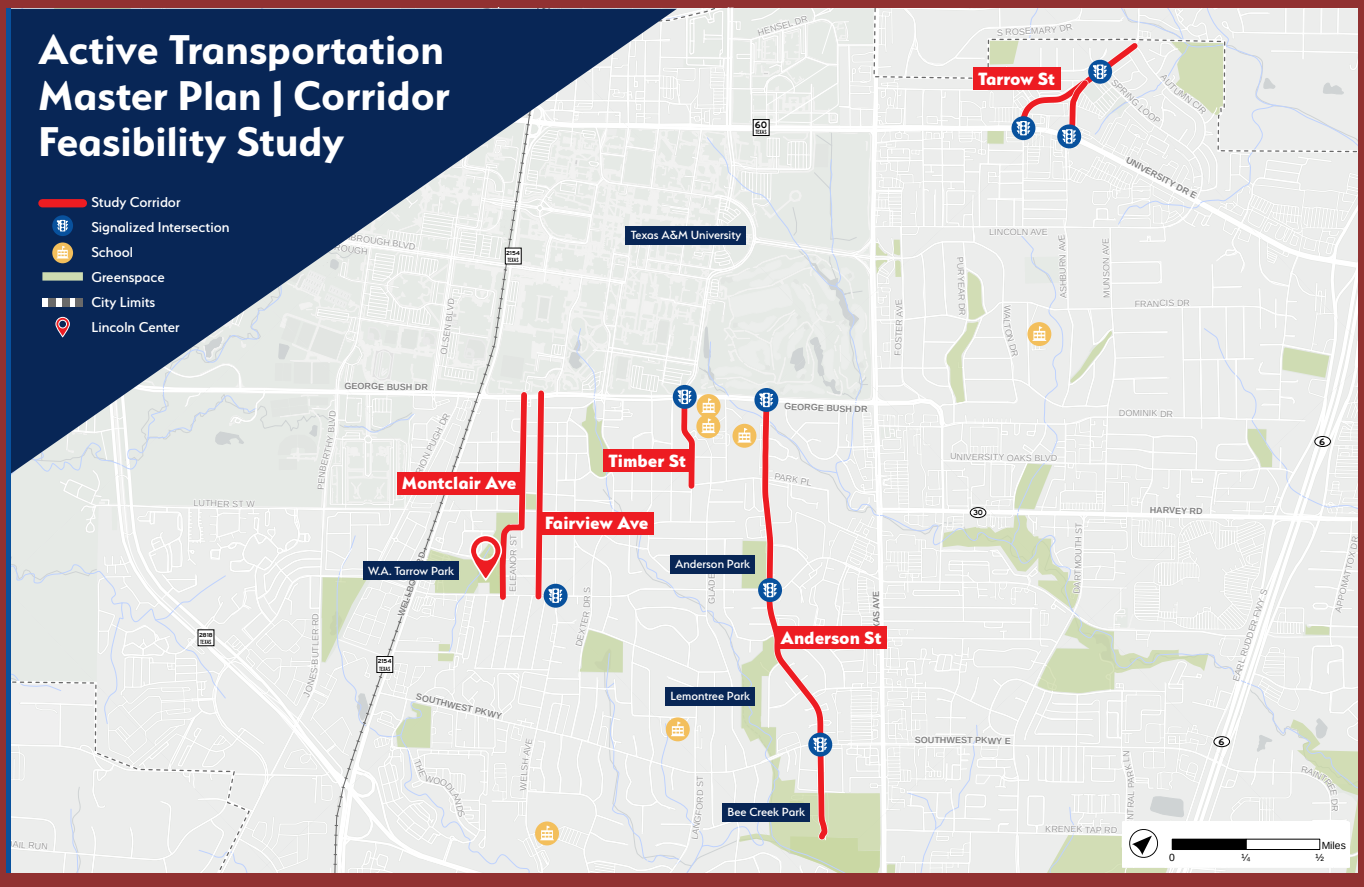
CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	EXISTING FACILITY TYPE
Gunner Trl. (from Three Bears Dr. to Deacon Dr. W.)	3	-	Sidewalk
Holleman Dr. E. (from Texas Ave. to Post Oak Mall)	3/4	-	
Langford St. (from Haines Dr. to Southwest Pkwy.)	3	-	
Longmire Dr. (from Ponderosa Dr. to Rock Prairie Rd.)	3	X	
Longmire Dr. (from Sara Dr. to Cul-de-sac)	3	X	
Midtown Dr. (from State Highway 6 to Medical Ave.)	3	-	
Momma Bear Dr. (from Holleman Dr. S. to Papa Bear Dr.)	4	-	
Munson Ave. (from Lincoln Ave. to Dominik Dr.)	3	-	
Newcomb Ln. (from Cain Rd. to Commando Trl.)	3	-	
North Forest Pkwy. (from State Highway 6 to Appomattox Dr.)	3	-	
Nueces Dr. (from Welsh Ave. to Harvey Mitchell Pkwy.)	3	-	
Olympia Wy. (from Dominik Dr. to University Oaks Blvd.)	3	-	
Pebble Creek Pkwy. (from William D. Fitch Pkwy to Royal Adelade Dr.)	3	-	
Rio Grande Blvd. (from Harvey Mitchell Pkwy. to Rock Prairie Rd.)	3	-	
Rock Prairie Rd. (from State Highway 6 to Medical Ave.)	3	-	
South Traditions (from Health Science Center Pkwy. to Cul-de-sac)	3	-	
Spring Loop (from University Dr. to Tarrow St.)	3	-	
Tarrow St. (from University Dr. to Lincoln Dr.)	3	X	
University Dr. (from College Main to Discovery Dr.)	4	-	
University Dr. (from FM 158 to State Highway 6)	4	-	
University Dr. (from State Highway 6 to Spring Lp.)	4	-	
Victoria Ave. (from Harvey Mitchell Pkwy. to W.S. Phillips Pkwy.)	3	-	

TABLE 4.5 HIGH STRESS PEDESTRIAN CORRIDORS WITHOUT PROPOSED IMPROVEMENTS

CORRIDOR	CURRENT LTS SCORE	PRIORITY MODE NETWORK	EXISTING FACILITY TYPE
Victoria Ave. (from Etonbury Ave. to Woodlake Dr.)	3	-	Sidewalk
Wellborn (from University Dr. to northern city limits)	4	-	
Welsh Ave. (from Holleman Dr. to Rock Prairie Rd.)	3	X	
William D. Fitch Pkwy. (from State Highway 6 to Rock Prairie Rd.)	4	-	
Anna St. (from Holik St. to Timber St.)	3	-	Shared use Path
Holleman Dr. W. (from Harvey Mitchell Pkwy. to Rock Prairie Rd.)	4	-	
Park Pl. (from Anderson St. to Glade St.)	3	-	

Source: City of College Station

Map 4.4 Locations of Corridors 1-4



ADDITIONAL PLAN RECOMMENDATIONS

Along with the proposals specifically meant to address high stress corridors are several additional recommendations. The full list of network recommendations is the result of a comprehensive and data-driven evaluation process that paired the previously discussed LTS analysis with public engagement efforts to help ensure the proposed network reflects local priorities, travel patterns, and safety concerns. Coordination across City departments and partner agencies also informed this balanced set of recommendations and are covered in more detail in **Chapter 5**.

Two active transportation feasibility study efforts were completed in Fall 2025 with the objective to help explore and implement alternatives along key corridors for inclusion in this Master Plan. Conceptual designs and alternatives to existing street sections were created to improve safety and usability for active transportation users. These network recommendations come from the needs assessment in **Chapter 3**. The results of the corridor studies are listed below and are reflected in the Bicycle Plan and Pedestrian Plan provided in the next section.

1. Fairview Avenue and Montclair/Eleanor Avenue (from George Bush Drive to Holleman Drive)
   - To provide ample space for improved facilities on Montclair Ave and Fairview Ave, it is proposed to group the two streets together as a one-way pair with sidewalks on one side along with buffered bike lanes and on-street parking. An existing sidewalk through W.A. Tarrow Park would be converted to a SUP and connect into a new mid-block crossing on Holleman Dr.
2. Timber Street (from George Bush Drive to Park Place)
   - Intersection improvements are proposed and funded for the Timber St and George Bush Dr intersection. Bike lanes and sidewalks are also proposed on Timber Street to extend down to Park Place.
3. Anderson Street (from George Bush Drive to Bee Creek Park)
   - The existing standard bike lanes are recommended to be converted to a two-way cycle track on the west side of Anderson Street, providing improved and safer access to the parks, schools and churches along the corridor.
4. Tarrow Street (from Autumn Circle to University Drive East)
   - A shared use path is proposed on one side of Tarrow Street from the city limit near Autumn Circle to University Drive East. This shared use path would be a continuation of the shared use path funded in City of Bryan along East 29th Street. A mid-block crossing at the Tarrow Street split will provide active transportation users the option on which direction they need to travel to and from University Drive East.
5. Park Place (from Texas Avenue to Anderson Street)
   - Given limited right-of-way, recommended improvements to Park Place are a sidewalk on the north side from the HEB grocery store on Texas Avenue to Anderson Street. This would connect to the improvements described for Anderson Street.
6. State Highway 40 / William D. Fitch Parkway (from Arrington Road to Wellborn Road)
   - A shared use path on the northside of William D. Fitch Parkway would help connect the commercial area of Tower Point to Castle Rock Subdivision, Victoria Avenue and its existing connection to College Station High School and finally connecting west to Wellborn Road.

BICYCLE PLAN AND PEDESTRIAN PLAN MAPS

The Master Plan establishes two updated maps for the **Proposed Bicycle Plan (Map 4.5) and the Proposed Pedestrian Plan (Map 4.6)**. These two networks are distinct systems with some shared facilities. The Bicycle Plan includes bike lanes, bike routes, and shared use paths while the Pedestrian Plan provides sidewalks and shared use paths. The changes were shared with key stakeholders and at public meetings by using map books that compared the previous network with the proposed network that highlighted all additions, removals, and realigned facilities. **Table 4.6** summarizes the total mileage of each facility type proposed.

Table 4.6 Proposed Plan Mileage by Facility Type

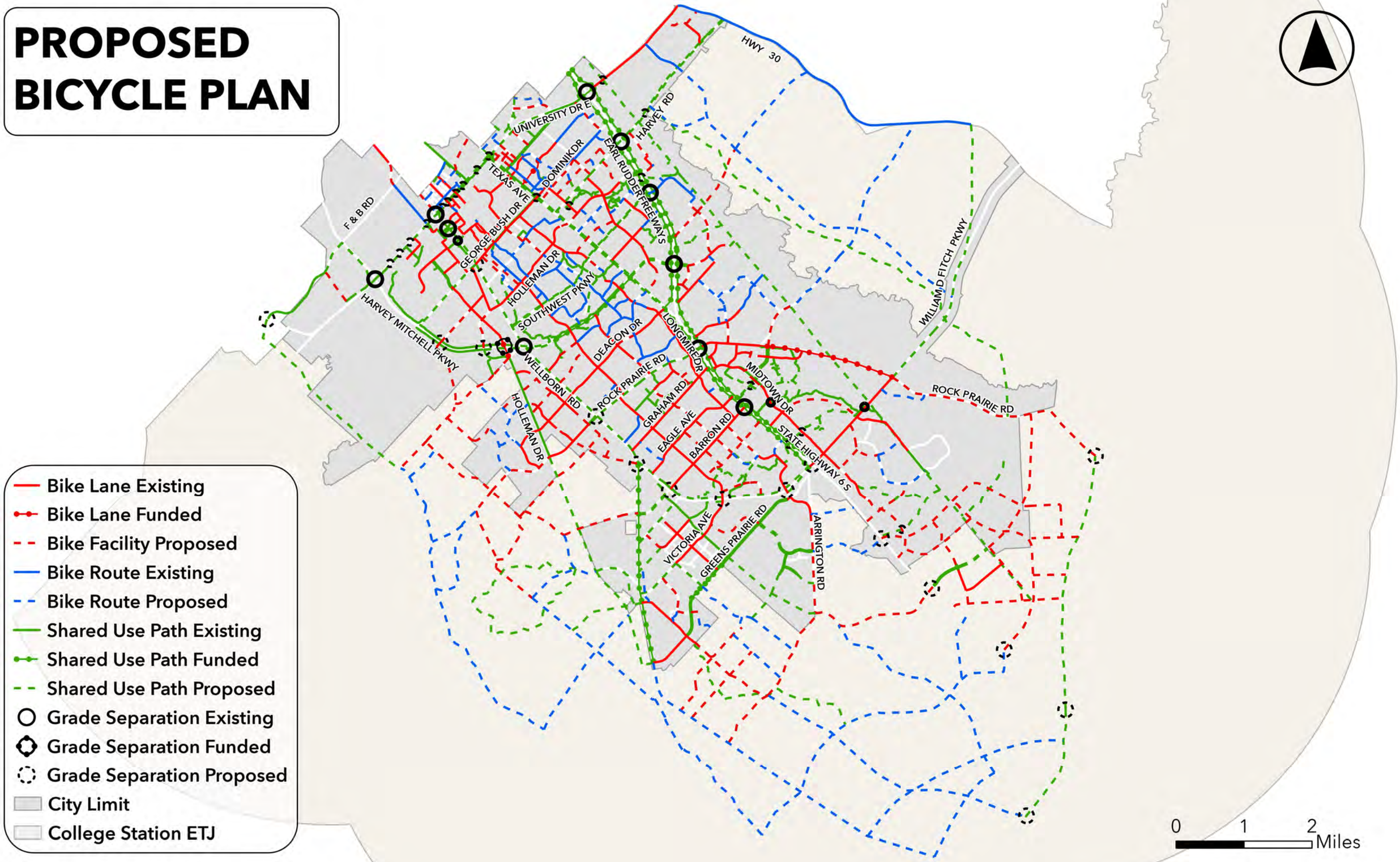
PROPOSED PLAN MILEAGE BY FACILITY TYPE				
ALL FACILITIES				
STATUS	SIDEWALKS	SHARED USE PATHS	BIKE LANES	BIKE ROUTES
Existing	403 miles	44.4 miles	57.4 miles	22 miles
Proposed	91.7 miles	105.6 miles	80 miles	73.4 miles
Funded	2.1 miles	20 miles	2.7 miles	-
Total	496.8 miles	170 miles	140.1 miles	95.4 miles
FACILITIES INSIDE CITY LIMITS ONLY				
STATUS	SIDEWALKS	SHARED USE PATHS	BIKE LANES	BIKE ROUTES
Existing	387.4 miles	43.4 miles	56.4 miles	16.8 miles
Proposed	67.7 miles	91.8 miles	61.1 miles	31.3 miles
Funded	2.1 miles	20 miles	2.7 miles	-
Total	457.2 miles	155.2 miles	120.2 miles	48.1 miles

Source: City of College Station

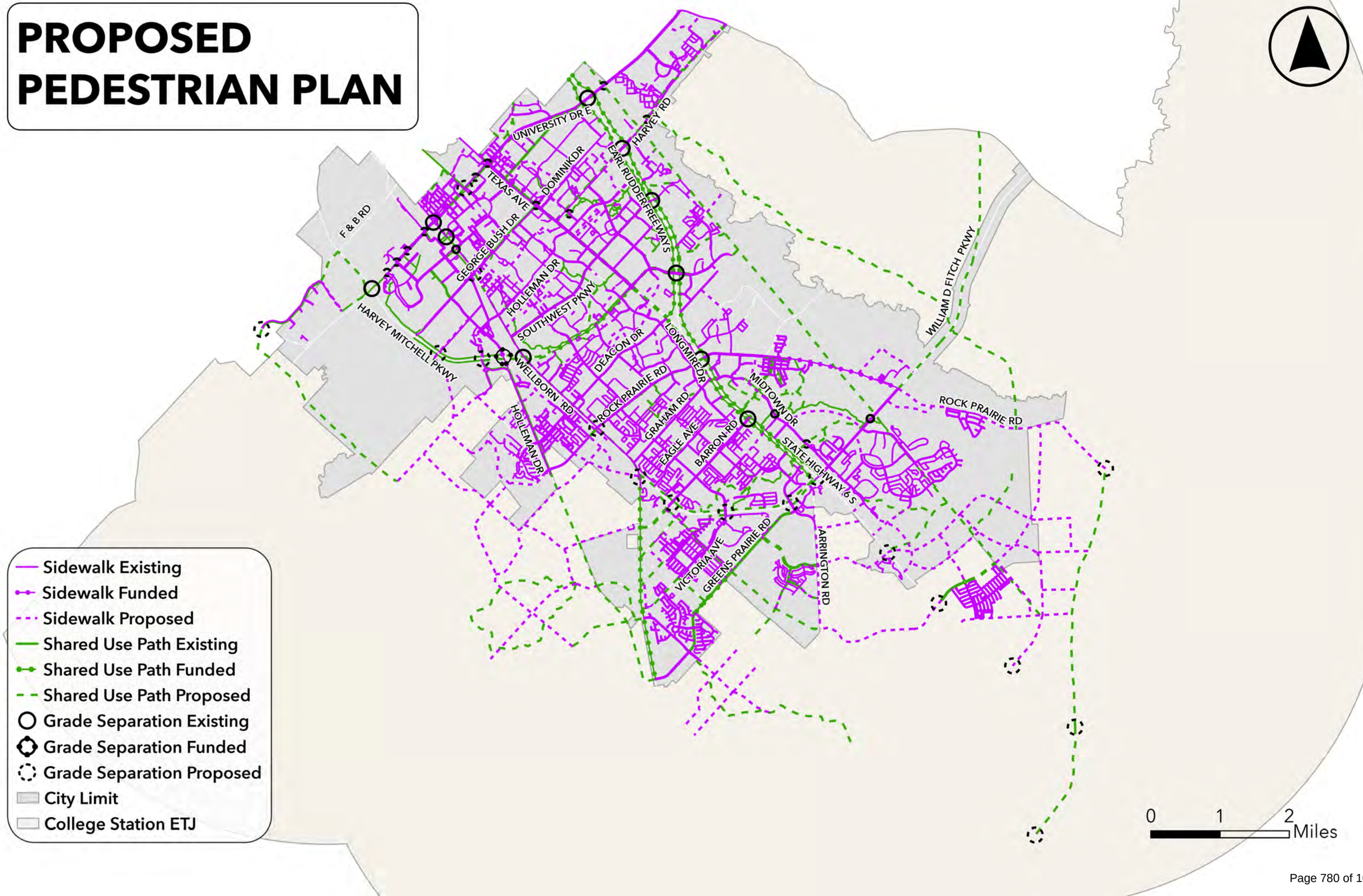
For the bicycle network, there are approximately 70 proposed changes with 45 of them related to shared use paths or grade separations. The most significant changes occur on higher classification thoroughfares where the LTS for cyclists is high due to little or no bicycle infrastructure. Similarly, there are about 90 changes to the pedestrian network with 45 of them being the same shared use path and grade separation changes reflected in the updated bicycle network. The Texas Department of Transportation is adding shared use paths to both sides of State Highway 6 and several changes to both networks provide planned connections into it. Besides the same changes on major thoroughfares as done with the bicycle network, many of the pedestrian network changes eliminate gaps and increase connectivity, especially near key destinations.



PROPOSED BICYCLE PLAN



PROPOSED PEDESTRIAN PLAN

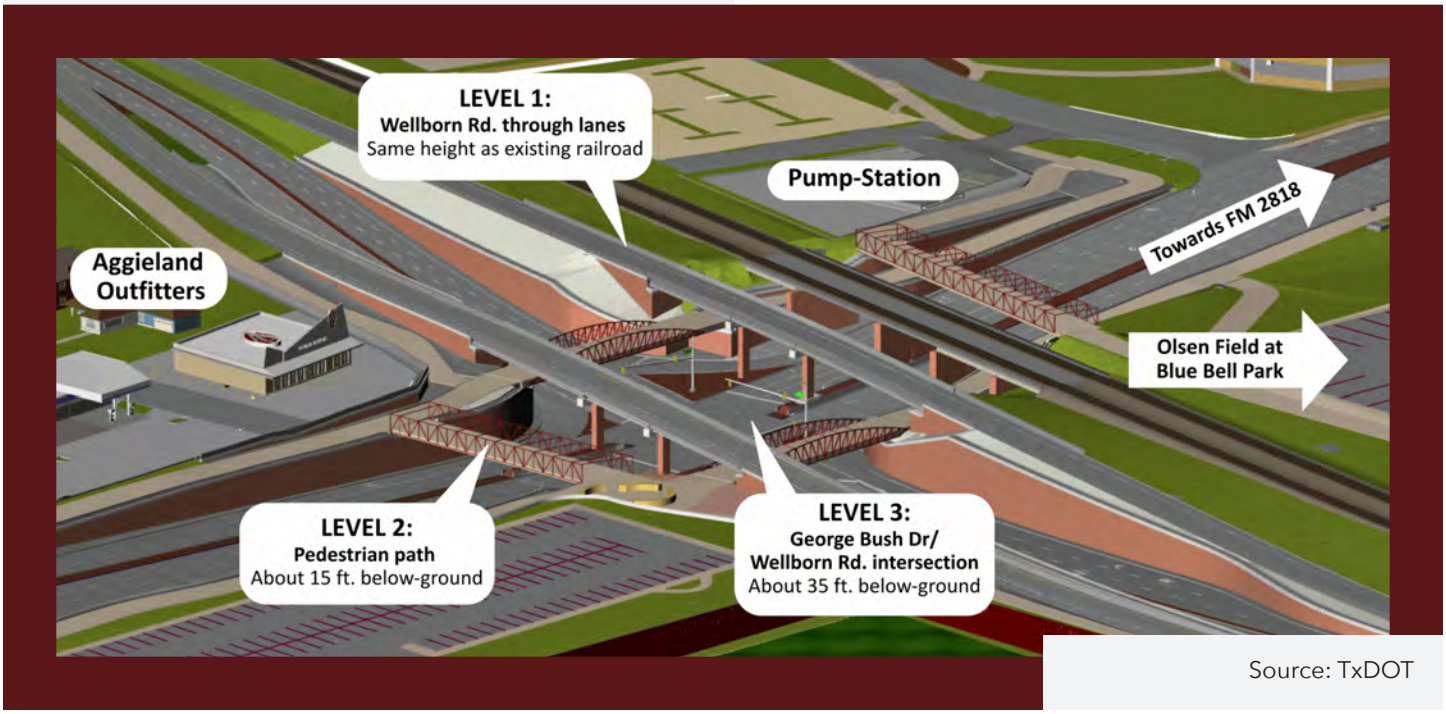


CROSSINGS AND GRADE SEPARATED RECOMMENDATIONS

The Master Plan reflects a commitment to expanding safe, comfortable, and connected active transportation corridors throughout the community. While many crossings can be improved through at-grade design treatments, certain high-volume roadways and rail corridors create significant barriers for active transportation users. In these locations, grade-separated crossings, such as bridges or underpasses, can provide safer and more reliable connections by eliminating conflicts with vehicle traffic and the railroad. Several grade-separated crossings are included as part of the proposed network

One of the most significant projects planned is a grade-separated crossing at the intersection of Wellborn Road and George Bush Drive. This project is funded through TxDOT and will create a separate level for pedestrians and bicyclists crossing to avoid conflicts with both roadway traffic and the railroad. The conceptual design is shown in **Figure 4.16**. Once completed, active transportation users will be able to travel between the surrounding areas and the Texas A&M University campus without needing to interact with vehicles or waiting for trains as the railroad crossing will be removed.

Figure 4.16 Bush-Wellborn Grade Separation



Source: TxDOT

The TxDOT Bryan District completed **The University Drive Active Transportation Concept Study** in January 2025 which evaluated a series of bicycle and pedestrian grade-separation alternatives along University Drive between Northgate and the Texas A&M University campus. This corridor experiences the region's highest walking and bicycling volumes. Building on earlier planning efforts, **the study identifies four key intersections, Spence Street, Nagle Street/Ireland Street, Polo Road/Century Square, and the College Main Street/Houston Street/Boyett Street complex, where targeted improvements can significantly enhance safety, reduce conflicts, and support the community's mobility needs**. The preferred concepts include pedestrian tunnels at Spence Street and Nagle Street/Ireland Street, and at-grade pedestrian/bicycle decks supported by a sunken roadway profile at Polo Road and College Main Street/Boyett Street. These designs prioritize direct, intuitive connections, reduce exposure to high-volumes traffic, and improve the efficiency of both motorized and non-motorized travel along the corridor. The design of grade separated crossings can vary depending on local roadway context; both space and construction costs can heavily influence how the grade separation is constructed. In some instances, it might make more sense to create a raised bridge for one of the transportation modes, while in other instances a sunken tunnel is more feasible.

Figure 4.17 Conceptual Design of University Drive Grade Separation



Source: TxDOT

A new proposal with this Plan is a future grade separation crossing at State Highway 6 to connect the existing Wolf Pen Creek trail system with the future Gulf States trail. **Currently there is no existing crossing of State Highway 6 that is an off-street facility**. Once additional trail systems are completed east of State Highway 6, this grade-separated crossing would connect an off-street trail system that is miles in length that connects the core of the city to natural corridors to be preserved to the east and south. **Figure 4.18** provides an example of what grade-separated crossing over a highway could look like.

Figure 4.18 Example Active Transportation Grade-Separated Highway Crossing




PUSH
BUTTON TO
TURN ON
WARNING
LIGHTS



5 SYSTEM MANAGEMENT

Achieving the goals and objectives of this Master Plan will require ongoing coordination, management, and support across City departments and community partners. **This chapter describes the importance of supportive policies, coordinated programs, and strategic partnerships in advancing the Plan's vision, followed by a discussion in the final plan chapter of how these tasks will be implemented**. Together, these elements define the roles and responsibilities of City departments in supporting College Station's growing active transportation network and guiding its long-term expansion, operation, and upkeep.

POLICIES AND PROGRAMS

Policies provide a supporting framework to guide the development of a safe, accessible, and connected active transportation network. Together, they outline the standards, design principles, and implementation strategies necessary to support walking, biking, and rolling as viable and comfortable modes of travel. By establishing clearer expectations for infrastructure, funding, integration with land use and transit, and ongoing evaluation, these policies ensure that future investments and work plans contribute to a cohesive system that enhances mobility, promotes public health, and supports the community's long-term vision for a more vibrant and sustainable transportation environment.

POLICY 1:

Design facilities in compliance with the Americans with Disabilities Act (ADA) and in accordance with the Texas Manual of Uniform Traffic Control Devices (TMUTCD), American Association of State Highway and Transportation Officials (AASHTO), Public Right-of-Way Accessibility Guidelines (PROWAG), National Association of City Transportation Officials (NACTO), and other federal, state, and local applicable guidelines.

POLICY 2:

Utilize a context-sensitive solutions approach that balances the needs of different modes of transportation in constrained environments to establish certain prioritized mode corridors for non-vehicular users.

POLICY 3:

Plan and design all new and reconstructed collectors, arterials, and crossings to ensure safe and comfortable facilities for all active transportation users with particular emphasis near schools. Active transportation facilities should be included on both sides of thoroughfares. The development of this network, including the connection of off-street and on-street facilities, should be designed at the pedestrian scale. This may include implementing additional access ways or connections for active transportation use only.

POLICY 4:

Establish safe and accessible routes for active transportation and transit users during street construction and/or site development to address disruptions to normal traffic patterns. Internal site circulation for active transportation users also needs to be taken into account to ensure appropriate sidewalk connections between buildings, bicycle parking, and public facilities.

POLICY 5:

Develop data-backed performance measures including user counts, level of stress analysis, and crash reports to inform network improvements that benefit user experience and promote active transportation as a primary mode of travel.

POLICY 6:

Pursue consistent funding to address network and infrastructure improvement projects to realize a complete, low stress network for all users. As the network expands through both public and private development, make sure adequate funding is available for operations and maintenance of infrastructure.

POLICY 7:

Utilize environmental design to promote safety within the active transportation system by increasing visibility and directing access. Strategies for implementing environmental design include the installation of lighting, appropriate location of fencing, signage and maintaining clear lines of sight.

POLICY 8:

Promote land use development patterns that provide pedestrian scale, mixed-use areas, allowing for closer destinations that can be more easily reached by pedestrians, bicyclists, and transit users.

POLICY 9:

Better integrate the active transportation network with the local transit system. This would include improved amenities at transit stops and better access to these areas to help strengthen first and last mile connectivity, leading towards a more flexible, user-centered transportation that is efficient and sustainable.

POLICY 10:

Provide programs that educate, encourage and evaluate active transportation efforts in the city. These programs, along with all other planning efforts, should reflect related planning documents by other planning organizations, educational institutions, and governmental agencies at the local and state level to help better connect facilities and align program initiatives across the regional system.

Context-sensitive solutions will be vital to the successful implementation of these Policies. Acknowledging that each active transportation facility type and user group has unique needs, this Master Plan promotes flexible and context-sensitive strategies. At the same time, it emphasizes the importance of an integrated approach that connects all modes of active transportation. By taking a comprehensive view, the City can better identify service gaps, strengthen network connectivity, and outline a plan to enhance active transportation and meet the needs of the community.

Program Recommendations

Along with the proposed network facilities, programs are vital to help achieve the plan's goals and policies. The program recommendations are classified into four categories: Education, Encouragement, Evaluation and Planning, and Health and Safety. These programs aim to promote and educate safe use of the active transportation system, utilizing a variety of communication methods, and provide direction on efforts to further evaluate and create a robust active transportation network for users to know and enjoy.

Programs considered below only represent examples of what can be done to begin efforts. The level of expenditures and resources available will need to be evaluated in relation to effectiveness of the programs offered to determine what a comprehensive and successful program should entail.

EDUCATION PROGRAMS

Strong education and outreach programs should focus on teaching all ages and abilities how to utilize active transportation safely, while also promoting awareness of current regulations. When combined with initiatives that encourage participation, involve careful planning and evaluation, and prioritize public health and safety, these programs can lead to lasting improvements in community well-being. Key collaborators in such efforts may include College Station Parks and Recreation, Police, Public Communications, and Public Works departments, local businesses, healthcare organizations, College Station Independent School District, and Texas A&M University. Educational strategies should be tailored to suit different groups of active transportation users as well as motorists and how they use the transportation system. The following programs to be carried out over the course of the plan:

5.1 Promote a Safe Routes to School program for students to have safe options to walk, bike, and roll to school. Through this program, it is recommended that the City support activities that correlate with Safe Routes to School while educating the public on how the program should be accomplished. Coordination with the school district and related groups will be key to the success of this program.

5.2 Establish a Share the Road campaign that educates bicyclists and motorists about their rights and responsibilities in sharing roadway space. "Share the Road" signs should be placed along appropriate locations. With this, educational and promotional material should be distributed using both print and electronic media.

5.3 Expand the footprint of the bike share program to include more of the city to allow for greater access to bicycle and micromobility options.

5.4 Coordinate with local League Certified Instructors (LCI's) to host classes that cover basic cycling skills, commuting, motorist education, and classes specifically designed for different age groups and abilities.

ENCOURAGEMENT PROGRAMS

To increase use of non-vehicular modes of transportation, promotional materials, community events, proclamations, providing end of trip facilities, and partnerships with businesses and other local entities help create avenues to make more users aware of and feel comfortable using the network. Programs are as follows, but not limited to:

5.5 Encourage and assist private businesses and organizations to install bike racks and bike repair stations. This will help expand the reach of the active transportation network beyond public infrastructure, making it easier for users to safely and conveniently access key destinations. Providing secure parking and basic maintenance amenities also increases user confidence and supports longer, more frequent trips by reducing concerns about theft, breakdowns, and overall trip reliability.

5.6 Develop a wayfinding system for the active transportation network that leads users to key destinations. A clear and easy to follow wayfinding system can encourage users to utilize the active transportation system by creating an increased awareness and sense of place along their route.

5.7 Promote, encourage, and participate in community active transportation events that promote biking and walking activity. These can be either City or community-led events and should occur multiple times a year to help create greater awareness and participation from the public.

5.8 Collaborate with local community organizations that promote active transportation to get additional support for implementing identified programs. These partnerships can be with the College Station Independent School District, local bike shops, community advocacy groups and individuals, among other local organizations, and can be used as a method to inform and distribute information.

5.9 Recognize May as National Bike Month and promote related events such as Bike to Work Week, Bike to Work Day, National Ride a Bike Day, and the city-initiated Cycle with Council event.

5.10 Maintain and strive toward a higher Bicycle Friendly Community designation through the League of American Bicyclists. Through the implementation of the programs listed in this plan and paired with analyses such as the level of traffic stress, the City should take action to continue improving the network and its supporting educational components and outreach.

5.11 Maintain the Bicycle Friendly Business designation received for the City of College Station City Hall and help provide information to local businesses to become a Bicycle Friendly Business. Public and private investments in bike infrastructure create positive customer experiences and economic gains across all levels.

5.12 Increase awareness of available active transportation programs and eliminate barriers for people who do not typically utilize these modes of travel. These educational programs promote active transportation as a viable and potentially more convenient travel mode choice.

5.13 Promote active transportation through social media, newsletters, and City Council proclamations. This includes multilingual communication and involves methods such as local news broadcasting, radio, City podcasts and blogs, utility bill inserts and brochures, educational booklets and others.

EVALUATION AND PLANNING PROGRAMS

To ensure that this plan can accomplish what it is set out to achieve and that the existing network can handle what is being proposed, continued evaluation and planning is essential throughout the implementation of this plan. Data driven initiatives can help identify system needs and paired with visual map aids can provide helpful tools for citizens to use when navigating the system. Evaluation and Planning Programs should be focused on providing safe and comfortable routes and providing information to citizens to help better identify these routes when planning their trips.

5.14 Update maps of where bicycle parking is located both on private and public property to help create a network easier to navigate with potential end points identified. This map would include the number of bike racks at a location and their general location.

5.15 Annually update the bicycle and pedestrian maps on the City's website to reflect the level of stress to include finished projects. This interactive map will provide users the most comfortable route to their destinations.

5.16 Create a travel data collection program to assess travel habits and counts of active transportation users. These counts can be beneficial in planning network expansions/enhancements and understanding where people's frequent trips are. Before and after data of new project completion should be collected to help analyze the effect the project had on travel in the area.

5.17 Provide a walking report card measurement similar to the report card received from the Bicycle Friendly Community designations. The City can utilize data methods from outside organizations to provide an accurate report on the walkability of the community at large. A key metric for creating the report would be analyzing pedestrian connectivity to key destinations like schools, parks, shopping centers, and offices.

5.18 Seek out grant funding for projects with active transportation components, including ADA projects. These can be focused on older existing sections of sidewalks, ramps and paths to bring them into compliance.

5.19 Evaluate best practices and collaborate with peer cities, agencies, and institutions regarding active transportation programs. Using these best practices can aid in growing City programs and comparing them to other successful implementation initiatives.

HEALTH AND SAFETY PROGRAMS

Health and safety programs have an important role to ensure that users of the active transportation system can travel safely to and from their destinations. The City will need to lead initiatives such as crash data method evaluations and also aid in citizen-led efforts to create a network that is safe for all ages and abilities. Partnerships with health organizations can help promote active transportation as a healthy way of living, and creating programs that assist in evaluating the overall safety and comfortability of the network will help with ensuring that users are safe, comfortable, and have usable facilities in both their commute and recreational routes.

5.20 Establish partnerships with local and state health organizations to promote active transportation as healthy options for citizens and visitors alike.

5.21 Implement a speed management/reduction program that can supplement the City's traffic calming program to ensure that vehicular traffic does not travel at dangerous speeds in areas that have high counts of active transportation users. An additional speed management program would be focused on active transportation users and provide speed limit signage along off-street shared use paths. This would help create a safer environment for all users along the same shared paths, especially in higher traffic areas.

5.22 Analyze crash data to evaluate if improvements are beneficial to the network. This includes regular meetings with City departments to assess what the data implications are, and how they could be worked into future projects to reduce safety risks. Create a walk and bike audit program to assess safety and comfortability on active transportation routes. These can be City or citizen-led and can be useful in identifying areas that need improvements and addressing desire paths where sidewalks do not exist. Walk and bike audits can act as a first step to implementing change in policy as well as design considerations for future projects.

A complete list of all the programs and action items proposed in this Plan can be found in **Table 6.4** of **Chapter 6**, alongside information regarding each item's funding and timeline for their implementation.



INTERNAL AND EXTERNAL PARTNERSHIPS

Successful system management requires close collaboration with both internal and external partners. Internal partners consist of City departments like Planning & Development Services, Public Works, Capital Projects, Public Communications, and Police, all of whom play a role in developing and maintaining College Station's transportation network. External partners include other governmental agencies at both the state and federal level as well as non-governmental community groups. **Table 5.1** lists some of the partners and in what aspect the City can collaborate on items related to system management.

TABLE 5.1 SYSTEM MANAGEMENT PARTNERSHIPS

PARTNERS	PLANNING	ADVISORY	FUNDING	DESIGN & CONSTRUCTION	REGULATION	MAINTEN -ANCE	EDUCATION	ENCOURAG -EMENT	EVALUATION & PLANNING	HEALTH & SAFETY
Capital Projects	X	X	X	X		X			X	X
Parks & Recreation	X	X	X	X	X	X	X	X	X	X
Planning and Dev. Services	X	X	X	X	X		X	X	X	X
Police Dept.		X			X		X	X	X	X
Public Comm.		X					X	X		
Public Works	X	X	X	X		X	X	X	X	X
B/CS MPO	X	X	X				X	X	X	
Brazos Transit District	X	X	X	X				X	X	X
City of Bryan		X					X	X	X	X
CSISD/BISD	x	x		x			x	x	x	x
Texas A&M	X	X	X	X	X	X	X	X	X	X
TxDOT	X	X	X	X		X	X	X	X	X
Developers	X	X	X	X		X			X	
Employers		X	X	X		X	X	X	X	X
HOAs		X		X		X	X	X	X	X
Special Interest Groups		X		X		X	X	X	X	X

Source: City of College Station



6 IMPLEMENTATION

Realization of the Active Transportation Master Plan as it outlined in previous chapters requires a clear roadmap for plan implementation. Such a roadmap should outline responsibilities of the Advisory Board, the process for prioritizing projects, evaluation and monitoring of these projects, a system for collecting data and tracking plan outcomes, and an overview of implementation costs and funding sources that will be used to carry out infrastructure projects and plan programs. **Chapter 6** discusses each of these aspects of plan implementation in greater detail to help achieve success.

THE ACTIVE TRANSPORTATION ADVISORY BOARD (ATAB)

One of the early tasks to implemented with this Master Plan will be the realignment and renaming of the City's advisory board for active transportation. Originally formed in August 2010 as the **Bicycle Pedestrian Greenways Advisory Board**, the board's responsibilities include the implementation of this new Master Plan as the City's greenway system will be incorporated into the new Parks Master Plan. The board will be renamed the **Active Transportation Advisory Board** to reflect its expanded role in guiding all aspects of the City's walking, biking, and active transportation network. This organizational framework provides the leadership, coordination, and oversight needed to advance all subsequent tasks and ensure the Plan's long-term success.

ACTION ITEMS

- **6.1** Review board member requirements for the Active Transportation Advisory Board and revise the purpose, powers, and duties of the Board.

PROJECT PRIORITIZATION

In the **Proposed Plan** section of **Chapter 4**, this Master Plan proposes approximately 250 miles of bicycle and pedestrian facilities (inside city limits) to be implemented. **Since such a significant number of facility miles cannot be constructed in a short timeframe and are to be accomplished in a variety of ways, project priorities need to be established to focus limited funding resources**. These priorities will be ordered from highest priority to lowest priority through criteria and the use of weighted spatial analysis model that takes into account different geographic, demographic, and safety factors. Once ordered, the proposed projects will be grouped into categories based off their score: high priority, medium priority, and low priority.

The GIS analyst model that is utilized will use preset proximity distances for walking and biking. The standard is 0.5-mile distance for walking and 2-mile distance for biking with buffer increments of 1/10th the distance to give various levels of points based on proximity to help prioritize areas most need and benefit of bicycle and pedestrian improvements. Most of the criteria in the prioritization have been utilized in prior plans and include:

- **Bicycle, pedestrian, and micromobility crash locations** – A history of crashes involving vulnerable roadway users can indicate a need for enhanced facilities to reduce the risk of future crashes from occurring. Considering crash records for these users helps meet **Goal 1** of the plan.
- **Current and expected population density** – Greater demand and use potential is likely in areas of higher population density and diversifying transportation options in these areas can be a useful method of traffic mitigation. Key destinations within high population density areas also tend to be closer, making these locations better suited for active transportation. Including these areas in project prioritization aligns with **Goal 5** of the plan.
- **Proximity to key destinations** – Schools, parks, Texas A&M University campus, commercial and employment areas, and transit are identified as key destinations in the transportation network. Proximity to schools is especially significant since children within 2 miles of a school are typically not eligible for bus pick up, making those active transportation connections that much more important for ensuring safe travel. Ensuring that these spaces, and the individuals that frequent them, are prioritized when projects are considered helps meet **Goal 1** and **Goal 2** of the plan.

The criteria for project prioritization have been updated to include new forms of system analysis and network considerations. The criteria now include high stress roadway segments and intersection crossings that were identified in the Level of Traffic Stress Analysis. Other criteria added are prioritized active transportation corridors, filling a small gap in the network, whether there is not a sidewalk already existing on the street, and if ROW or easement acquisition is necessary. The projects to be prioritized are stand-alone bicycle or pedestrian-related projects. Projects that already have funding or are anticipated to occur as part of a street capital project done by the city or private development are not included for consideration as they will be completed as part of those efforts.

TABLE 6.1 SIDEWALK & SHARED USE PATHS (ALONG STREET ROW) PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
Safety (Fatality and Serious Injury Crashes)	10
Schools	10
Population Density (Existing)	10
Prioritized Active Transportation Corridors	8
Parks	8
Fills gap in existing network (<=0.1 miles)	8
On Thoroughfare without Existing Sidewalk	8
Level of Traffic Stress (LTS) High Stress Segment or Crossing	7
Texas A&M University	6
On Non-Thoroughfare without Existing Sidewalk	6
Safety (Minor Crashes)	5
Major Commercial Areas and/or Employers	5
Population Density (Future)	5
Transit Connectivity (Bus Stops and Routes)	4
Total	100

Source: City of College Station

TABLE 6.2 BIKE LANES AND BIKE ROUTES PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
Safety (Fatality and Serious Injury Crashes)	12
Schools	12
Population Density (Existing)	12
Level of Traffic Stress (LTS) High Stress Segment	10
Parks	10
Prioritized Active Transportation Corridors	8
Texas A&M University	8
Safety (Minor Crashes)	6
Level of Traffic Stress (LTS) High Stress Crossing	6
Major Commercial Areas and/or Employers	6
Population Density (Future)	6
Transit Connectivity (Bus Stops and Routes)	4
Total	100

Source: City of College Station

TABLE 6.3 OFF-STREET SHARED USE PATHS PRIORITIZATION CRITERIA	
FACTORS	**SCORING WEIGHT**
Safety (Fatality and Serious Injury Crashes)	12
Schools	12
Population Density (Existing)	12
Parks	10
Prioritized Active Transportation Corridors	8
Fills gap between existing facilities	8
On City property or existing easement	8
Texas A&M University	8
Safety (Minor Crashes)	6
Major Commercial Areas and/or Employers	6
Population Density (Future)	6
Transit Connectivity (Bus Stops and Routes)	4
Total	100

Source: City of College Station

ACTION ITEMS

- ▷ **6.3** Create an unfunded prioritization map
- ▷ **6.4** Develop high priority facilities
- ▷ **6.5** Develop medium priority facilities
- ▷ **6.6** Develop low priority facilities

EVALUATION AND MONITORING

All tasks and action items identified in this Master Plan can be found in **Table 6.4 Implementation Tasks**. The table lists each individual task and the major details surrounding its implementation, including the implementation schedule, the task coordinator, and any funding sources meant to support implementation activities. The tasks listed in this table were determined through the entire planning process of the Master Plan, including coordination with the Advisory Board and other key stakeholders. Additional tasks and action items necessary for successful plan implementation can be added on an annual basis when the City determines its yearly plan of work.


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TABLE 6.4 IMPLEMENTATION TASKS TABLE

CHAPTER	SECTION	TASK TYPE	IMPLEMENTATION SCHEDULE		
			SHORT TERM	MEDIUM TERM	LONG TERM
4. System Development	System Design: Micromobility	4.1 Analyze where wider bike lanes are needed to better accommodate passing for both bicycles and micromobility devices			
		4.2 Consider advisory speed limits on select shared use paths to ensure safety of all users			
		4.3 Update the Active Transportation webpage to include information on micromobility use, safety, classes, and events			
	System Design: Intersections & Driveways	4.4 Analyze where street intersection improvements are needed to increase safety and connectivity			
		4.5 Assess where improvements are needed for bicycle and pedestrian facilities crossing private driveways, consider changes to design standards			
	System Design: Facility Transitions	4.6 Analyze locations needing more seamless transitions between different active transportation facilities, consider changes to design standards			
		4.7 Determine locations for enhanced bicycle and pedestrian connectivity to transit stops, develop design standards for facilities at these locations			
		4.8 Evaluate the location of existing bike route signage			
	System Design: Shade & Comfort	4.9 Consider design standard amendments to provide shading along the active transportation network. Develop a methodology for determining shading element locations			
5. System Management	Programs: Education	5.1 Promote Safe Routes to School			
		5.2 Create a Share the Road Campaign			
		5.3 Expand the Bike Share Program			
		5.4 Coordinate with local League of Certified Instructors (LCI) to create roadway safety classes and workshops for bicyclists and micromobility users			
	Programs: Encouragement	5.5 Update and maintain inventory of bike racks within the City			
		5.6 Develop a wayfinding system for the active transportation network that leads users to key destinations			
		5.7 Encourage and participate in community active transportation events			
		5.8 Collaborate with community organizations to gain additional support for implementing plan programs			
		5.9 Recognize May as National Bike Month and promote related events			
		5.10 Maintain and pursue higher Bicycle Friendly Community status through the League of American Bicyclists.			
		5.11 Maintain the Bicycle Friendly Business designation received for City Hall and support other local businesses in achieving it.			
		5.12 Increase awareness of available active transportation programs and eliminate barriers for people who do not typically utilize this mode of travel			
		5.13 Promote active transportation through social media, newsletters, and City Council proclamations			

IMPLEMENTATION AND COORDINATION ROLES			FUNDING SOURCES				
INTERNAL PARTNERS	EXTERNAL PARTNERS	CONSULTANT WORK?	CITY – GENERAL FUND	CITY – CAPITAL BUDGET	OTHER GOVERNMENT	GRANTS	PRIVATE/OTHER
Planning & Development Services, Public Works, Capital Improvement Projects		X	X	X	X	X	
Planning & Development Services, Parks & Recreation Dept.		X	X		X	X	
Planning & Development Services, Public Communications	X		X		X		
Planning & Development Services, Public Works, Capital Improvement Projects		X	X	X	X	X	
Planning & Development Services, Public Works, Capital Improvement Projects		X	X	X		X	
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X	X	X	X	X	
Planning & Development Services, Public Works, Capital Improvement Projects	X	X	X		X	X	X
Planning & Development Services		X	X				
Planning & Development Services, Parks & Recreation Dept., Capital Improvement Projects, Public Works			X				
Planning & Development Services, Public Works	X		X		X	X	
Planning & Development Services, Public Works, Police Dept.			X				
Planning & Development Services	X	X	X			X	X
Planning & Development Services, Police Dept.	X		X				
Planning & Development Services			X				
Planning & Development Services, Public Works, Parks & Recreation Dept.	X	X					
Planning & Development Services	X		X				X
Planning & Development Services, Neighborhood Services	X		X				
Planning & Development Services, Police Dept. and Public Communications			X				
Planning & Development Services			X				
Planning & Development Services			X				
Planning & Development Services, Neighborhood Services	X		X			X	
Planning & Development Services, Public Communications	X		X				

Source: City of College Station

TABLE 6.4 IMPLEMENTATION TASKS TABLE

CHAPTER	SECTION	TASK TYPE	IMPLEMENTATION SCHEDULE		
			SHORT TERM	MEDIUM TERM	LONG TERM
5. System Management	Programs: Evaluation & Planning	5.14 Assess availability of bike parking facilities and provide adequate bike amenities at all city parks, facilities, and along transit routes			
		5.15 Update the bicycle and pedestrian maps on the City's website to reflect the level of stress as projects are finished.			
		5.16 Create a travel data collection program to assess travel habits and counts of active transportation users.			
		5.17 Provide a walking report card measurement similar to Bicycle Friendly Community designation			
		5.18 Seek out grant funding for city led ADA projects			
		5.19 Evaluate best practices and collaborate with peer cities, agencies, and institutions regarding active transportation programs			
	Programs: Health & Safety	5.20 Create partnerships with health organizations at local and state levels			
		5.21 Speed management program/speed reduction program			
		5.22 Analyze crash data to evaluate if improvements are beneficial			
		5.23 Create a walk and bike audit program to assess safety and comfortability			
6. Implementation	Advisory Board	6.1 Review board member requirements of the Active Transportation Advisory Board and revise the purpose, powers, and duties of the Board.			
	Evaluations & Monitoring	6.2 Review and update Master Plan in five years and through changes in other plans			
	Project Prioritization	6.3 Create an unfunded prioritization map			
		6.4 Develop high priority facilities			
		6.5 Develop medium priority facilities			
		6.6 Develop low priority facilities			
	Performance Measures	6.7 Establish performance measures with specified, trackable goals			
		6.8 Develop a standard set of procedures for data collection to properly track data trends			
	Funding	6.9 Develop a maintenance plan for the system			
		6.10 Establish and ensure annual capital and operating funding sources			
		6.11 Seek out alternative funding sources through grants, programs, and partnerships			

IMPLEMENTATION AND COORDINATION ROLES			FUNDING SOURCES				
INTERNAL PARTNERS	EXTERNAL PARTNERS	CONSULTANT WORK?	CITY - GENERAL FUND	CITY - CAPITAL BUDGET	OTHER GOVERNMENT	GRANTS	PRIVATE/OTHER
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X	X			X	
Planning & Development Services			X				
Planning & Development Services, Public Works			X		X		
Planning & Development Services			X				
Planning & Development Services, Public Works, Capital Improvement Projects			X		X	X	X
Planning & Development Services			X		X		
Planning & Development Services	X		X		X		
Planning & Development Services, Public Works, Parks & Recreation Dept.			X		X		
Planning & Development Services, Public Works, Police Dept.	X	X	X		X		
Planning & Development Services, Public Works			X				
Planning & Development Services			X				
Planning & Development Services	X	X	X	X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works, Capital Improvement Projects, Parks & Recreation Dept.	X	X		X	X	X	X
Planning & Development Services, Public Works			X		X		
Planning & Development Services, Public Works	X		X		X		
Planning & Development Services, Public Works, Parks & Recreation Dept.			X				
Planning & Development Services, Public Works, Fiscal Services, Capital Improvement Projects, Parks & Recreation Dept.			X	X			
Planning & Development Services, Public Works, Fiscal Services, Capital Improvement Projects	X				X	X	X

Source: City of College Station

DATA FOR TRACKING PLAN OUTCOMES

In order to properly track the progress of plan implementation, performance measures and community indicators are necessary. These measures should include both qualitative and quantitative data types to provide a holistic understanding of changing network conditions. Some of the quantitative data points that should be considered for performance measures would include pedestrian and bicycle facility usage, transit ridership, and facility miles constructed.

Similar to performance measures, community indicators provide insight into how plan implementation is progressing. Examples of some quantitative community indicators would include daily traffic volumes and annual crash statistics. Community indicators also include the qualitative data collected and observed during public engagement events, such as community surveys, facility audits, and attendee counts. Feedback collected during these events is typically open ended, making it more difficult to synthesize into trackable trends with specified performance goals. While valuable for understanding the public's perception of existing conditions, these indicators would not be used for evaluating the City's performance or progress towards full plan implementation due to their qualitative nature. Rather, community indicators are used for monitoring ongoing conditions and determining whether further actions are needed to address public concerns.

Figure 6.1 Jingle Bell Community Bike Ride Event



The process for developing performance measures should start with determining a set of baseline numbers for analysis. Once established, these numbers can be tracked over time as a method of monitoring the existing system and documenting the impact of new programs or projects. Some of these datasets can be collected and synthesized internally by City staff, while other datasets require the help of external partners.

Some of the data for these new performance measures can be collected by City staff. Additional data can be provided by our state and local partners like the Brazos Transit District, Texas A&M University, and TxDOT. Both Brazos Transit District and Texas A&M can provide the City with transit ridership-related data. Texas A&M can provide additional data regarding micromobility and bicycle usage based on their annual device registration records. These datasets can be used to target multimodal transportation integration projects to the locations where they are most needed and track the impact of those projects once they have been completed.

Figure 6.2 Micromobility Devices



TxDOT is also able to provide College Station with transportation data directly, through annual reports the department publishes, and indirectly, through partnerships and contracts it has with data groups like INRIX. These partnerships allow cities and MPOs to access a wide range of state-wide databases describing traffic volumes, levels of roadway service, congestion rates, and travel patterns.

As an added benefit, the results of these performance measures can be used to support further planning efforts in the future. If City-implemented projects can be shown to have an impact on service quality, safety, and/or system efficiency, it can help foster community support for additional projects and expanded programs. These performance measures can also be used as supporting documentation for the City's grant writing efforts. Having robust sets of performance measures to pull supporting data from will help the city create more competitive applications.

Any performance measure program established by College Station should also include specific target goals for system performance. These target goals for the transportation network should be set after performance baselines can be established to guarantee that those goals are within reason. As mentioned previously, the City's performance measure program should provide a holistic understanding of system performance with data that covers the following topics:

- System Development – The number of facilities/projects completed that include accommodations for active transportation users, the number of linear miles of new facilities added, etc.
- Safety – The number of crashes involving bicyclists, pedestrians, and micromobility users
- Usage – The number of active transportation users and where they are using the facility
- Programs – The success of the proposed Active Transportation Master Plan programs should be tracked with programmatic metrics that will depend on each program's structure and goals
- Maintenance – The quality, condition, and age of existing facilities
- Cost – Amount of funding allocated to implementing the active transportation network

To ensure that the performance measure program is maintained, a schedule of progress reports should be established by City staff. The frequency of these progress reports will depend on the specific performance measure being tracked.

ACTION ITEMS

▷ **6.7** Establish performance measures with specified, trackable goals

FUNDING AND FACILITY IMPROVEMENT COSTS

Implementation of the expanded and upgraded bicycle and pedestrian network proposed in this plan will take substantial investment over a long period of time. Realization of these improvements, however, are not solely the responsibility of the City to construct as requirements on new development will realize many improvements and projects completed by TxDOT will accomplish some others. Cost estimates for new active transportation facilities were calculated in 2023 based on recent projects with substantial contingency added and provide planning-level assumptions that include design, construction, and right-of-way acquisition costs. At that time, sidewalk construction was estimated at approximately $1.2 million per mile, and shared use paths at approximately $2.0 million per mile plus bridges. These figures are intended to support high-level planning and prioritization and should be refined through project-specific analysis as implementation advances. Actual costs may vary over time due to inflation, market conditions, and site-specific factors.

As the active transportation network continues to expand, it will be equally important to establish a sustainable approach to operations and maintenance. Consistent with Master Plan Policy 6, the City should pursue reliable funding sources not only for new infrastructure, but also to ensure that existing facilities are properly maintained, safe, and functional over time as the system grows through both public investment and private development.

Local Funding Sources

CAPITAL PROJECTS FUND

Capital project funds typically the primary source for the city to construct infrastructure. The types of infrastructure financed by the Capital Projects fund could include streets, parks, off-road trails, and other public buildings and facilities. A list of funding sources utilized or capital projects includes:

- General Obligation Bonds – A General Obligation Bond is a municipal bond approved by a voter referendum that is secured through the taxing and borrowing power of a jurisdiction. The City Council must approve calling an election for a General Obligation Bonds to be voted upon. The bonds are repaid by levy through a municipal pledge and the tax revenue of the jurisdiction.
- Certificates of Obligation Bonds – Certificates of Obligation Bonds, also known as COs, are also secured through the taxing and borrowing power of a jurisdiction and can be used by municipalities to fund infrastructure projects. Certificates of Obligation require approval by City Council but unlike other types of bonds, they do not require an election of voter approval to issue.
- Impact Fees – Impact fees are collected from new developments to offset the cost of the infrastructure that is attributable to the demand they place on the infrastructure network and can be used to support public infrastructure, such as waterlines, sanitary sewer lines, and street and intersection projects. Impact fees can act as an indirect funding source for the active transportation projects since many of the larger street projects include new or upgraded bicycle and pedestrian infrastructure.
- Sidewalk Fund – The fund facilitates the construction of sidewalks.

GENERAL FUND

Another primary source of funding for municipalities is the General Fund, which consists of property tax, sales tax, fines, and fees that are collected. The General Fund typically covers the day-to-day operational needs of the City such as staff salaries and supplies needed for Active Transportation programs and events. General Fund is typically not utilized for funding capital projects on an on-going basis though if extra revenues are collected, they could be utilized for one-time expenses including contributing to a capital project.

Federal and State Funding Sources

Funding for projects is frequently available through various grant programs operated by federal and state agencies. In many cases, these grants require a local funding match in order to qualify for the grant.

FEDERAL FUNDING

- Department of Transportation: Federal Highway Administration (FHWA) - The FHWA is an agency within the Department of Transportation and helps to support state and local governments with the construction and maintenance of the country's national highway system. The agency accomplishes its goal through the financial and technical assistance it provides to state and local governments.
    - Highway Safety Improvement Program (HSIP) – This program provides funding to reduce traffic related fatalities and injuries on the land adjacent to roadways. Funds from HSIP can be used to make improvements related to bicycle and pedestrian safety.
    - Safe Routes to School (SR4S) – FHWA distributes funding for state-level SR4S programs through TxDOT.
    - Transportation Enhancement Activities – Contains funding for 12 different activities, which includes; pedestrian and bicycle facilities, safety and educational activities, conversion of abandoned railway corridors to trails, landscaping and scenic beautification, and environmental mitigation to maintain habitat connectivity.
    - Surface Transportation Program (STBG) – The Surface Transportation Block Grant program provides funding for a wide range of projects, including highways, bridges, tunnels, and pedestrian and bicycle infrastructure. This program is managed at the state-level by TxDOT.
    - Recreational Trails Program – This program provides funding to states for the development and ongoing maintenance of recreational trails and trail-related facilities. Trails for walking, hiking, and biking are all eligible for funding.
- Department of Housing and Urban Development (HUD) - The federal agency responsible for providing housing and community development assistance programs.
    - Community Development Block Grant Program (CDBG) - This program supports neighborhood revitalization, economic development, and community facility improvement efforts in areas with low and moderate incomes. These funds have been used numerous times to construct public facilities including bicycle and pedestrian infrastructure in eligible areas of the City.

Figure 6.3 Foster Avenue Sidewalk



STATE FUNDING

There are multiple state agencies that provide funding for projects and programs meant to support active transportation. The Texas Department of Transportation (TxDOT) provides funding for both on and off-street projects while the Texas Parks and Wildlife Department is primarily focused on improving off street trails and greenways.

- Texas Department of Transportation – The government agency responsible for planning, designing, building, operating, and maintaining the state's transportation infrastructure.
    - Safe Routes to Schools Program (SR4S) – The SR4S program tries to encourage school age children to bike and walk to school by funding the implementation of traffic safety programs and construction of bike and pedestrian facilities within a two-mile radius of schools.
    - Texas Mobility Fund – Maintained by TxDOT, the Texas Mobility Fund holds taxes and fees separate from those in the State Highway Fund. The Transportation development credits, or toll credits, in this fund can be requested and applied as local match funding for federal transportation projects.
    - Transportation Alternatives Set-Aside (TA) Program – The TA program provides funding through local Transportation Management Areas to be used for bicycle and pedestrian infrastructure and planning projects. Applicants are encouraged to submit proposals aimed at improving transportation accessibility, safety, and multimodal integration.
- Texas Parks and Wildlife Department (TPWD) – The state agency tasked with the management and conservation of the natural and cultural resources of Texas.
    - Recreational Trails Program – Supports the creation of non-motorized and motorized recreational trails and associated facilities meant to hiking and bicycling. Funding for the Recreational Trails Program is provided by Federal Highway Trust Fund, which is supported by gas taxes paid on fuel for non-highway recreational vehicles.
    - Outdoor Recreation Legacy Partnership (ORLP) – This program is a competitive grant under the Land and Water Conservation Fund (LWCF), which provides matching funds to facilitate the acquisition and development of outdoor recreational areas and trails.

ACTION ITEMS

- ▷ **6.8** Develop a maintenance plan for the system
- ▷ **6.9** Establish and ensure consistent capital and operating funding sources
- ▷ **6.10** Seek out alternative funding sources through grants, programs, and partnerships

ACKNOWLEDGEMENTS

The City of College Station would like to express their sincere gratitude to all the following individuals, groups and citizens of the community who contributed to the preparation and adoption of this Master Plan. Without your help, this would have never been achieved.

CITY COUNCIL

John Nichols, Mayor
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Melissa McIlhaney, Place 4
Bob Yancy, Place 5
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Kelsey Heiden, Parks Department
Anthony Armstrong, Planning & Development
Molly Hitchcock, Planning & Development
Kenneth Preterit, Police Department
DeAnna Ordonez, Public Works
Emily Fisher, Public Works

COMMONLY USED ACRONYMS

AASHTO – American Association of State Highway Transportation Officials

ACS – American Community Survey

ADA – Americans with Disabilities Act

BCSMPO – Bryan College Station Metropolitan Planning Organization

BPG – Bicycle, Pedestrian, and Greenways Advisory Board

BLTS – Bicycle Level of Stress

BTD - Brazos Transit District

CRIS - Crash Records Information System

FHWA – Federal Highway Administration

LPI – Leading Pedestrian Interval

NACTO – National Association of City Transportation Officials

PLTS – Pedestrian Level of Stress

PROWAG – Public Right-of-Way Accessibility Guidelines

TxDOT – Texas Department of Transportation

TXMUTCD – Texas Manual on Uniform Traffic Control Devices

ROW – Right-of-Way

USDOT – United State Department of Transportation

APPENDIX A: DEMOGRAPHICS

The population of College Station has continued to increase. The table below shows how the population has grown since 2010. As of December 2025, the population of the City of College Station is estimated to be 132,477 residents.

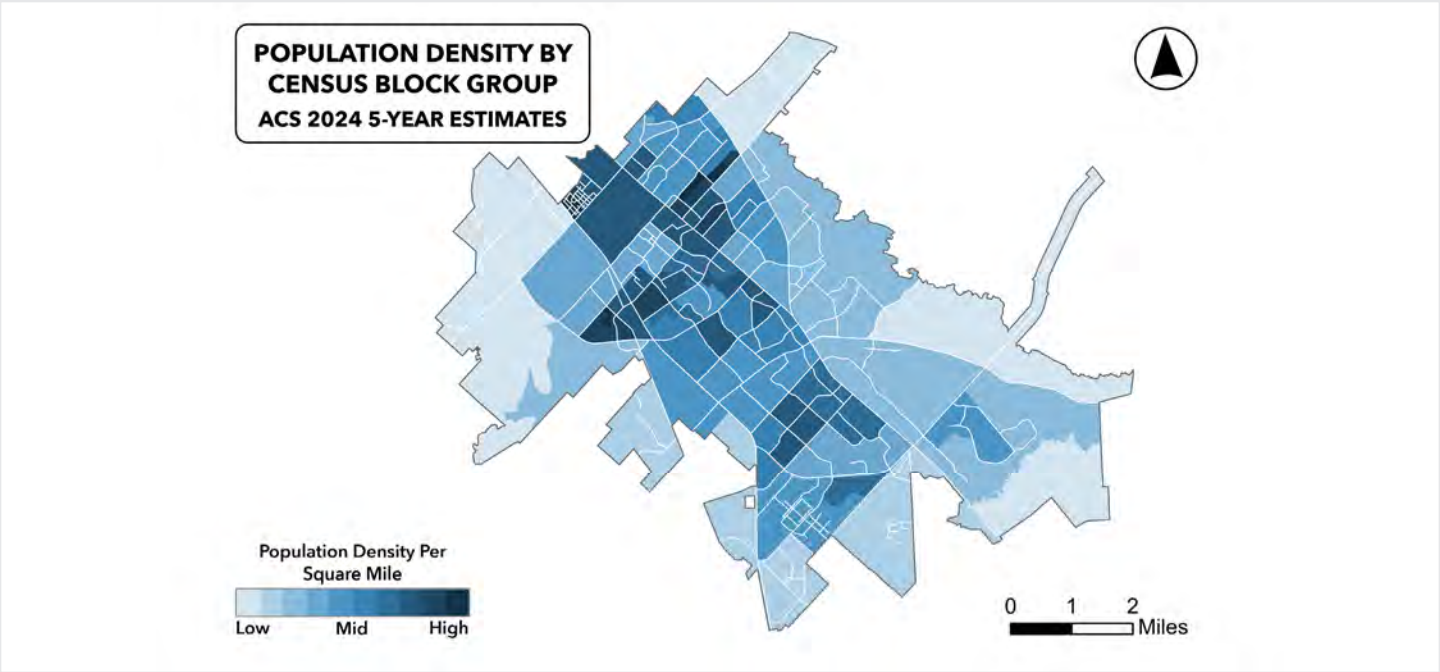
Table A.1 Population Growth Rate Since 2010

POPULATION GROWTH RATE SINCE 2010		
5-YEAR PERIOD	**POPULATION (END OF PERIOD)**	**PEDESTRIAN PLAN %**
2010	94,929	N/A
2011 - 2015	106,581	12.3%
2016 - 2020	122,085	14.5%
2021 - 2025	132,477	8.5%

Source: City of College Station

Population Density and Distribution

Unsurprisingly a **population distribution analysis for College Station shows the greatest population density in the areas surrounding the Texas A&M University campus. Lower population densities are along the City's peripheries** and in areas that are undeveloped, developed at lower densities, or are partially developed. The areas of the city zoned for more intense residential uses like multi-family tend to have a higher population density relative to areas zoned for less intense uses like rural or single-family development. Knowing which areas currently have the greatest population density and which are planned for such can help determine where active transportation improvements would be more beneficial to improve connectivity and help encourage active transportation as a viable transportation mode and help mitigate growing traffic congestion in those areas.



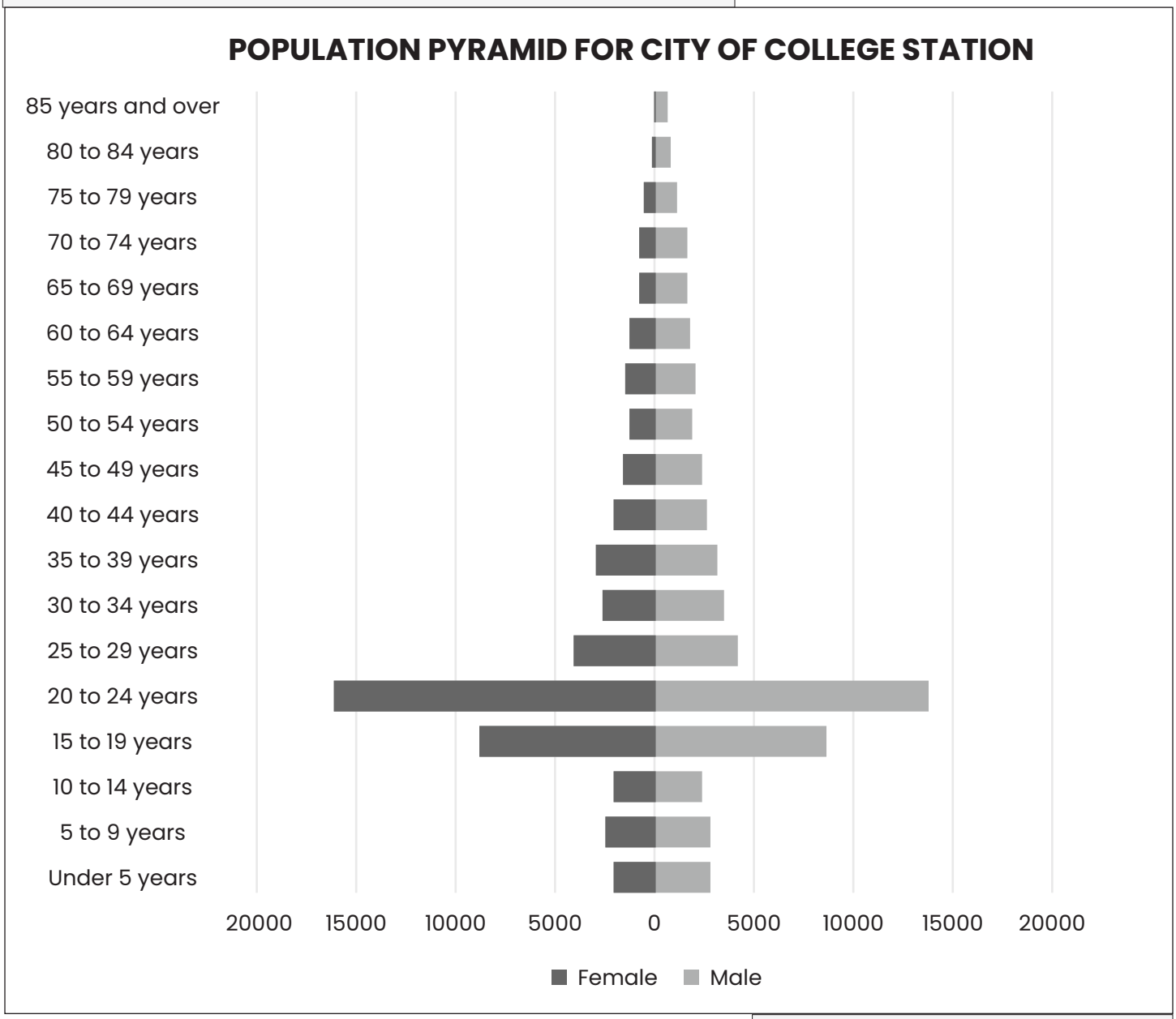
Source: City of College Station

Age Distribution

The demographic composition of a city affects the transportation needs of that community. Communities with an age composition that skews younger will have a different set of transportation needs and opportunities relative to a community with a population that skews much older.

Population pyramids for College Station clearly show the impact that a large number of college students have on the city's age distribution. The figure below illustrates that 25.6% of all city residents fall within the 20-24 year old age cohort. The second largest age group within College Station is the 15–19-year-old cohort. The size of these two age cohorts compared to the rest of the city's population pyramid indicate that College Station has a relatively young population. Knowing that these population cohorts will likely remain similar in their size and distribution near the periphery of campus allows the city to tailor future improvements in this area specifically to college-aged users.

Figure A.1 Population Pyramid for City of College Station



Source: City of College Station

APPENDIX B: LTS METHODOLOGY AND CRITERIA

Research and Best Practices

Level of Traffic Stress as a form of network analysis was first published by researchers at the **Mekuria Transportation Institute** in 2012. Since then, many different municipalities have utilized this approach for assessing the stressfulness of their active transportation networks. Many of these municipalities have also modified the criteria for the analysis to better fit their local planning context. The types of modifications made by these municipalities also differs, with some making relatively minor changes and others making substantial revisions to the original criteria.

Looking first at the **City of Fort Worth's Active Transportation Plan**, we see an example of a minor change to the overall LTS criteria. The City decided that the original LTS criteria developed by the Mekuria Transportation Institute was too lenient regarding the impact of traffic volume on a user's experience. For this reason, Fort Worth's LTS analysis is more critical of roadways with high volumes and high speeds.

In some instances, municipalities decided that more significant changes were needed for the analysis to work within their local context. For **Montgomery County** this meant the addition of 3 more stress level ratings to help describe a greater range of roadway experiences. LTS 0 was added to describe off-road portions of the network, which are not impacted by roadway stresses. LTS 2.5 was added to bridge the comfortability divide between LTS 2 and 3. Lastly, the county added LTS 5 to distinguish between the roadways that only experienced riders would be willing travel and roadways deemed too dangerous for even those riders.

Other municipalities took into consideration additional roadway factors that might impact a user's experience. This was the approach taken by the **City of Chico, CA**, which accounted for the presence of additional obstacles along biking facilities. If a bike lane or route was subject to frequent blockages by vehicles, trash cans, or driveways, the LTS would be increased.

LTS Methodology for College Station

The criteria used for the LTS analysis of College Station's existing network has also been modified. In the original methodology developed by the Mekuria Transportation Institute, sidewalk widths were divided into 4 categories.

This included sidewalks:

- Greater than 10 ft. Wide
- 10 ft. to 8 ft. wide
- 7 ft. to 5 ft. wide
- Less than 5 ft. wide

In the City's older neighborhoods, sidewalks were built to be 4 feet wide with a 1-3-foot grass buffer. Using baseline criteria from the Mekuria Institute, many of these neighborhood streets would be given LTS scores of 3, despite having low speeds, low traffic volumes, and large roadway buffers. **More recent updates to College Station's Unified Development Ordinance have changed sidewalk width standards, which require these facilities to be at least 6 feet wide. Any future redevelopment taking place in these older neighborhoods would require sidewalks to be reconstructed to meet the updated UDO standard**. With this context in mind, it was decided to combine the 7-5 feet and <5-foot categories to more accurately reflect an individual's experience on these low-intensity roadways in local neighborhoods. This methodology was adapted to the local context of College Station and might be subject to future modifications if needed to accurately depict existing conditions.

Bicycle Level of Traffic Stress Analysis (BLTS)

Segments:

The BLTS criteria for segments are split into two different tables, one of these tables looks specifically at bike routes (bikes in mixed traffic) while the other looks at bike lanes.

Table B.1 Bixes in Mixed Traffic

BIKES IN MIXED TRAFFIC								
NUMBER OF LANES	TRAFFIC VOLUME	PREVAILING SPEED (MPH)						
		<24	25	30	35	40	45	46+
2-way street (no centerline)	0-750	1	1	2	2	3	3	3
	751-1,500	1	1	2	3	3	3	3
	1,501-3,000	2	2	2	3	3	4	4
2-way street (1 thru lane per direction and centerline)	3,000+	2	2	3	3	4	4	4
	0-1,000	1	1	2	2	3	3	3
	1,001-1,500	2	2	2	3	3	4	4
2 thru lanes per direction	1,501+	2	3	3	3	4	4	4
	0-8,000	3	3	3	3	4	4	4
	8,001+	3	3	4	4	4	4	4
3+ thru lanes per direction	Any volume	3	3	4	4	4	4	4

Source: City of College Station

Table B.2 Bikes in Conventional Lanes and Others

CONVENTIONAL BIKE LANES, ADVISORY BIKE LANES, AND SHOULDERS NOT ADJACENT TO A PARKING LANE							
NUMBER OF LANES	BIKE LANE WIDTH	PREVAILING SPEED (MPH)					
		<29	30	35	40	45	46+
1 thru lane per direction or contraflow lane	6+ ft	1	1	2	3	3	3
	Less than 6 ft	2	2	2	3	3	4
2 thru lanes per direction	6+ ft	2	2	2	3	3	3
	Less than 6 ft	2	2	2	3	4	4
3+ lanes per direction	Any width	3	3	3	4	4	4
Use mixed traffic criteria if it would result in lower LTS							

Source: City of College Station

Crossings:

The BLTS criteria is contained within a single table and only applies to road crossings without any traffic controls (no stop signs, or traffic signals).

Table B.3 Bike Crossing LTS

BIKE CROSSING LTS				
CROSSING FACILITY	SPEED LIMIT	UP TO 3 LANES	4 - 5 LANES	6+ LANES
None	Up to 25 mph	1	2	4
	30 mph	1	2	4
	35 mph	2	3	4
	40+ mph	3	4	4
Crossing Island	Up to 25 mph	1	1	2
	30 mph	1	2	3
	35 mph	2	3	4
	40+ mph	3	4	4

Source: City of College Station

Pedestrian Level of Traffic Stress Analysis (PLTS)

Segments

The PLTS criteria for segments in split into three separate tables to better evaluate stress levels based on a roadway's traffic volume. As a result, facilities with similar dimensions might scoring differently based on the average amount of adjacent vehicle traffic.

Table B.4 Pedestrian LTS for Low Traffic Volume

PEDESTRIAN LTS FOR LOW TRAFFIC VOLUME (< 2,500 AADT)					
SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	1	1
	8 ft to 10 ft	1	1	1	1
	< 7 ft	1	1	2	2
26 - 30 mph	> 10 ft	1	1	2	2
	8 ft to 10 ft	1	2	2	3
	< 7 ft	1	2	2	3
31 - 35 mph	> 10 ft	1	1	2	2
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	3	3	4
> 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	3
	< 7 ft	3	3	4	4
Automatically LTS 2 if a vertical buffer greater than six inches is present					

Source: City of College Station

Table B.5 Pedestrian LTS for Medium Traffic Volume

PEDESTRIAN LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)

SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	1	2
	8 ft to 10 ft	1	1	2	2
	< 7 ft	1	2	2	2
26 - 30 mph	> 10 ft	1	1	2	3
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	2	3	4
31 - 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	4
	< 7 ft	3	3	4	4
> 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	2	3	4
	< 7 ft	3	3	4	4

Automatically LTS 2 if a vertical buffer greater than six inches is present

Source: City of College Station

Table B.6 Pedestrian LTS for High Traffic Volume

PEDESTRIAN LTS FOR HIGH TRAFFIC VOLUME (> 7,500 AADT)

SPEED	SIDEWALK WIDTH	BUFFER WIDTH			
		> 10 FT	5 TO 9FT	< 5 FT	NONE
< 26 mph	> 10 ft	1	1	2	2
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	2	3	4
26 - 30 mph	> 10 ft	1	1	2	3
	8 ft to 10 ft	1	2	2	3
	< 7 ft	2	3	3	4
31 - 35 mph	> 10 ft	1	2	3	3
	8 ft to 10 ft	2	3	3	4
	< 7 ft	3	3	4	4
> 35 mph	> 10 ft	2	2	3	3
	8 ft to 10 ft	2	3	3	4
	< 7 ft	3	4	4	4

Automatically LTS 2 if a vertical buffer greater than six inches is present

Source: City of College Station

Crossings

The PLTS criteria for crossings has been split across six different tables. Half of the methodology tables are specifically for crossings with traffic controls while the other half are for crossings without traffic controls. These tables follow the same traffic volume-based formatting as the tables for PLTS segments.

Table B.7 Controlled Pedestrian Crossings for Low Traffic Volume

CONTROLLED PEDESTRIAN CROSSING LTS FOR LOW TRAFFIC VOLUME (< 2,500 AADT)					
TRAFFIC CONTROL	CROSSING WIDTH	CROSSING TREATMENTS			
		RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
LPI or Pedestrian only phase	2-3 lanes	1	1	1	1
	4 lanes	1	1	2	2
	5 lanes	2	2	2	2
	6+ lanes	2	2	3	3
Traffic Signal	2-3 lanes	1	1	1	1
	4 lanes	1	1	2	2
	5 lanes	2	2	2	2
	6+ lanes	2	3	3	3
Stop Sign	1-2 lanes	1	1	1	1
	3 lanes	1	1	2	2
	4+ lanes	2	2	3	3
Pedestrian Hybrid Beacon	1-2 lanes	1	1	1	1
	3 lanes	1	1	1	2
	4+ lanes	2	2	2	3

Source: City of College Station

Table B.8 Controlled Pedestrian Crossings for Medium Traffic Volume

CONTROLLED PEDESTRIAN CROSSING LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)					
TRAFFIC CONTROL	CROSSING WIDTH	CROSSING TREATMENTS			
		RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
LPI or Pedestrian only phase	2-3 lanes	1	1	1	2
	4 lanes	1	1	2	2
	5 lanes	2	2	2	3
	6+ lanes	2	2	3	3
Traffic Signal	2-3 lanes	1	1	1	2
	4 lanes	1	1	2	2
	5 lanes	2	2	3	3
	6+ lanes	3	3	3	4
Stop Sign	1-2 lanes	1	1	1	2
	3 lanes	1	2	2	2
	4+ lanes	2	2	3	3
Pedestrian Hybrid Beacon	1-2 lanes	1	1	1	2
	3 lanes	1	1	2	2
	4+ lanes	2	2	3	3

Source: City of College Station

Table B.9 Controlled Pedestrian Crossings for High Traffic Volume

CONTROLLED PEDESTRIAN CROSSING LTS FOR HIGH TRAFFIC VOLUME (> 7,500 AADT)					
TRAFFIC CONTROL	CROSSING WIDTH	CROSSING TREATMENTS			
		RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
LPI or Pedestrian only phase	2-3 lanes	1	1	1	2
	4 lanes	1	2	2	2
	5 lanes	2	2	2	3
	6+ lanes	3	3	3	3
Traffic Signal	2-3 lanes	1	1	2	2
	4 lanes	1	2	2	2
	5 lanes	2	3	3	3
	6+ lanes	3	3	4	4
Stop Sign	1-2 lanes	1	1	2	2
	3 lanes	2	2	3	3
	4+ lanes	2	3	4	4
Pedestrian Hybrid Beacon	1-2 lanes	1	2	2	2
	3 lanes	2	3	3	3
	4+ lanes	3	3	4	4

Source: City of College Station

Table B.10 Uncontrolled Pedestrian Crossings for Low Traffic Volume

UNCONTROLLED PEDESTRIAN CROSSING LTS FOR LOW TRAFFIC VOLUME (< 2,500 AADT)						
TRAFFIC CONTROL	TRAFFIC SPEED	CROSSING WIDTH	CROSSING TREATMENTS			
			RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
Rapid Flashing Beacons	< 21 mph	1-2 lanes	1	1	1	1
		3 lanes	1	1	1	2
		4+ lanes	2	2	2	2
	21-25 mph	1-2 lanes	1	1	1	2
		3 lanes	1	1	2	2
		4+ lanes	2	2	3	3
	26 - 30 mph	1-2 lanes	1	2	2	2
		3 lanes	2	2	2	3
		4+ lanes	2	3	3	4
	> 30 mph	1-2 lanes	1	2	2	3
		3 lanes	2	2	3	3
		4+ lanes	3	3	3	4
No Traffic Control	< 21 mph	1-2 lanes	1	1	1	2
		3 lanes	1	2	2	2
		4+ lanes	2	2	3	3
	21-25 mph	1-2 lanes	1	1	2	2
		3 lanes	1	2	3	3
		4+ lanes	2	2	3	3
	26 - 30 mph	1-2 lanes	1	2	3	3
		3 lanes	2	3	3	3
		4+ lanes	2	3	4	4
	> 30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	4
			3	3	4	4

Source: City of College Station

Table B.11 Uncontrolled Pedestrian Crossings for Medium Traffic Volume

UNCONTROLLED PEDESTRIAN CROSSING LTS FOR MEDIUM TRAFFIC VOLUME (2,500-7,500 AADT)						
TRAFFIC CONTROL	TRAFFIC SPEED	CROSSING WIDTH	CROSSING TREATMENTS			
			RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
Rapid Flashing Beacons	< 25 mph	1-2 lanes	1	1	1	2
		3 lanes	1	2	2	2
		4+ lanes	2	2	3	3
	26-30 mph	1-2 lanes	1	2	2	3
		3 lanes	2	2	3	3
		4+ lanes	2	3	3	4
	> 30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	4
		4+ lanes	3	3	4	4
No Traffic Control	< 25 mph	1-2 lanes	1	1	2	2
		3 lanes	1	2	3	3
		4+ lanes	2	2	3	3
	26 - 30 mph	1-2 lanes	1	2	3	3
		3 lanes	2	3	3	3
		4+ lanes	2	3	4	4
	> 30 mph	1-2 lanes	2	2	3	3
		3 lanes	3	3	3	4
		4+ lanes	3	4	4	4

Source: City of College Station

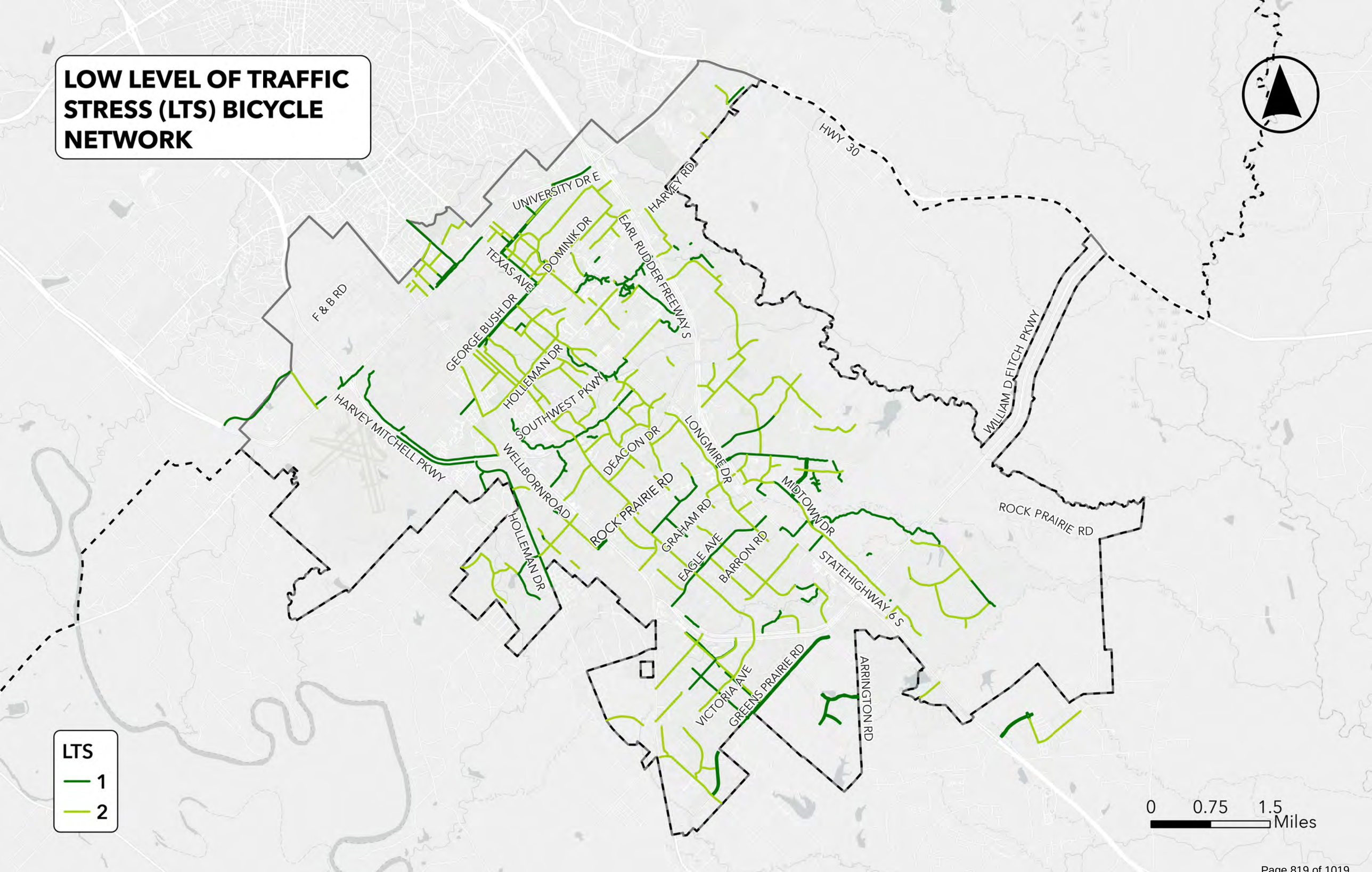
Table B.12 Uncontrolled Pedestrian Crossings for High Traffic Volume

UNCONTROLLED PEDESTRIAN CROSSING LTS FOR HIGH TRAFFIC VOLUME (7,500 AADT)						
TRAFFIC CONTROL	TRAFFIC SPEED	CROSSING WIDTH	CROSSING TREATMENTS			
			RAISED REFUGE ISLAND AND CURB EXTENSION(S)	RAISED REFUGE ISLAND ONLY	CURB EXTENSION ONLY	NONE
Rapid Flashing Beacons	< 25 mph	1-2 lanes	1	2	2	2
		3 lanes	2	2	3	3
		4+ lanes	2	3	3	4
	26-30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	3
		4+ lanes	3	3	4	4
	> 30 mph	1-2 lanes	2	2	3	3
		3 lanes	3	3	3	4
		4+ lanes	3	4	4	4
No Traffic Control	< 25 mph	1-2 lanes	2	2	2	3
		3 lanes	2	2	3	3
		4+ lanes	3	3	3	4
	26 - 30 mph	1-2 lanes	2	2	2	3
		3 lanes	2	3	3	3
		4+ lanes	3	4	4	4
	> 30 mph	1-2 lanes	2	3	3	3
		3 lanes	3	3	4	4
		4+ lanes	4	4	4	4

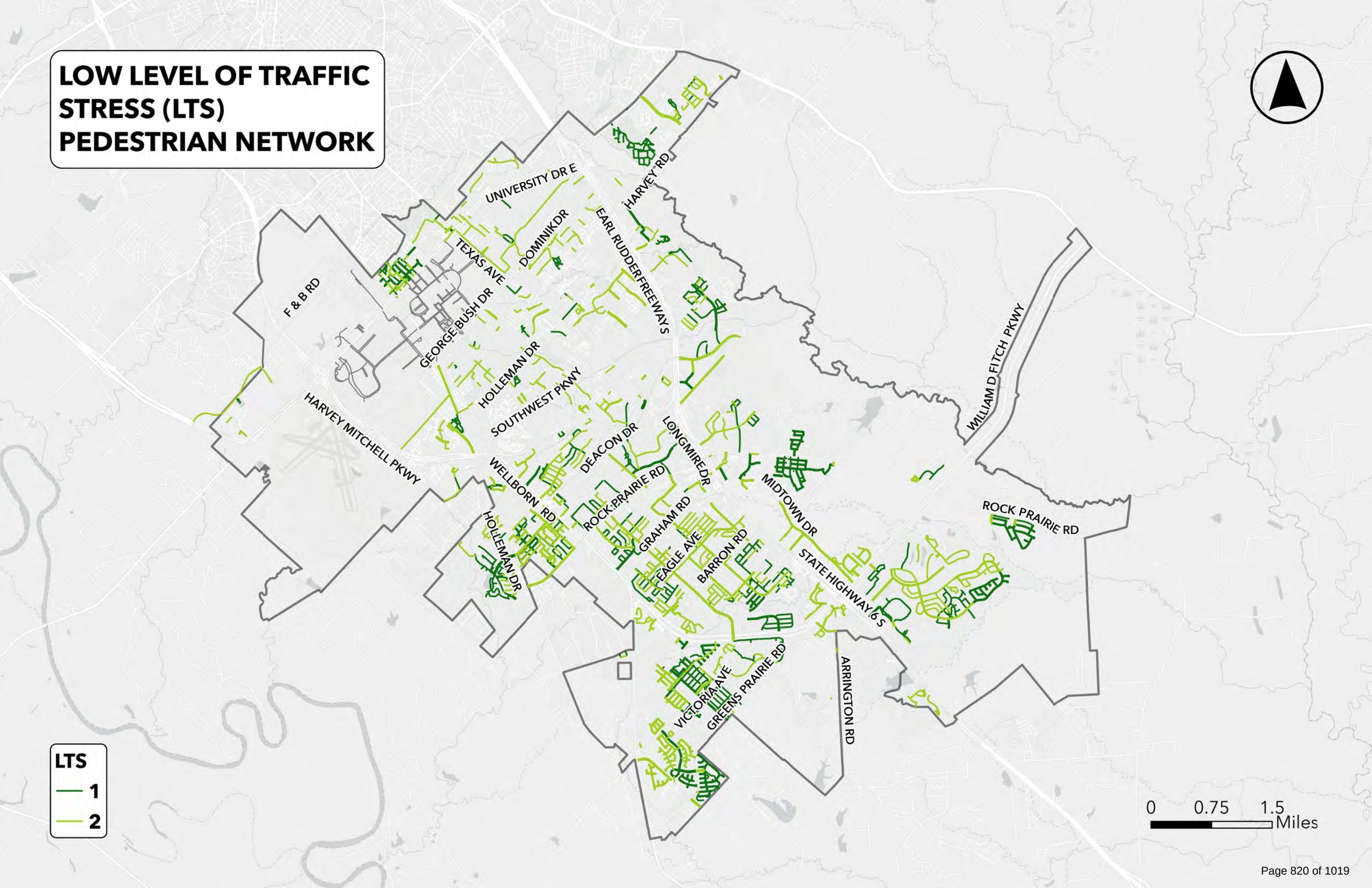
Source: City of College Station


DUNDER MIFFLIN

LOW LEVEL OF TRAFFIC STRESS (LTS) BICYCLE NETWORK



LOW LEVEL OF TRAFFIC STRESS (LTS) PEDESTRIAN NETWORK



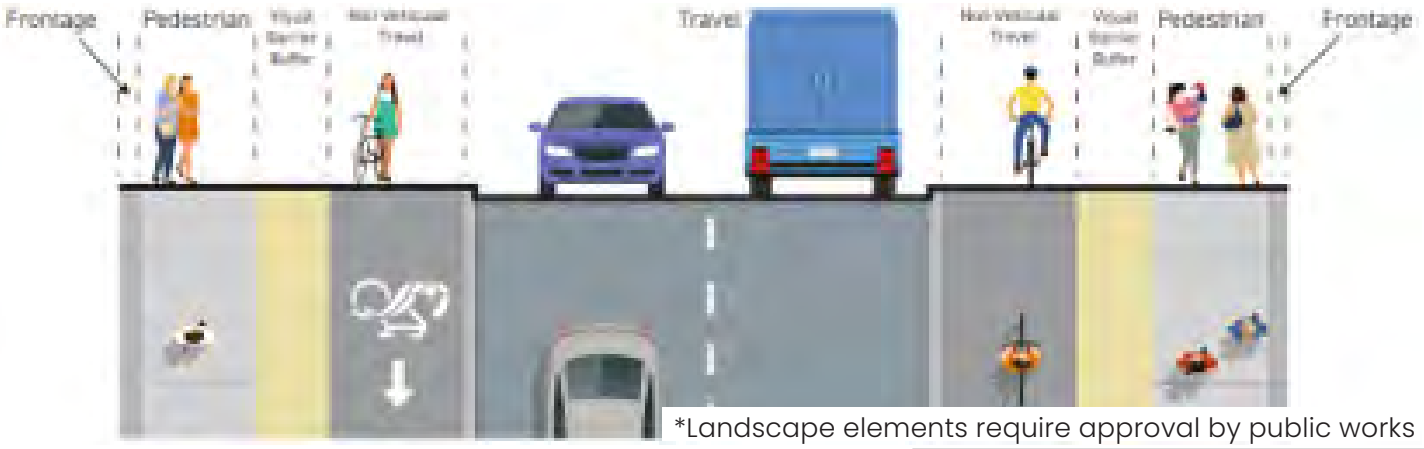
APPENDIX D: THOROUGHFARE CROSS SECTIONS

Crossing Section Makeup

Street cross-sections are composed of various discrete zones. These zones serve different users and include different cross-section elements. The table below lists the cross-section zones alongside their identifying traits. Refer to the diagram below table for illustrative examples of each element.

Table D.1 Street Cross-Section Element Illustrative Examples

STREET CROSS-SECTIONS ZONE EXAMPLES			
ZONE	**LOCATION**	**CROSS SECTION ELEMENTS**	**DEFINITION**
Frontage	Immediately adjacent to right of way edge	Utilities, grade changes	Edge or ROW allocation for commercial or residential transition to adjacent grades and place for utilities
Pedestrian	Parallel to street between land use and curb	Sidewalks	Space dedicated to activities like walking and jogging
Visual Barrier Buffer	Between travel lanes (bike or vehicles) and pedestrians	Xeriscaping, color concrete, pavers, or landscape elements* like low shrubs, decorative grasses, lawn, and trees	Buffered landscape that separates walking and stationary activities from travel lanes
Non-Vehicular Travel	Immediately adjacent to the curb or sidewalk edge	Curbside space, bicycle lanes, and on-street parking, shared use paths	Intermediary zone adjacent to travel lanes
Travel	Center of the right of way	General purpose lanes, bus lanes, medians	Lanes used primarily for motorized transportation



*Landscape elements require approval by public works

Source: City of College Station

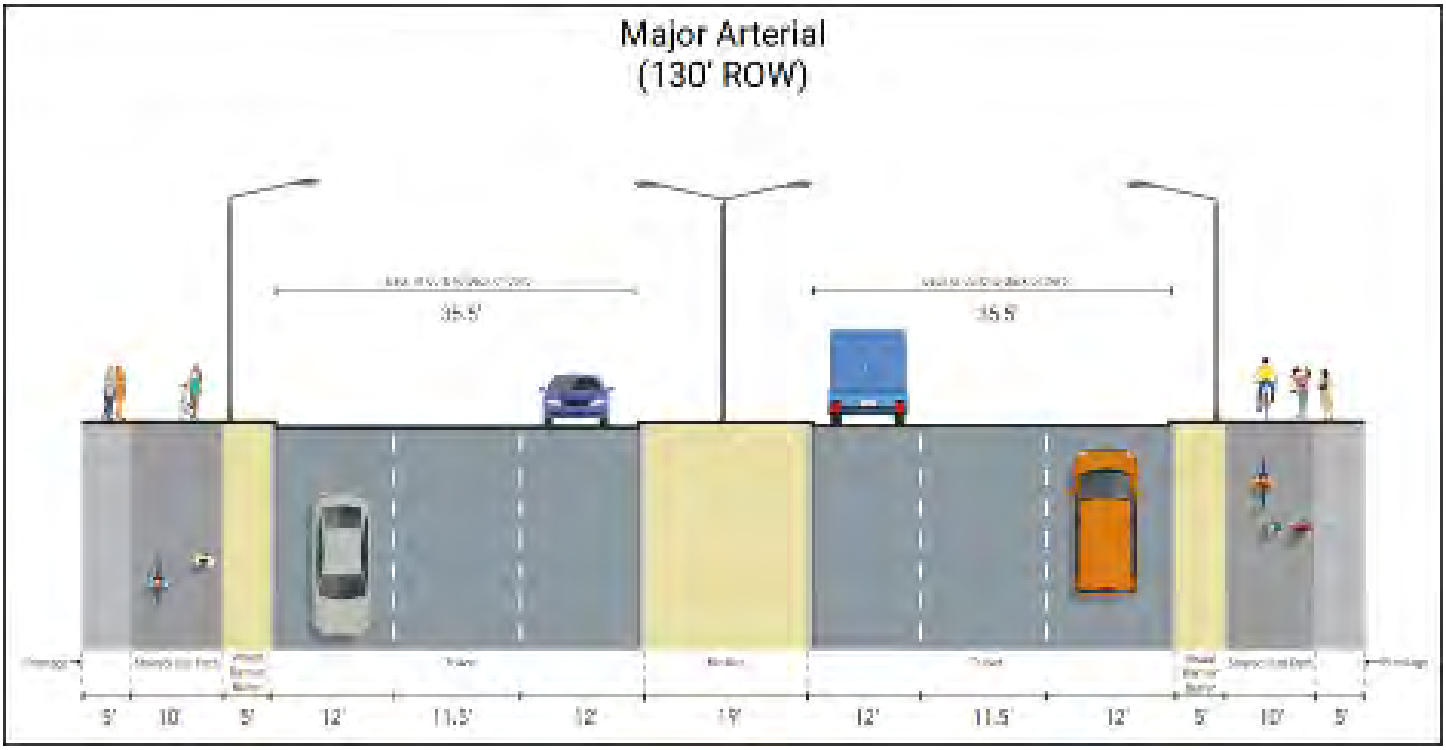
Table D.2 Visual Barrier Buffer Examples

VISUAL BARRIER BUFFER EXAMPLES		
XERISCAPE BUFFER	**LANDSCAPE BUFFER**	**HARDSCAPE BUFFER**
		

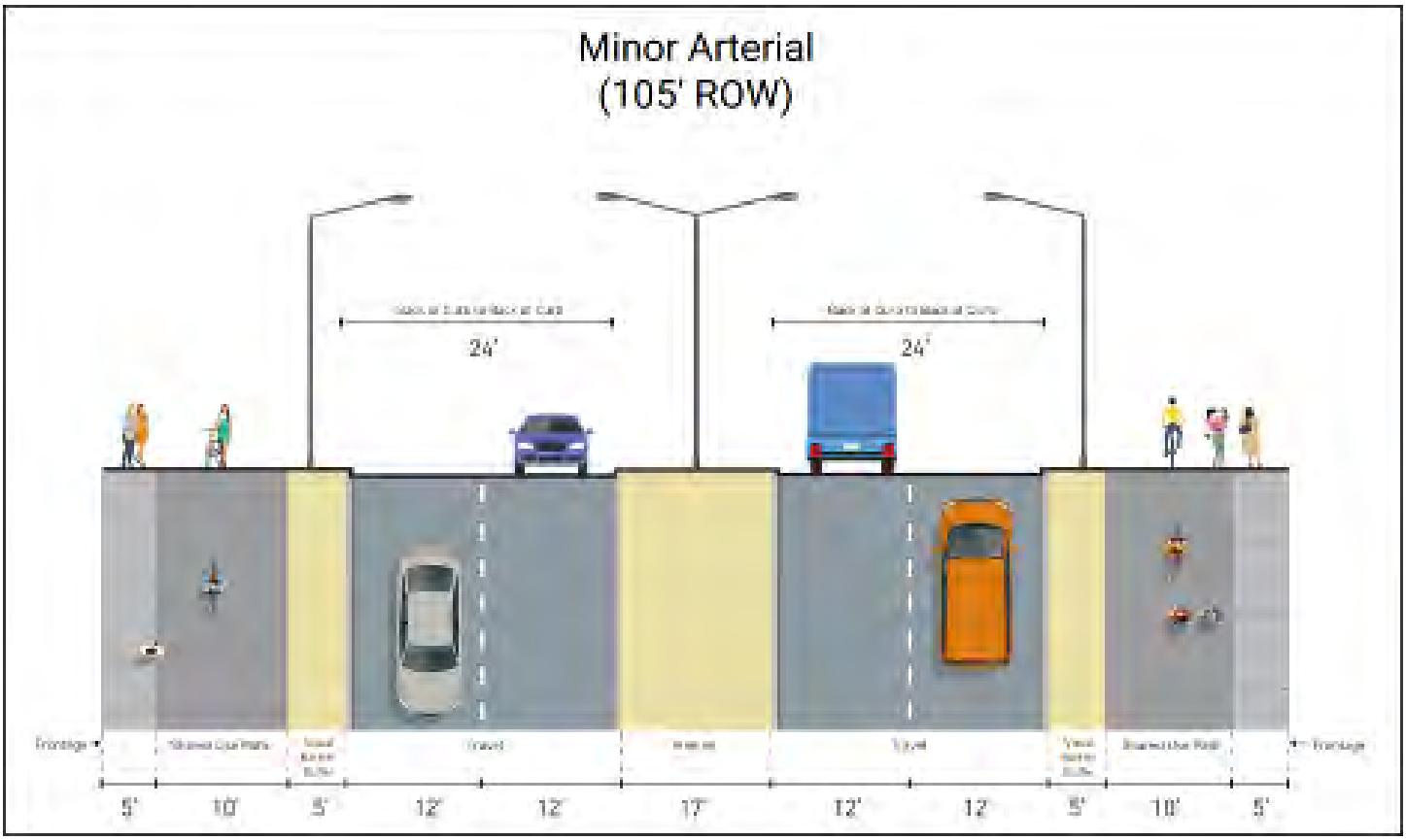
Source: City of College Station

TYPICAL SECTIONS

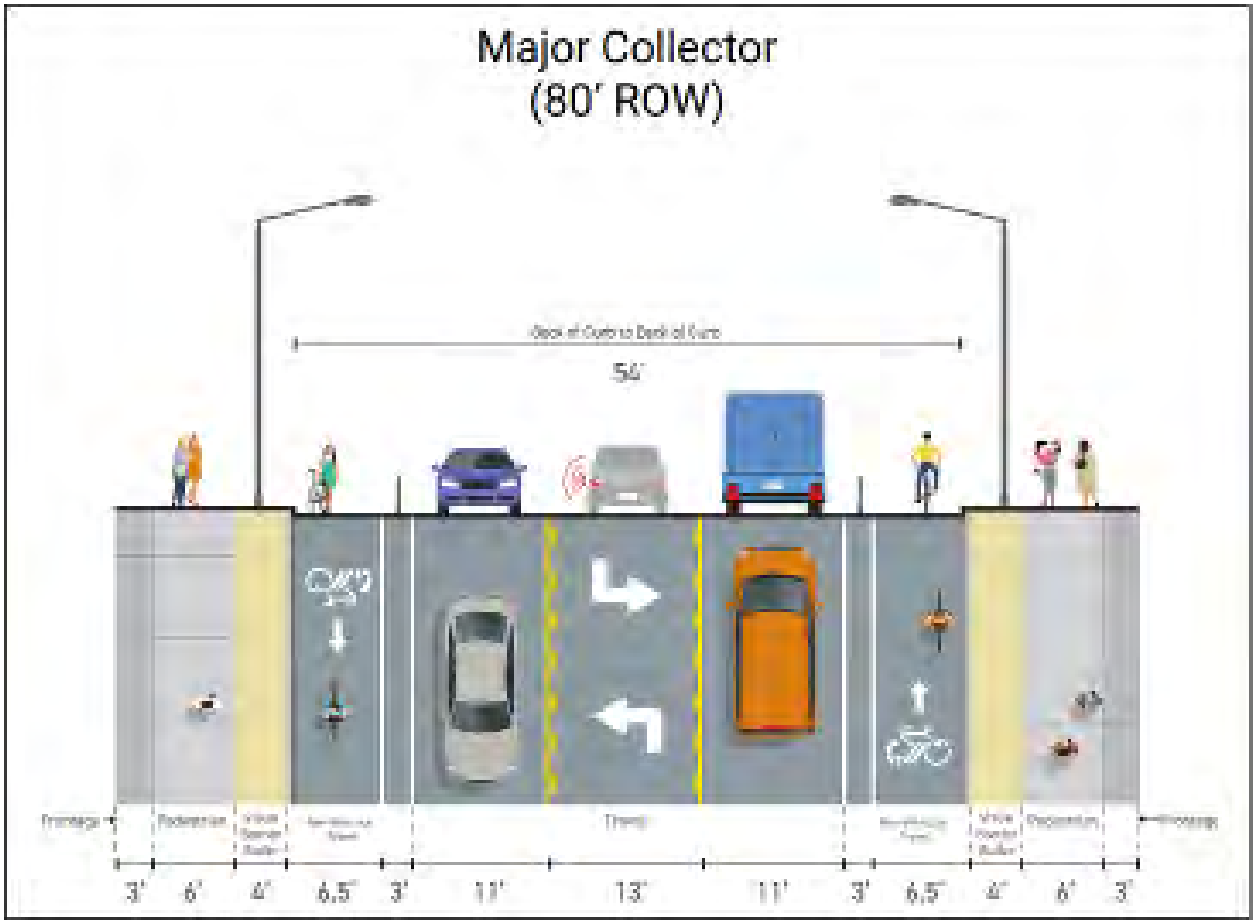
Note: All dimensions measure from back-of-curb and center of stripe. Not to scale
Note: Separated bike lanes may be the preferred alternative in the Urban Context in College Station's Thoroughfare Plan Context Zone Map

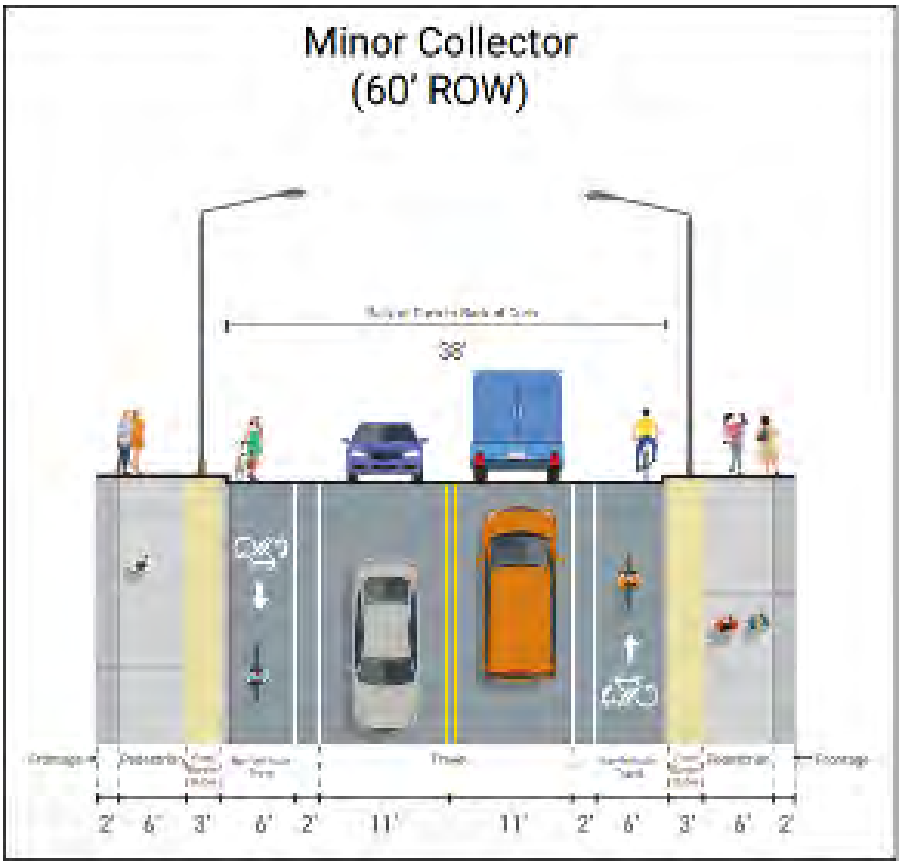


Minor Arterial
(105' ROW)



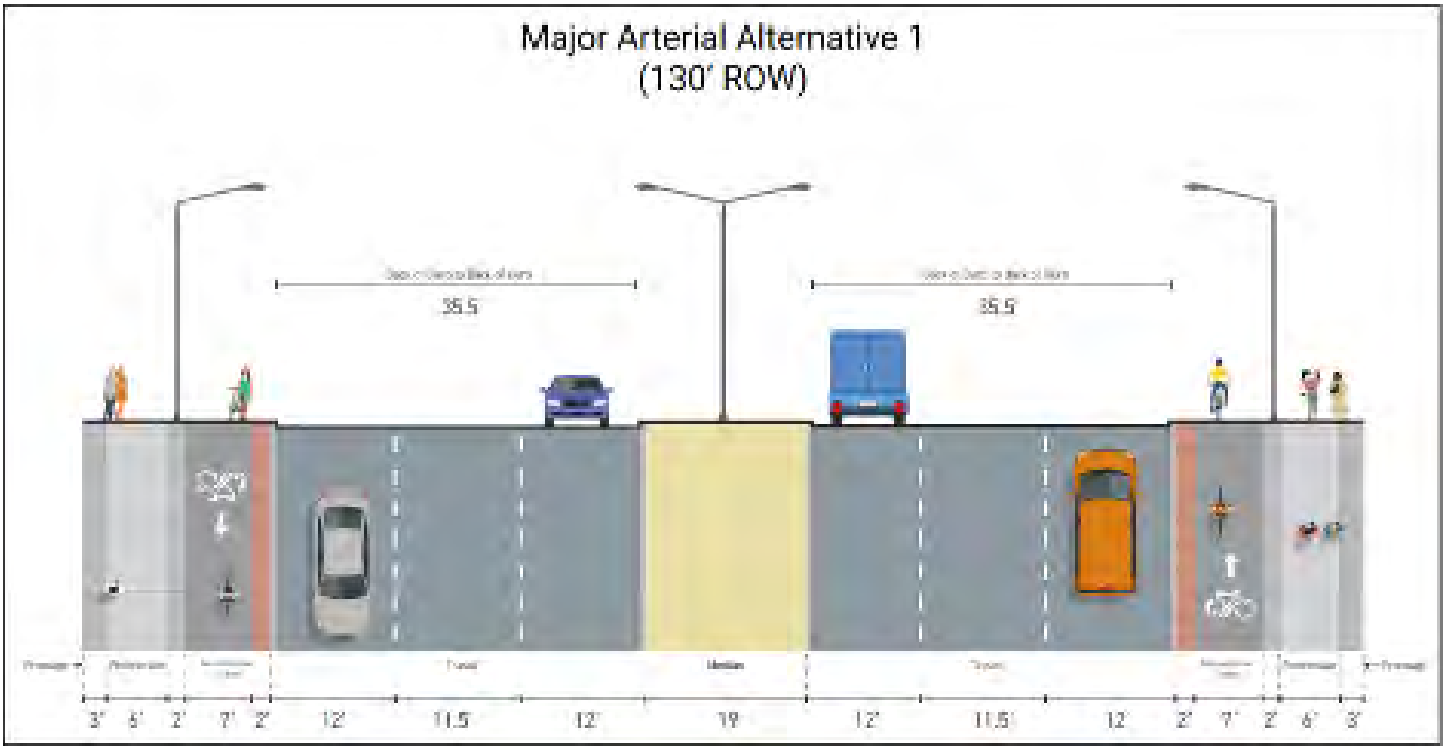
Major Collector
(80' ROW)

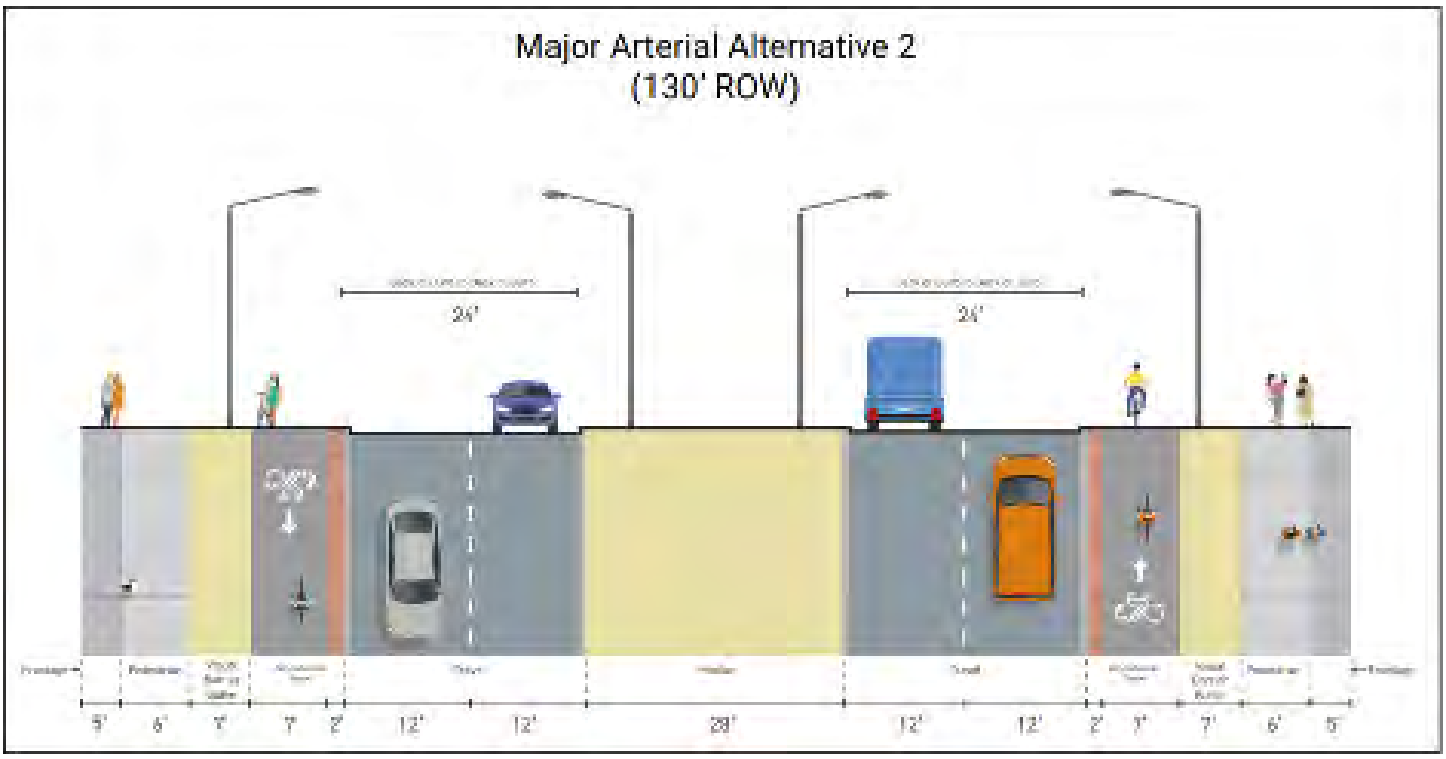


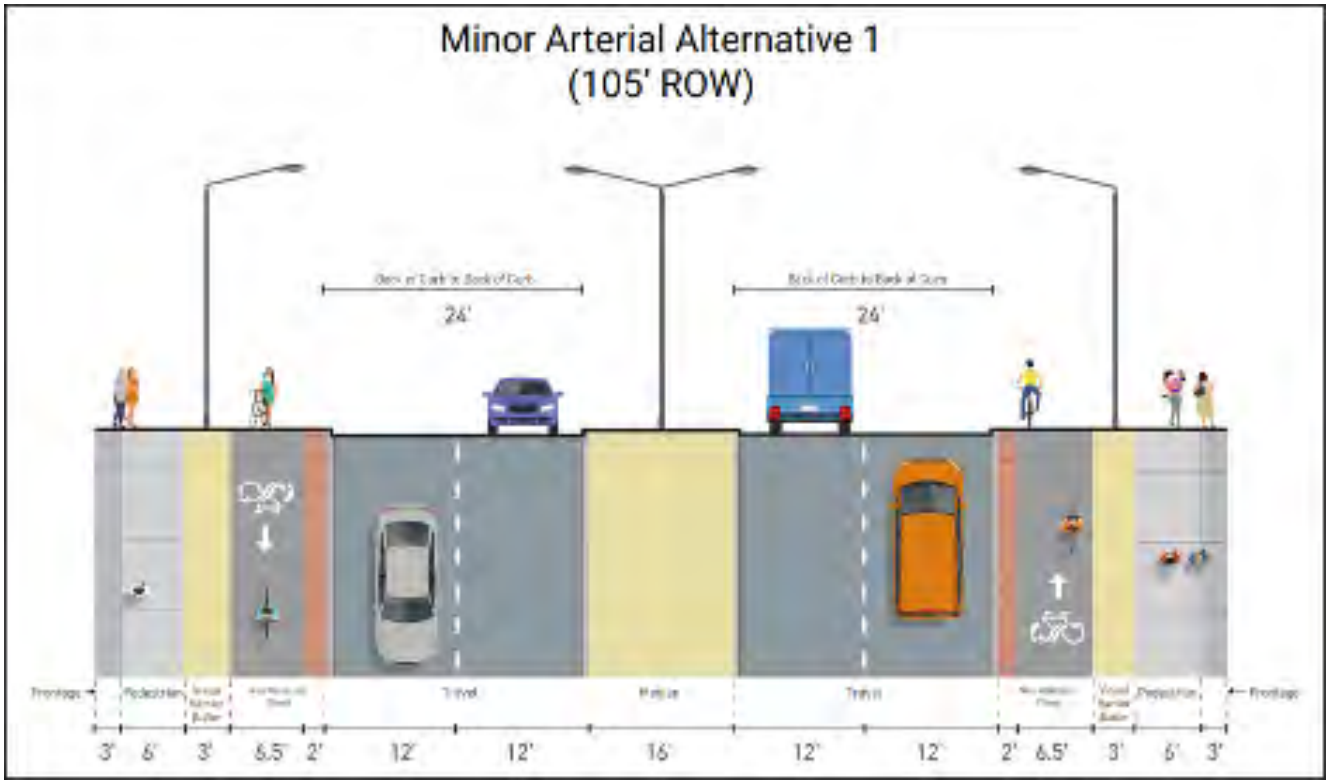


ALTERNATIVE SECTIONS

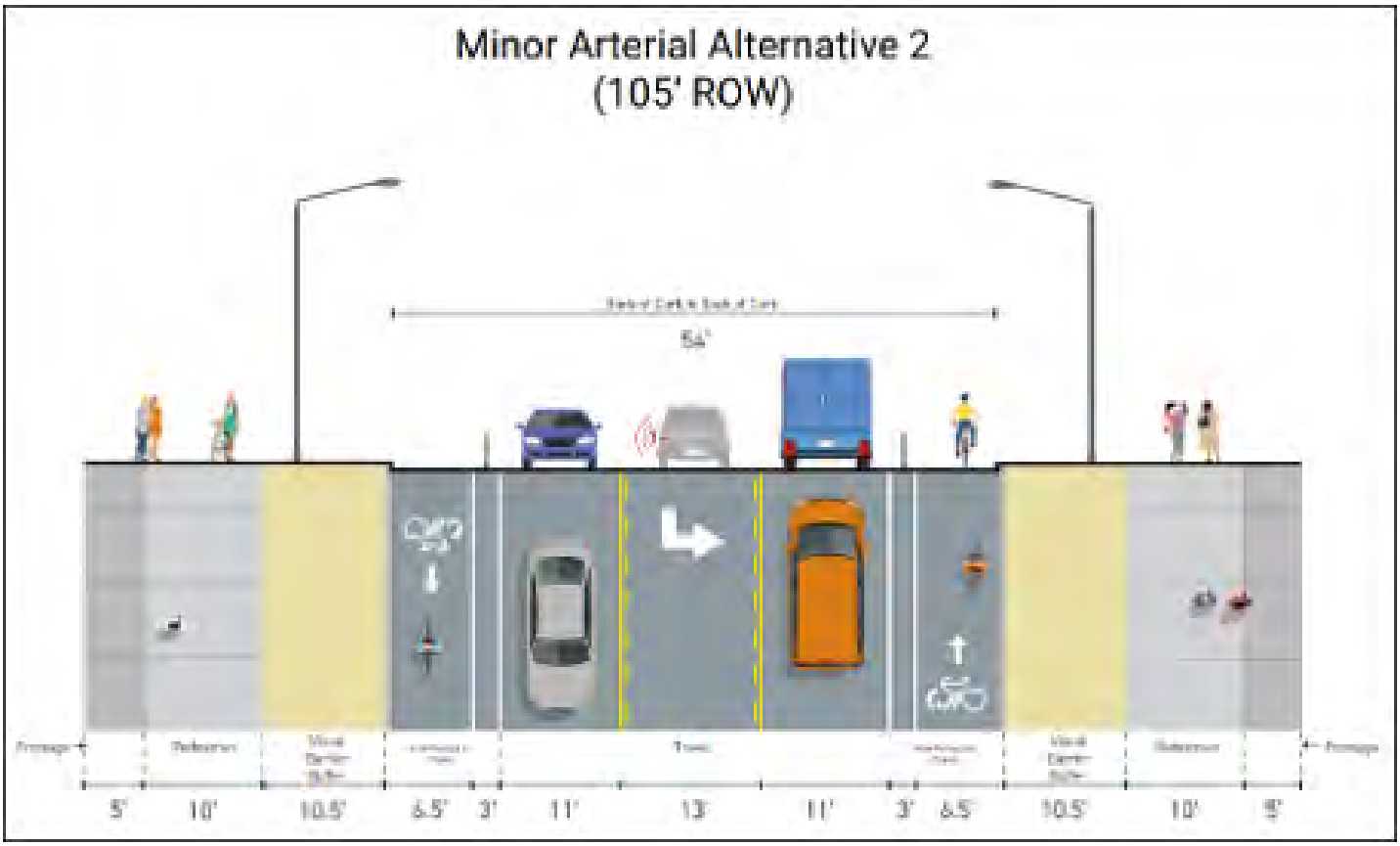
Note: All dimensions measure from back-of-curb and center of stripe. Not to scale



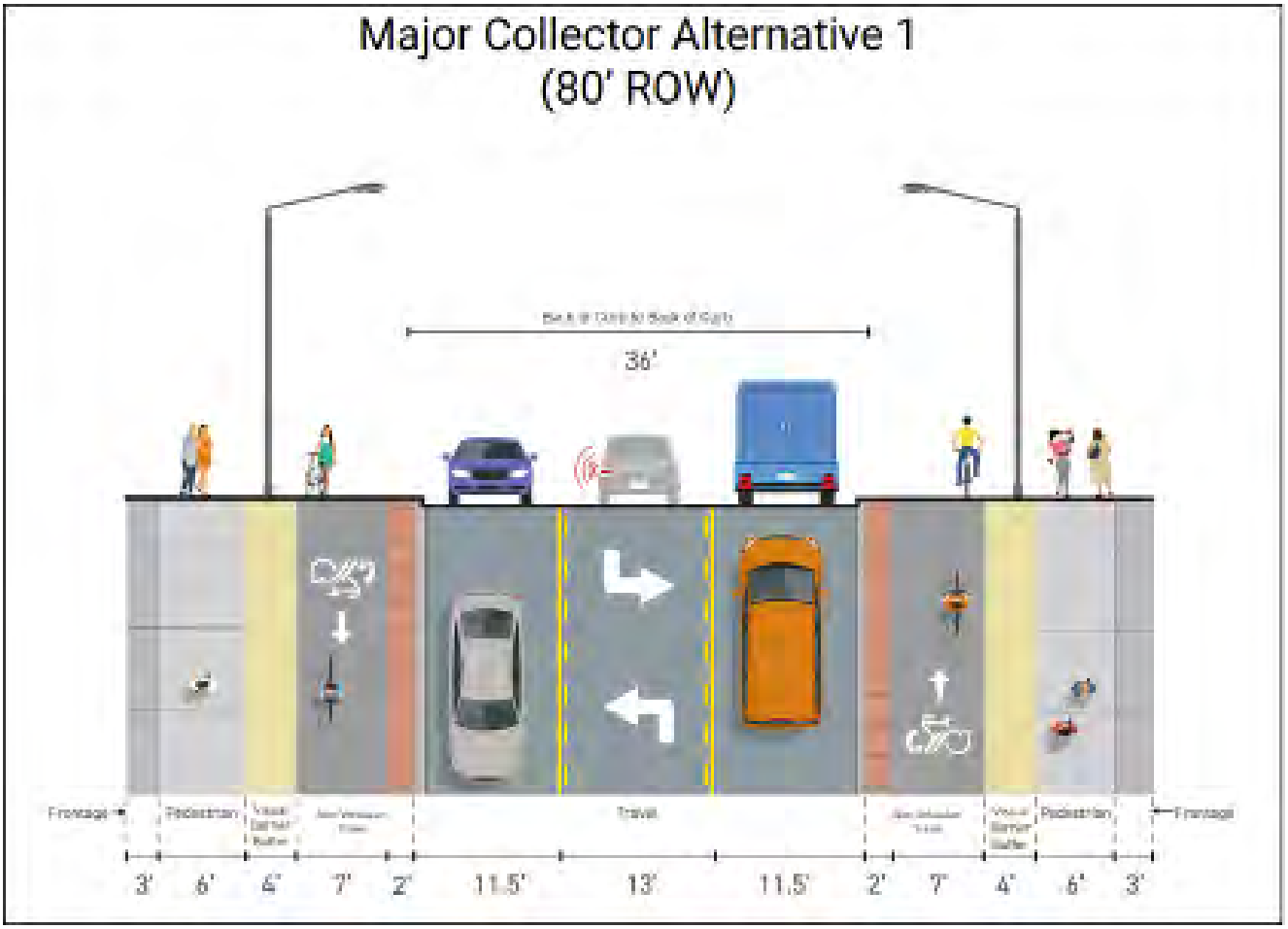

Major Arterial Alternative 2
(130' ROW)
24'
24'
9'
6'
7'
7'
2'
12'
12'
28'
12'
12'
2'
7'
7'
6'
5'


Minor Arterial Alternative 1
(105' ROW)
24'
24'
3'
6'
3'
6.5'
2'
12'
12'
16'
12'
12'
2'
6.5'
3'
6'
3'

Minor Arterial Alternative 2
(105' ROW)



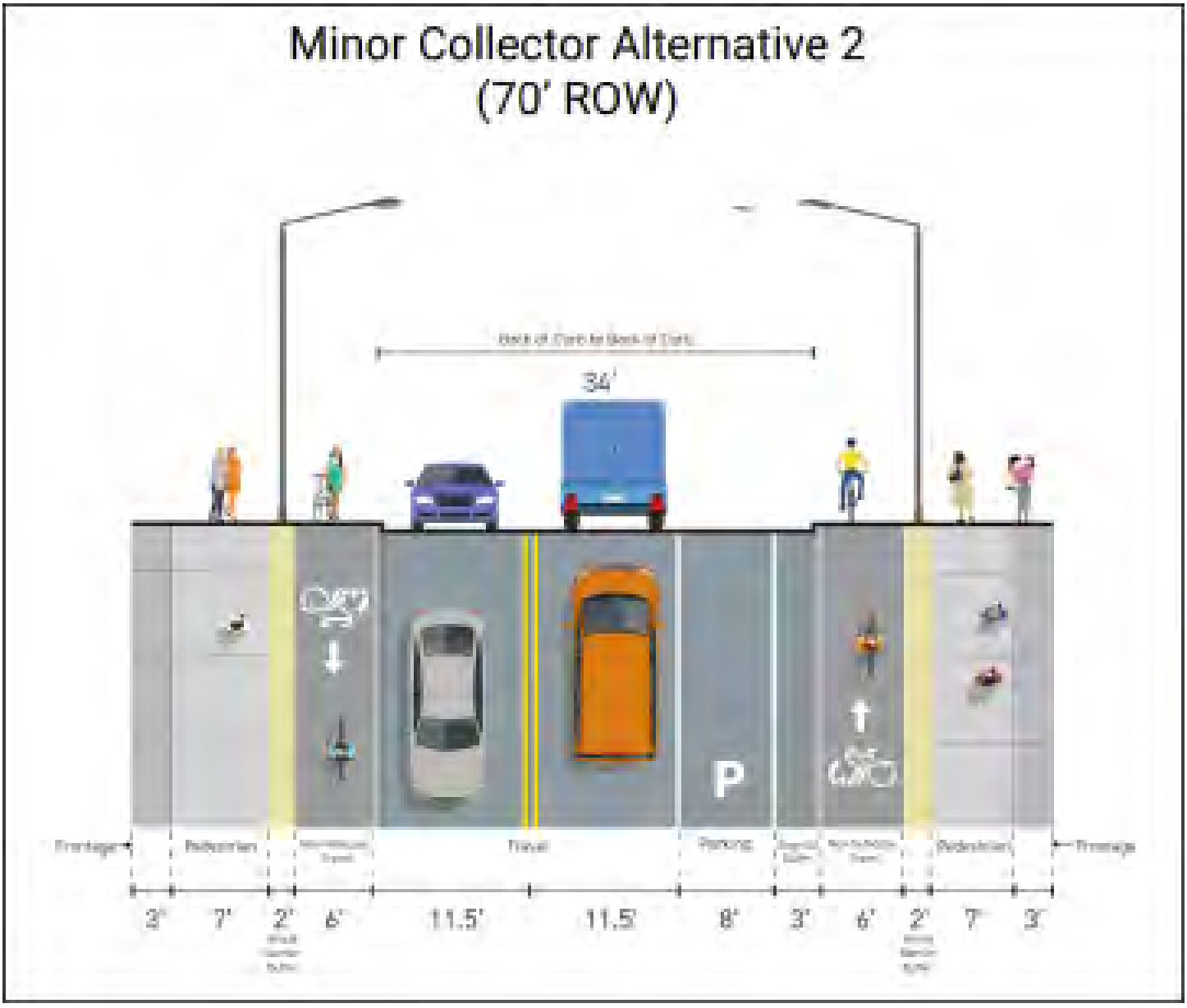
Major Collector Alternative 1
(80' ROW)

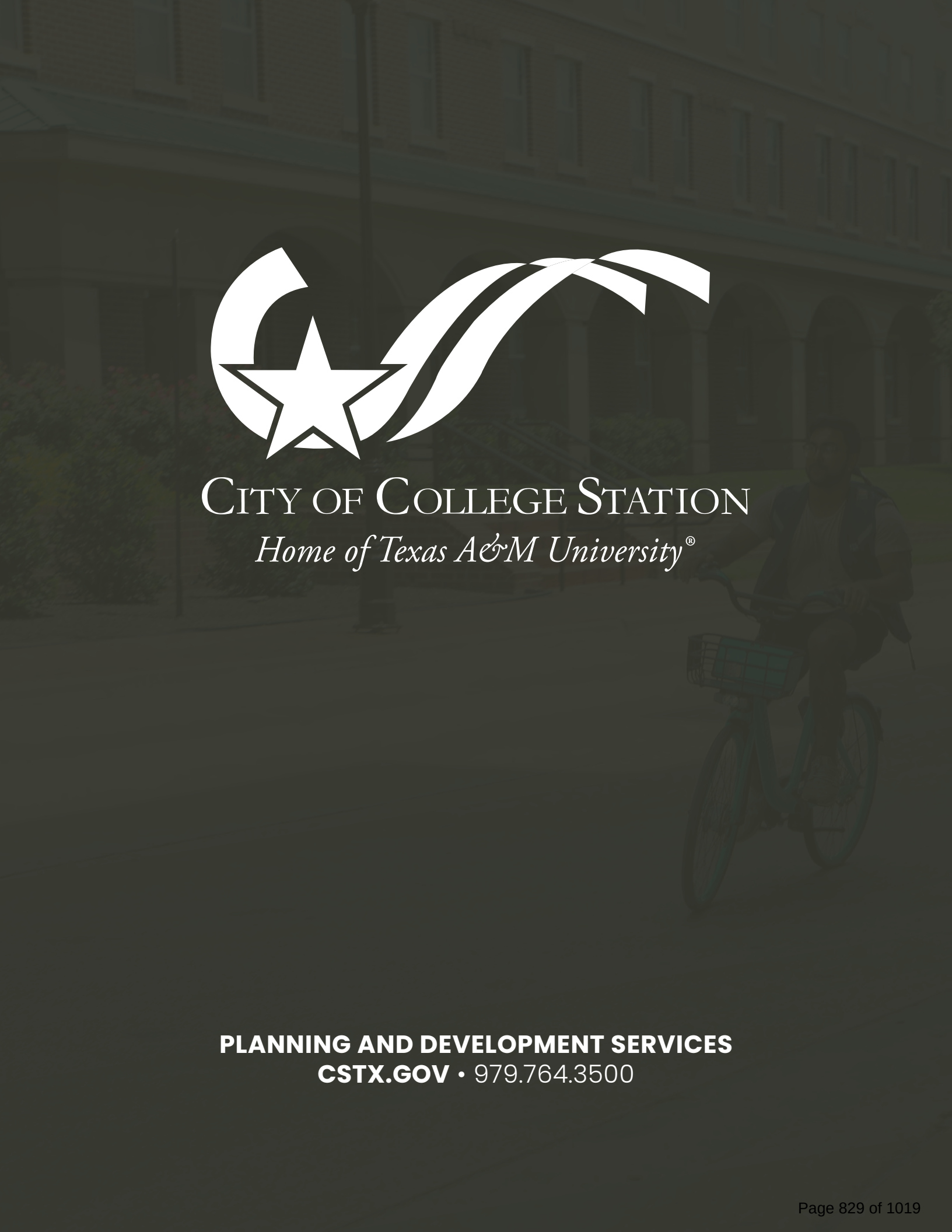



Major Collector Alternative 2
(80' ROW)
36'
5'
10'
7'
11.5'
13'
11.5'
7'
10'
5'


Minor Collector Alternate 1
(60' ROW)
24'
2'
6'
1'
6'
3'
12'
12'
3'
6'
1'
6'
2'

Minor Collector Alternative 2
(70' ROW)





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COMPREHENSIVE PLAN

ADOPTED OCTOBER 14, 2021

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The Comprehensive Plan contains future land use categories that serve as policy guides and set expectations for how land within the City of College Station should be developed and used in the future. The terms future land use and zoning often get confused, but they are separate tools and processes. Future land use serves as a guide for how areas of the ~~C~~city may develop in the future. In contrast, zoning regulates how a specific property can be developed and used today. The Comprehensive Plan does not constitute zoning regulations or establish zoning boundaries.



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1 PLAN FOUNDATION

The College Station 2009-2030 Comprehensive Plan serves as a statement of the community's vision for the future. It provides goals, policies, and actions on a broad range of topics and provides strategic direction to guide the ~~C~~city's physical growth while maintaining a high quality of life. This plan is comprehensive in the true sense of the word. Every aspect of the City's planning strategy is tied closely to the Vision created through intensive community participation. This Vision guides the City's initiatives, organizational and departmental strategic plans, and the responsibilities of City personnel and appointed boards. The Comprehensive Plan is the broadest and most long-term policy guide for the decisions made on behalf of the community.



College Station's Comprehensive Plan was created over several years and involved thousands of citizen volunteer hours. It represents how the citizens of College Station envision our community growing and changing in the future. The plan calls for an evaluation every five years that recommends appropriate plan updates. The plan was updated at the 5, 10, and 15-year ~~point and most recently at the 10-year~~ mark to ensure the plan's vision, goals, and actions incorporate changing conditions and continue to reflect our community's vision for the future.



Background

College Station is home to a diverse population, unique neighborhoods, quality schools, and integrated natural areas, with access to shopping, recreation, and the arts all adding to the ~~C~~city's unique quality of life. College Station is located in Brazos County in south-central Texas. The ~~C~~city lies within the Texas Triangle formed between Dallas-Austin-San Antonio-Houston and is within a four-hour drive of more than 21 million people.

College Station is also the home of Texas A&M University, the state's first public institution of higher education. With a student enrollment over ~~65,600~~68,115[1] in fall 202~~0~~30 and a 5,200 acre[2] campus, the university is the largest in the state. Texas A&M University is one of ~~only three~~sixteen R1 Research Universities in Texas,[3] ~~;~~ meaning it engages in the highest levels of research activity, and boasts a number of degree programs ranked among the top 10 in the nation. Texas A&M University is one of a select few universities to hold the triple designation as a land-grant, sea-grant, and space-grant university – the land grant designation signifies a commitment to agricultural and mechanical education and trades, the sea-grant designation indicates dedication to the use and conservation of aquatic resources, and the space-grant designation expands opportunities for Texas A&M University students to participate in NASA-led space projects. The university brings diversity of culture, race, and nationality to College Station, reflecting much of the vibrancy, tradition, and spirit that make the ~~C~~city a special place.

College Station businesses and residents enjoy a strong local economy. The ~~C~~city was recently ranked No. ~~2 on Forbes' list of the best small cities for business and careers~~3 on the Milken Institute's list of best-performing large cities in Texas.[4] ~~The City is home to the region's largest employer~~As the region's largest employer, Texas A&M University is a key driver of the local economy~~, and a significant amount of the region's retail activities, tourist attractions, and hospitality accommodations~~. The City benefits from tourism and hospitality demand fueled by collegiate sporting events ~~at Texas A&M University~~ and the George Bush Presidential Library and Museum, one of the region's most popular tourist attractions with over 125,000 annual visitors.

[1]TAMU Department of Accountability

[2]TAMU History

[3]~~The Carnegie Classification of Institutions of Higher Education~~Texas Higher Education Coordinating Board, 2025

[4]~~Forbes, 2019 The Best Small Places for Business and Careers~~Milken Institute, 2026

In the city-wide 2016 Citizen Survey, College Station residents selected "friendly people, family-friendly, good quality of life" as their top-ranked value about living in College Station.[5] The ~~C~~city is among the safest and most family-friendly communities in Texas, consistently maintaining one of the state's lowest crime rates. College Station is consistently recognized as one of the nation's best college towns and within the top 10 cities for families and retirees.[6] An emphasis on quality education through the College Station Independent School District and Texas A&M University contributes to the c~~C~~ity's vibrant, forward-thinking community. College Station also boasts nearly 2,000 acres of beautifully maintained public parks and greenway trails, miles of bicycle and pedestrian paths, sports leagues of various kinds, and entertainment programming and events, all of which contribute to the ~~C~~city's high quality of life and make it ~~the~~ one of the most livable communities in Texas.

Legal Basis

The Texas Local Government Code, Section 213.002, allows municipalities to adopt a comprehensive plan for the long-range development of the municipality and to promote sound development, public health, safety, and welfare. Municipalities may define the content and design of the comprehensive plan, which may include, but is not limited to, content relating to land use, mobility, and public facilities, and may be used to coordinate and guide the establishment of development regulations.

A municipality may also define the relationship between its comprehensive plan and development regulations by providing standards for determining the consistency required between the two. The City of College Station requires zoning changes to be in compliance with the adopted Comprehensive Plan.

The City has established and appointed a joint Planning and Zoning Commission. The Texas Local Government Code tasks the Commission with the preparation of the Comprehensive Plan and providing a recommendation to the City Council for action. The Commission is also responsible for reviewing changes or amendments to the plan and making recommendations to the City Council.

What is the Comprehensive Plan?

The Comprehensive Plan is a statement of the community's vision for the future and a guide to achieving that vision. The Comprehensive Plan anticipates and guides physical development in a manner that provides College Station with a balance of land uses that promote economic development while retaining the quality of life. The Comprehensive Plan is not a "zoning regulation" and it does not affect existing approved zoning. Instead, it provides a foundation and policy guidance in the form of text, maps, and specific actions related to land use and character, neighborhoods, housing, environment, economic development, mobility, and related topics. The plan is implemented over time through the City's short-term strategic plans, annual budgets, ordinances, codes, and development standards.



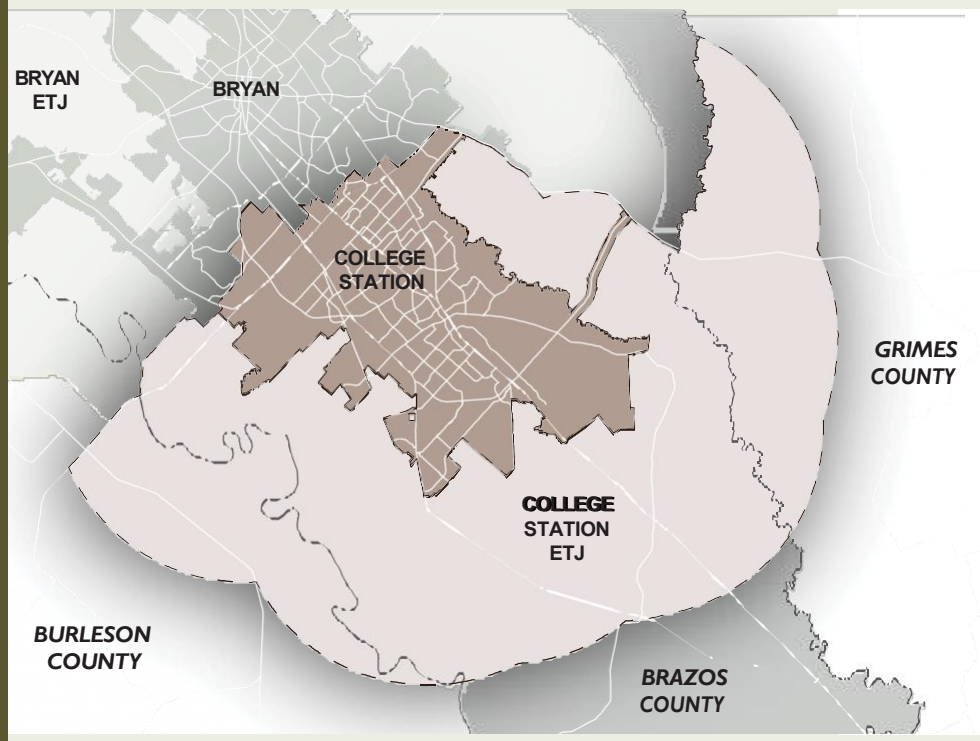
[5]City of College Station 2016 Citizen Survey

[6]Cardrates.com (2018), Niche.com (2018), and USA Today (2013)

Planning Area

For the purposes of this Comprehensive Plan, the planning area is shown in **Figure 1.1: Planning Area** and is described as the city limits of College Station and the Extraterritorial Jurisdiction (ETJ) which is a five-mile radius around the ~~C~~city (excluding other cities and their ETJ areas). The City is authorized by Texas Local Government Code, Section 42.021 to extend aspects of its development regulations into its ETJ. College Station's ETJ directly abuts the ETJ of the City of Bryan to the north and lies very near the ETJ of the City of Navasota to the south.

Figure 1.1: Planning Area



What is Planning?

Planning is the process that considers the physical, social, and economic aspects of the community and examines the connections between them. Planning is how we make decisions about the future of our ~~C~~city. The goal of planning is to further the welfare of our community by creating convenient, equitable, healthy, efficient, economically viable and attractive places for current

Planning History In College Station

College Station has engaged in city planning since its inception in 1938. The City established its first Zoning Commission and adopted a zoning ordinance shortly after incorporation. The earliest document that resembles a comprehensive plan for the City was the Brazos Area Plan, a regional-scale plan dating from the early 1960s. The City adopted several interim reports in the mid-1970s before adopting its first City-specific plan in 1975. The first contemporary comprehensive plan was adopted in 1980 and updated in 1989. In 1997, the City adopted a new comprehensive plan, which underwent numerous updates and served as the foundation for this plan. The 2009-2030 Comprehensive Plan was originally adopted in May 2009, amended after the 5-year evaluation, and overhauled after the 10-year evaluation~~ – which also marked the half-way point of the 20-year planning horizon –~~ to ensure the plan incorporates changing conditions and accurately reflects our community's vision~~ for itself~~. A plan that is current and comprehensive is essential to sustaining a high quality of life. The City of College Station Comprehensive Plan builds upon the City's previous planning efforts and will be used to guide decisions, both public and private, that will shape the ~~C~~city for years to come.

PLAN CREATION: 2006-2009

In 2006, the City Council initiated the process of updating the City's 1997 Comprehensive Plan. From the beginning, the City Council worked to ensure that the plan reflected the vision and aspirations of the ~~C~~city's residents and responded to the specific opportunities and challenges facing College Station at that time. ~~The City Council used a variety of methods to engage citizens in the comprehensive planning process.~~

In July 2006, the City Council appointed 18 citizens to the Comprehensive Plan Advisory Committee, with five additional members added in August 2008. There were 21 additional members of the Advisory Committee who represented the home building industry, Texas A&M University, the ETJ, and various area organizations and inter-governmental entities such as the City of Bryan and the Texas Department of Transportation. A Staff Resource Team was also formed as an advisory body to help facilitate coordination between City departments and aid the development of the Comprehensive Plan.
Public participation was central to the creation of the Plan. Engagement methods included focus groups with more than 100 residents, a Citizens' Congress attended by over 400 participants, and more than 2,500 completed surveys. Draft materials were shared through two open house events and joint workshops with the Planning & Zoning Commission and City Council, allowing for review and public comment. After several years of refinement, the Comprehensive Plan was formally adopted in May 2009.

~~As the Comprehensive Plan encompasses decades of prospective goals and actions for the City, the creation and adoption process consisted of numerous Advisory Committee meetings, Staff Resource Team discussions, public engagement opportunities, and years of refining this long-lasting document. From a series of focus group meetings with over 100 residents, to a Citizens' Congress attracting more than 400 residents, to receiving over 2,500 completed surveys, citizen input helped develop the plan's vision, goals, and actions. In March 2009, the City hosted two open house events to receive feedback on an overall draft of the Comprehensive Plan. With approximately 120 attendees, individual stations were set up to display the various plan elements and maps, highlight significant action recommendations, address questions, and allow informal dialogue and formal acceptance of public comments and feedback.~~

~~As a part of the formal plan adoption process, a series of joint workshops with the Planning and Zoning Commission and City Council were held over several months, providing an opportunity for their detailed review and consideration of the draft plan. In May 2009, the Comprehensive Plan was formally adopted after two public hearings.~~

~~10-YEAR~~ PLAN UPDATE<u>S</u>: ~~2019-2021~~<u>2015 & 2021</u>



In 2014, the Plan underwent its first 5-year evaluation, which resulted in several updates that were adopted in 2015. In 2019, ~~The 10-year, or~~<u>at the Plan's</u> half-way point, ~~of this Comprehensive Plan occurred in 2019.~~ City staff launched <u>'The Next 10,'</u> a 10-year evaluation and appraisal process~~, branded The Next~~

~~10. It was~~ more rigorous in scope than the previous five-year evaluation<u>. A 13-member Comprehensive Plan Evaluation Committee, City staff, and a Staff Resource Team guided the process, which</u>~~and~~ involved multiple rounds of community input engaging over 800 citizens during a 16-month period from July 2019 to October 2020. ~~The Next 10 provided a review of the basic conditions and assumptions related to the City's growth, evaluated implementation progress related to the plan's goals, strategies, and action items, and prepared the City for the major 10-year update to the plan by defining~~

~~A 13-member Comprehensive Plan Evaluation Committee met throughout The Next 10 process~~

to provide input and feedback to guide both the substance and the process of the evaluation. The group was comprised of members of the Planning and Zoning Commission, current and former City Council members, and seven citizen representatives including an ETJ representative. A Staff Resource Team was also engaged and met regularly to ensure coordination among City departments and to work collaboratively to update the plan's actions. A part of The Next 10 process involved considering potential best practices and planning innovations from other communities based on College Station's issues, assets, challenges, and future opportunities. A Best Practices Report described potential strategies and case studies from other comparable communities to address topics prioritized by City leadership.



Two rounds of stakeholder and community input were conducted as part of The Next 10. The first round, during the summer of 2019, began with a series of individual and small group interviews that engaged over 130 stakeholders including leaders from City departments, representatives of the County, City of Bryan, Texas A&M University, student government, economic development, business groups, neighborhood groups, realtors, builders, developers, and others. Next, the City conducted four community workshops with over 200 citizen participants who worked in small groups with trained facilitators to provide feedback on the existing Comprehensive Plan goals, issues and opportunities, and geographic locations for future planning efforts. Following these workshops, similar activities were offered online with another 200 participants, as well as a workshop convened in partnership with Texas A&M University's student government association that engaged nearly 100 university students. In total, approximately 600 people participated in the first round of input.

The second round of public input, conducted in summer 2020, obtained feedback on potential updates to future land uses and conceptual scenarios for six geographic areas of the City. Due to the COVID-19 pandemic, this round was conducted entirely online. A web page containing a series of maps, prompts, and videos explaining the material and expectations were used to collect data. The scenarios and their performance measures, along with the public feedback gathered were used to inform potential updates to the Comprehensive Plan and identify areas for future small area planning efforts. Approximately 200 people participated, providing over 1,900 data points.

Near the end of The Next 10 evaluation process, the COVID-19 pandemic disrupted communities nationwide. While specific short-term impacts of the pandemic are still being assessed, the Comprehensive Plan sets long-term goals and policies that endure short-term disruptions. History from other disasters has taught that communities with clear long-range plans have an advantage in terms of obtaining funding and investment for recovery.

The Next 10 process ~~evaluation~~ resulted in an evaluation and appraisal report that contained an updated vision and goals based on citizen feedback, a set of potential amendments to key maps, a list of potential strategies and actions, and recommendations to streamline and modernize the City's Comprehensive Plan. These recommendations were incorporated through several updates to the Plan that were adopted in October 2021. ~~Input from citizens, stakeholders, City staff, and the Comprehensive Plan Evaluation Committee was categorized into 10 themes that guided the evaluation and appraisal report and the subsequent plan update:~~

~~1. Creating a stronger sense of place~~
~~2. Encouraging infill and redevelopment in strategic locations~~
~~3. Protecting the character of established stable neighborhoods~~
~~4. Expanding housing choices~~
~~5. Focusing on quality of life, amenities, and "things to do"~~
~~6. Building a more complete transportation system~~
~~7. Maintaining fiscally responsible growth~~
~~8. Addressing environmental resiliency and "green" initiatives~~
~~9. Improving coordination between the City and University~~
~~10. Creating a more actionable, strategic, and user-friendly Plan~~

~~The 10-year update to the plan implements these recommendations to update the vision, goals, actions, and plan narrative to incorporate changing conditions and ensure the plan continues to reflect the citizens' vision for the future of College Station.~~

Figure 1.2: The Comprehensive Plan: City-Wide Direction



~~10-YEAR~~ LATEST PLAN UPDATE: ~~2019-2021~~2026

Building on the City's intentional practice of periodic evaluation, the 5-Years Forward process launched in 2024 to assess implementation progress and changing conditions since the 10-year update. The process included:

- A city-wide Existing Conditions Report documenting current demographic, economic, housing, and land use trends.
- An audit of the implementation plan and progress made towards achieving the action items outlined in the Plan.
- A structured community engagement process with surveys, focus groups, stakeholder interviews, and public meetings to gather input on community priorities, challenges, and opportunities. -
- An emphasis on aligning the Plan with ongoing small area plans, corridor studies, and strategic initiatives adopted since 2021.

Community engagement was the foundation of the 5-year evaluation process, ensuring that the Plan continues to reflect the voices and priorities of College Station residents, businesses, institutions, and community partners. Between February and July 2025, the City's Planning & Development Services Department, in coordination with Community Development, led an inclusive campaign that aligned with the City's 2025–2029 Housing Consolidated Plan process. More than 500 individual touchpoints were documented through surveys, focus groups, public meetings, stakeholder interviews, informal outreach, and digital engagement.

Across all formats, participants consistently emphasized several priority themes:

- Expanding affordable and diverse housing options.
- Improving public transportation and infrastructure.
- Strengthening workforce development and economic opportunities.
- Protecting neighborhood character while accommodating future growth.

These contributions have been synthesized into actionable themes documented in the 5-Year Evaluation and Appraisal Report and incorporated into the subsequent plan update. Together, they ensure that the Comprehensive Plan continues to reflect community values, address emerging challenges, and position College Station for a resilient and prosperous future. The 5-year (2026) update implements these recommendations, including:

- Revising text throughout the plan to reflect current context and remove outdated data
- Updating all maps to reflect changes since the 10-year update and adding an "as of" date
- Eliminating repetitive or redundant narrative
- Incorporating additional narrative and strategies from the Economic Development Master Plan
- Revising the implementation table to clarify the intent of certain action items and align them with specific staff responsibilities



Vision for the Future

A vision statement reflects the community's desires for the future, ~~—~~ and it is one of the most important parts of the Comprehensive Plan. This statement was developed through input from hundreds of community residents.

College Station, the proud home of Texas A&M University and the heart of Aggieland, will serve as an example of a vibrant, forward-thinking, knowledge-based community, that promotes the highest quality of life.

The vision statement is the starting point for the Comprehensive Plan. The following plan narrative, maps, and actions derive their principal direction from the vision. Topic-specific goals and actions build upon the vision statement. The Comprehensive Plan is further supported by several focused master plans, district, and neighborhood plans. Collectively, these planning efforts are implemented by a multitude of policies, City Council strategic initiatives, annual budgets, capital improvement programming, the City's organizational and departmental strategic plans, and City ordinances, codes, and development standards, as depicted in **Figure 1.2: The Comprehensive Plan: City-Wide Direction** and further discussed in **Chapter 10: Plan Implementation**. These efforts culminate in the individual actions and responsibilities of the City Council, the City's staff, and appointed citizen boards and commissions.

Plan Goals & Structure

The Comprehensive Plan is of interest to ~~C~~city residents, home buyers, investors, developers, students, business owners, and others interested in how College Station proposes to respond to the opportunities and challenges likely to appear in the next 10 years. The plan narrative is divided into topic-based chapters ~~which~~ with each containing a specific goal that builds upon the ~~City's~~ vision statement, along with narrative, maps, and strategic and ongoing actions crafted to provide direction to realize the community's vision. Each goal and a summary of the chapter is provided below.

CHAPTER 2: DISTINCTIVE PLACES

GOAL: Vibrant and distinct districts, attractive neighborhoods, revitalized gateways and corridors, and conserved natural areas, grounded in environmental stewardship and resiliency.

This chapter establishes effective planning strategies for future growth, infill, and appropriate redevelopment while balancing market opportunities, protecting and enhancing neighborhood character, creating and preserving unique districts and corridors, protecting natural areas, and creating a more resilient community. Sound planning ensures that the ~~C~~city can accommodate needed development, that development can be adequately served with public services, and that its impacts can be managed to maintain compatibility and to promote the desired character and identity. Along with the narrative and actions in this chapter, **Map 2.1, Planning Areas, Map 2.2, Future Land Use & Character**, and **Map 2.3, Community Assets & Image Corridors** depict the strategies visually.

CHAPTER 3: STRONG NEIGHBORHOODS

GOAL: Viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options and other services for a diverse population.

This chapter encourages attractive, livable neighborhoods that meet the ~~City~~community's housing needs. Issues such as compatibility of adjacent land uses, housing affordability, housing conditions and property maintenance, and historic preservation all impact the quality and stability of neighborhoods. The focus of this chapter is the continued viability and long-term protection of College Station's residential neighborhoods.



CHAPTER 4: A PROSPEROUS ECONOMY

GOAL: Strengthen fiscal sustainability and community prosperity by diversifying the tax base and expanding economic opportunity through dynamic districts, targeted industry growth, a robust innovation ecosystem, and proactive regional leadership~~A diversified economy with a wide variety of competitive jobs and support for entrepreneurs that provides a tax base to support the City's ability to foster a high quality of life where economic prosperity is widespread.~~

This chapter of the Comprehensive Plan ~~was replaced by~~highlights the City's economic development strategies as outlined in the **Economic Development Master Plan**.~~,~~ ~~o~~Originally adopted by the City Council in 2013, this master plan was ~~and~~ updated in May 2020 and February 2026. The master plan ensures future growth and development advances the City's economic development objectives.

CHAPTER 5: ENGAGING SPACES

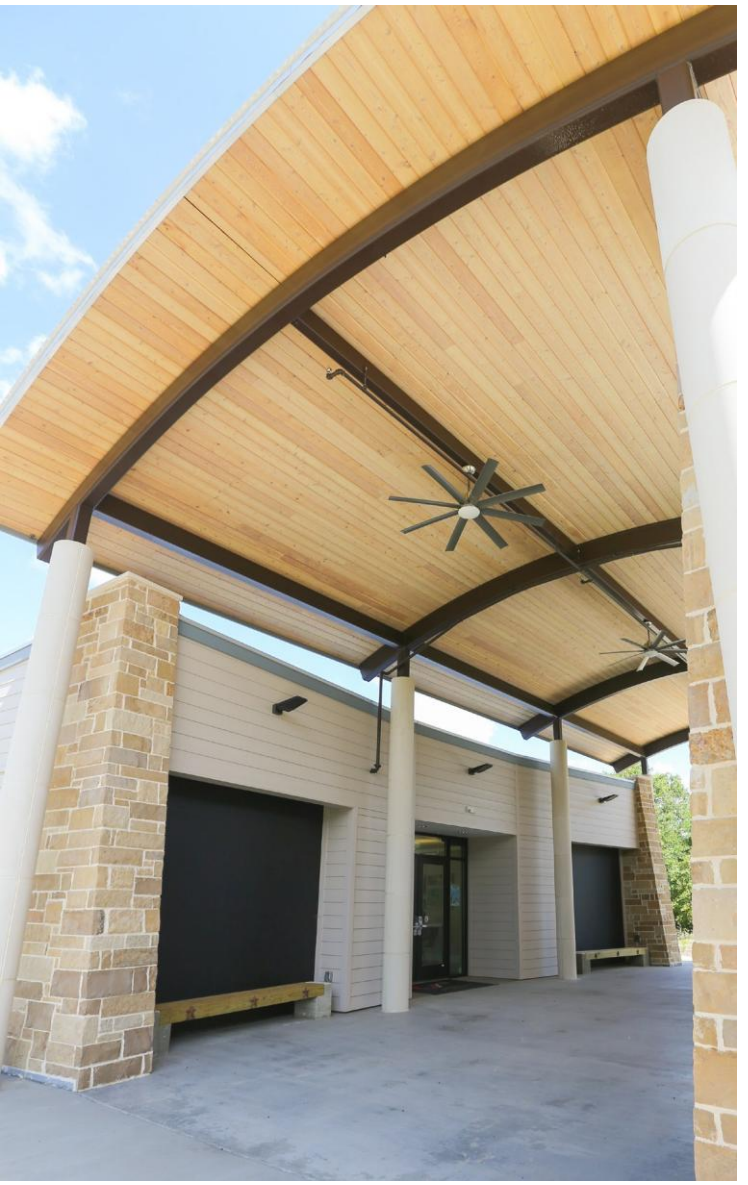
GOAL: Highly desirable parks, greenways, arts and cultural amenities that support high-quality experiences for residents and visitors.

This chapter recognizes and ensures the continued protection and enhancement of leisure, recreation, and cultural opportunities available to the residents of College Station through parks, greenways, and the arts. The City recognizes the value of environmental sustainability and seeks to be a good steward of natural resources. This chapter provides policy guidance, actions, and sets the framework for the City's parks and recreation system and greenways programs, and serves as the foundation for efforts further detailed in the **Recreation, Park, and Open Space Master Plan** and the **~~Bicycle, Pedestrian, and Greenways Master Plan~~Active Transportation Master Plan.**~~.~~

CHAPTER 6: INTEGRATED MOBILITY

GOAL: An innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses.

This chapter ensures orderly and integrated development of the community's mobility network. The City strives to provide for all mobility modes to accommodate bicyclists, pedestrians, transit users, and motorists in an inclusive and context sensitive manner. This chapter includes **Map 6.23, Thoroughfare Plan – Functional Classification & Context Zones**, which identifies the mobility network's future needs. It also serves as the foundation for the ~~**Bicycle, Pedestrian, and Greenways Master Plan**~~**Active Transportation Master Plan**.



CHAPTER 7: EXCEPTIONAL SERVICES

GOAL: Exceptional municipal facilities and services that meet community needs, contribute to community character, exhibit environmental stewardship and resiliency, support surrounding land uses, incorporate full life-cycle costs, and are coordinated and fiscally responsible.

This chapter details the complexity of municipal service delivery and the provision of community facilities. It recognizes the City's current service levels and future service needs for water and wastewater infrastructure, solid waste and recycling, police, fire, and other services. It provides the foundation for the creation and implementation of the City's various master plans and departmental strategic plans that are intended to support the planned growth and development patterns described in **Chapter 2: Distinctive Places.**

CHAPTER 8: MANAGED GROWTH

GOAL: Fiscally responsible and carefully managed development that is aligned with growth expectations and the ability to provide safe, timely, and efficient infrastructure and services.

This chapter establishes the policy guidance and associated actions that enable the City of College Station to manage its ongoing physical growth and development in a sensible, predictable, and fiscally responsible manner. It highlights the need to encourage additional infill development, accommodate increased population in denser areas, pursue strategic development agreements ~~or annexations~~, and manage growth in the ETJ.



CHAPTER 9: COLLABORATIVE PARTNERSHIPS

GOAL: Well-coordinated planning at all levels and effective engagement with local jurisdictions, institutions, and organizations to further realize the City's vision and support the broad community.

This chapter highlights the importance of continuing and expanding internal and external collaborative partnerships between the City of College Station and other local organizations and jurisdictions. It highlights partnerships with Texas A&M University, the City of Bryan, non-profit organizations, and numerous regional counties on topics such as planning for affordable housing, an efficient regional mobility system, and coordinated emergency management efforts.

CHAPTER 10: PLAN IMPLEMENTATION

The final chapter establishes accountability for the implementation of the Comprehensive Plan and provides guidance on the processes to maintain its relevance to the City and its citizens. It details a set of action items that translate the City's vision and policies into measurable steps~~a practical, prioritized, and sequenced implementation program~~ and a protocol for regular reporting and evaluating implementation progress.

Two types of action items are included: ongoing and strategic.

Ongoing Action Items are continuous tasks or standard practices that the City will maintain over time. These are built into daily operations and long-range decision-making—such as updating development regulations, monitoring growth trends, coordinating with regional partners, or maintaining public infrastructure. Ongoing items are not tied to a single project or timeline; instead, they reinforce consistent application of the plan's principles across all City activities.

Strategic Action Items are specific projects, initiatives, or targeted efforts that advance priority objectives of the plan. These may include corridor studies, capital projects, policy updates, or focused community initiatives. Strategic items are typically time-bound, resource-intensive, and intended to be completed within a defined planning horizon.

Together, these two categories create a balanced implementation framework: ongoing actions ensure steady alignment with the plan's direction, while strategic actions provide momentum on high-priority goals and demonstrate tangible progress to the community.



Existing & Changing Conditions

In the development of a comprehensive plan, it is important to have a solid foundation on which to base future expectations. The **Existing Conditions Report**, an appendix to this plan, provides detailed background, trends, projections, and assumptions that serve as a base for the plan. The plan chapters also contain updated data points and discuss trends between 20~~0~~19 and 202~~3~~0, ~~the first half of this Comprehensive Plan's planning horizon~~.

In 2009, the Comprehensive Plan forecasted a population of 134,000 by 2030. ~~Based on current City projections, the population as of Census Day (April 1) 2020 was already 123,306~~As of 2025, the City estimated that College Station's population had already reached 132,477. Due to a faster pace of growth than originally projected, the City now anticipates a population ~~of 162,500~~between 146,729 and 156,717 by 2030~~ based on a 2.8% annual growth rate~~. Texas A&M University's increasing student enrollment continues to be a significant driver of this growth. ~~The finalized 2020 Census results have not been released as of the publication date of the 10-year plan update.~~ It will be important to continue monitoring growth trends, including enrollment increases at Texas A&M University, to anticipate and plan for growth. Planning for balanced land uses, housing options, mobility choices, infrastructure investments, and quality of life amenities will be critical to serving a growing and diversifying population. More information on growth trends and projections can be found in

The City must continue to evaluate and react to market conditions, and potentially find new ways to incentivize development, infill, and redevelopment in appropriate areas. Nationally, there is expected to be continued demand for walkable, integrated, mixed-use districts and the City should encourage infill and redevelopment opportunities to support this type of development. There are many existing underutilized areas where infill and redevelopment could create more viable and vibrant places. ~~As the COVID-19 pandemic continues to unfold, there may be additional opportunities and areas that are ripe for redevelopment or revitalization efforts.~~ The City must prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas to catalyze redevelopment activity, promote more efficient use of infrastructure, and support the City's environmental resiliency goals.



There are growth opportunities on the ~~C~~city's edge, but also challenges with providing well-timed infrastructure improvements that support long-term financial wellbeing for the City. The City must be strategic with its future investments in infrastructure, facilities, and services. In 2019, the Texas State Legislature changed how cities can annex, essentially requiring consent by the residents and/or property owners within the potential annexation area.

In 2023, the state legislature enacted Senate Bill 2038, which substantially revised the rules governing municipal extraterritorial jurisdictions (ETJs). The legislation created a pathway for property owners to more easily remove their land from a city's ETJ by petitioning for release. Once an area is released, it is no longer subject to municipal regulations such as subdivision, platting, or sign requirements.

With limited opportunity for annexation, the City will need to continue utilizing other growth management tools to strategically manage growth pressures on the ~~C~~city's fringe. A renewed emphasis on infill and redevelopment opportunities will be increasingly important as the City absorbs and manages continued population growth and becomes denser in appropriate areas.

The following snapshot includes updated data, trends, and changing conditions that are further discussed throughout the plan chapters.

DATA SNAPSHOT

Population Growth[1]

- Average annual growth rate of 3.03% from 2000 to 2010
- Average annual growth rate of 2.77% from 2010 to 2020
- Average annual growth rate of 1.53% from 2019 to 2023

  Population projected to be ~~approximately 162,500~~between 146,729 and 156,717 by 2030

Texas A&M University Growth[2]

- ~~Average 1.65~~9% ~~annual~~ increase in enrollment ~~since 2000~~between 2019 and 2023
- Main campus ~~S~~student enrollment of ~~65,684~~68,115 as of fall ~~2020~~2023

Age of Population[3]

- Median age is 23, reflecting the large number of university students
- ~~41.8~~25.6% of the population is between the age of ~~15~~ 20 to 24
- People aged ~~55~~ 60 and older ~~grew from 7,960 in 2010 to 14,607 in 2019~~represent 11.2% of the population

Household Size and Composition[4]

- ~~48~~45.6% of households are family households
- ~~24.4~~21% of households are families with children under 18 years old
- ~~52~~54.4% of households are non-family households
- ~~For non-family households between the ages of 15-34, 20.6% are householders not living alone (i.e. with roommates) and 17.3% are householders living alone~~

[1]City of College Station Planning & Development Services
[2]TAMU Accountability and TAMU Data & Research Services
[3]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate
[4]U.S. Census Bureau, ~~2019~~2023 American Community Survey ~~5~~1-Year Estimate

Income[5]

- Household incomes greater than $50,000 are up from 37.7% in 2010 to ~~47.2~~48.1% in ~~2019~~ 2023
- Median household income is $~~45,820~~47,632
- Mean household income is $~~73,853~~82,056

Housing

- Total housing stock is ~~46,353~~52,687 units[6]
- ~~6,675~~2,718 permits for ~~new single-family home~~residential construction were ~~issued~~
- completed* between ~~2010~~ 2019 and ~~2020~~[7] 2023[7]
- ~~Average~~ Median home sales price rose to over $~~241,600~~300,000 in ~~2019~~2023–up from
- $~~170,400~~150,000 in ~~2010~~[8]2011[8]
  Average monthly real estate inventory was 2.5~~8~~ months in ~~2020~~[9]2023[9]
  Total number of sales annually has increased over ~~21.3~~38% in the past year[10]

*Note: Completed residential permits are those that have completed the development process, resulting in construction and issuance of certificates of occupancy.

Housing Occupancy[11]

- Occupancy rate of ~~87.1~~89.3% for all housing types
- ~~37.7~~34.9% of housing units are owner-occupied
- ~~62.3~~65.1% of housing units are renter-occupied
- ~~43.9% of people live in~~42.5% of housing units are detached single-family homes

Employment[12]

- The top five employment sectors are: educational services, accommodation and food services, retail trade, health care and social assistance, professional, scientific, and technical services
- Major employers: Texas A&M University, College Station Independent School District, Reynolds & Reynolds, City of College Station, Baylor Scott & White, ~~St. Joseph Health, HEB Grocery, Walmart,~~and Fujifilm
  Diosynth Biotechnologies~~, and Viasat~~

Parks and Greenways[13]

- Nearly 2,000 acres of parks and greenways, an increase of more than 600 acres since 2009
- Facilities include a variety of athletic fields and courts, pavilions, biking and walking trails, exercise stations, playgrounds, dog parks, senior centers, swimming pools, an amphitheater and festival site, a skate park, a full-service recreation center, a nature center, and an inventory of flat fields and diamonds

College Station Independent School District[14]

- 11 elementary schools, ~~two~~ 3 intermediate schools, ~~three~~ 3 middle schools, ~~one~~ 1 alternative campus, and ~~three~~ 3 high schools
- ~~13,941~~14,430 students enrolled in College Station ISD schools during the ~~2019-2020~~2023-2024 school year

[5]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate
[6]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate
[7]City of College Station Planning & Development Services
[8]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey 1~~5~~-Year Estimate
[9]Bryan-College Station Regional Association of Realtors
[10]Bryan-College Station Regional Association of Realtors
[11]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate
[12]City of College Station Economic Development & Tourism Department
[13]City of College Station Parks & Recreation Department
[14]College Station Independent School District



2 DISTINCTIVE PLACES

The Comprehensive Plan strives to identify, create, conserve, and connect places of distinction – those areas that make College Station unique ~~and contribute to the City's character and sense of place~~. How land is used, — including its appearance, physical arrangement, and development intensity, — contributes significantly to the community's character and its sense of place ~~with far-reaching and long-term impacts~~. The City must balance the need to accommodate growth through infill, redevelopment, and new development with preserving the integrity and character of established neighborhoods.



Goal

Vibrant and distinct districts, attractive neighborhoods, revitalized gateways and corridors, and conserved natural areas, grounded in environmental stewardship and resiliency.

Purpose

~~How land is used—including its appearance, physical arrangement, and development intensity—contributes significantly to the community's character and its sense of place with far-reaching and long-term impacts.~~ ~~The City must balance and encourage infill, redevelopment, and new development in appropriate areas to accommodate an increasing population while maintaining the integrity and character of established neighborhoods. Revitalization, where needed, is also essential to maintaining College Station's character.~~

This chapter encompasses many interrelated components as land use and development patterns are fundamental to all topic chapters of the plan. Sound planning ensures that the City can accommodate needed development, that development can be adequately served with public services, and that its impacts can be managed to maintain compatibility and to promote the character desired by College Station's residents. ~~Planning establishes effective strategies for future growth, infill, and appropriate redevelopment while balancing market opportunities, protecting and enhancing neighborhood character, creating and preserving unique districts and corridors, conserving natural areas, and creating a more resilient community.~~

The ~~10-year update to the~~ Comprehensive Plan places a ~~renewed~~ focus on infill and redevelopment in strategic locations to accommodate population growth while ensuring the long-term fiscal sustainability of the ~~C~~city. Infill and redevelopment opportunities more efficiently utilize existing infrastructure, facilities, and ~~City~~ public ~~staff~~ resources by encouraging growth in areas with existing capacity ~~to maximize efficiency~~. Planning establishes effective strategies for ~~future~~ growth management, infill, and appropriate redevelopment while balancing market opportunities, protecting and enhancing neighborhood character, creating and preserving unique districts and corridors, conserving natural areas, and creating a more resilient community.

The Comprehensive Plan contains future land use categories that serve as policy guides and set expectations for how land within the ~~C~~city should be developed and used in the future. The terms future land use and zoning often get confused, but they are separate tools and processes. Future land use serves as a guide for how areas of the ~~C~~city may develop in the future. In contrast, zoning regulates how a specific property can be developed and used today. **Map 2.2, Future Land Use & Character** is used to guide decisions about infrastructure investment and zoning changes.

~~This chapter serves as the plan's foundation and encompasses many interrelated components as land use and development patterns are fundamental to the other topic chapters including creating strong neighborhoods (Chapter 3), a prosperous economy (Chapter 4), engaging natural spaces and arts (Chapter 5), an integrated mobility network (Chapter 6), exceptional City services (Chapter 7), and carefully managed, fiscally responsible growth (Chapter 8). Effective collaboration across City departments and with regional partners (Chapter 9) is vital to achieve and implement the plan's vision, goals, and actions (Chapter 10).~~

~~This chapter includes a series of maps that depict the City's land use strategies and goals visually, including **Map 2.1, Planning Areas, Map 2.2, Future Land Use & Character,** and **Map 2.3, Community Assets & Image Corridors**.~~

Planning Considerations

~~Planning i~~Input from the community identified various issues and opportunities regarding land use planning, conservation of natural features, and enhanced community identity and aesthetics. The considerations highlighted in this section were used in the development of the goal and action recommendations that follow.

GROWTH AND DEVELOPMENT

College Station is poised for continued population growth, which will bring demands for additional housing, shopping, recreational needs, public facilities, infrastructure, and services. University students continue to make up a significant portion of the population, but College Station is also diversifying in age. ~~– those aged 55~~ Ages 50-54 and ~~over~~ 85+ are the fastest-growing cohorts, increasing by ~~83.5 percent over the last decade~~48.7% and 77.2%, respectively between 2019 and 2023. The City of College Station is projected to increase by approximately ~~35,000~~15,000-25,000 people over the next ~~decade~~ five years, reaching~~for~~ an estimated total population ~~estimated to be 162,500~~between 146,729 and 156,717 by 2030. The housing demand associated with this population growth is ~~approximately 14,000 additional dwelling units. When factoring in assumed build-out of all existing and known development projects, there is a gap of approximately 10,000 dwelling units~~expected to create a housing shortage of approximately 4,162 units by 2030.[1]~~.~~ This additional housing stock could come from a combination of infill development, redevelopment projects ~~in existing areas~~, and new developments. This housing stock must include a variety of housing types to meet the needs and demands of all residents including students, young professionals, families and non-family households, renters and homeowners, and the ~~retiree and~~ 55 and older population, with an emphasis on aging-in-place. For reference, the ~~C~~city had a net gain of approximately 5,683~~12,800~~ housing units ~~over the last decade~~between 2019-2023, with 2,282~~6,500~~ single-family residences and 2,963~~6,300~~ multi-family units added.[2~~1~~]



If population and housing demands continue to increase and state legislation restricting annexation remains in effect, the ~~C~~city will naturally face a greater need for increased density in appropriately targeted areas. This presents an exciting opportunity to thoughtfully plan for a variety of neighborhoods that accommodate a wide range of lifestyles for College Station residents. Though the current population density at slightly more than ~~2,400~~2,500 persons per square mile remains low in comparison to other metropolitan areas, the need for increased density offers opportunities for reinvigorating strategic areas and reimagining the way that new neighborhoods are designed. The ~~C~~city's enviable growth prospects necessitate more effective land use planning and capital investments, as well as diversified housing types including vertical mixed-use apartments, townhomes, and dense single-family neighborhoods.

[1] ~~Data provided by City of College Station Planning & Development Services~~College Station Housing Action Plan, 2024

[2] Data provided by City of College Station Planning & Development Services

College Station residents are interested in the character of their neighborhoods, special districts, corridors, and natural areas that collectively make College Station unique. Effective design also helps to create places of distinction – places worth remembering and protecting – and contributes significantly to quality of life. The design of streetscapes and building fronts as well as the treatment of parking and other physical features all impact how people experience the public realm. This plan speaks to the urban form of the ~~C~~city (where, when, and how land uses are developed) as well as public realm design (sometimes called urban design) and its impact on community character and identity.

Residents expressed the desire to preserve natural features for their environmental functions as well as their contribution to the community's character, with an emphasis on ensuring that the use or enjoyment of existing resources does not compromise resource availability for future residents. This is generally recognized as the definition of sustainability – meeting the needs of current generations without compromising the ability of future generations to meet their own needs. Combining these desires for unique places, quality urban design, and development patterns that are sensitive to resident needs and natural resources, along with the efficient use of infrastructure and City resources, provides a defined vision to make College Station a more livable and sustainable community.

As College Station grows, environmental stewardship is not an afterthought but a foundation of responsible development. Infill and redevelopment projects present unique opportunities to retrofit older areas with sustainable infrastructure. Concentrating growth in designated centers reduces pressure on rural lands and natural corridors, preserving floodplains, streams, and habitats that provide essential ecosystem services. These practices are more than environmental safeguards; they are strategies that strengthen resilience, reduce long-term infrastructure costs, and ensure that future generations inherit a community as vibrant and livable as today's.

As College Station grows, it is the residents' and City's intent that:

- **Infill and redevelopment in strategic locations is prioritized** over expansion of the urban area, is sensitive to existing neighborhoods, and engages residents in infill and redevelopment planning.
- **Growth occurs in a sustainable manner** to steward limited resources in an efficient and responsible manner that accommodates an increasing population and mitigates negative impacts on the natural and built environment. Compact development patterns help minimize sprawl and its associated impacts and makes sound economic sense for infrastructure provision and City services (see **Chapter 8: Managed Growth**).
- **New or enhanced residential areas are created** with qualities of traditional neighborhoods that feature a mix of housing types, a balance of owner and renter occupants, where parks and open space are provided, neighborhood-serving businesses are accessible, and adjacent neighborhoods and areas are connected in a seamless fashion (see **Chapter 3: Strong Neighborhoods**).
- **Existing neighborhoods are conserved, enhanced, or revitalized** with harmonious improvements, infill development, and compatible adjacent land uses that enhance the established neighborhood's character (see **Chapter 3: Strong Neighborhoods**).
- **Unique corridors and districts are developed, enhanced, and conserved** that foster vibrant places, streets, and natural corridors that contribute to the community's character and sense of place.

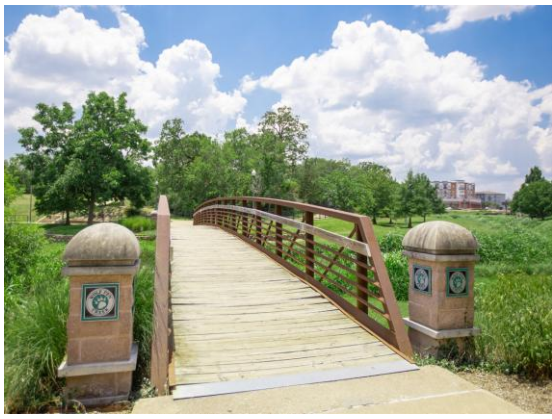
- **Rural areas are preserved** to protect streams, trees, pastures, and open areas that contribute significantly to the character of rural areas.

- **Natural resources are managed and conserved through sound stewardship practices** to protect streams, wooded areas, and open spaces that provide habitat for a variety of plants and wildlife, convey and clean stormwater, improve air quality, and add to the ~~C~~city's character and identity (see **Chapter 5: Engaging Spaces**).



- **Sustainable site design and low impact development practices are utilized** to mitigate stormwater and prevent flooding, avoid soil erosion and mitigate urban heat island effect, encourage tree preservation and planting programs, reduce energy consumption and pursue renewable technologies, conserve and reuse water, encourage native and adapted vegetation, and minimize waste and resource consumption, among others.

- **Multiple mobility mode options are available** to access neighborhoods, major employers and attractions, and the wider community, and streets are designed in a context-sensitive manner. The design of a street should be a function of both its role as a mobility corridor and its place context (see **Chapter 6: Integrated Mobility**).



- **Streetscapes are designed at a human-scale** and contribute positively to the way people navigate and experience the ~~C~~city. Effective streetscapes prioritize elements like wide sidewalks, pedestrian-scale~~d~~ streetlights, wayfinding signs, and canopy trees. New district and corridor plans, as well as context-sensitive street design, will help elevate streets from utilitarian elements of the community to special places in their own right.

- **Public facilities are located and designed to contribute to community character** and make a statement about the community's values and expectations. A well-designed library or community center fits into a neighborhood, enabling residents to walk safely from their homes and providing a place for neighbors to gather, and contributes positively to that neighborhood's character and reinforces the public facility as an integral part of the community.



- **Public spaces are highly visible and accessible to all residents and visitors.** Public spaces like plazas, amphitheaters, and pedestrian malls that are well designed and safe foster social interactions and community identity.

Existing Land Use

Future land use and character is grounded in the current use of land and the prevailing character. An overview of the current conditions is necessary prior to forming policies for the future use of land and community character. College Station can be readily divided into three basic types of existing land use patterns: urban, suburban, and rural. These are common terms that should bring immediate images to mind. Attributes that define these areas contribute to the identity of College Station.



Urban character is currently concentrated in the Northgate area. It includes early 20th century lot-line commercial structures such as those along either side of College Main, and immediately north of University Drive (FM 60). More recently constructed structured parking and multi-story residential projects built close to the street continue this urban feel. This area includes vertical, mixed-use development, minimal setbacks, minimal surface parking lots, and a high level of pedestrian activity.



Suburban character dominates College Station largely due to the time period most of the ~~C~~city was developed (post-World War II), local preferences and building customs, and the dominance of apartment-style development to support the student population. Much of this suburban character is auto-dominated and consists of land uses that have extensive areas of parking in relationship to their floor area. Big-box retail areas and shopping malls are quintessential examples of this character. Most apartment complexes, duplexes, and single-family residential developments exhibit similar auto-oriented character and design.

Some suburban areas of the ~~C~~city exhibit a less auto-dependent and more walkable character. These areas retain a balance between green areas (parks and open space) and the built environment. Often these areas include parks, schools, and small-scale, neighborhood-serving businesses. The College Hills area is a good example of this type of suburban character. There are also suburban areas that are dominated by open space. These estate areas exhibit a more rural character with homes generally placed on large lots. The Foxfire subdivision is a good example of this type of suburban land use and character.



Rural areas that currently exist in and around College

Station are areas that exhibit countryside, agricultural, and natural character. Countryside is typically dominated by a few lots of estate size or greater fronting a road surrounded by agricultural or natural lands. The latter two tend to be determined by uses – crop or ranching in agricultural areas and wooded or savannah lands in natural areas. Rural areas tend to be more sensitive than other character areas to intrusions from incompatible development. Portions of the ~~C~~city and most of the ETJ are planned to remain rural and are identified accordingly on **Map 2.2, Future Land Use & Character**. Additional information about these areas is contained in **Chapter 8: Managed Growth**.



Future Land Use

The plan for future uses of land is presented through policy guidance and associated maps. Three significant land use components work in tandem to identify, create, conserve, and connect places of distinction – those areas that make College Station unique and contribute to the ~~C~~city's character and sense of place. These components are: Planning Areas, Future Land Use & Character, and Community Assets & Images Corridors. Each component is visually represented by an associated map. Combined, the narrative and maps capture the City's policies regarding how and where College Station will grow and change over the course of the next decade.

- **Map 2.1, Planning Areas** depicts areas within the city with distinctive character that have existing small area plans or are priority areas for future focused planning efforts.
- **Map 2.2, Future Land Use & Character** provides specific details regarding the desired future use and character of all land within the ~~C~~city and ETJ.
- **Map 2.3, Community Assets & Image Corridors** visually portrays community assets, both natural and man-made, that contribute to the character and identity of the ~~C~~city.

PLANNING AREAS

The policy guidance within this section and **Map 2.1, Planning Areas** are intended to provide a broad overview of the City's land use strategy. ~~Significant n~~Neighborhoods, districts, corridors, redevelopment areas, and places that would benefit from future small area planning efforts are identified. Small area plans are focused planning efforts that provide a more granular level of study and specific actions for a smaller, defined geographic area to help implement the Comprehensive Plan's overarching goals. The City has several existing small areas plans and identified priority areas for additional planning efforts through recent citizen input and the 10-year plan update.

The basic land use strategy is to strategically accommodate the projected demand for new housing, businesses, public facilities, and infrastructure needs resulting in multiple places of distinction. This enables the City to continually strengthen its principal competitive advantage for attracting and retaining residents, visitors, and new businesses along with the employment and tax revenues that accompany them – that is, a high quality of life. The land use strategy and planning areas focus on identifying, creating, conserving, and connecting:

- Strong and sustainable neighborhoods
- Unique districts and corridors, both natural and man-made
- Redevelopment areas that renew, revitalize, and infill underperforming areas of the community through partnerships with public and private interests
- Rural areas that preserve open spaces and respect the limits of public infrastructure and services, and
- A context sensitive mobility system that links the community together (as discussed in **Chapter 6: Integrated Mobility** and visually represented through the **Thoroughfare Plan** and ~~**Bicycle, Pedestrian, and Greenways Master Plan**~~**Active Transportation Master Plan.**)



Neighborhoods & Districts

Neighborhood planning areas are places in which the current land use, character, and identity will generally remain and be enhanced. Among other activities, these plans identify appropriate and compatible land uses and design for vacant lands within the neighborhood and its area of influence. They also designate areas appropriate for redevelopment. Neighborhood plans typically contain strategies that address existing challenges (for example, code issues) and identify enhancement actions (such as pedestrian or park improvements).

District planning areas present opportunities for a mix of appropriate uses that enhance the unique characteristics of a defined area of the ~~C~~city. ~~Existing~~ An example~~s include~~ is the Wellborn ~~Community~~ District Plan which centers on the unique, rural character of the Wellborn area ~~and the Medical District Master Plan which focuses on creating a cohesive healthcare and wellness district~~.

Between 2009 and 2013, residents, staff, and City leadership worked together to create five neighborhood and small area plans and two district plans. These plans provided strategic recommendations for an area within a defined timeframe (typically seven years). Once adopted, those recommendations were either implemented over the planning period or incorporated into relevant parts of the Comprehensive Plan or other master plans. Occasionally, some action items were not pursued due to changed conditions, project feasibility, available funding, or waning neighborhood interest. The City established a formal process for reviewing existing plans and conducted an audit of the five neighborhood and small area plans in 2022.

The 2022 audit revealed that

~~N~~nearly 70% ~~percent~~ of actions across all plans were either completed or in progress as of the audit date, demonstrating a positive implementation success rate.



~~The audit also analyzed challenges in plan implementation and provided key recommendations for future small area planning efforts.~~ Based on the audit's findings, four of the ~~original~~ five neighborhood and small area plans ~~that were beyond their planning horizons~~ were retired. A second audit was conducted in 2024 for three small area plans beyond their planning horizon: the Wolf Pen Creek Corridor Study (1987), the Northgate Redevelopment Plan (1996), and the Medical District Master Plan (2012). This audit revealed that 74%, 72%, and 86% of the action items in each respective plan were achieved or in progress. After the audit, all three plans were formally retired.

The City will continue pursuing new neighborhood and district planning efforts for areas facing significant changes or development pressures, or to create or enhance the unique character of an area. The City has one active small area plan in this category, the Wellborn District Plan, which is described below.

- **Planning Area 1: Wellborn District Plan** – Adopted in October 2023, this plan encompasses 929 acres in the southwestern portion of the ~~C~~city, including much of the historic Wellborn community and focuses on retaining the rural character of the area. The community is facing continued development pressures for growth, and the plan directs that pressure into appropriate areas while preserving, supporting, and enhancing the rural character of the area. The zoning districts allowed within the Wellborn District Plan boundary are limited to: Wellborn zoning districts, BP Business Park, BPI Business Center, CI Commercial Industrial, R Rural, and NAP Natural Areas Protected.
- ~~**Planning Area 2: Medical District Master Plan** - Adopted in October 2012, the Medical District Master Plan creates a focused healthcare and wellness district that includes the City's major hospitals and medical facilities. This area is generally located along State Highway 6 near the Rock Prairie Road interchange, which is one of the primary gateways into the City as one approaches from the south. The plan links medical facilities into a cohesive district with supporting commercial and residential areas that are being realized through the Midtown Reserve & City Center master planned development. The City-owned Midtown Business Park, consisting of over 250 acres, is located in this general area as well, providing economic development opportunities for office, light~~
- **Planning Area 2~~3~~: Wolf Pen Creek District** - This district along the Wolf Pen Creek corridor combines parks, arts, and commerce by linking a variety of private and public facilities together with an urban greenway. This area has been the subject of considerable planning efforts, including specific Wolf Pen Creek Design Standards (within the Unified Development Ordinance), and substantial public and private investment. Future planning should build upon these existing efforts to expand the district's reach into the adjacent areas of influence, resulting in a more urban character.

Redevelopment

Portions of the ~~C~~city are identified for focused redevelopment activities. Within these areas it is anticipated that a change in use – and, if appropriate, character – requires some form of direct intervention by the City. This intervention may involve regulation (e.g., City-initiated rezoning), investment (e.g., capital expenditure on infrastructure), or incentives (e.g., fast-tracking of a project or density bonuses). This stands in contrast to areas that experience changes in use based on market opportunities alone. Some of these redevelopment areas may overlap established neighborhood areas, districts, or corridors and careful attention and cohesive planning will be needed to provide appropriate transitions between redeveloping and existing areas.

The City has one active small area plan in this category, the Northeast Gateway Redevelopment Plan, and one scheduled to be undertaken in 2026, the Harvey Road Corridor Redevelopment Plan.



- **Planning Area 34: Northgate District & Redevelopment Area** - This area serves as the ~~C~~city's primary entertainment district and represents the ~~C~~city's only current urban character area. This area has been and will continue to be the subject of considerable planning along with substantial public and private investment. These efforts should be guided by the Northgate District Design Standards (within the Unified Development Ordinance), the Mobility Study and Operations Plan, and any emerging plans for the area. In January 2025, the City Council directed staff to launch a small area planning engagement process for the Greater Northgate area through a collaborative stakeholder-driven effort. The final project output was a Stakeholder Engagement Report that documented and synthesized that input, offering a clear understanding of stakeholders' priorities, concerns, and aspirations for the area's future. Continued development and redevelopment efforts in the Northgate District should enhance the vibrant entertainment district and include vertical mixed-use projects, retail and entertainment uses, and tourist attractions.

- **Planning Area 45: Northeast Gateway Redevelopment Plan -** Adopted in September 2023, the Northeast Gateway Redevelopment Plan creates a coordinated strategy for future change and redevelopment along two of the busiest corridors in the city: Texas Avenue and University Drive (FM 60). The plan is divided into two subareas: The Crossing and Eastgate Main. The Crossing is the primary gateway into the City of College of Station and Texas A&M University for visitors entering from Bryan on Texas Avenue and from State Highway 6 along the University Drive (FM 60) hospitality corridor. The Crossing generally includes the area surrounding the intersection, east along University Drive (FM 60) to Tarrow Street, and south along Texas Avenue to Lincoln Avenue. The Crossing anticipates a high level of redevelopment, vertical mixed-use structures, significant increases in housing options and housing stock, an enhanced and expanded multi-modal transportation system, and a denser urban form. Eastgate Main is centered at the intersection of Texas Avenue and New Main Drive/Walton Drive. It contains one of College Station's historic retail shopping centers, the College Station City Hall and Visitor Center, and is adjacent to the College Hills Estates neighborhood. Eastgate Main is bounded by Foster Avenue, George Bush Drive East, Texas Avenue, and Lincoln Avenue, where it interfaces with The Crossing subarea. Eastgate Main anticipates both vertical and horizontal mixed-use developments that honor the historic commercial structures along Walton Drive while providing additional housing opportunities along Foster Avenue.

- **Planning Area 5~~6~~: Harvey Road Corridor Redevelopment Area** – This section of Harvey Road includes newer commercial areas and ~~a number of~~several underperforming commercial and older multi-family properties and apartment complexes. This area also includes the Post Oak Mall, which will likely need to reposition itself in the near future to remain competitive. This presents an exciting opportunity to evolve into a denser area of the ~~C~~city, including vertical and horizontal mixed-use developments, which could ~~compliment~~ complement the adjacent Wolf Pen Creek District. During the 10-year Comprehensive Plan evaluation, residents and City leadership expressed interest in alternative options for future redevelopment and revitalization of this area, indicating a need for additional study and engagement. In 2026, the City will launch a small area planning process for this corridor to guide its transition into a vibrant mixed-use destination with a distinct identity and positive economic trajectory.

- **Planning Area 6~~7~~: George Bush Drive & Wellborn Road (FM 2154) Redevelopment Area** - This area includes ~~a number of~~several underperforming commercial properties and poor-quality residences that, due to planned road changes to the George Bush Drive and Wellborn Road (FM 2154) intersection along with the area's proximity to Texas A&M University, are poised for redevelopment. Much of the area is currently subdivided into small lots, making it difficult to consolidate land for redevelopment. The presence of existing residences and businesses, and proximity to established neighborhoods and the university campus, requires careful site planning and building design.
  Redevelopment planning efforts should focus on bringing vertical and horizontal mixed-use and other aspects of urban character to this portion of the ~~C~~city, while providing contextually appropriate transitions to established areas of the Southside neighborhood. During the 10-year plan evaluation residents were divided on alternative options for this area, indicating the need for further study and public engagement. Residents strongly opposed changes to interior portions of the Southside neighborhood across from Texas A&M University, thus future planning efforts within the Southside neighborhood should center on the area surrounding the George Bush Drive and Wellborn Road (FM 2154) intersection. These planning efforts will be prioritized and synced with the proposed road changes, once the timing is known.

Gateway Corridors

Gateway corridors serve as functional and focal entry points into the ~~C~~city and its unique districts, neighborhoods, redevelopment, and natural areas. These gateway corridors are prominent routes for College Station residents and visitors alike. An effective gateway corridor establishes a positive impression and identity that reinforces the community's character. Several of these corridors serve as a link between districts, further reinforcing their importance. Identity and beautification elements, such as decorative markers and themed wayfinding signs, should be placed along these corridors. Additionally, landscaping and streetscape elements should be unified and significant along these corridors. These corridors also offer the opportunity for the placement of public art and other design elements.

- **Planning Area 7~~8~~: Presidential Gateway & BioCorridor** - This area located near the intersection of State Highway 47 and Raymond Stotzer Parkway (FM 60) is a main entryway into the ~~C~~city from the west. It is adjacent to the Texas A&M University Health Science Center, Easterwood Airport, and nearby the RELLIS Campus in Bryan. The BioCorridor contains interconnected, master planned properties specializing in corporate office, biomanufacturing, research and development, and industrial uses. The area's character is managed and regulated jointly by the cities of College Station and Bryan largely through the BioCorridor Planned Development District. Future development should build upon existing assets in the area and continue to enhance this primary gateway into the ~~C~~city through cohesive design, landscaping, and signage.

- **Planning Area 8~~9~~: Hospitality Corridor** - This area along University Drive (FM 60), spanning from Tarrow Street and Fire Station #6 to the interchange at State Highway 6, is one of the main entryways into the ~~C~~city from the highway. ~~A number of~~Several hotels and restaurants are currently located along this corridor. The focus of this corridor should be linking current and future hospitality facilities into a cohesive corridor along with adjacent redevelopment areas that, over time, could emerge
as another urban character area. The plan should include identity elements such as signage, landscaping, and enhanced design to visually tie the corridor together.

- **Planning Area 9~~10~~: Municipal Center Corridor -** This area located along Krenek Tap Road between State Highway 6 and Texas Avenue includes Stephen C. Beachy Central Park, the original City cemetery, and several municipal facilities. The area also includes significant natural features such as Bee Creek and several wooded areas. Plans for this corridor should enhance the municipal facilities and support a mix of residential and commercial activities with an emphasis on cohesive design that integrates the natural features of the area.

- **Planning Area 10~~11~~: Harvey Mitchell Corridor** - This is an area of Harvey Mitchell Parkway (FM 2818) generally around its intersection with Texas Avenue extending eastward to State Highway 6. This area includes a significant amount of floodplain area adjacent to Bee Creek and significant road frontage along Harvey Mitchell Parkway and Texas Avenue. The focus of this plan should be the development of an urban area that incorporates the natural features of the area and design elements that positively contribute to two prominent entries into the core of the ~~C~~city.

- **Planning Area 11~~12~~: Longmire & Highway 6 Frontage Road Corridor** – This gateway corridor is a major entryway into the ~~C~~city from State Highway 6. The area is generally defined as the State Highway 6 Frontage Road at its intersection with Texas Avenue between Deacon Drive to Rock
Prairie Road and west to Longmire Drive. The corridor contains a series of older, underperforming, and in many cases nonconforming, commercial and multi-family uses. As a key corridor, future planning efforts should focus on redevelopment opportunities and identity enhancements such as signage, landscaping, and design to create a more visually cohesive entryway and corridor.

- **Planning Area 12~~13~~: Wellborn Road (FM 2154) and William D. Fitch Corridor (State Highway 40)** – This area is generally the southwestern gateway into the ~~C~~city near the intersection of Wellborn Road (FM 2154) and William D. Fitch Parkway (State Highway 40). There is a future grade-separated crossing at the intersection of these roads that will significantly change the area's character. The land west of the railroad and generally south of Rock Prairie Road is largely undeveloped but limited in development potential due to sewer capacity constraints. A plan for this area should focus on opportunities for visual enhancements such as signage, landscaping, and enhanced design to create a more attractive entryway, along with compatible land uses such as light industrial that can operate within existing constraints.



Natural Corridors

Natural corridors exhibit opportunities for resource conservation and recreational activities. Examples include the Carter Creek and Lick Creek Corridors. Each of these will be the subject of a future district or corridor plan.

- **Planning Area 13~~14~~: Bee Creek Corridor** - This corridor contains Bee Creek, which is a significant stream that traverses many neighborhoods in the core of the ~~C~~city. This watershed has been the location of intense development resulting in significant alteration to the stream. The focus of this corridor should be on the continued restoration of the creek, development of recreational opportunities, and expansion of its role in linking adjacent areas.

- **Planning Area 14~~15~~: Carter Creek Corridor** - This corridor consists of the entirety of Carter Creek and its associated floodplain. Carter Creek is a significant natural feature stretching along much of the eastern edge of the ~~C~~city and linking College Station, Bryan, and the remainder of Brazos County. The focus of this corridor should be the protection of this natural feature and development of recreational opportunities that could cohesively connect the region.

- **Planning Area 15~~16~~: Lick Creek Corridor** - This area includes Lick Creek Park and the surrounding area. Lick Creek Park is one of the most significant natural features in College Station. It offers a unique natural setting and protects much of the Lick Creek watershed along with a large, wooded area and the

habitats of rare and endangered species. The focus of this corridor should be the continued protection of the natural features, additional recreational and educational opportunities, and the expansion of its role in linking adjacent areas.

FUTURE LAND USE & CHARACTER

Future land use serves as a guide for how all property within the ~~C~~city may develop in the future. Each future land use category contains a character-based description and overall intent of the category, along with generally appropriate zoning districts that help achieve the desired character. There are also example photographs from existing developments in College Station or other communities to visually illustrate the desired development characteristics.

The appropriateness of zoning change requests will be considered using multiple criteria including, but not limited to, whether the request is aligned with **Map 2.2, Future Land Use & Character**, whether changed or changing conditions exist in the area, compatibility with existing uses and development patterns, impact on environmentally sensitive and natural areas, impact on and timing of infrastructure, and consistency with all goals and strategies of the Comprehensive Plan. The zoning districts listed as generally appropriate under each future land use category are meant to provide guidance and do not represent affirmative support of each listed zoning district.

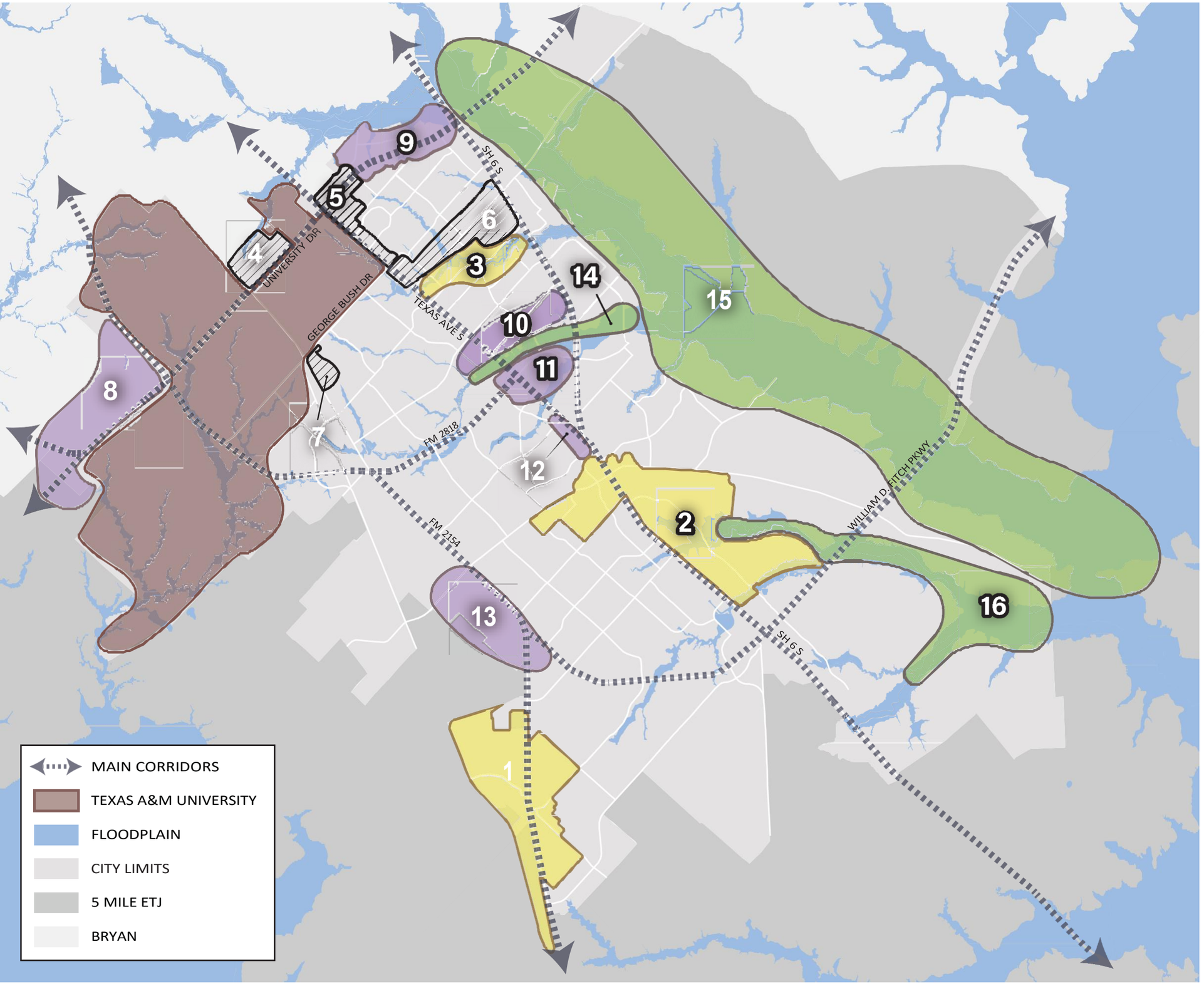
The land use strategies discussed in this chapter are further clarified by the future land use category descriptions and are visually portrayed in **Map 2.2, Future Land Use & Character**. The associated acreages in each land use category are compiled in **Table 2.1, Summary of Future Land Use Acreages**.

As of: May 28, 2026

*Note: ~~The 17.3 acres of~~ Parks & Greenways in the ETJ ~~is~~ consist of the park within the Southern Pointe subdivision, which will be annexed into the City in the future per their development agreement, and the Westside Park.

With the 10-year Comprehensive Plan update several changes were made to the future land use categories and map based on community and stakeholder input, changing conditions, and best practices identified during the evaluation process. These changes include renaming, simplifying and reducing the number of categories, refining the land use definitions, creating new categories to encourage and support emerging development forms, and reconsidering how land uses apply to various areas of the ~~C~~city.

MAP 2.1



Planning Areas

NEIGHBORHOODS & DISTRICTS

1. WELLBORN DISTRICT PLAN*
2. MEDICAL DISTRICT MASTER PLAN*
3. WOLF PEN CREEK DISTRICT*

REDEVELOPMENT AREAS

4. NORTHGATE DISTRICT*
5. NORTHEAST GATEWAY REDEVELOPMENT PLAN*
6. HARVEY ROAD AREA
7. GEORGE BUSH DRIVE & WELLBORN ROAD AREA

GATEWAY CORRIDORS

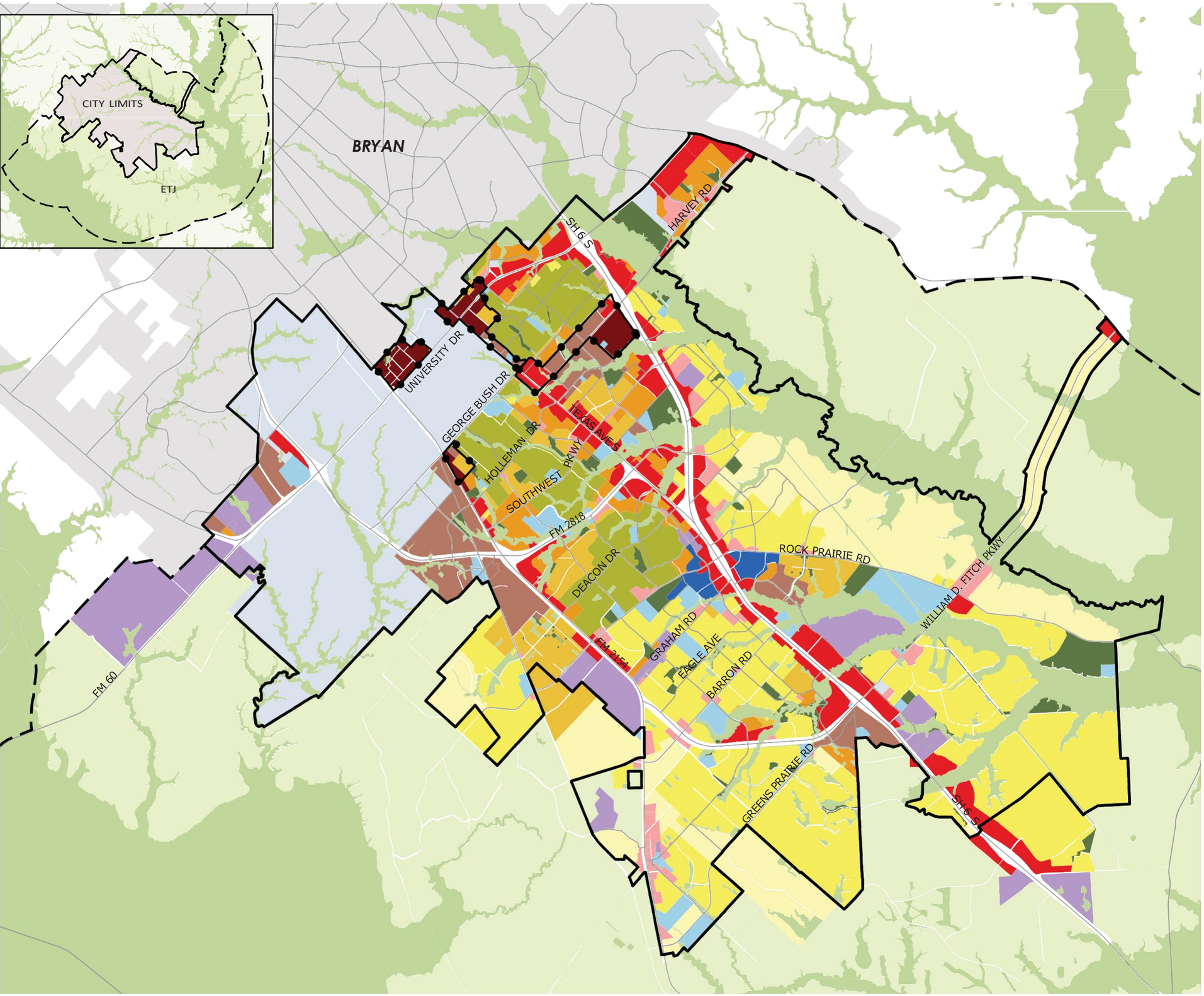
8. PRESIDENTIAL GATEWAY & BIOCORRIDOR*
9. HOSPITALITY CORRIDOR*
10. MUNICIPAL CENTER CORRIDOR
11. HARVEY MITCHELL CORRIDOR
12. LONGMIRE & HIGHWAY 6 FRONTAGE ROAD CORRIDOR
13. WELLBORN ROAD & WILLIAM D. FITCH CORRIDOR

NATURAL CORRIDORS

14. BEE CREEK CORRIDOR
15. CARTER CREEK CORRIDOR
16. LICK CREEK CORRIDOR

* EXISTING PLANNING EFFORT OR DESIGN STANDARDS

MAP 2.2



Future Land Use & Character

- URBAN CENTER
- NEIGHBORHOOD CENTER
- GENERAL COMMERCIAL
- NEIGHBORHOOD COMMERCIAL
- BUSINESS CENTER
- URBAN RESIDENTIAL
- MIXED RESIDENTIAL
- SUBURBAN RESIDENTIAL
- ESTATE RESIDENTIAL
- RURAL
- NEIGHBORHOOD CONSERVATION
- MEDICAL
- INSTITUTIONAL/PUBLIC
- TEXAS A&M UNIVERSITY
- PARKS & GREENWAYS
- NATURAL & OPEN AREAS
- REDEVELOPMENT AREAS

*NOTE: A COMPREHENSIVE PLAN SHALL NOT CONSTITUTE ZONING REGULATIONS OR ESTABLISH ZONING BOUNDARIES

URBAN CENTER

Areas that are appropriate for the most intense development and mix of uses arranged in a compact and walkable pattern. These areas will tend to consist of multi-story residential, commercial, and office uses that may be mixed vertically within mixed-use structures or horizontally in an integrated manner. Urban Centers should also incorporate consolidated parking facilities, access to transportation alternatives, open space and recreational facilities, and public uses.

Building Height: 5 stories average
Mobility: Walking, bicycling, transit, automobile

Intent

- Create and reinforce walkable activity centers with small blocks that are connected to surrounding development and include a mix of complementary uses
- Accommodate a mix of building types including freestanding and attached structures that frame attractive pedestrian zones between buildings and streets
- Encourage commercial uses along primary streets
- Encourage vertical mixed-use structures with ground-floor retail in appropriate locations such as along major corridors
- Support multi-family residential as a secondary component of a center
- Encourage shared surface parking located behind buildings or to the side of buildings, structured parking, and on-street parking where possible

Generally appropriate zoning districts:

Mixed-use, Northgate zoning (in Northgate only), Wolf Pen Creek zoning (in Wolf Pen Creek only)







NEIGHBORHOOD CENTER

Areas that are appropriate for a mix of uses arranged in a compact and walkable pattern at a smaller scale than Urban Centers. These areas consist of residential, commercial, and office uses arranged horizontally in an integrated manner and may be mixed vertically within structures. Neighborhood Centers should also incorporate consolidated parking facilities, access to transportation alternatives, open space and recreational facilities, and public uses.

Height: 3 stories average

Mobility: Walking, bicycling, transit, automobile



Intent

- Create and reinforce walkable activity centers that are connected to surrounding development and include a mix of complementary uses
- Accommodate a mix of building types that frame attractive pedestrian spaces
- Support vertical mixed-use structures with ground-floor retail in appropriate locations such as along corridors or major intersections
- Encourage all land generally within 300 to 500 feet of streets classified as major collectors or higher to be commercial uses, unless providing vertical mixed-use structures with residential uses on upper floors. The exact location and extent can be modified if creating commercial nodes, such as at intersections, and/or if other characteristics of the site require an alternative design that provides a mixture of uses in an integrated manner.
- Stand-alone commercial uses with a preferred emphasis on urban form may be allowed if the size and scale of the property and/or development does not adequately support mixing uses in a horizontal manner
- Support multi-family residential as a complementary secondary component of a center that includes commercial and/or office uses
- Encourage shared surface parking located behind or to the side of buildings (with some limited parking in front of buildings), structured parking, and on-street parking where possible



Generally appropriate zoning districts:

Mixed-use, Wolf Pen Creek zoning (in Wolf Pen Creek only), commercial and multi-family zoning may be considered in some circumstances if designed in an integrated manner through a Planned Development District with a preferred emphasis on urban form



GENERAL COMMERCIAL

Concentrated areas of commercial activities that cater to both nearby residents and to the larger community or region. Generally, these areas tend to be large and located along regionally significant roads. Due to their context, these areas tend to prioritize automobile mobility.

Height: 1-2 stories average
Mobility: Primarily automobile, but accessible by walking, bicycling, and transit



Intent

- Accommodate a wide range of commercial uses
- Concentrate future commercial development at major intersections
- Provide connectivity to surrounding bicycle and pedestrian networks and provide safe pedestrian facilities within sites
- Encourage transitions in building height and mass when adjacent to residential neighborhoods
- Support multi-family residential as secondary uses on a site
- Encourage shared surface parking



Generally appropriate zoning districts:

General commercial, office, and mixed-use zoning



NEIGHBORHOOD COMMERCIAL

Areas of commercial activities that cater primarily to nearby residents. These areas tend to be smaller format than general commercial and located adjacent to major roads along the fringe of residential areas. Design of these structures is compatible in size, architecture, and lot coverage with surrounding residential uses.

Height: 1-2 stories average
Mobility: Primarily automobile, but accessible by walking, bicycling, and transit



Intent

- Accommodate limited commercial services compared to General Commercial
- Provide pedestrian and bicycle connectivity to surrounding neighborhoods and nearby public uses (schools, parks, etc.)
- Support some residential uses that are compatible with the surrounding neighborhood character
- Encourage transitions in building height and mass when adjacent to residential neighborhoods
- In a walkable neighborhood context, locate new buildings near the street and accommodate parking to the side or rear of buildings with some limited parking in front of buildings and accommodate on-street parking where possible



Generally appropriate zoning districts:

Suburban commercial and office zoning.
Within the Wellborn District, limited to Wellborn Commercial zoning.



BUSINESS CENTER

Areas that include office, research, or industrial uses that may be planned and developed as a unified project. Generally, these areas need convenient access to arterial roadways.

Height: Varies
Mobility: Primarily automobile



Intent

- Accommodate a variety of large footprint buildings
- Accommodate commercial and service uses within Business Centers
- Accommodate pedestrian, bicycle, and transit connectivity to and within Business Centers
- Provide buffering through landscaping and building placement where large-scale employment sites are adjacent to residential areas



Generally appropriate zoning districts:

Business park, industrial, and commercial industrial zoning



URBAN RESIDENTIAL

Areas that are appropriate for a range of high-density multi-family and attached residential development in various forms including townhomes, apartment buildings, mixed-use buildings, and limited non-residential uses that are compatible with the surrounding area.

Height: 3 stories average
Mobility: Walking, bicycling, transit, automobile

Intent

- Accommodate a wide range of attractive multi-family housing for a diverse population. Buildings may be clustered and grouped. Building setback from street varies but is generally consistent within a development
- Provide vehicular and pedestrian connectivity between developments
- Accommodate streetscape features such as sidewalks, street trees, and lighting
- Support commercial, service, office uses, and vertical mixed-use within redevelopment areas

Generally appropriate zoning districts:

Multi-family, townhouse, mixed-use, and limited suburban commercial zoning







MIXED RESIDENTIAL

Areas appropriate for a mix of moderate density residential development including, townhomes, duplexes, small multi-family buildings (3-12 unit), and limited small-lot single family. These areas are appropriate for residential infill and redevelopment that allows original character to evolve. These areas may serve as buffers between more intense multi-family residential or mixed-use development and suburban residential or neighborhood conservation areas.

Height: Varies (generally 2-3 stories)
Mobility: Walking, bicycling, transit, automobile



Intent

- Accommodate a walkable pattern of small lots, small blocks, and well-connected street pattern
- Accommodate streetscape features such as sidewalks, street trees, and lighting
- Encourage community facilities, parks, and greenways within neighborhoods
- Support neighborhoods with a mix of housing types and where larger or more dense housing is located near community facilities or adjacent to commercial or neighborhood centers



Generally appropriate zoning districts:

Duplex, townhouse, middle housing, and limited-scale single-family



SUBURBAN RESIDENTIAL

Primarily single-family residential areas that consist of low to moderate density single-family lots. These areas may also include limited townhomes, duplexes, other housing types, and some non-residential uses that are compatible with surrounding single-family areas. Development types tend to be highly consistent within a subdivision or neighborhood. Residential lot size requirements are larger within the Wellborn District and limited to single-family lots.

Height: 1-2 stories
Mobility: Primarily automobile, but accessible by walking, bicycling, and transit to surrounding neighborhood services and centers



Intent

- Accommodate streetscape features such as sidewalks, street trees, and lighting
- Support neighborhoods with a mix of housing types
- Encourage community facilities, parks, and greenways within neighborhoods
- When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments



Generally appropriate zoning districts:

General and restricted suburban zoning.
Within the Wellborn District, limited to Wellborn Restricted Suburban zoning.



ESTATE RESIDENTIAL

Primarily single-family residential areas that have a low level of development activities. These areas are appropriate for very low-density residential lots of one-acre or greater lot sizes or average 20,000 square feet lots when clustered around open space. ~~Residential lot size requirements are larger w~~Within the Wellborn District, lots are required to be a minimum of two acres; however, lots may be as small as one acre if clustered around undeveloped open space.

Height: 1-2 stories
Mobility: Primarily automobile



Intent

- Support a wide range of lot sizes, long blocks, and curvilinear streets. Buildings tend to be located greater than 30 feet from a fronting street.
- When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments



Generally appropriate zoning districts:

Estate, rural, and manufactured home park zoning. Within the Wellborn District, limited to Wellborn Estate zoning.



NEIGHBORHOOD CONSERVATION

Residential areas that are essentially "built-out" and are not likely to be the focus of extensive infill development or redevelopment. These areas often were platted before current development regulations were in place often resulting in nonconforming situations. These areas are appropriate for overlays or zoning classifications that provide additional character protection and address nonconforming issues.

Height: 1-2 stories
Mobility: Walking, bicycling, transit, automobile; on-street parking and private off-street parking



Intent

- Maintain the existing housing stock, lot patterns, and character of neighborhoods
- Support infill housing that fits-in with neighboring homes (scale, placement, use, etc.)
- Address nonconforming lot issues through flexible development regulations
- Maintain established trees



Generally appropriate zoning districts:

General and restricted suburban, single-family overlays



TEXAS A&M UNIVERSITY

Areas owned by Texas A&M University and are appropriate for campus development as described in the Texas A&M Campus Master Plan and related documents.



INSTITUTIONAL/PUBLIC

Areas that are, and are likely to remain, in some form of institutional or public activity. Examples include schools, libraries, municipal facilities, and major utilities.



MEDICAL

Areas appropriate for medical~~ly~~ related uses and supporting office, commercial, and residential uses. The medical land use designation ~~surrounding~~ is found primarily in the area around Rock Prairie and State Highway 6~~ is further detailed in the Medical District Master Plan, which envisions a wide array of medical and supporting services and activities concentrated in the district~~. This includes the two major hospitals ~~in close proximity to~~near residential neighborhoods, neighborhood centers, offices, and commercial uses.



Height: Varies
Mobility: Walking, bicycling, transit, automobile

Generally appropriate zoning districts:

Varies

PARKS & GREENWAYS

Areas that are permanently protected from development. Such areas are preserved for their natural function or for parks, recreation, or greenways opportunities. These areas include, publicly owned open space, conservation easements, greenway trails, and public parks.



NATURAL & OPEN AREAS

This land use designation is generally for areas that represent a constraint to development and that should be conserved for their natural function or open space qualities. These areas include floodplains, riparian buffers, common areas, and open space. The boundaries of the Natural & Open Areas land use are illustrative, and the exact location of floodplains and other physical constraints are determined during the development process.

Generally appropriate zoning districts

Natural areas protected



RURAL

Areas that, due to public service limitations, inadequate public infrastructure, or a prevailing rural or agricultural character, should have very limited development activities. These areas will tend to include a mix of large acreages (ranches and farmsteads) and limited large-lot (two acre or larger) residential developments. Open space is the dominant feature of these areas.

Height: Varies
Mobility: Primarily automobile

Generally appropriate zoning districts

Rural and manufactured home park zoning



Community Assets & Images Corridors

The physical design and appearance of the built environment – what buildings, streets, and parks look like – contributes significantly to the character and identity of the ~~C~~city. This section identifies many of the community's unique assets and provides general policy guidance regarding suburban and urban design, streets and streetscape design, public buildings and facilities, image corridors, and gateways. More specific and detailed guidance will be provided through subsequent neighborhood, district, and corridor plans, as well as master plans and other studies and plans adopted by the City Council.

COMMUNITY ASSETS

College Station has a number of existing assets (both natural and man-made) that contribute significantly to the character and identity of the ~~C~~city and, thus, are deserving of identification and worthy of policy guidance. **Map 2.3, Community Assets & Image Corridors**, visually portrays these assets which include natural features such as Carter Creek and Lick Creek, connections to the greater region such as Easterwood Airport, public facilities such as the Texas A&M University campus and Veterans Park, and various vistas and views. Care should be taken to protect each of these assets from encroachment by incompatible land uses and from insensitive development activities that would compromise their contribution to the area's character and identity.

IMAGE CORRIDORS

Image corridors are delineated on **Map 2.3, Community Assets & Image Corridors**, reflecting their importance as routes that many residents and visitors travel and, along the way, form impressions of College Station. Several of these corridors serve as a link between districts, further reinforcing their importance. Identity and beautification elements, such as decorative markers and themed wayfinding signs, should be placed along these corridors. Additionally, landscaping and streetscape elements should be unified and significant along these corridors. These corridors also offer the opportunity for the placement of public art and other design elements. Primary image corridors include corridors that carry high volumes of traffic and move travelers through or along some of the ~~C~~city's ~~most significant~~ assets. Examples include State Highway 6, Texas Avenue, and Wellborn Road (FM 2154). Secondary image corridors include corridors that ~~tend to~~ carry slightly less traffic volume and move travelers ~~mainly~~ through the community's main ~~significant~~ business or residential areas. Examples include Rock Prairie Road, Harvey Road (FM 30), and portions
of University Drive (FM 60). Image corridors also offer an opportunity to support the City's resource conservation objectives through the preservation of open space and other natural features along these key corridors. Where these corridors cross streams, go through forested areas, or offer attractive vistas, care should be taken in how bridges are constructed, banks are stabilized, stormwater is managed, trees are protected, and views are kept unobstructed to maximize the positive impressions gained by these assets.

GATEWAYS

A gateway serves as the symbolic entry point to an area~~, whether~~ of the ~~C~~city, a neighborhood, or a district. An effective gateway establishes an immediate positive impression that reinforces the character of an area and is visually harmonious with its surroundings. The key gateways into these areas need specific design elements and enhancements to create such an experience. For neighborhoods this may be in the form of landscaping or an entrance monument. For districts and corridors this may be in the form of landscaping,

streetscape, special lighting, signage, public art, or building design. Along the image corridors at key entry points to the ~~C~~city this may be in the form of landscaping, special signage, public art, or enhancements to bridges and overpasses.

~~Each of the n~~Neighborhood ~~area~~ plans, district plans, and corridor plans should address the most effective means to enhance associated gateways. This section outlines the framework for the most appropriate manner to address the key gateways into and out of the ~~C~~city ~~as a whole~~. This plan identifies three levels of gateways, each with ~~its own~~a specific purpose and related design focus.

Early Image-Setting Gateways are locations where those approaching the community can first be engaged and experience College Station's unique identity. These areas offer opportunities for ~~tasteful~~ signage and landscaping that are harmonious with the surrounding rural areas while announcing one's pending arrival into College Station. Examples of appropriate locations for such enhancements are the intersection of University Drive/Raymond Stotzer Parkway (FM 60) and Wellborn Road (FM 2154), the FM 60 crossing of the Brazos River, and the intersection of State Highway 47 and Raymond Stotzer Parkway (FM 60).



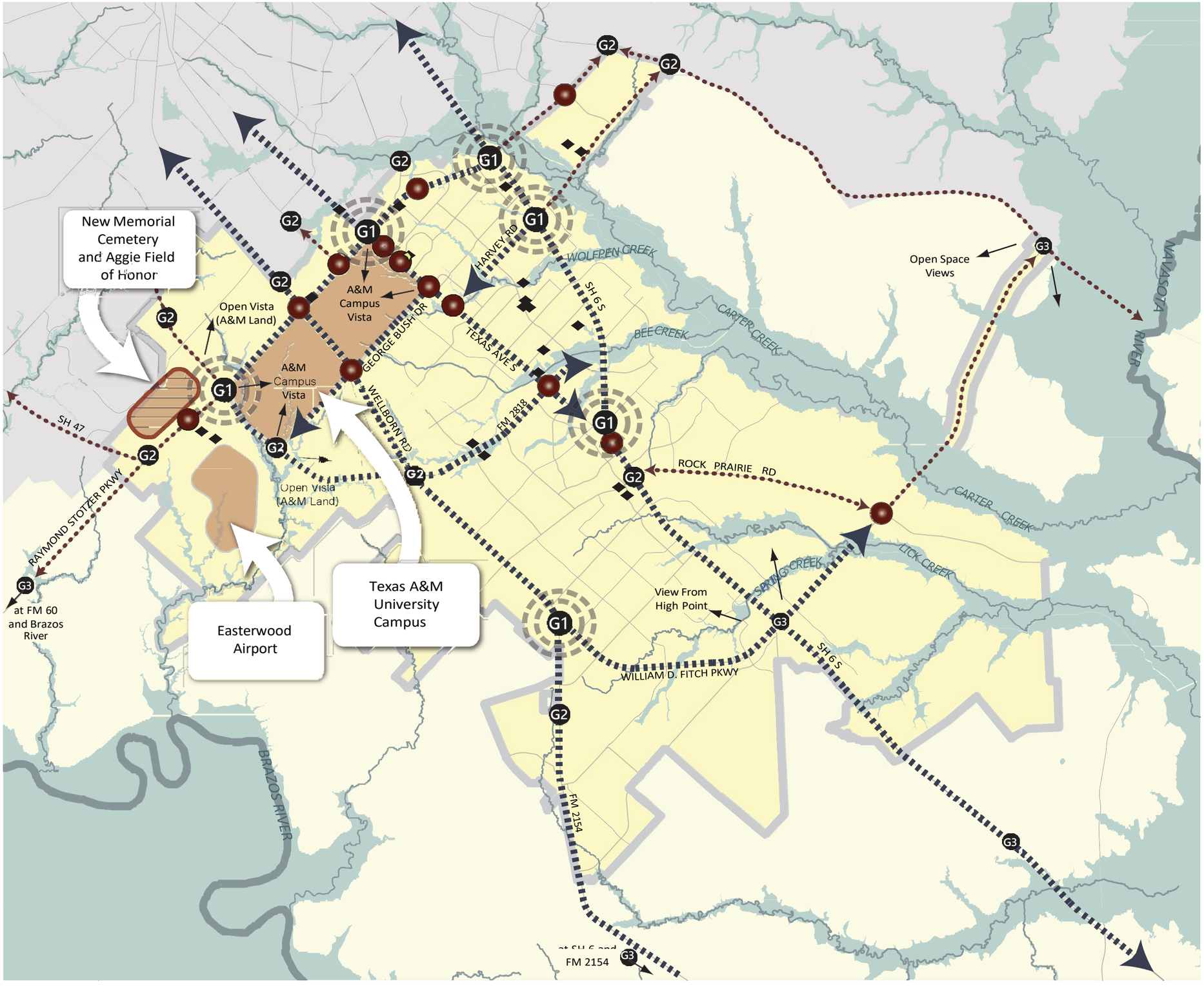
Secondary Welcoming Gateways are locations where community identity and themes can be reinforced through more substantial enhancements. These may include significant monument signage, substantial areas of landscaping and tree planting, and flags. Generally, these are located within the city limits but prior to arrival in the core of the ~~C~~city itself. Examples of appropriate locations for such enhancements are the Rock Prairie Road interchange with State Highway 6, the intersection of George Bush Drive and Harvey Mitchell Parkway (FM 2818), and the city limits at South College Avenue.

Primary Arrival Gateways are locations where the most substantial enhancements should be installed. These may include significant monument signage, substantial areas of landscaping and tree planting, fountains, lighted icons, and large-scale art. Examples of appropriate locations for such enhancements are the intersection of Texas Avenue and State Highway 6, the University Drive/Raymond Stotzer Parkway (FM 60) interchange with Harvey Mitchell Parkway (FM 2818), and the intersection of Texas Avenue and University Drive (FM 60).

For these gateways to succeed, it is essential that common elements be used throughout each of the three levels. Further, enhancements should be focused and sized properly to have the intended impact. Enhancements dispersed over a wide area, lacking common elements, and sized inappropriately will have less of an impact and will miss a critical opportunity to reinforce the character and identity of College Station.

MAP 2.3

Community Assets & Image Corridors



- KEY IMAGE / DESIGN INTERSECTION
- PRIMARY ARRIVAL GATEWAY
- SECONDARY WELCOMING GATEWAY
- EARLY IMAGE-SETTING GATEWAY
- PUBLIC ART LOCATION
- PRIMARY IMAGE CORRIDOR
- SECONDARY IMAGE CORRIDOR
- FLOODPLAIN
- EXISTING UNIQUE COMMUNITY ASSET AREA
- EMERGING / POTENTIAL UNIQUE COMMUNITY ASSET AREA
- CITY LIMITS
- 5 MILE EXTRATERRITORIAL JURISDICTION (ETJ)

Strategic & Ongoing Actions

The actions listed below are designed to achieve the City's goal of vibrant and distinct districts, attractive neighborhoods, revitalized gateways and corridors, and conserved natural areas, grounded in environmental stewardship and resiliency.

STRATEGIC ACTIONS

2.14 **Evaluate existing policies and create incentives for low impact and sustainable development.** Encourage policies and regulations that incentivize sustainable practices such as energy reduction, renewable energy, water conservation, protection of natural resources, use of native and adapted vegetation, adaptive reuse, waste minimization, and stormwater management.

2.25 **Pursue feasibility of a ~~tree preservation and/or~~ tree planting incentive program.** This could involve ~~regulatory changes, incentives to preserve existing trees (especially large canopy trees) in new development and redevelopment projects, requiring replacement of trees that are destroyed or removed,~~ proactive efforts by the City such as planting trees and installing landscaping along major road corridors and gateways, or a program where the City or a partner agency provides trees at reduced cost.

2.36 **Create additional incentives for conservation design and evaluate the effectiveness of cluster development standards in the Unified Development Ordinance.** Common incentives include density bonuses where a project may be permitted a greater total density in exchange for preservation of common open space areas.

ONGOING ACTIONS ~~AND POLICY DIRECTION~~

2.41 **Review and undertake amendments to the Unified Development Ordinance's zoning districts.** Consider amendments necessary to implement the Future Land Use & Character categories and definitions.

2.52 **Prioritize and undertake detailed plans for priority neighborhoods, districts, corridors, or redevelopment areas.** The City should commit to proactively planning for a limited set of target areas, as specified in **Map 2.1, Planning Areas**.

2.63 **Creative incentives and programs to revitalize existing areas and established neighborhoods.** This could include façade or landscaping improvement programs or rehabilitation initiatives. New programs should align with and complement existing City efforts through the Neighborhood Partnership Program, Neighborhood Grant Program, and proposed property maintenance programming.

2.7 **Integrate parks, greenways, and community facilities within new neighborhoods.** Ensure that parks, greenways, and other types of open spaces are integrated into the design of new neighborhoods and that appropriate connections are made to existing facilities. Also consider opportunities and partnerships to locate civic uses (such as recreation centers, schools, libraries) within new neighborhoods or redevelopment areas.



2.8 **Evaluate and update development standards in the Unified Development Ordinance.** Evaluate the effectiveness of development standards such as mobility and connectivity, off-street parking, building form and design, landscaping and buffers, exterior lighting, or other applicable standards to achieve desired design form and quality.

2.9 **Develop or refine incentives to promote high quality design.** Such incentives may include regulatory (flexible standards, density bonuses), procedural, cost-sharing agreements, and tax incentives, among others. Incentives could be targeted to specific geographies or types of development (such as mixed-use or commercial).

2.10 **Encourage parking alternatives to support redevelopment opportunities.** Use regulatory or other incentives to encourage residential, commercial, and mixed development models in the City's targeted Redevelopment Areas that integrate structured parking, reduced parking requirements, or shared parking agreements to enable more productive use of the overall site in place of extensive surface parking.

2.11 **Continue to initiate proactive zoning map updates.** Amend the zoning map in strategic areas to encourage transitions to the desired community character and help implement the Future Land Use & Character Map. Proactive zoning map changes may also encourage redevelopment in targeted areas.

2.12 **Continue beautification programs.** Maintain and consider opportunities to expand beautification partnerships with Keep Brazos Beautiful and other organizations.



3 STRONG NEIGHBORHOODS

As the basic building blocks of a city, neighborhoods are places to live, grow, and develop thriving communities. Strong neighborhoods are not just collections of dwelling places; they are also defined by community institutions like schools, parks, and places of worship, along with local streets and in some contexts, neighborhood businesses. In many ways, a community is only as strong and sustainable as its neighborhoods. These foundational building blocks contribute to a unique sense of place and community identity, with residents contributing to partnerships, leadership, and civic involvement. An array of vibrant and desirable neighborhoods will help sustain a ~~C~~city that empowers all residents to belong and thrive.



Goal

Viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options and other services for a diverse population.

Purpose

The purpose of this chapter is to provide the strategies and actions that encourage attractive, livable neighborhoods that meet the ~~City's~~ community's housing needs. Issues such as housing affordability, compatibility with adjacent land uses, property maintenance, neighborhood traffic, rental housing, and historic preservation impact the quality and stability of neighborhoods. The intent is the continued viability and long-term protection of College Station's residential neighborhoods.

This chapter discusses existing conditions within neighborhoods and outlines major planning considerations and policy guidance. This is followed by strategic action items for implementation.

Overview

The desire for strong neighborhoods that meet housing demand while maintaining affordable options and contributing to quality of life has been in the forefront of community debate since College Station's founding. The need to provide infrastructure to off-campus neighborhoods served as one of the primary reasons for the incorporation of College Station in 1938. More than eighty years later, the City continues to balance its role as the home of Texas A&M University, one of the largest public universities in the nation, with the need to provide excellent services to all residents who make College Station their home.

With on-campus housing at Texas A&M University available for only 11,366 of its ~~71,109~~more than 70,000 students[1], the majority of students live off-campus in apartments and other rental properties including multi-family, condominium, townhome, and single-family residences. This integration of the student population with the permanent population creates a unique community where school spirit is apparent in almost all

[1]TAMU Department of Residence Life and TAMU Accountability, 2024

facets of daily life. On occasion, lifestyle differences between student households and long-term resident households can cause tension in neighborhoods. Issues related to noise, property maintenance, and parking are increasingly prevalent as market influences make purchasing homes for conversion to rental or investment property more attractive. The City encourages compatible infill and redevelopment opportunities that increase housing availability near the campus core while preserving the identity and character of existing neighborhoods.

As residential construction continues, College Station must consider the long-term viability of its newest neighborhoods and how they fit into the community fabric. Neighborhoods should capitalize on what sets them apart from other neighborhoods, while creating a seamless transition between different housing types and adjacent land uses. Building community and neighborhood integrity includes building strong neighborhood organizations. ~~Promoting homeowner and neighborhood associations is an important aspect of developing neighborhood integrity.~~ These associations provide opportunities for localized decision making and community ownership that contribute to sustaining the attractiveness and marketability of neighborhoods.

Existing Conditions



Early College Station neighborhoods developed around parks and schools, in proximity to major university entrances, and were bordered by commercial land uses on major thoroughfares. The formation of the area's early neighborhoods and housing also reflected the racial segregation patterns of the time. Specifically, the McCulloch Subdivision and Prairie View Heights are two historically African American neighborhoods. It is important to recognize these socio-spatial trends as they have had significant impacts on people, the community, and neighborhood development trajectories over time.

Outside the ~~C~~city's core, the majority of College Station's neighborhoods developed after 1970, due in large part to Texas A&M University opening admission to women and minorities in the late 1960s. These newer developments tend to be large, multi-phased subdivisions that take access from the ~~C~~city's thoroughfare system, with limited connectivity between subdivisions. These neighborhoods are primarily single-family detached housing developments. There is very little neighborhood-oriented commercial activity within walking distance, and residents have often protested commercial ~~those proposed~~ uses ~~adjacent to~~near established residential neighborhoods ~~have been protested on many occasions by the residents~~.

According to the ~~2019~~ 2023 American Community Survey[2], the ~~C~~city has 52,687~~46,353~~ total housing units. Single-family detached and multi-family units account for ~~87.1~~85.7% of the housing stock (~~43.9~~42.5% and ~~42.3~~43.2% respectively). The remaining ~~12.9~~14.3% is distributed amongst single-family attached (~~6.5~~9.9%), duplex (~~6.1~~3.9%), mobile home (~~1~~0.2%), and boat, RV, and van (~~0.1~~0.3%). Furthermore, ~~25,151 (62.3~~65.1%~~)~~ of housing units within the ~~C~~city are renter-occupied and ~~15,206 (37.7~~34.9%~~)~~ are owner-occupied. The median sales price for a non-new construction home in College Station more than doubled over the last ten years, rising from $175,000 in 2013 to $389,000 in 2023.[3]

[2]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate
[3]Texas Real Estate Center, 2024

~~Housing costs in College Station are essentially identical to the national average. The median value for a house in College Station is $241,600 whereas the median nationally is $240,500.[3]~~

Figure 3.1 - Housing Condition Definitions (from the Consolidated Plan)

Excellent: These houses ~~were~~ appear well maintained and ~~did~~ do not ~~obviously~~ require any obvious repairs.

Conservable: Houses that are currently maintained and in generally good repair. Any required work is minor and can be accomplished in one weekend. Improvements include painting and repair of screens.

Substandard: Houses that require significant repair. A substandard unit is one that needs additional repairs that are more than ~~required in~~ normal maintenance such as a damaged wall, plumbing problems, broken windows and overall general repairs.

Dilapidated: Houses that do not provide safe or adequate shelter and endanger the health, safety, and wellbeing of the occupants. Repair costs could exceed 50% of the value of the house. Such units have one or more critical defects or a combination of ~~a number of~~ deficiencies to the extent as to require considerable repair or comprise inadequate construction. Defects, in addition to those listed above for substandard units, include: holes; open cracks; loose, rotten, or missing materials over large areas of the foundation, walls, or roof; sagging roof ridges, eaves, or out of plumb walls; extensive damage caused by fire, storm, flooding, termites, etc.

HOUSING CONDITIONS

The City maintains robust data on housing conditions, having collected and compiled these data every five years since 1995. A set of definitions has been developed (see **Figure 3.1 Housing Condition Definitions**), categorizing the condition of housing units as excellent, conservable, substandard, or dilapidated.

Figure 3.2 - Condition of Housing Units

	2010*	2015	2020	2025
Excellent	65.9%	77.0%	71.4%	76.6%
Conservable	31.6%	22.6%	27.1~~07~~%	20.0%
Substandard	2.5%	0.3%	1.4~~37~~%	2.9%
Dilapidated	0.1%	0.1%	0.2~~19~~%	0.5%

**Includes only single-family and duplex units*

As seen in **Figure 3.2 Condition of Housing Units**, the percentage of housing units in excellent condition increased between ~~2010~~ 2020 and 20~~12~~5, reflecting a surge in new construction and renovations. During this period, ~~U~~units in excellent condition ~~then decreased~~increased by 5.2~~6~~ percentage points ~~from 2015 to 2020~~, corresponding to about a ~~4.5~~7.1 percentage point ~~increase~~ decrease in conservable units, a 1.5~~1~~ percentage point increase in substandard units, and a 0.3~~1~~ percentage point increase in dilapidated units. It should be mentioned that the 2010 percentages applied to only single-family and duplex units while the 2015, 2020, and 2025~~0~~ percentages also incorporated multi-family units.

The housing conditions trends highlight the need for a continued and enhanced focus on property maintenance programs and upkeep. The data suggest that this need is likely especially relevant for multi-family properties. Additionally, care should be taken to promote quality housing conditions in low - and moderate - income neighborhoods. While recent housing conditions data do not differentiate between neighborhood income categories, a 2005 survey by Texas A&M students revealed that 81% of substandard and dilapidated units were found in low - and moderate-income neighborhoods, which comprised only 17% of the ~~C~~city's homes at that time.

~~[3]U.S. Census Bureau, 2019 American Community Survey 5-Year Estimate~~

AGE OF HOUSING STOCK

Housing quality can often be tied to the age of the housing stock. As can be expected of an 80-year-old city, the housing stock is also relatively young; only ~~24~~21.5% of the housing stock is more than 4~~5~~0 years old ~~compared to 29.1% in Brazos County and 38.9% in Texas~~.[4] The majority of homes in College Station were built after 1990.

In light of this, the housing stock in College Station is in moderate to good condition. Areas ~~in close proximity to~~near the university with large concentrations of rental properties are facing more rapid deterioration than other areas of town. As housing ~~begins to age~~ in College Station ages, ~~the City could see a greater rate of~~ demolition and redevelopment have increased in ~~its~~ the city's core. Policies and practices that encourage harmonious redevelopment and infill opportunities will become increasingly important to maintain the character of existing neighborhoods while meeting housing demand.

RENTAL MARKET



Over the years the local housing market has seen increased demand for new housing and a significant conversion of existing single-family homes into rental housing. From 2010 to 202~~0~~, the percentage of renter-occupied units has fallen slightly from 65.2%[5] to ~~62.3~~65.1%[6], while still maintaining a majority of the market. Rental properties near the university are often priced using a rent-by-the-bedroom model, resulting in rental costs that are inflated compared to the remainder of the ~~C~~city. This can have negative ramifications for families and young professionals seeking rental housing near the university who find themselves priced out of the market. Increased rental costs along with increased demand have also driven up property values around the university.

Neighborhoods near the university are seeing a rapid transition from older owner-occupied units to newly constructed units tailored primarily to student renters. Older homes may be converted into larger structures either by adding bedrooms or subdividing large lots, enabling the demolition of older homes and construction of multiple units on properties that previously held one structure. These newly constructed units often have a similar look and are characteristically large, ~~two~~multi-story homes with four or more bedrooms that each have their own attached bathroom and typically no garage. This style ~~is~~ often leads to unintended overoccupancy in single family neighborhoods that were not designed to support this level of density. ~~referred to as a "stealth dorm" and is marketed almost exclusively to student renters. The proliferation of stealth dorm development changes the existing character of older traditionally single-family neighborhoods.~~ The increased demand for density near the campus core must be balanced with measures aimed at protecting the character of existing neighborhoods.

[4]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate

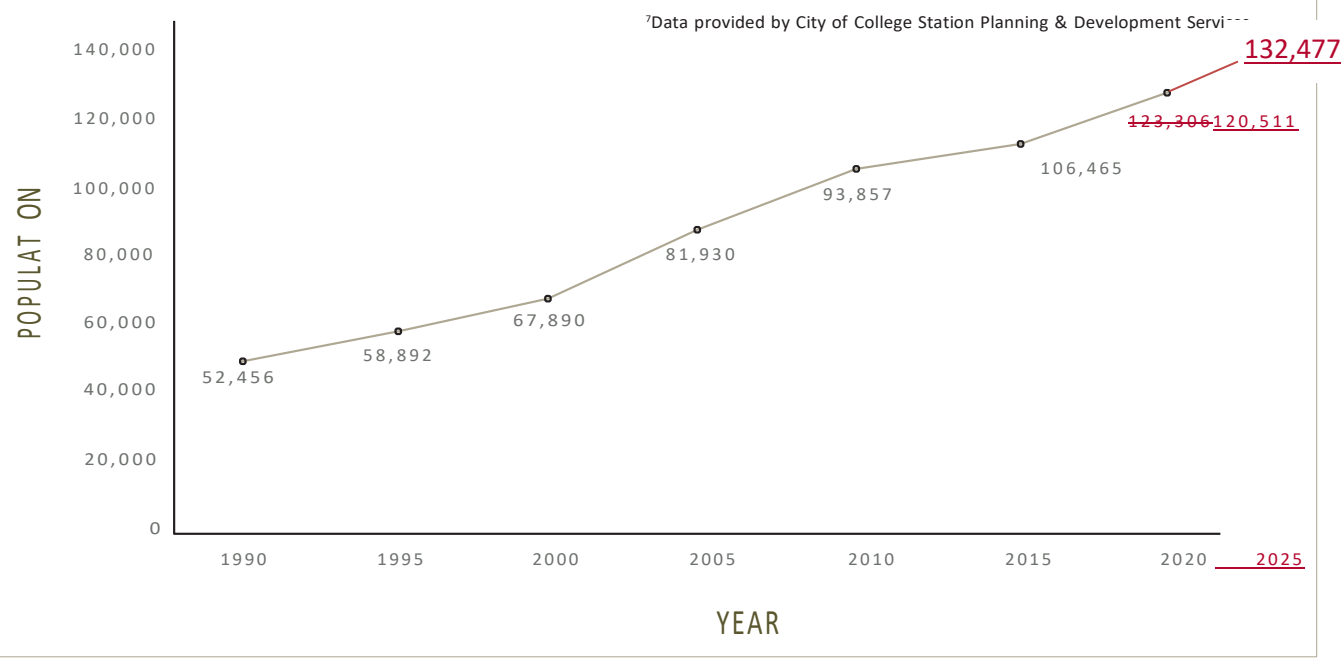
[5]U.S. Census Bureau, 2010 American Community Survey 5-Year Estimate

[6]U.S. Census Bureau, ~~2019~~ 2023 American Community Survey ~~5~~1-Year Estimate

Since 1990, the City of College Station has more than doubled its population, thus increasing demand on the available housing stock and necessitating rapid construction of new neighborhoods. These factors have affected the median house price in the ~~C~~city (See **Figure 3.3 for Population Growth**). The ~~C~~city's population growth is closely tied with the growth of Texas A&M University as it ~~adds~~ has historically added approximately one thousand new students annually.

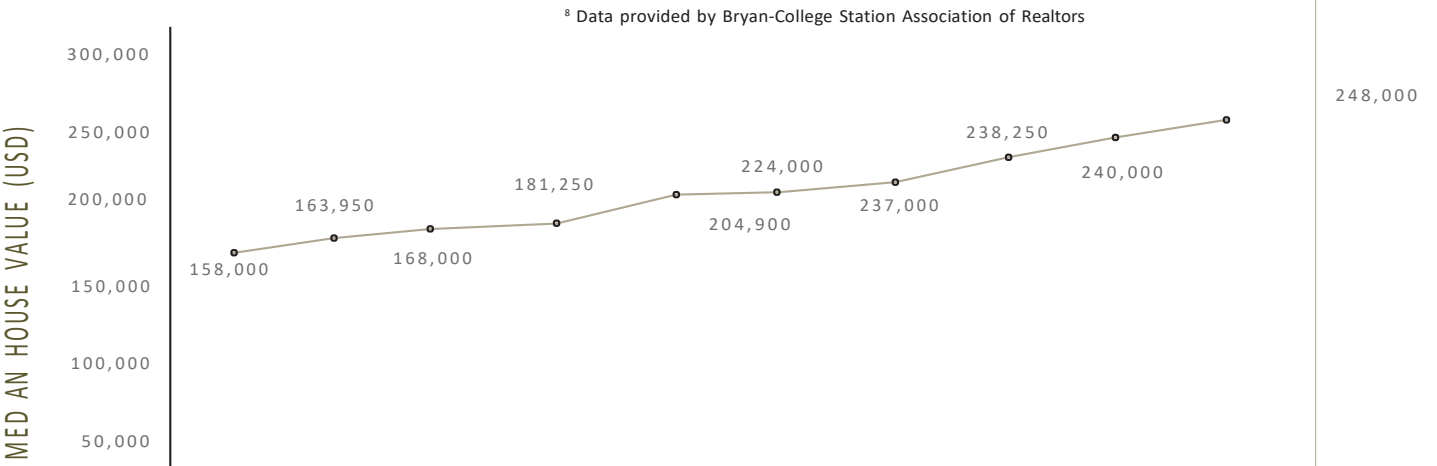
As a result of the high demand for student accommodations near the university, housing prices have continued to rise over the last decade (See **Figure 3.4 for Median Housing Prices**). As house prices grow, citizens who are unable to keep up with the rapid increase in rental prices, house prices, or property

Figure 3.3 - College Station Population Growth 1990-~~2020~~[7] 2025[7]



~~* The 2020 population projection is through April 1, 2020. Census 2020 results were not available at the time of the 10 Year update to this Comprehensive Plan~~

Figure 3.4 - Median ~~House Value Change~~Home Sales Price 201~~4~~1-202~~3~~0[8]



New Construction	$249,250	$272,800	$315,800	$345,898	$364,450	$338,104	$363,750	$342,070	$465,001	$442,513
Non-New Construction	$189,450	$210,000	$227,500	$247,000	$250,000	$259,900	$264,350	$306,000	$355,000	$389,000
Year	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023

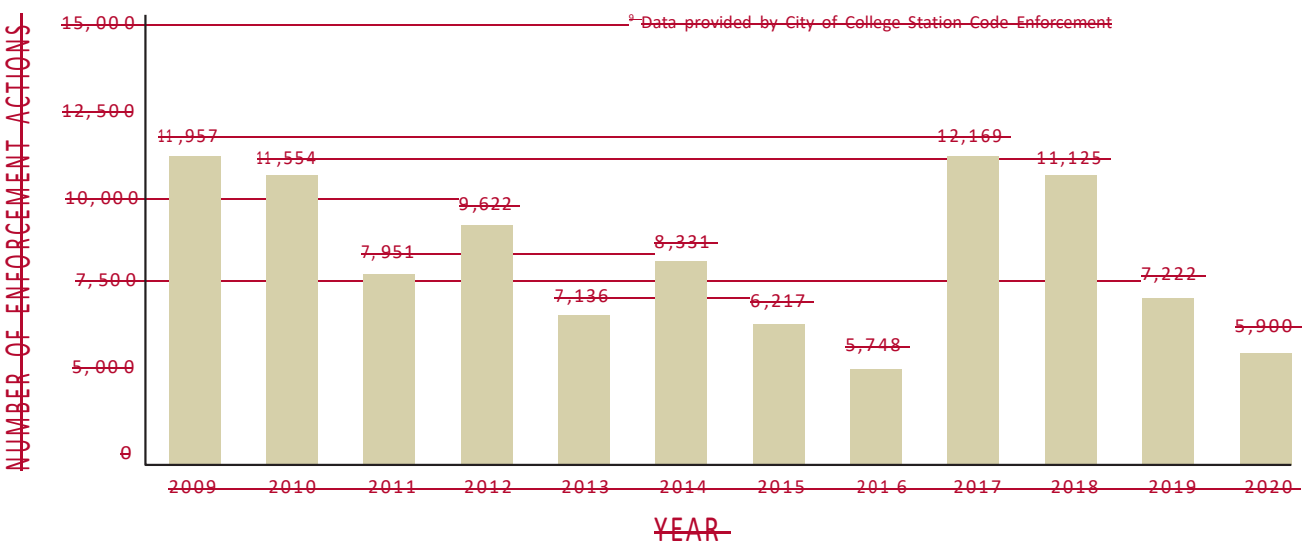
taxes may be forced away from the ~~C~~city core to less expensive areas. This is known as gentrification and is discussed in depth in following sections. There are many negative impacts of gentrification including displacing original occupants, changing the character of neighborhoods, intensifying displaced persons' reliance up-on private vehicles and exacerbating their transportation costs due to increased distances and ~~also~~ increasing congestion. Programs and policies aimed at providing affordable and workforce housing, along with encouraging a mix of housing types for all demographics and lifestyles, will be essential to maintain viable and strong neighborhoods that serve all College Station citizens.

~~CODE ENFORCEMENT AND NOISE VIOLATIONS~~

~~The City maintains an active Code Enforcement program that enforces ordinances, investigates violations, and addresses nuisance issues such as junked vehicles, trash, tall grass, and property maintenance. Since 2009, nearly 105,000 enforcement actions have been processed across the City. The Code Enforcement team proactively educates citizens on code requirements and takes an education-first approach to enforcement actions.~~

~~The City's Police Department is tasked with enforcing noise ordinances, averaging 1,800 noise complaint calls made to the Police Department each year. Noise complaints peak every fall during football season then level off through the spring semester. While a majority of calls occur around the core of the City, noise concerns can be found throughout College Station.~~

~~*Figure 3.5 – Code Enforcement Actions 2009-2020*[9]~~



Planning Considerations

Through public input and conversations with citizens, the City has identified several issues facing the community in promoting attractive and livable neighborhoods. At the forefront is the community relationship with Texas A&M University and the rental market centered around student housing. Affordable housing options, infill and adjacent land uses, neighborhood traffic management, parks and greenways, and neighborhood planning were also considered important.

Housing Action Plan

Rising rents and home prices have made it increasingly challenging for many residents to find housing they can afford in College Station. In response, Council launched a citizen-led effort to develop the Housing Action Plan, which was adopted as an amendment to the Comprehensive Plan on September 26, 2024. The two main overarching goals of the Housing Action Plan are (1) to incentivize the production of more housing units of various types to meet growing demand and (2) to produce and preserve housing that is affordable to community members. The Housing Plan Advisory Committee was created in February 2025 to provide guidance, support, advice, and recommendations in the execution of the Housing Action Plan. The Committee—comprised of seven Council–appointed volunteers—has met regularly since April of 2025 to review existing conditions, prioritize action items, and develop recommendations for implementing top-ranked strategies.

EXISTING REGULATIONS

The City has a variety of existing regulations aimed at preserving neighborhood integrity including:~~. Some examples include~~

- Single-family height protections
- Buffering and landscaping requirements for commercial and multi-family properties
- Neighborhood-compatible commercial design standards
- Residential driveway and parking design standards
- Lighting standards
- ~~•~~ Impervious coverage maximums and stormwater management requirements
- ~~•~~
- Traffic mitigation strategies for larger multi-family and commercial projects
- Parkland dedication requirements to foster the development of parks within neighborhoods.

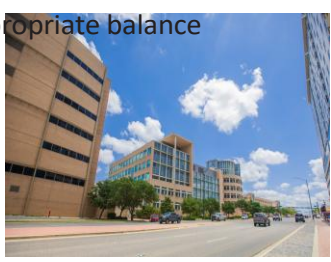
Additionally, various single-family overlay zoning districts have been created to help mitigate the issues associated with tear-downs in established neighborhoods~~. These~~ includinge the Neighborhood Conservation Overlay~~, the Restricted Occupancy Overlay,~~ and the Historic Preservation Overlay. The City also adopted zoning overlays in 2021 and 2023: the Restricted Occupancy Overlay (ROO) and the High Occupancy Overlay (HOO). ROOs were intended to protect neighborhood stability and character in areas facing student housing pressures, while HOOs directed student-oriented housing to areas designed to support higher residential densities. However, both overlays relied on a definition of family that regulated occupancy based on familial status. In 2025, the Texas Legislature passed Senate Bill 1567, prohibiting municipalities from regulating occupancy based on familial or relationship status. Although ROOs and HOOs were repealed and are no longer part of the City's zoning framework, their histories reflect the community's ongoing effort to balance preserving the character of established neighborhoods with the need for increased density and student housing in appropriate areas.

The City has adopted the Family of International Codes, as amended and updated, which includes the International Building Code, a Property Maintenance Code, a Residential Code, and an Energy Conservation Code amongst others. These ordinances cover the minimum maintenance standards expected in the ~~C~~city and set out the standards for new construction for residential homes.

In 2009, the City began requiring the registration of single-family and duplex rental properties. The purpose of the registration is to provide the City with a local point of contact for rental residences in case of an emergency where properties, tenants, or nearby neighborhoods could be impacted. Furthermore, the Rental Registration Program serves as a means of contact for the City in case property owners need to be contacted regarding ordinances, laws, or issues that could potentially affect their properties. The City also adopted regulations detailing host responsibilities for parties held in residential areas holding both the property owner and any other residents of the property responsible for noise, sanitation, and parking violations.

THE TOWN/GOWN RELATIONSHIP

As the cornerstone of the community, Texas A&M University significantly contributes to community identity. With capacity for approximately ~~one-sixth[10] of the 65,684~~ 11,000 students[11] living in on-campus housing, demand for student-oriented housing will continue to be a significant factor within the ~~C~~city. While many reside in apartment complexes, students also live throughout the community and in almost every neighborhood and housing type. Students contribute positively to College Station's character and quality of life in many ways. As a college town, the rapid growth of Texas A&M University is both a benefit and a challenge that places strain on existing neighborhoods near the campus. Finding the appropriate balance between student-oriented housing and established neighborhoods is key.



It is vital that the City and Texas A&M University collaborate to proactively address issues caused by the rapid growth of the university and potential for change within neighborhoods. Actions such as community discussions and educational campaigns serve to raise awareness about ordinances, promote healthy relationships between all community members,

[10]Data provided by TAMU Department of Residential life

[11]Data provided by TAMU Student Demographics Accountability Dashboard

and emphasize the values of a being "good neighbor." With the 10-Year update to this Comprehensive Plan a new chapter, **Chapter 9 Partnerships**, was created to emphasize the importance of the City's collaboration with partners, and particularly the relationship with Texas A&M University.

Conversations between the university, City, and citizens have sparked several policy debates over the years. Some notable outcomes of these debates include the Strong and Sustainable Neighborhoods Initiative in the winter of 2007-08~~,~~ and the Neighborhood Conservation Overlay district creation and updates in 2019-20~~, and most recently the adoption of a Restricted Occupancy Overlay in 2021~~. Neighborhoods, developers, investors, students, university administrators, and College Station staff have identified a number of issues related to the influx of renters into traditionally single-family neighborhoods:

- *Communication.* Effective communication is one of the central challenges in maintaining productive relationships between neighbors and between the City and local neighborhoods. While some neighborhoods have open communication with all, others have commented on problems engaging their renter population. The student rental market also poses significant challenges in building and sustaining neighborhood associations. Most renters within College Station are students – a transient population. It becomes difficult to implement long-term solutions and lasting organizations that serve a population that transitions every four to six years. Educational efforts must also be continuous as students cycle through Texas A&M University.

- *Property Maintenance.* Residents have expressed concerns about the perceived lack of maintenance of rental properties. This includes everything from routine repairs to maintaining landscaping. While there has not been an established correlation between the maintenance of rental properties and owner-occupied properties, property maintenance will continue to be a concern for all older neighborhoods as the housing stock ages. As the City has adopted the Family of International Codes and adopts updates as the code is amended, enforcement actions are taken when properties are identified as out of compliance with the maintenance standards within the Property Maintenance Code.

- *Noise and Parking.* The most often discussed challenges center around behavioral factors, including parking issues and noise that can be generated by parties and other social gatherings. While current ordinances restrict noise that can be heard beyond common property lines after 10 p.m., there is a perceived lack of enforcement by residents who make complaints. The College Station Police Department fielded 2,184 loud party calls in 2020[12], with the majority during the fall semester. Additionally, parties can be accompanied by cars parked on lawns and blocking driveways, which limits access by emergency vehicles as well as availability of resident parking.

- *Sprawl.* Previous efforts by the City have tried to focus dense rental development catering to students ~~in close proximity to~~near the university. However, since most of these areas are built out, greenfield development, including multi-family and rental subdivisions, have moved further south, away from campus. As existing properties near the university age, the opportunity for redevelopment of student-oriented housing near the university increases. This will need to occur in appropriate areas and in a manner that is sensitive to the character of existing neighborhoods.

These issues are most apparent in areas close to the university, but examples are present across the entire ~~C~~city. Established neighborhoods often view the conversion to rental or investment homes as a threat to the integrity and identity of neighborhoods. However, this is a complex issue that calls for a balanced approach and working together creatively so that everyone can experience a sense of belonging in the community.

[12]Data provided by City of College Station Police Department



Brison Park was developed as an integral component of the College Park subdivision in the 1920s. This commitment to the preservation and provision of open space and parks is still alive in College Station today.

NEIGHBORHOOD TRAFFIC MANAGEMENT

During the public input process, citizens also expressed concern regarding cut-through traffic within neighborhoods, on-street parking, and access to adequate bicycle facilities and pedestrian paths.

One of the biggest concerns is the location and role major thoroughfares have on neighborhoods. In older neighborhoods, thoroughfares are generally integrated in the street network. In more recent developments, thoroughfares are placed on subdivision edges, thus contributing to the canyon-like effect fences have on roadways. The increased use of cul-de-sacs and loop streets as well as the lack of sidewalk connection to commercial areas or to a larger sidewalk network discourage connectivity, which causes difficulties when distributing traffic volumes
and providing alternative paths to major points of interest throughout the ~~C~~city. As a response, the Thoroughfare Plan and the City's ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan have been updated to provide context-sensitive street design and a more extensive and improved bike, pedway, and micromobility network (see **Chapter 6: Integrated Mobility**).

NEIGHBORHOOD PARKS AND GREENWAYS

Neighborhood parks often serve as the center of interaction between neighbors. Parks and recreation services are vital to maintain community identity and increase quality of life. Providing active and passive recreational spaces, hiking, and educational spaces, College Station's nationally accredited and award-winning parks system is a vital centerpiece of the community. Moreover, public and private landscaping contributes to the attractiveness of neighborhoods, which is reflected in the City's efforts to requiring streetscaping on all City-constructed thoroughfares.

Greenways are linear open space corridors that follow natural features such as creeks and rivers and their floodplains or man-made features such as utility, road or rail corridors. Greenways are a resource that serve a variety of functions including but not limited to floodplain management, protection of open space and wildlife and plant habitats. Trails within a greenway can provide alternate transportation, recreation and health benefits. Greenway trails also create connections to parks, neighborhoods, workplaces, schools, cultural and historical areas and shopping centers.

In addition to parks, the City offers greenways which provide much of the natural open space in and around the community. Directly related to flood control, greenways also provide for natural buffers between adjacent land uses and as means of connection between parks and the community. In regard to the opposition to developing in the floodplain around existing residential development, the **~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan** aims to promote ways to encourage connectivity of greenways and methods for the conservation and acquisition of those properties (see **Chapter 5: Desirable Amenities & Recreation**).

The City of College Station coordinates services for neighborhoods through its Neighborhood Services Department and neighborhood planning efforts through the Planning and Development Services Department. Neighborhood Services focuses on maintaining collaborative partnerships between neighborhoods, community services, and the City. Programs such as the Neighborhood Partnership Program and Neighborhood Grant Program where the City provides financial support for projects within neighborhoods are some of the ways the City actively engages with its neighborhoods. Neighborhood Services also undertakes educational and outreach programming. Neighborhood Services focuses on promoting the development of neighborhood and homeowner associations and currently assists 85 registered associations.

The Planning and Development Services Department provides services such as land use and comprehensive planning, building regulations and inspections, and floodplain management to maintain orderly, prosperous, and efficient growth for the ~~C~~city. The department undertakes specialty planning efforts for smaller areas and neighborhoods and works collaboratively with residents to identify projects and programs within those small areas that contribute positively to neighborhood integrity, character, and quality of life.

Neighborhood-focused services should continue tracking community identity and character indicators to help identify neighborhoods in transition so that the City can allocate resources to specific areas of need.

Most importantly, the City should continually enhance its public engagement efforts through additional public education and outreach. Many of the issues that typically arise in the development process that frustrate neighborhoods happen because of a lack of communication and a lack of knowledge about the process. A comprehensive education and outreach program should be developed that provides opportunities to learn about neighborhood planning and the overall development process. The City should also look for ways to improve communication with neighborhood residents about proposed projects.



New Neighborhoods

New development plays a key role in the changing character of the ~~C~~city. New residential neighborhoods have an impact on traffic patterns, property values, and quality of life. A number of College Station's most recently developed neighborhoods have been developed in southern College Station, placing additional stressors on the transportation network as residents commute throughout the ~~c~~City.

New residential subdivisions should be designed to fit within the existing fabric of the community and complement the natural environment. Sustainable neighborhoods should be developed with integrated parks



that are easily and safely reached on foot or bicycle and have identifiable borders and entries. Development policies should encourage the clustering of homes to reduce environmental impacts on sensitive areas like floodplains and provide for common areas of recreation and play that are easily accessible to residents. Context sensitive designs for thoroughfares should encourage buildings to face onto streets where practical and provide quality multi-modal transportation options to and through the neighborhood. Additionally, connectivity in and around neighborhoods should be encouraged to help disperse traffic rather than funnel it onto one or two major roads.

Historic Preservation

The history and heritage of College Station is an important component of defining the ~~C~~city's identity and sense of place. The original neighborhoods of College Station have faced continual change since they were first developed primarily for professors, university staff, and supporting workers. In 1986, the City created the first Historic Preservation Committee. The committee works on various historic preservation initiatives and hosts monthly educational luncheons that explore College Station's history.

The City recognizes historic homes and buildings through its local Historic Marker Program, which recognizes property owners and provides educational benefits to the public. However, the historical marker status does not offer property protections or additional regulations. The City also created a Historic Preservation Overlay zoning district that is intended to provide for the protection and preservation of places and areas of historical, cultural, and architectural ~~important and~~ significance. Additionally, Project HOLD – or Historic Online Library Database – allows citizens to learn about the history and heritage of the City of College Station. To date, the City does not have a comprehensive historic preservation plan. Such a planning effort could prioritize the City's preservation efforts, research the community's historic areas and properties, research and recognize how ~~demography~~ demographic trends (particularly race and socioeconomic status) have impacted College Station's development, identify new areas to survey, and identify assistance and incentives for preservation or revitalization efforts.

Infill and Adjacent Land Uses

Infill development offers the opportunity to mediate and enhance the identity of neighborhoods. These uses can be accessible to the neighborhood and developed to provide a seamless transition from residential to nonresidential uses. Small-scale office or neighborhood retail uses are appropriate directly adjacent

to neighborhoods if they are an integrated component of the neighborhood with adequate buffering and transition for noise, light, and parking intrusions where necessary. Mixed-residential and multi-family uses should also be designed as a component of the neighborhood instead of as islands of development with no relationship to adjacent single-family neighborhoods.

Adjacent land uses have an impact on neighborhood character and identity. Non-residential and multi-family properties can develop out of character and scale with adjacent single-family residences if not designed appropriately. Lighting, noise, and traffic are some of the issues that arise, as well as potential aesthetic issues of non-residential buildings adjacent to single-family homes. Buffering, architectural, lighting standards, and height protections are currently in place for nonresidential uses in the ~~C~~city. Neighborhoods also face intrusion from out-of-character single-family infill development.

As College Station attracts more retirees and alumni back to the community and as property values increase, areas close to the university continue to feel pressures for redevelopment. ~~Already,~~Many older homes in the Southside neighborhood are being torn down in favor of larger homes – some serving as sporting event weekend homes for alumni – changing the character and identity of that neighborhood. Moreover, neighborhoods near Texas A&M University are facing a rapid transition from owner-occupied units to renter-occupied units due to the university's significant increase in student enrollment. ~~Stealth dorms are~~Unintended overoccupancy is common in these neighborhoods where older ~~properties~~ single-family homes are being converted into multi-story, multi-bedroom units aimed at university students, thus altering the existing character of the neighborhood.

To strategically direct increased density to appropriate areas and provide more housing options, the City established the MH Middle Housing zoning district. This district allows for a flexible mix of compatible housing types including small-lot single-family homes, townhomes, courtyard houses, duplexes, small multiplexes (3–4 units), medium multiplexes (5–12 units), and live-work units. To ensure compatibility with adjacent neighborhoods, additional standards for buffering, height transitions, and parking are applied to larger residential products and along the edges of the district bordering neighborhood conservation areas.



Gentrification is a process of redevelopment that results in the displacement of the original residents of a neighborhood due to increased property values. Gentrification occurs when homes and land are redeveloped in an existing neighborhood and cause a subsequent rise in adjacent property values that existing residents may not have the income to pay. Socio-economic shifts can result in changes in the original neighborhood's culture and character.

Affordable Housing

As ~~the City of~~ College Station has nearly doubled its population in the last 20 years, mostly due to the rapid expansion of Texas A&M University, the need to offer affordable housing incentives is crucial to maintain steady and prosperous growth. The City has efforts focused on providing established and incoming residents with the tools to successfully combat the rising median home price.

With an increase in tear-downs, gentrification is occurring at faster rates than in previous decades. The City should evaluate the impact of single-lot redevelopment on existing residents – taking care to prevent and mitigate the displacement of permanent residents priced out of their neighborhoods as property values increase. This has become increasingly relevant in the core neighborhoods closest to the university as older housing stock

becomes the focus of rehabilitation and infill efforts. The City recognizes the importance of preserving the original character of neighborhoods of all backgrounds from gentrification threats such as inflated home prices and displacement of original occupants. As a response, the City will continue to improve on its efforts, programs, and incentives that provide better and increased affordable housing options, as well as further support to low - and moderate - income citizens with homeownership and rental assistance. Actions such as developmental standards used to reduce barriers for affordable housing types, pre-approved building plans, new incentives, density bonuses in appropriate areas, reduced parking requirements are strategies the City may use to mitigate increasing housing prices. These are issues of equitable, fair, and affordable housing, and the City is committed to ensuring options for safe, dignified, and financially attainable shelter for everyone in College Station.

The City offers the Leveraged Housing Development Program, which uses grants funding to partner with housing developers to build affordable housing though programs such as the Low-Income Housing Tax Credit program~~assists low - to middle - income residents with job opportunities, economic development, and affordable housing opportunities~~. Other programs include the Down Payment Program, Housing Minor Repair Program, Housing Rehabilitation Loan Program, Housing Reconstruction Loan Program, and Tenant-Based Rental Assistance Program. Moreover, the City works in partnership with organizations focused on providing affordable housing, such as the Brazos Valley Community Action Programs, Twin City Mission, Elder-Aid, Inc., and Habitat for Humanity.

CONTEXTUAL NEIGHBORHOOD COMPATIBILITY STANDARDS – EXAMPLES FOR ACTION 3.1

Like many cities, College Station's Unified Development Ordinance contains standards that are intended to address the compatibility of development and redevelopment to maintain the integrity of neighborhoods, including some of the items included below. Types of compatibility standards include:

Standards within neighborhoods. Consider contextual compatibility standards for some single-family residential zoning districts. These standards could include a rule that requires the lot area, setback, and height standards in the district be between a certain percent of the average setbacks, lot area, and height of the lots and development on the same block face, or within a certain distance of the site. Other types of standards could address student housing conversions by limiting on-site parking, or the location and size of accessory dwelling units, or limiting the size and scale of homes.

Transitional areas. Consider standards that apply to new nonresidential development, mixed-use development, and intense, multi-family development above a certain density that is adjacent to, across the street from, or within a certain distance from attached and detached residences. Such standards include building frontage, building height, signage, buffering, lighting, parking, loading and access areas, among others.

From the City of College Station's 10-Year Comprehensive Plan Evaluation & Appraisal Report

Strategic & Ongoing Actions

College Station residents have been clear in their desire to promote strong and sustainable neighborhoods. The actions listed below are aimed at implementing the goal of viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options for a diverse population. The actions include new strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

3.1 **Evaluate the effectiveness and refine neighborhood compatibility standards in the UDO.** Standards in the UDO should address compatibility of infill and redevelopment within established neighborhoods and appropriate transitions between land uses, particularly between neighborhoods and more intense commercial or mixed-use development adjacent to a neighborhood.

3.2 **Create a neighborhood planning toolkit.** Build upon Neighborhood Services efforts and establish a process for neighborhood organizations to undertake a City-supported project in their area, or to create City-supported projects and policies for their area.

3.3 **Create and promote a housing maintenance educational program.** Create an education/ promotional campaign to raise awareness of existing resources to maintain and enhance the existing housing stock including City grants and federal programs. Develop an educational program to assist residents in learning basic home maintenance and repair skills.

3.4 **Develop a parking strategy for neighborhoods near the university.** Coordinate with Texas A&M University regarding university-related parking to prevent excessive on-street parking in areas adjacent to the university. Evaluate the feasibility of a program to address management of parking in adjacent neighborhoods.

3.5 **Develop and refine data monitoring processes to analyze housing trends and define a strategic set of actions to address housing affordability, diversity, and gentrification.** Consider existing market data, best practices, and existing regulations and incentives.

3.6 **Evaluate relevancy of neighborhood and small area plans that are beyond their planning horizon.** Develop a process to either retire or update plans.

3.7 **Require neighborhood meetings for certain development applications.** This provides a forum for applicants and neighbors to resolve conflicts in an informal setting before an application is submitted or prior to formal consideration of the item.

3.8 **Evaluate the effectiveness of short-term rental regulations.** Periodically evaluate short-term rental regulations with respect to local data, national trends, and emerging technology, to support neighborhood integrity.

3.9 **Evaluate and refine the rental registration program.** Periodically evaluate the rental registration program with respect to local data and trends to support neighborhood integrity.



ONGOING ACTIONS ~~AND POLICY DIRECTION~~

3.10 **Expand affordable housing and workforce housing.** Continue to support efforts, programs, and incentives aimed at developing affordable housing stock and assisting low - and moderate - income citizens to secure affordable homeownership and/or rental opportunities. Potential actions may include regulatory provisions such as:

- Development standards that reduce barriers for affordable and diverse housing types.
- Pre-approved building plans or pattern books for target locations.
- Incentives such as density bonuses or more flexible standards, or
- A workforce housing capital pool where a public entity establishes a fund that is used for various types of affordable housing initiatives

3.11 **Continue to track neighborhood change.** Continue maintaining an inventory of community development trends and housing conditions by block or neighborhood in areas with a high propensity for change to identify potential areas at risk of decline and to combat displacement of existing residents. Existing data on demolitions, building permits, or occupancy could also be compiled and reviewed on a regular basis.

3.12 **Continue partnering with local nonprofit organizations and area partners to support affordable housing options.** Continue partnerships with organizations such as the Brazos County Home Repair Coalition, Bryan/College Station Habitat for Humanity, Brazos Valley Community Action Programs, Elder Aid, Brazos County Council of Governments, and housing tax credit developers.

3.13 **Continue outreach and educational efforts to support existing and encourage new neighborhood organizations.** Continue Neighborhood Services initiatives such as Seminar Suppers, Neighborhood Newsletters, and training programs.

3.14 **Continue to fund the Neighborhood Grant Program.** Continue to fund and expand the Neighborhood Grant Program for neighborhood activities such as gateways, landscaping, and other permit application fees.

3.15 **Maintain property maintenance enforcement efforts.** Maintain enforcement resources to ensure that minimum property standards are being upheld. Utilize community development plans and current data to target and prioritize enforcement efforts, while being equitable to the needs of lower income or rental areas.



4 A PROSPEROUS ECONOMY

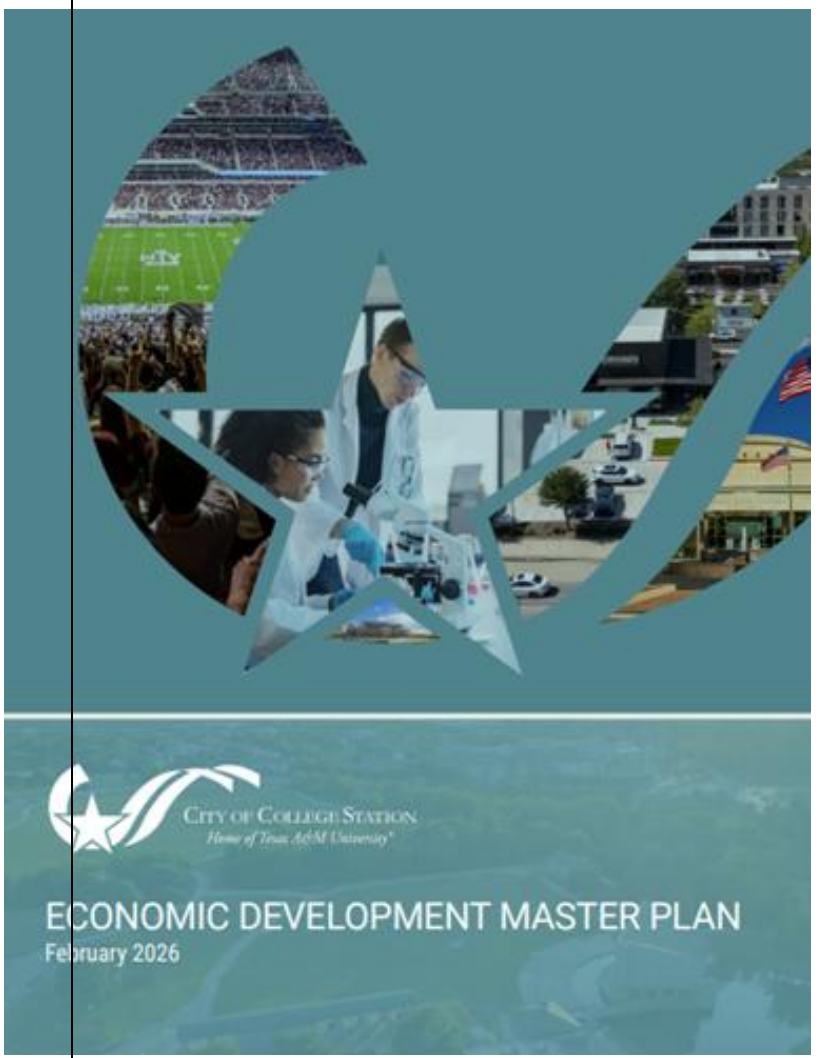
The City of College Station's economic development strategies are guided by a bold vision to cultivate an innovation-driven economy through dynamic districts that leverage the community's unique assets, including its proximity to Texas A&M University. By strengthening target industry clusters, supporting entrepreneurship, and aligning workforce development with industry demand, College Station will be positioned to achieve sustained prosperity. These strategies seek to enhance community identity and competitiveness while positioning College Station as a place where businesses thrive, innovation is embraced, and quality of life is unmatched.

Goal

Strengthen fiscal sustainability and community prosperity by diversifying the tax base and expanding economic opportunity through dynamic districts, targeted industry growth, a robust innovation ecosystem, and proactive regional leadership.~~A diversified economy with a wide variety of competitive jobs and support for entrepreneurs that provides a tax base to support the City's ability to foster a high quality of life where economic prosperity is widespread.~~

~~*Economic Development Master Plan*~~*Purpose*

The purpose of this chapter is to present a clear and forward-looking framework that guides the City of College Station's economic development efforts. This framework is drawn from the **Economic Development Master Plan** and is intended to support a balanced and resilient local economy that offers opportunity for residents, employers, and visitors. The chapter outlines the community's long-term vision, key strategic pillars, and the actions needed to encourage sustainable growth, enhance quality of place, and strengthen the foundations of a competitive and welcoming city.~~As of the 2015 Comprehensive Plan Five-Year Evaluation & Appraisal report and plan update, Chapter 4 of the Comprehensive Plan was replaced by the **Economic Development Master Plan**, originally adopted by City Council in 2013 and updated in May 2020.~~



~~The intent of the master plan is to ensure future growth and development advances the City's economic development objectives. The plan establishes a strategic framework to attract high-end investment, support retail development and redevelopment opportunities, support and retain existing businesses, support expansion and relocation of corporate investment, destination, and hospitality activities, and to sustain and enhance community health, wellness, and a high quality of life. Specific actions are included to enhance and promote the Midtown Business Park, College Station Business Center, the Science Park/Providence Park, and the BioCorridor. The plan also focuses on enhancing awareness of College Station through improved marketing and recruitment efforts of major employers, retail and industry, and Aggie owned and led businesses. Amplifying existing community assets such as the Wolf Pen Creek and Northgate districts and community events is also a priority. Please see the **Economic Development Master Plan** for full details.~~

~~The current **Economic Development Master Plan** was approved during the early months of the COVID-19 pandemic. The data and competitive positions discussed in the plan reflect pre-pandemic economic trends and projections. There is economic uncertainly as the pandemic unfolds and the City will monitor trends and modify economic development plans and responses accordingly.~~

~~Furthermore, the plan was approved just before City Council made the decision to move tourism efforts in-house, integrating tourism with economic development effective August 1, 2020. This move has placed a greater emphasis on collaboration with strategic partners like Texas A&M University, enhanced branding and marketing of College Station and its sports and leisure assets, and newfound ways to generate sales tax dollars from tourism within College Station.~~

~~With the 10 Year update to this Comprehensive Plan a new chapter, **Chapter 9: Partnerships**, was created to emphasize the importance of the City's collaboration with partners, and particularly the relationship with Texas A&M University.~~

Background

The City of College Station operates within a dynamic regional environment shaped by strong population growth, expanding industry sectors, increasing demand for workforce skills, and rising expectations for quality of life. The development of the **Economic Development Master Plan** involved extensive engagement with community members, business leaders, education partners, and regional organizations. Their insights, combined with quantitative analysis of economic and demographic trends, clarified the community's priorities and identified opportunities to support long-term prosperity.

Stakeholders expressed a desire for greater diversification of employment opportunities, improved access to housing options that serve a range of household needs, and strengthened pathways for workforce development. They also highlighted the importance of creating distinctive destinations, encouraging redevelopment of aging commercial areas, and supporting entrepreneurs and emerging companies. Analysis of local and regional data reinforced these themes by revealing growing demand across healthcare, life sciences, professional services, technology, hospitality, and additional sectors.

The combined findings established the foundation for a strategic approach centered on four interconnected pillars that work together to enhance community vitality. These pillars include cultivating district identity, supporting industry growth, strengthening the innovation ecosystem, and advancing coordinated regional leadership. The result is a framework designed to help College Station grow in a manner that enhances economic opportunity, supports community character, and ensures that residents and businesses benefit from a thoughtful and balanced approach to development.

Economic Development Master Plan

The vision of the Economic Development Master Plan is that *College Station will be the nation's most vibrant university community, a place where businesses thrive, innovation is embraced, and quality of life is unmatched, resulting in sustained prosperity and economic competitiveness.*

The four pillars of the plan include:

- Identity: Cultivate community synergies to create dynamic and authentic districts that attract residents, businesses, students, and visitors.
- Industry: Expand a strong foundation of businesses and employment sectors to create a diversified tax base and broaden economic opportunity.
- Innovation: Establish College Station as a center for entrepreneurship, research activity, and innovation-led business development.
- Ignition: Position the City of College Station as a proactive and collaborative regional leader committed to effective implementation of economic development strategies.

Strategic & Ongoing Actions

The actions listed below are designed to achieve the City's goal to strengthen fiscal sustainability and community prosperity by diversifying the tax base and expanding economic opportunity through dynamic districts, targeted industry growth, a robust innovation ecosystem, and proactive regional leadership.

PILLAR 1 - IDENTITY

4.1. Establish distinctive, place-based districts to anchor assets that promote balance and synergies between on-campus and off-campus communities, enhancing talent retention across all age groups.

4.2. Launch a City real estate strategy that prioritizes prime site opportunities that can spark additional investment in the City and contribute to economic, housing, retail, and other real estate goals.

4.3. Position College Station as a destination for year-round tourism and asset activation that increases room nights and visitor investment.

4.4. Enhance specific quality-of-life factors through connectivity and place-based initiatives.

PILLAR 2 - INDUSTRY

4.5. Focus attraction and retention efforts on strategic growth areas and target industries that align with College Station's competitive position, including healthcare; life sciences and biotech; professional services; aerospace, defense, and energy; and retail and hospitality.

4.6. Enhance long-term and short-term workforce and talent development efforts to meet industry demand.

4.7. Support the growth of existing small businesses and local market-serving entrepreneurs as important contributors to the City's identity.

PILLAR 3 - INNOVATION

4.8. Retain and expand local science and tech-driven employers in College Station across all industry types, with particular attention to target sectors.

4.9. Attract science and tech-driven employers from competitive markets by showcasing College Station's innovation ecosystem assets across target sectors.

4.10. Enhance innovation ecosystem components that support science and tech-based entrepreneurs, also known as startups, to facilitate business growth.

PILLAR 4 - IGNITION

4.11. Ensure the effectiveness of the EDMP by enhancing partnerships with local and regional partners through regular communications and collaborations.

4.12. Position College Station as a strong regional and state-level economic leader and business-friendly community.

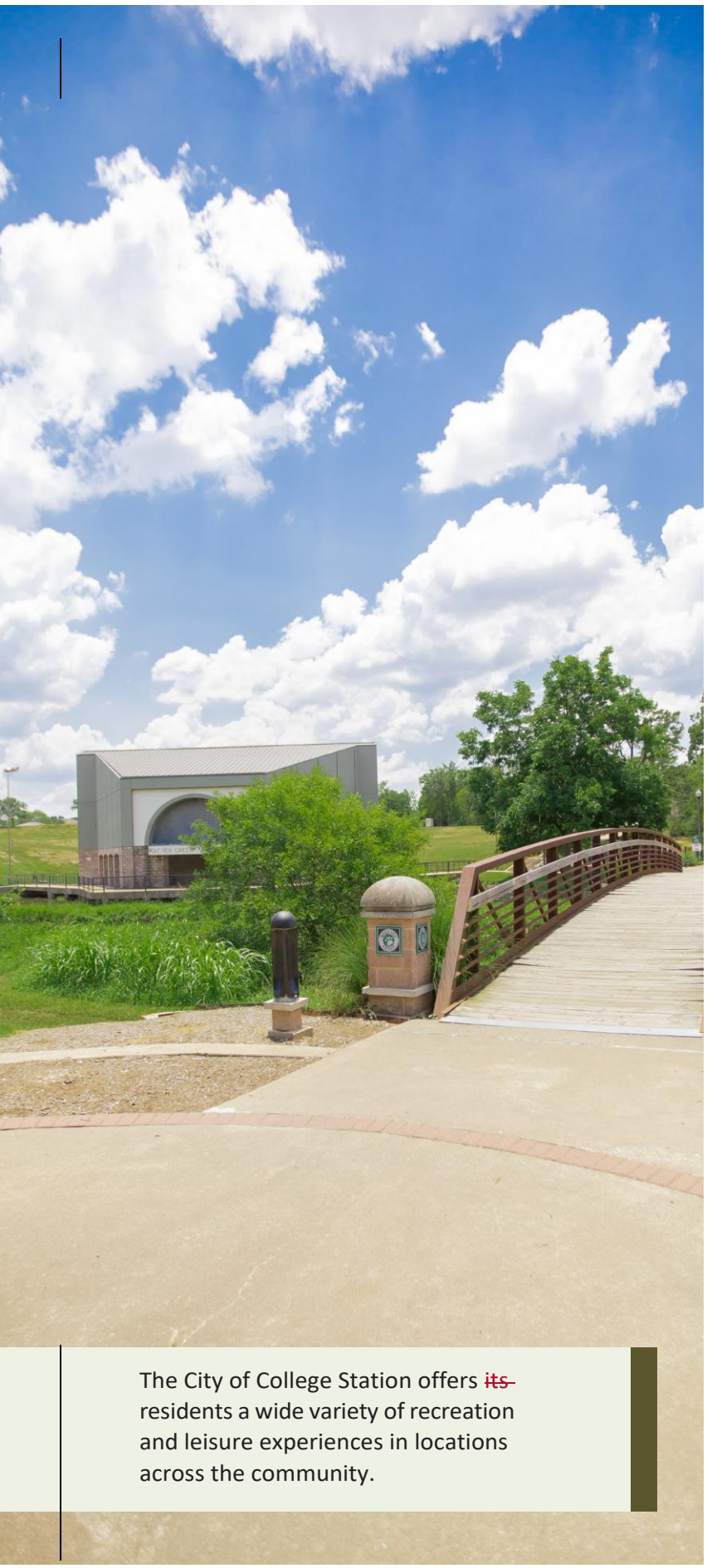
4.13. Equip the City's Economic Development team with tools, resources, and structure to deliver results in implementation of the EDMP.

4.14. Bring awareness to the community about the City's economic development goals and the importance of specific topics, like redevelopment and innovation.



5 ENGAGING SPACES

Parks, greenways, and the arts play an integral role in improving quality of life for the residents of College Station. They foster social, environmental, economic, and health benefits by uniting families, building cultural diversity, promoting stewardship of natural resources, attracting businesses, and offering places for a healthy lifestyle. Parks and greenways create a sense of place and frame neighborhoods into unique spaces to be enjoyed and explored. Performing and fine arts provide opportunities for entertainment, education, and culture.



The City of College Station offers ~~its~~ residents a wide variety of recreation and leisure experiences in locations across the community.

Goal

Highly desirable parks, greenways, arts, and cultural amenities that support high-quality experiences for residents and visitors.

Purpose

When College Station residents were asked to rank enhancements that would make College Station a better place to live and work, more parks, greenways, and entertainment were among the top choices. Also ranking high were environmental protection, recreation facilities, addressing drainage and flooding concerns, and community image and appearance. Residents view parks, greenways, and the arts as necessities in College Station. These amenities improve the character and livability of a city and warrant a significant level of attention and commitment of resources. Planning and investing in these assets are expected and appreciated by current residents, business owners, and visitors.

The purpose of this chapter is to recognize and ensure the continued protection and enhancement of leisure, recreation, and cultural opportunities available to the residents of College Station through parks, greenways, and the arts. College Station enjoys a diverse and educated citizenry who support and celebrate this vital component of local quality of life. The City recognizes the value of the natural environment and its effects upon the physical and mental health of its citizens.

This chapter sets the framework for the City's parks and recreation system and greenways program. The City has two topic-specific planning efforts that delve into greater detail regarding the actions and measures needed to maintain and grow the City's parks and recreation system and greenways program. These are the **Recreation, Park, and Open Space Master Plan**, adopted in 2011 and ~~undergoing a major~~ updated in 2021, and the ~~**Bicycle, Pedestrian, and Greenways**~~**Active Transportation Master Plan**, adopted 2026.~~in 2010 and updated in 2018. The City of College Station offers its residents a wide variety of recreation and leisure experiences in locations across the community.~~

Existing Conditions

The City of College Station strives to be a leader and innovator in parks and recreation facilities, greenways preservation, events, programs, and cultural amenities.

The City's parks and greenways span almost 2,000 acres, as viewed in **Map 5.1, Parks and Greenways**. City-owned greenway property has been transferred into the parks system in recent years to enhance its access and public awareness, increase its protection, and provide better connectivity between parks and greenways. While greenways can provide recreational and mobility ~~purposes~~functions, this does not diminish the role that greenways play in floodplain and storm water management and conservation of the natural environment.

The parks and recreation system includes a variety of athletic fields and courts, pavilions, biking and walking trails, exercise stations, playgrounds, dog parks, senior centers, and swimming pools. Other facilities include an amphitheater and festival site, a skate park, a full-service recreation center, two cemeteries, a nature center, and an inventory of flat athletic fields and diamonds that routinely host state and national tournaments for a variety of sports. Programs range from aquatics and swim lessons, athletic leagues for all ages, and afterschool care to entertainment with the Starlight Music Series and educational classes.

NEEDS ASSESSMENT

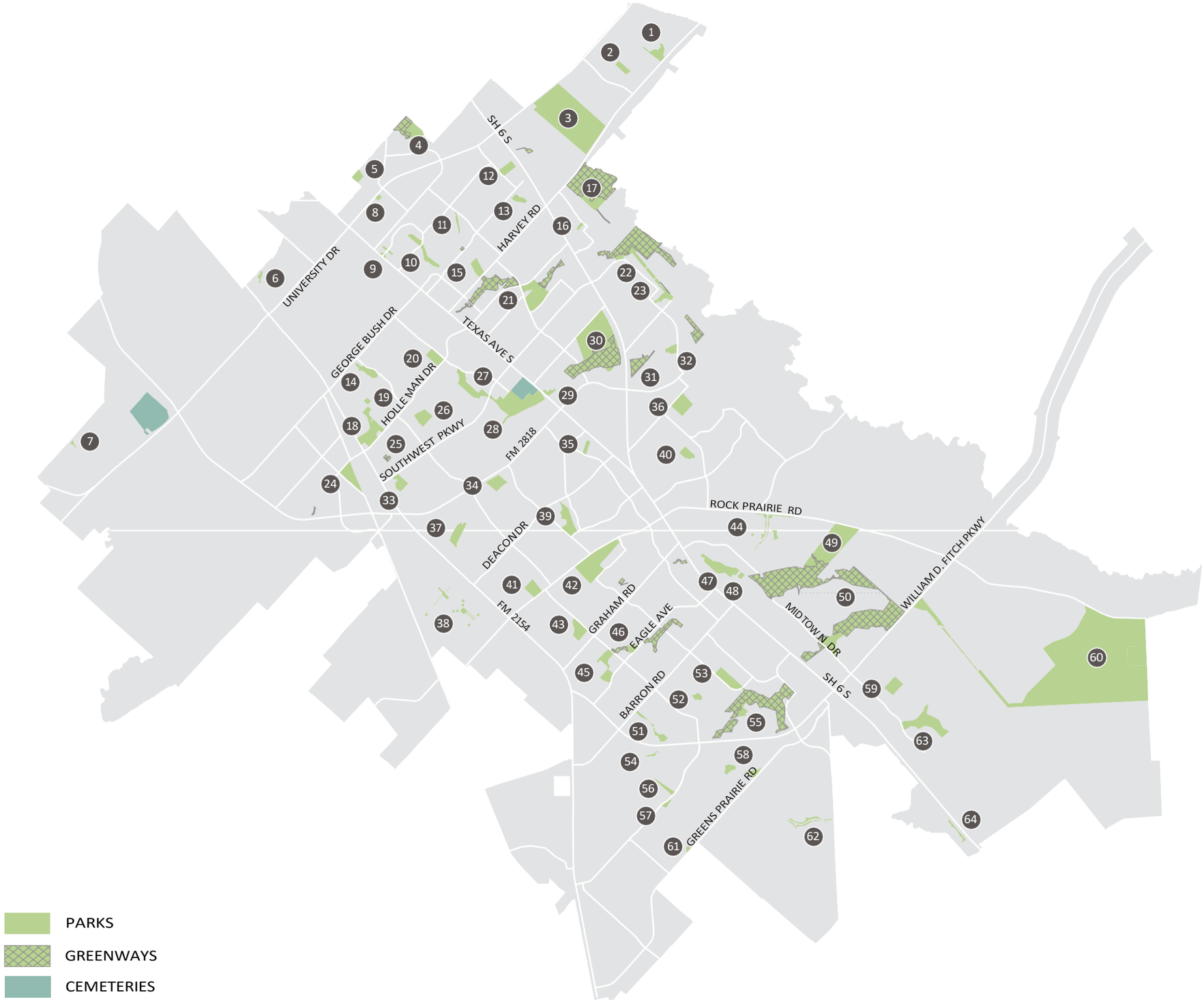


The City's goal is to achieve seven acres of parkland per 1,000 citizens. A combination of standards-based and resource-based approaches are used to assess the need for additional parks, recreation facilities, and greenways within College Station. The potential need for additional parkland acreage to satisfy current and future demands is determined by applying the recommended standards to the current and future population of the ~~C~~city.

In 2018, a comprehensive needs assessment was initiated by City staff, employing the firm of National Service Research. The purpose of the study was to provide guidance regarding park, recreation and open space to meet citizen needs and priorities. The key objectives selected were to identify frequency of park and recreation use, maintenance rating of parks and recreation facilities, recreation programs of interest, and park facility needs.

These approaches provide a comprehensive analysis for future additions to the parks and recreation system as well as the greenway system. The **Recreation, Park, and Open Space Master Plan** and the **~~Bicycle, Pedestrian and Greenways~~Active Transportation Master Plan** further detail the land, facility, and program needs that surfaced through planning processes and outline the practices City staff will employ to achieve these objectives.

MAP 5.1



Parks & Greenways

1. SUMMIT CROSSING
2. CRESCENT POINTE
3. VETERANS PARK & ATHLETIC COMPLEX
4. UNIVERSITY
5. BILLIE MADELY
6. NORTHGATE
7. FIRST DOWN
8. LIONS
9. EASTGATE
10. THOMAS
11. PARKWAY
12. RICHARD CARTER
13. MERRY OAKS
14. BRISON
15. OAKS
16. WINDWOOD
17. SMITH TRACT
18. W.A. TARROW
19. LUTHER JONES
20. ANDERSON
21. WOLF PEN CREEK
22. ART & MYRA BRIGHT
23. CARTER'S CROSSING
24. JOHN CROMPTON
25. SOUTHLAND
26. GABBARD
27. LEMONTREE
28. BEE CREEK
29. CY MILLER
30. STEPHEN C. BEACHY CENTRAL
31. HEADLAKE
32. EMERALD FOREST
33. SOUTHWEST
34. GEORGIE K. FITCH
35. LONGMIRE
36. SANDSTONE
37. STEEPLECHASE
38. BARRACKS II
39. BROTHERS POND
40. WOODCREEK
41. JACK & DOROTHY MILLER
42. BRIAN BACHMANN
43. EDELWEISS
44. MIDTOWN RESERVE
45. EDELWEISS GARTENS
46. CREEK VIEW
47. HUNTINGTON TRAIL
48. M.D. WHEELER PH 2
49. TEXAS INDEPENDENCE BALLPARK
50. WOODLAND HILLS
51. SONOMA
52. REATTA MEADOWS
53. SOUTHERN OAKS
54. BRIDGEWOOD
55. CASTLEROCK
56. PHILLIPS
57. WALLACE LAKE
58. CASTLEGATE
59. PEBBLE CREEK
60. LICK CREEK
61. ETONBURY
62. GREENS PRAIRIE RESERVE
63. WILDWOOD
64. COVE OF NANTUCKET

Planning Considerations

College Station's residents identified various issues and opportunities facing the community regarding parks, greenways, and the arts. The planning considerations highlighted in this section helped shape the action recommendations that follow.



Growth and changing demographic trends are important components in determining the development of parks, greenways, and the arts. Based on recent growth trends, College Station's population is expected to reach between 146,729 and 156,717~~College Station has a projected annual growth rate of 2.8% based on trends from 2010-2020 and is projected to increase to more than 162,500 residents~~ by 2030.[1] An increasing population creates demand for an increased and diverse offering of programs, facilities, and open space to maintain current levels of service. Although school and college-aged residents will continue to make up a large portion of the population, residents of retirement age are the fastest growing demographic. This may present a need for more passive recreation opportunities in the future in a system currently geared towards more active recreation.

MAINTAINING A PREMIER PARKS AND RECREATION SYSTEM

City staff have identified five pillars to approach the strategic and ongoing actions of the parks and recreation system in a goal-oriented, systematic fashion:

Experience & Engagement: Create a positive and memorable experience for all customers. Strive to involve and request input from all park and program participants. Create public awareness of all programs, facilities, and greenspace.

Capital, Operational & Maintenance Funding: Identify and establish desirable alternatives to fund all aspects of projects, operations, and maintenance.

Natural Resource Management: Protection of the wildlife, plants, water, and soil of an area, with a particular focus on quality of life and stewardship.

Growth & Sustainability: Employ and track the demographics and growth patterns of the ~~C~~city to maintain, secure, and develop desirable greenspace and facilities.

Accessibility & Inclusion: Inclusive and accessible design, affordable pricing and implementation of programs, activities and facilities that takes into consideration the diversity of the population.

The community must ensure College Station maintains and develops its parks and recreation system effectively to meet current and future needs. Considerations for the community include: (1) continued development of a balanced, convenient, and accessible park system, (2) quality park appearance and maintenance, and (3) coordination, collaboration, and adequate funding.

Balanced, Convenient, and Accessible Park System

A successful parks and recreation system creates a balance of public open spaces and recreation opportunities across the community. All residents should have an equal opportunity to access parks and the facilities they offer to meet recreational and leisure needs.

A comprehensive parks and recreation system also offers a variety of parks, ranging in size and focus to satisfy diverse social and ecological needs. Greenways now fall under the umbrella of this system and provide linear connections with trails where appropriate. A variety of indoor and outdoor facilities and spaces, as well as an adequate assortment of activities and programs, should be provided to meet the individual and collective needs of all the residents of College Station.

Quality Park Appearance and Maintenance





The condition and appearance of parks is an indicator of their value to the community. Collectively, parks and public open spaces can contribute to the aesthetics, natural beauty, property values, and sustainability of the ~~C~~city.

Facilities and programs such as the Fun for All Playground that focuses on providing interactive learning opportunities for all ability levels, the Lick Creek Nature Center educational programming, and the renovation and expansion of the Lincoln Recreation Center are just a few of the ways the City demonstrates its commitment to a well maintained, diverse parks system that positively contributes to citizens' quality of life. Moreover, the Parks & Recreation Department hosts seasonal events to better serve the community and partners with the Economic Development & Tourism Department to promote sports tourism as both an experience and an economic driver for the community.

Coordination, Collaboration, and Adequate Funding

As the ~~C~~city continues to grow and develop, College Station will see an increased demand for parks and recreation facilities and programs. To meet this increasing demand, mechanisms that encourage joint acquisition, development, and funding of public spaces will help the City to stretch local resources for the development and redevelopment of its parks. City coordination and collaboration with agencies, such as Brazos County, the College Station Independent School District, the City of Bryan, Texas A&M University, developers, and other local agencies and organizations mutually benefit all interests because it eases the municipal tax burden related to parks and recreation demands and enhances the quality of parks and recreation facilities and programs.

Collaboration requires effective communication and coordination among stakeholders. Through agreements reached between public/semi-public agencies, as well as partnerships with the private sector, the parks and recreation system can benefit in the quality and quantity of facilities and programs it offers. Joint acquisition, construction, operation, and maintenance allow more efficient use of public resources while

ensuring that the system is well-coordinated and connected. Effectively leveraging State and Federal grants and private foundation funds is also important to developing and sustaining a parks and recreation system for the long term.

Importantly, part of the City's approach to maintaining a high-quality park system emphasizes strategic, incremental improvements rather than relying solely on large-scale projects. By pursuing micro-capital investments, the City can continually refresh facilities, extend the lifespan of existing assets, and respond flexibly to community needs. This approach ensures that smaller targeted investments accumulate into meaningful system-wide improvements, sustaining high standards of safety, accessibility, and user experience while maximizing the return on limited resources. [



ENHANCING THE GREENWAYS PROGRAM

The purpose of the Greenways Program is to establish a network of greenways or open space corridors throughout the community for conservation and to connect people and places through greenway trails for recreation and transportation. Considerations for the community include: (1) promoting the protection of land to maximize use and enjoyment and the natural resource stewardship through preservation, conservation and restoration, as well as (2) creating connections to key destinations with greenway trails.

Since the adoption of the first Greenways Master Plan by City Council in 1999, ~~now incorporated into the~~ **~~Bicycle, Pedestrian, and Greenways Master Plan,~~** College Station has made progress toward establishing a network of greenway corridors across the community. As ongoing urbanization alters the ~~C~~city's natural landscape and quality of life, it is important to continue developing the greenway system through acquisition and protection.

Greenways serve to protect linear open spaces that follow natural areas (e.g., rivers and streams and their floodplains) and man-made features (e.g., utility, road, or rail corridors). They should remain in their natural state except for the introduction of greenway trails that connect people with places, where appropriate. Priority greenways to be protected in College Station currently include the following creeks: Alum, Bee, Carter, Lick, Spring, Wolf Pen, their tributaries and floodplains, as well as the Gulf States Utility Easement.

Greenways provide functional, aesthetic, economic, and social benefits to the community. From a functional and aesthetic perspective, greenways provide for floodplain and stormwater management, water quality protection, as well as wildlife and aquatic habitat protection. From a social and economic perspective, greenways introduce trails in appropriate locations that provide alternative modes of transportation, recreation, increased real estate values to adjacent properties, and tourist revenue.

Connection of Parks, Schools, and Neighborhoods

Greenway trails connect people and places by providing an alternative mode of transportation for bicyclists and pedestrians. These linear corridors create safe and convenient opportunities for regional connectivity between neighborhoods, parks, schools, transit stops, and a variety of key destinations. The benefits of the parks and recreation system are also enhanced as they become more readily accessible to residents through a connected network.

The City must balance the preservation of open space and the introduction of trails to minimize environmental impacts with the other functions of greenways including floodplain management, erosion control, stormwater management, and the protection of wildlife and plants. Crime prevention through environmental design and universal design should also be incorporated into the location and design of greenways trails to ensure safety and accessibility.



Natural Resource Stewardship through Conservation, Preservation, and Restoration

There are a variety of open spaces throughout College Station, the Extraterritorial Jurisdiction (ETJ), and the City's public parks and greenways that encompass important natural resources worthy of environmental protection. Land along major rivers and streams such as the Brazos River, Carter Creek, and their floodplains, existing utility easements, drainage easements, and agricultural lands in the ETJ, offer opportunities for land stewardship through conservation, preservation, or restoration. As College Station continues to develop, protecting its valuable natural resources will be important in maintaining the aesthetic character and environmental quality of the community.

Restoring and protecting natural areas provides the benefits of outdoor recreation opportunities and general enjoyment for the community. Rivers, streams, and their riparian buffers serve as amenities which prevent flood damage, protect wildlife and plant habitat, recharge groundwater resources, provide for stormwater management, and improve water quality.

Better protection and use of natural areas in and around College Station may be achieved by adopting sound environmental conservation practices and responsible land development practices. These natural areas should be incorporated into developments as natural amenities to help sustain their function as an environmental resource. Doing so requires polices that balance development and natural resource protection.

ARTS, CULTURE, AND OTHER LEISURE ACTIVITIES

As the home of Texas A&M University and a growing, vibrant community, College Station increasingly desires to promote a range of activities to enliven its residents' leisure time. This includes unique and integrated opportunities for entertainment, education, and culture. Such amenities clearly boost a community's livability and make it more attractive to current and potential new residents, retirees, and businesses.

The City recognizes the need for leisure activities and provides a~~n ample~~ variety of opportunities ranging from soccer fields to aquatic recreation opportunities to youth educational programming. Furthermore, the City provides sports leagues and instructional classes to all ages and abilities. Finally, the network of parks throughout the ~~C~~city offers great views and endless opportunities to explore nature.

The City's Role in the Arts

In taking a direct role as both a promoter and purveyor of leisure time pursuits, the City recognizes the range of interests and abilities that are found across the community. With limited funds and staffing, both within municipal government and among its various private and nonprofit partners, the City faces the challenge of being responsive to diverse wants and needs while attempting to focus on core offerings so that high quality facilities and/or services can be provided and maintained over time. The City also plays a role in more passive aspects, such as providing support for public art installations which make a statement about the community and enhance its image at gateway locations, along key corridors, and within parks and greenways. The City supports nonprofit organizations that seek to increase the quantity of and access to public art. A wide array of existing public art is available throughout the ~~C~~city, including sculptures, fiber art, theater and performing arts, and literature and poetry. More than 60 regional nonprofit arts, culture, and heritage affiliate organizations are represented by the Arts Council of the Brazos Valley.



Strategic & Ongoing Actions

Based on the considerations above and balancing input from the 2018 Needs Assessment, Council strategic initiatives, the Parks & Recreation Advisory Board, and the ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Advisory Board the actions below aim to implement the goal of highly desirable parks, greenways, and arts and cultural amenities that support high-quality experiences for residents and visitors. The actions include new, strategic items as well as ongoing efforts undertaken by the City.

The **Recreation, Park, and Open Space Master Plan** and the **~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan** further detail the land, facility, and program needs of the parks and recreation and greenways systems.

STRATEGIC ACTIONS

5.~~1~~8 **Evaluate, amend, and develop relevant ordinances to protect natural resources, habitats, and green-water infrastructure.** Consider amendments to the Parkland Dedication Ordinance and other ordinances to include provisions or incentives that encourage developers to design and build parks and greenway trails that preserve natural areas.

5.~~2~~9 **Investigate the feasibility of incorporating riparian buffer standards to preserve sensitive land along waterways.** Consider the feasibility of amending ordinances to better preserve potentially sensitive land along waterways to mitigate flood risks, protect water quality, and provide for parks and greenway opportunities.

5.~~3~~12 **Conduct community-wide parks and recreation needs assessments and pursue recommended improvements.** Evaluate facilities and programs provided by the Parks and Recreation Department through community surveys at least every ~~five~~ ten years. Pursue new programs, physical and operational improvements, and evaluate ongoing priorities to implement the needs assessment for park facilities and recreational programs.

5.~~4~~13 **Identify a land acquisition strategy and integrate additional greenspace.** ~~Establish a platform~~Set the standard to provide a required and desirable amount of land per citizen, as discussed within the planning considerations.

ONGOING ACTIONS

5.~~5~~1 **Continue to develop and deliver ~~support, promote, and operate major arts, entertainment, sporting, and cultural~~ quality recreational ~~destinations through cumulative attractions~~programing for residents.** Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote local cultural and entertainment offerings. ~~Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.~~

5.6 **Continue to ~~support~~coordinate and~~,~~ promote, ~~and operate~~ major arts, entertainment, sporting, and cultural destination~~s through cumulative~~ attractions.** ~~Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote cultural and entertainment offerings. P~~Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.

5.~~7~~2 **Maintain and expand community-based greenway and open space preservation programs.** Through the Adopt-a-Greenway and parks volunteer programs, continue involving neighborhood and community groups in preservation and maintenance programs.

5.~~8~~3 **Continue to expand outreach about the parks and greenway system.** Enhance awareness and accessibility to programs and facilities through the City's website, publications, and media outlets.

5.~~9~~4 **Support a community-wide public art program.** Contribute to the expansion of a public art program in conjunction with the Arts Council of Brazos Valley, the City of Bryan, Texas A&M University, and the Texas Department of Transportation.

5.~~10~~5 **Continue leisure, health, and educational programming.** Continue the City's role in offering leisure, health, and educational activities to citizens of all ages through the City's Parks & Recreation department programming.

5.11 **Identify and secure public and private funds for the acquisition of parks, greenways, and facilities.** Ensure adequate parkland and greenway provisions through the Parkland Dedication Ordinance, the Capital Improvements Program, annual budgets, City property acquisition programs, external dollars, foundations, and public-private partnerships. Explore opportunities for connections between developments, conservation easements, or additional provisions that require dedication of open space.

5.12 **Continue inter-agency coordination and establish new public-private partnerships to provide additional amenities, funding, networking, and co-production opportunities.** Seek partnerships with other public agencies and public-private partnerships to provide recreational amenities, greenways, and services where mutually beneficial opportunities are available to ensure financial sustainability and quality of all programs.

5.13~~10~~ **Consider new and enhanced natural resource management strategies that promote environmental sustainability and stewardship and improve quality of life.** Consider the effect of urban heat islands on the ~~C~~city's residents, wildlife, and natural environment. Identify areas for enhanced stewardship practices such as "no mow zones," native or adaptive plantings, and pollinator areas to support wildlife and enhance biodiversity.

5.14~~11~~ **Invest in the redevelopment of existing parks.** Identify new improvements and continue upgrades and maintenance to existing park facilities, particularly neighborhood scale parks as detailed in the Recreation, Park, and Open Space Master Plan, neighborhood, or district plans.

5.15~~14~~ **Create connections between key elements of the parks, recreation, greenways systems, and destinations.** As described in the ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan and the
Recreation, Park, and Open Space Master Plan, prioritize opportunities to connect parks, greenways, community facilities, and other destinations.

5.16~~15~~ **Design and construct inclusive, accessible, and sustainable parks and greenway trails.** Consider all citizens' needs and provide a diverse range of facilities and amenities to accommodate a variety of experiences and ways of interacting with the world. Encourage developments that are oriented towards and designed for accessibility to parks and greenway trails.



6 INTEGRATED MOBILITY

The economic vitality, character, and identity of College Station depends, in part, upon a well-connected mobility system. College Station strives to have a system that provides for multiple modes in the face of an increasing population and traffic demands. Residents seek a system that responds to this mobility challenge in an integrated and context sensitive manner. Facilities should accommodate pedestrians, bicyclists, transit users, and motorists, furthering the City's efforts to promote positive community character and identity for all who live, work, and visit College Station.



By living in a growing university community, College Station residents have mobility options beyond the private vehicle, including designated bicycle facilities, an extensive sidewalk network, and local transit services.

Goal

An innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses.

Purpose

The purpose of this chapter is to guide the creation and implementation of an orderly, reliable, and integrated mobility system considering all user types. The challenges facing the existing system necessitate strategic thought about how College Station plans land uses and supports appropriate densities, designs infrastructure projects that are safer and well-connected, and makes the mobility system more equitable and user-friendly for all modes. Of particular emphasis is protecting vulnerable road users including pedestrians and micromobility users like bicyclists. It also requires consideration of the natural environment, livability, and character of surrounding neighborhoods through context sensitive design, and supporting transit. Additionally, as transportation trends and technologies continue to evolve, it is imperative that the community's mobility system is innovative and can adapt to changing needs and conditions.

This chapter gives an overview of existing conditions, planning considerations associated with the ~~C~~city's mobility needs and a discussion on design considerations. It also includes the **Thoroughfare Plan** (narrative and **Map 6.2~~3~~**), which identifies the needs of the mobility system based on surrounding land uses and anticipated growth as well as serves as the foundation for the ~~**Bicycle, Pedestrian, and Greenways**~~**Active Transportation Master Plan.** Finally, there is the identification of strategies and action recommendations that facilitate the development of an integrated mobility system.

THOROUGHFARE NETWORK



The thoroughfare network in College Station and its Extraterritorial Jurisdiction (ETJ) consists of more than 350 miles of existing streets. The **Thoroughfare Plan** develops a network of major streets made up of collectors, arterials, and freeways that include various levels of bicycle and pedestrian facilities. The Texas Department of Transportation (TxDOT) plans, constructs, and maintains the freeways and most major arterial streets in collaboration with the City of College Station, with most other thoroughfares constructed and maintained by the City and Brazos County, and some by development. Many of the freeway and arterial streets have seen substantial increases in traffic volumes over recent decades, which has necessitated capital improvement projects. The City collaborates with TxDOT on capital improvements including roadway design and safety upgrades, pedestrian and bicycle improvements, and enhanced landscaping on roads managed by TxDOT.

Information and maps related to the street network including traffic volumes and levels of service are available at the end of this chapter.

BICYCLE AND PEDESTRIAN NETWORK

The bicycle and pedestrian network is comprised of on-and off-street bicycle facilities, off-street shared-use paths, and sidewalks. Over the past several decades, the City has adopted a series of master plans addressing the needs of the community, most recently the ~~**Bicycle, Pedestrian and Greenways**~~**Active Transportation Master Plan** adopted in 2026.~~2010 and updated in 2018.~~ This action-oriented plan has resulted in an expanded network through the addition of bicycle and pedestrian facilities on new and reconstructed streets, stand-alone projects on existing streets in older areas that when developed were not required to provide these facilities, and shared-use paths along the ~~C~~city's greenways (also known as greenway trails), streets, and utility corridors. Texas A&M University has a similar network, facilitating movements on campus and linking with the ~~C~~city's network at key intersections.

TRANSIT

A variety of organizations provide transit service in College Station, with the primary providers being Texas A&M University and the Brazos Transit District. Texas A&M University operates a transit network on and off campus for students, faculty and staff that carries over 6 million riders per year. Brazos Transit District operates a transit network for the general public that includes fixed routes, ADA paratransit, and demand and response service. Additionally, the College Station Independent School District operates a large fleet of buses used to transport students to and from its schools.

AVIATION



Easterwood Airport connects College Station to other metropolitan areas of Texas with connections to the nation. The airport is served by ~~two~~ one commercial airline~~s~~ and offers general aviation services.

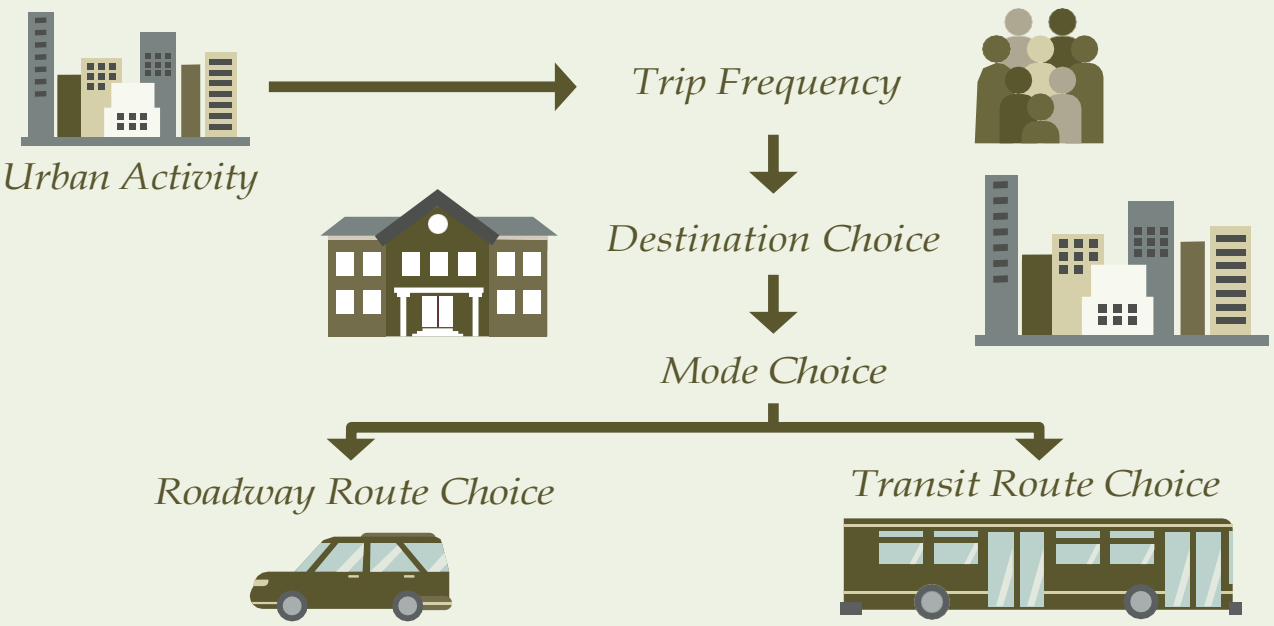
INCREASED DEMAND

With the ~~C~~city's population projected to increase ~~at a 2.8% annual growth rate to approximately 162,500~~by 15,000-20,000 people over the next five years ~~by 2030~~, the demand for a safe, reliable mobility system within the ~~C~~city will increase as well. An increase in traffic demand can create additional traffic congestion and a degradation of levels of service for all modes. This presents an opportunity for the City to reinvigorate its mobility system by offering a wider range of quality mobility choices for residents and visitors. Providing a reliable mobility system that supports the efficient movement of people and goods is essential~~moves not only people but goods and services that contribute~~ to the economic vitality of the community.

Without significant investments in new and expanded streets, pedestrian and bicycle facilities, and transit, the estimated travel demand will result in undesirable traffic congestion in numerous locations around the community. However, simply increasing street capacity does not solve traffic congestion as motorists soon fill the additional street space, following an economic principle known as induced demand (in everyday terms, "if you build it, they will come"). Rather, emphasis must be placed on an increased share of existing and future resources that support other modes to meet the citizens' vision for a multi-modal system.

To be successful, a travel demand management program should be incorporated to optimize the mobility system by helping to reduce vehicular trips and increase walking, bicycling, and transit ridership. Other strategies include rideshare programs, flexible work schedules, and telework. A shift in mode choice from a personal vehicle to other modes, however, can be difficult, especially if it compromises convenience and will require a holistic and intentional approach through education, encouragement, and infrastructure improvements.

Figure 6.1: Activities Analyzed by Travel Demand Model



A travel demand model was prepared for this plan, in the manner depicted in **Figure 6.1, Activities Analyzed by Travel Demand Model**, using population projections and employment growth in coordination with the **Future Land Use & Character Map** (**Map 2.2**). The model was used to aid in developing the **Thoroughfare Plan** and determine mobility needs.

BICYCLE AND PEDESTRIAN FACILITIES

Well-connected and accessible bicycle and pedestrian facilities, as part of an integrated multi-modal mobility system, not only aid in reducing vehicle miles traveled but enhance quality of life, improve physical and mental health, and protect the environment. A complete mobility system that considers bicyclists and pedestrians should be equitable and socially sustainable by addressing the needs of all ages and abilities and those who cannot drive or choose not to drive. It should be inviting, safe, and provide space for streetscape elements to calm traffic and provide a more comfortable user experience. While automobiles will undoubtedly continue to play an important role in the City's mobility system, expanding and enhancing the bicycle and pedestrian network is intended to shift some journeys away from personal vehicles.



It is also important for the City to remain cognizant of trends and best management practices that encourage bicycling and walking. The ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan places a focus on creating safe and comfortable spaces for bicycling with separated bike lanes that help ensure and encourage increased use. They include on-street bike facilities with a vertical barrier and street side (or off-street) bike facilities
behind the curb and adjacent to the sidewalk with some separation. The City should continue to identify where these types of facilities can be implemented to further efforts to increase ridership.



The arrival of shared mobility has led to a term called micromobility. Micromobility refers to lightweight devices such as bicycles, scooters, skateboards, and hoverboards. They can be motorized, non-motorized, individually owned, or shared. In a community where personal autonomy is highly valued and intense summer heat often deters walking as a means of transportation, motorized micromobility has the potential to encourage increased use. In College Station, a variety of these vehicles are being used, primarily by students using personal devices and through Texas A&M University's bike share program to travel to and from campus. The increased use of these different devices has created the need to consider how they will be safely managed and how the space that was previously occupied solely by bicycles is designed and used.





TRANSIT

Transit will need to play an increasing role in the ~~C~~city's mobility system to provide travel choices and help minimize expenses in expanding street capacity. Brazos Transit District is implementing fixed bus stop locations in many areas of the community though routes operate only on weekdays on generally an hourly basis and into the early evening. The Texas A&M University transit service operates for longer hours including weekends and provides service more frequently on its routes, though it covers a smaller area where there is a higher concentration of students, faculty, and staff. While providing valuable services and some congestion relief today, the limited network of current transit service will not adequately meet future needs. Expansion of transit services will be necessary to connect all major activity centers within College Station, including major employers, dense residential areas, concentrations of student housing, and critical services such as grocery stores and medical facilities. Also, Texas Central intends to provide high speed rail service that connect Dallas and Houston with a planned stop in Grimes County near State Highway 30.

Transit or shuttle service should be coordinated so that College Station may be more conveniently linked to this planned regional service. In the planning of transit services, it is vital that consideration and access be prioritized for underserved populations and the general public.

When the U.S. Census determines the urbanized areas of the cities of Bryan and College Station cumulatively exceed a population of 200,000, the Bryan-College Station Metropolitan Planning Organization (MPO) will be designated as a Transportation Management Area (TMA). The TMA designation results in reductions in federal funding for transit that would need to be supplemented by local jurisdictions to maintain the same funding and service. Implications of changes in the level of funding support and potential changes to service offerings will need to be coordinated with other regional partners.

EXISTING SYSTEM CONSTRAINTS

The ability to meet future mobility needs is in part constrained by the existing network of streets and the surrounding natural and built environment. Rights-of-way in the core of the ~~C~~city where system improvements would be most beneficial in addressing traffic congestion concerns and providing a complete multi-modal system frequently have widths less than current standards and are commonly encumbered with utilities, mature vegetation, and canopy trees. These constraints make projects in these areas less feasible and undesirable due to costs for acquisition of rights-of-way, improvements, and utility relocations as well as disruption to existing adjacent development.

With the constraints of the existing system, it is important to utilize it in the most efficient way possible to prioritize available space to be used by the most people and at most times of the day while being sensitive to the surrounding character and context. This can result in system corridors that are prioritized differently depending upon the mobility needs. For example, major thoroughfares may prioritize vehicles by including additional lanes or turn lanes while other thoroughfares may prioritize more complete bicycle and pedestrian facilities and not prioritize vehicles. In many instances, intersections are the main constraint in the mobility systems so prioritization of intersection improvements can provide tangible mobility benefits without having to disrupt the street corridor to the full extent along its entire length.

RELATIONSHIP TO LAND USE PATTERN

A very close relationship exists between the mobility system and land use patterns. For example, high-volume six-lane streets, dominated by the personal vehicle, tend to attract uses such as big-box retail and large apartment complexes, while deterring other land uses such as walkable neighborhoods. In a similar manner, land uses arranged in a mixed-use, dense pattern can reduce the frequency and length of vehicular trips, and if designed properly, can promote walking, biking, and transit use, therefore reducing the demand placed on the street network. The **Future Land Use & Character Map** defines an approach to land use planning and design that, when combined with a context sensitive solutions approach, will strengthen the transportation-land use relationship in a positive manner.

Context Sensitive Solutions (CSS) is a different approach to the design and planning of mobility projects. It balances the competing needs of stakeholders early on in the decision-making process. It offers flexibility in the application of design, considers aesthetics, and results in facilities that are safe and effective for all users regardless of the mode of travel they choose.

CONNECTIVITY

Poor street connectivity can degrade the overall efficiency of the mobility system as trips are funneled to fewer corridors and may cause the need for more substantial improvements. Development oriented around cul-de-sacs, as well as neighborhood opposition to street connectivity, has limited connectivity in the ~~C~~city in the past. Connectivity can also be limited where constrained by natural features such as floodplains.

Future mobility system effectiveness necessitates improved connectivity to facilitate multiple routes to move traffic to and from destinations. Otherwise, traffic congestion will increase and can lead to additional traffic through neighborhoods. Increased connectivity must be balanced with resource protection and neighborhood concerns. Connectivity with and to each of the travel modes is crucial to future accessibility and mobility. Context sensitive design and traffic calming measures are essential components of any effort at increased connectivity.

Arterials spaced ~~one-mile~~one mile apart may carry significant traffic but may require six lanes, which may be inappropriate for many contexts and modes such as bicycling and walking. Closer spacing of arterials could carry the same volume of traffic, reduce the number of lanes necessary, and allow for multi-modal facilities such as bicycle facilities and wider sidewalks. Likewise, collectors spaced closer together result in shorter block lengths and promote greater pedestrian and bicycling activities. Local streets should connect as frequently as practical to the collector network to keep block lengths short and to promote connectivity throughout the system.

TECHNOLOGICAL INNOVATION, PARKING, AND MOBILITY MANAGEMENT

The rapid pace at which technology and development trends change presents new possibilities for mobility and land planning. Consideration is needed for Mobility as a Service and home delivery providers, new development trends, and autonomous vehicles. Digital technologies evolve at an expeditious pace, and while it is outside the scope of this plan to anticipate the next big technological trend, it is worth noting how companies like Uber, Zipcar, and Amazon have disrupted the transportation and retail sectors and have become engrained in daily life. The convenience provided by these and other home delivery services offers an opportunity to consider approaches related to ride-hailing, ridesharing, shared-fleet services, and parking management. Transit and micromobility service offerings can be fragmented with information that can be difficult to find. A user-friendly web-based tool or app with comprehensive information could more clearly communicate available mobility options other than private vehicles. The consideration of parking requirements could free up developable land and allow space for circulation and pickup/drop-off zones within new developments. The development and deployment of autonomous vehicles should also ~~needs to~~ be a consideration in the future planning horizon. Availability of shared autonomous vehicle fleets could prompt a decrease in persons owning a personal vehicle, alter parking supply needs, and result in changing demands on the mobility system.

FUNDING

Adequate funding is necessary to construct, operate, and maintain a mobility system that is effective and safe. Various funding sources are available at the local, state, and federal level. At the local level, funds include bond programs, certificates of obligation, roadway maintenance fees, and general tax revenues. New development also constructs and dedicates a portion of street, bicycle, and pedestrian improvements as part of the development process along with contributing roadway impact fees and fee-in-lieu of sidewalk

At the state and federal level, funding is prioritized and programmed through regional partners such as the Bryan-College Station MPO, TxDOT, and the Brazos County Regional Mobility Authority (RMA). Some grant funding opportunities also exist through Community Development Block Grant funds and other state and federal programs.

The **Thoroughfare Plan** is intended to consider the ultimate development of the ~~C~~city and the street network needs. This can make it challenging to consider financial constraints as the need for most planned improvements depend upon the timing, location, and degree of demand generated by new development. In evaluating how to best maximize the use of existing funds, a recommended approach is to focus financial planning efforts by prioritizing the short and near-term needs.

EXTRATERRITORIAL JURISDICTION

The **Thoroughfare Plan** includes a street network in the ETJ to ensure the reservation of adequate rights-of-way in a pattern that is dense enough to provide connectivity outside of the city limits. In 2019, the Texas

State Legislature limited the ability of cities to annex, essentially requiring consent by the residents and/or property owners within a potential annexation area. With limited opportunity for annexation, the City will need to continue utilizing other growth management tools such as development agreements and Municipal Utility Districts (MUDs) to provide services in the ETJ. The changes in annexation law inadvertently encourage a renewed focus upon infill and redevelopment within the existing city limits. Additional density within the ~~C~~city's core can help drive demand for and support the provision of transit and alternative transportation modes. However, areas in the ETJ must still be connected to the rest of the planning jurisdiction to provide for connectivity if development on the ~~C~~city's fringes or annexation does occur in the future.

PLANNING HORIZON

Though full build-out of the ~~C~~city is beyond the planning horizon of this Comprehensive Plan, the plan's framework must consider the mobility needs of the community as it approaches build-out or the complete development of all developable land in the ~~C~~city. This foresight is necessary to ensure that actions taken within this planning timeframe do not preclude future options and offer more opportunities for future decision-makers. An example of this approach is ensuring that rights-of-way are planned and reserved for a future street network, even though this capacity is not expected to be necessary within this planning timeframe.



More efficient and higher capacity streets, increased access management along heavily traveled corridors, increased reliance on bicycling, walking, and transit, and the emergence of dense mixed-use developments are just a few of the possible strategies to serve the build-out population. This plan must respond to this possible future by providing a high level of connectivity with and to each travel mode and ensure that rights-of-way are appropriate to accommodate future mobility needs. Access management employed where appropriate along with street designs that promote multi-modal solutions should also be considered along with an expansion into future services such as bus rapid transit, light rail, and land use designations that continue to encourage dense mixed-use development where and when appropriate.

REGIONAL MOBILITY PARTNERS

The City of College Station is one of many entities that has a role in planning, funding, constructing, and operating mobility facilities. Other entities include the RMA, Bryan-College Station MPO, TxDOT, Brazos Valley Council of Governments (BVCOG), Brazos County, Brazos Transit District, Texas A&M University, and the College Station Independent School District. Coordination between these entities is vital to creating a well-connected system that supports the mobility needs of the region.

The RMA is an independent governmental agency created by the State of Texas to provide the Brazos County community with a means of addressing safety and congestion through community consensus. They work with local jurisdictions and other regional partners to identify funding and help implement the future vision of transportation in Brazos County - "Through community consensus, plan, develop and operate a quality transportation system for people and goods that promotes safety, enhances quality of life and supports economic opportunity throughout Brazos County." Sixteen regional entities, including the City of College Station, have committed to collaborating to achieve this vision.

The MPO serves as a partner that coordinates regional transportation planning and manages federal transportation funding that comes to the region. They maintain the Metropolitan Transportation Plan and the Transportation Improvement Program. The City has representation on the Policy Board, Technical Advisory Committee, and Active Transportation Advisory Panel.

TxDOT is responsible for planning, constructing, and maintaining most of the ~~C~~city's primary mobility corridors, including State Highway 6, University Drive (FM 60), George Bush Drive (FM 2347), Harvey Road (SH 30), William D. Fitch Parkway (SH 40), Harvey Mitchell Parkway (FM 2818), Wellborn Road (FM 2154), and Texas Avenue (BUS 6). They also partner with the City to enhance landscaping within state highway rights-of-way, provide funding for pedestrian and bicycle facilities, and other safety improvements.

The BVCOG is also a regional partner who focuses on a variety of topics of importance to its members. They are involved in planning for and operating transit services for the elderly through the Area Agency on Aging.

Thoroughfare Plan

The **Thoroughfare Plan** is based on the projected traffic demand resulting from the anticipated growth in population and employment and is guided by the proposed **Future Land Use & Character Map**. In the development of the **Thoroughfare Plan**, a travel demand model was used to project the increase in vehicle trips. This information was used to identify the needed function of the various transportation corridors such as an arterial or collector. This information also aided in identifying the location of new streets needed either for capacity enhancements or to provide connectivity, as well as the number of lanes needed for each of the streets in the system.

With the original planning efforts in 2009, three street network scenarios were developed based on results from the travel demand model. Each of these scenarios were tested against the community's goals and preferences identified in the development of this plan. This testing resulted in the selection of a preferred scenario that was adopted. While amendments to the Thoroughfare Plan have occurred since 2009, the approach identified with the preferred scenario remains applicable. Each scenario that was considered is briefly discussed below.

CURRENT-NETWORK OPTION

This scenario focused future efforts on maintaining the streets and lanes currently in place, with the additional construction of new streets to serve private development. This scenario resulted in increased congestion and degradation of levels of service in some of the busiest areas though much of the network would likely continue to function at acceptable levels of service. This scenario could promote a greater reliance on transit and other modes of travel, though without the construction of additional facilities the success of these options was considered questionable. Though offering some advantages, this scenario was rejected due to the increase in unacceptable levels of congestion, which conflicted with the community's desire to manage and reduce congestion.

PROGRAMMED-PROJECT OPTION

This scenario focused future efforts on expanding the capacity of existing streets, adding new streets, and increasing multi-modal facilities and options as was currently programmed. This scenario would result in the construction of more than 130 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street shared use paths, and continued maintenance of the existing

transit system. It was anticipated this scenario would require more than $200 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.

This scenario accommodated the projected increase in vehicle miles. However, it also resulted in a slight increase in congestion and degradation of levels of service in specific areas along the network. This scenario depended on an increase in the use of alternative modes of travel. A modified version of this scenario was selected as the preferred scenario due to its fiscal practicality, its ability to support expansion of multi-modal opportunities, and its response to the community desire to manage and reduce congestion.

This option necessitates land use planning that promotes alternative modes of transportation and reduces the frequency and length of vehicular trips. Additionally, the selected option requires an increased investment in transit and enhancement of the **Thoroughfare Plan** in the ETJ to reserve rights-of-way for future needs and facilitates connectivity.

CONGESTION-REDUCTION OPTION

This scenario focused future efforts on substantial expansion of street capacity and the construction of new streets. This scenario would result in the construction of more than 440 lane miles in addition to the construction of local streets necessary to serve private development, several miles of off-street shared use paths, and continued maintenance of the existing transit system. It was anticipated this scenario would require more than $650 million (in 2009 dollars) in public funds, as well as expenditures by development interests on streets serving private development.

This scenario accommodated the projected increase in vehicle miles, with a decrease in congestion and maintenance or improvement in levels of service throughout the network. This scenario depended on an



increase in the use of alternative modes of travel, though the general lack of congestion and abundance of six-lane streets would reduce the likelihood of this occurring. Though meeting the community's desire to reduce congestion, this option was rejected due to its high costs and incompatibility with other community goals and strategies.

PREFERRED SCENARIO

A modified version of the Programmed-Project Option was selected as the preferred scenario based on its multi-modal cost-effective approach to managing increasing transportation demands balanced with other community goals and objectives. All new and expanded streets must meet the multi-modal objectives of this plan. Additional funding must be provided for improvements and expansion to the bicycle, pedestrian, and transit networks in the ~~C~~city. Finally, it is essential that all streets be designed to enhance their context.

FUNCTIONAL CLASSIFICATION

Functional classification categorizes streets according to the category's traffic service function they are intended to provide. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow. For the purposes of this plan streets are divided into six thoroughfare classes: freeway/expressway, major arterial (4-lane and 6-lane), minor arterial, major collector, and minor collector.
Freeways/expressways are intended to carry the highest volumes of traffic for the longest distances with the least amount of direct access. Arterials carry a high volume of traffic and are intended to move traffic in, out, or around the ~~C~~city. Collectors carry a smaller volume of traffic and allow more access to abutting properties. Local or residential streets are not considered part of the **Thoroughfare Plan** as they are intended to carry low volumes of traffic at slow speeds for short distances and offer the highest level of access and connectivity. Functional classification identifies the necessary right-of-way width, number of
lanes, and design speed for the thoroughfares. The **Thoroughfare Plan** and its anticipated performance are depicted in the following maps: ~~**Map 6.1 - 2045 Number of Lanes;**~~ **Map 6.12 - 2045 Traffic Volumes with Programmed Projects**; **Map 6.23 - Thoroughfare Plan – Functional Classification & Context Zones**; and **Map 6.34 – 2045 Future Levels of Service**.



COMPLETE STREETS

Complete Streets are streets designed for everyone with safe access for bicyclists, pedestrians, transit users, and motorists of all ages and abilities. There is no single design for a Complete Street. Each one is unique and should relate to its surrounding community context, thus integrating with the context sensitive approach outlined below. In contrast, incomplete streets are designed with only automobiles in mind, making alternative transportation choices difficult, inconvenient, and often dangerous.

Complete Streets typically offer many of the benefits that are sought through traditional street design: increased capacity, decreased travel times, and enhanced safety. Typically, design targets increased street performance through the addition of vehicle travel lanes. As mentioned previously, adding lanes can induce demand and does not solve congestion issues on its own. With Complete Streets, street design might prioritize enhancing sidewalks or pedestrian crossings or repurposing on-street parking for another mode of travel such as bicycling. Every person who then chooses these other modes of travel is one less driver on city streets, which reduces congestion and extends the service life of streets.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions (CSS) is taking the goal of Complete Streets and applying it to the process of determining street cross sections that are most appropriate during construction or reconstruction projects. CSS is a way of planning and building a mobility system that balances the many needs of diverse stakeholders. It also offers flexibility in the application of design, considers aesthetics and results in facilities that are safe and effective for all users regardless of the mode of travel they choose. These considerations include the context and character of development in an area, future goals for a corridor, and existing or future needs.



While an acceptable Complete Street may be achieved through the construction of a typical street section design, the CSS process should be used to determine if and to what degree the design may need to be changed to achieve the most appropriate section for a corridor.

All necessary information should be assembled to best guide the street design process. This information should include both traditional thoroughfare functionality as well as conditions of the surrounding environment. The **Thoroughfare Plan** should be referenced to identify the street functional class and the surrounding context zones. The identified context zones include Urban Core, General Urban, Suburban, and Rural and is represented in **Map 6.2~~3~~ Thoroughfare Plan – Functional Classification & Context Zones**.

College Station has numerous tools to select an appropriate Complete Street design – a set of typical cross sections and a set of recommended context-sensitive cross sections. During new construction, reconstruction, or widening projects, it should be determined if the typical cross section is most appropriate to achieve the corridor's planned transportation goals. If other travel modes or design elements should be prioritized, then the most appropriate alternative context-sensitive cross sections should be selected.

In general, CSS focus on thoroughfares (arterials and collectors), which are the streets that play the most significant roles in the street network and offer the greatest multi-modal opportunities. Primary mobility routes or freeways, such as State Highway 6, are generally intended to move very high volumes of high-speed traffic through College Station, providing connections to the larger region. These streets should be the focus of their own unique planning and design process through CSS. Similarly, local or residential streets are generally not the focus of CSS, however, they should be designed to accommodate bicyclists and pedestrians and should be interconnected to one another and into the larger street network.

PRIORITIZED MODE CORRIDORS

The existing mobility network has been constructed as the ~~C~~city has grown over time. Many of the network corridors have constrained right-of-way or narrower pavement widths that may limit the use of the standard cross section options. In particular, retrofit projects where bicycle and pedestrian elements are being introduced within existing developed areas may necessitate the development of unique design options. Ideal cross sections may be difficult to achieve that have the full provision of complete facilities for all modes due to funding constraints or resulting impacts on surrounding land uses. With these constraints, different network corridors should be prioritized for different modes. This approach allows a more limited but feasible mobility network to be created in the constrained environment to provide adequate accommodation for the various modes.

As mentioned, freeways and major arterial corridors are intended to move high volumes of high-speed traffic and provide regional connectivity. While it may be possible that these corridors be designed to handle bicyclists and pedestrians, in general they are designed to accommodate high volumes of vehicular traffic. These corridors ~~also~~ can also carry transit vehicles, though accommodating transit stops is more challenging. Alternative parallel routes should be identified to prioritize modes of travel that cannot be accommodated on adjacent corridors. Major Collector and Minor Collector corridors are intended to move lower volumes of vehicular traffic at lower speeds thus providing an opportunity to emphasize non-vehicular modes.

INTERSECTIONS



The design and operation of intersections have significant impact on the mobility network and context sensitive design plays a critical role. Multi-modal systems require the safe movement of pedestrians, bicyclists, and motorists through intersections. Intersection design encompasses the intersection itself and the approaches to the intersection and may impact adjacent land uses. The Institute of Transportation Engineers has identified the following principles for the design and operation of intermodal intersections:

- Minimize conflicts between modes
- Accommodate all modes with the appropriate levels of service for pedestrians, bicyclists, transit, and motorists
- Avoid elimination of any travel modes due to intersection design
- Provide good driver and non-driver visibility
- Minimize pedestrian exposure to moving traffic
- Design for low speeds at critical pedestrian-vehicle conflict points
- Avoid extreme intersection angles and break up complex intersections with pedestrian refuge islands, and

- Ensure intersections are safe and fully accessible for all, with provisions for people of varying abilities and people with vision or hearing impairments

As a street network experiences more traffic congestion, intersections become the weak link or choke point in the mobility system and are the location of the greatest conflict points and safety concerns between different modes and users. In many instances, existing intersections have been designed to prioritize vehicles and have resulted in gaps for other, more vulnerable users at the locations of greatest conflict. Innovations in intersection design in recent decades have developed alternatives to the traditional intersection that offer options to enhance safety that can also maintain or increase street capacity. Some examples of these intersections include modern roundabouts, protected intersections for vulnerable street users, and cross-over intersections like the diverging diamond interchange and displaced left intersections. As mobility needs are assessed and prioritized, a greater emphasis should be placed on intersection improvements that remove gaps in the mobility system and appropriately accommodate all users within the given context.

OTHER CONSIDERATIONS

In complete street and context sensitive design, several other design components must be considered that respond to creating an integrated mobility system. These include, but are not limited to design speed, access management along with the placement and design of crosswalks, bus stops, curb extensions, and pedestrian refuges. Guidance documents from the Institute of Transportation Engineers (ITE), American Association of State Highway and Transportation Officials (AASHTO), and National Association of City Transportation Officials (NACTO) should be consulted for the proper and safe application of these components.



Strategic & Ongoing Actions

The actions listed below are aimed at implementing the goal of an innovative, safe, and well-connected, multi-modal mobility system serving all user types that is designed to support the surrounding land uses. The actions include strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

6.1 **Implement complete street and context sensitive design.** Amend the street cross sections and update the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's capital improvement process to implement context sensitive and complete street design such as prioritized mode corridors, reconstruction projects in established neighborhoods, and in areas where right-of-way is constrained.

6.2 **Conduct a Thoroughfare Plan audit.** Consider alternatives to relieve congestion anticipated with long term growth and evaluate adjustments to the Thoroughfare Plan based on existing street context.

6.3~~6~~ **Evaluate transit funding partnerships.** To prepare for reductions in Federal transit funding from the region's growth, the City should explore regional partnerships to maintain and improve transit services. Transit services should link activity centers, major employers, dense residential areas, concentrations of student housing, and provide access for underserved populations and the general public.

6.4~~10~~ **Develop performance measures, collect transportation data, and monitor trends.** Performance measures will help evaluate the effectiveness of the mobility system. Data to be collected could include traffic volumes, levels of service, vehicle miles traveled, transit ridership, pedestrian and bicycle facility usage, and safety data on vehicle crashes and those involving bicyclists or pedestrians. This data will also help to target future improvements.

6.5~~11~~ **Evaluate Traffic Impact Analysis (TIA) requirements.** Consider updates to the traffic mitigation thresholds for intersections impacted by new development. The requirements could also be amended to address internal site elements such as circulation, queuing, connectivity, as well as bicycle/pedestrian infrastructure.

6.6~~12~~ **Evaluate and update access management strategies.** Coordinate with the Bryan-College Station Metropolitan Planning Organization to align regional standards along thoroughfares to preserve modal efficiency throughout the street network.

6.7~~13~~ **Develop and implement a travel demand management program.** Build upon existing services and including real-time traffic information, traffic incident alerts, ridesharing programs, promotion of flexible work schedules, and encouragement of dense mixed-use development in strategic areas.

ONGOING ACTIONS

6.~~83~~ **Enhance and upgrade intersections.** Improve multimodal efficiency through roundabouts and protected intersections to improve safety and reduce congestion.

6.~~94~~ **Continue to evaluate and implement best management practices to increase bicycle and pedestrian use.** Build on the existing network of infrastructure to increase safety and comfort for all users such as separated bike lanes and shared use paths.

6.~~105~~ **Undertake streetscape improvements within gateways and image corridors.** Identify locations and implement targeted infrastructure and streetscape improvements (perhaps through partnerships) to improve aesthetics. Consider operation and maintenance costs when identifying appropriate improvements.

6.~~117~~ **Prioritize programs and improvements that will reduce vehicular demand.** Consider an emphasis on bicycle and pedestrian facilities, transit services, parking and other programs that can reduce vehicular demand, particularly in areas adjacent to campus.

6.~~128~~ **Maintain the various funding programs for mobility projects.** These include the Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, the Brazos County Regional Mobility Authority, and the City's capital improvements program.

6.~~139~~ **Fund bicycle and pedestrian infrastructure and safety improvements.** Dedicate funding for system improvements and maintain collaborative partnerships as detailed in the ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan.



~~MAP 6.1~~

BRYAN

SH 6 S

HARVEY RD

HWY 30

DR

FM 60

GREENS PRAIRIE RD

SH 6 S

FM 2154

Remove

~~2045 Number of Lanes~~

~~2-3 LANE ROADWAY~~

~~4 LANE ROADWAY~~

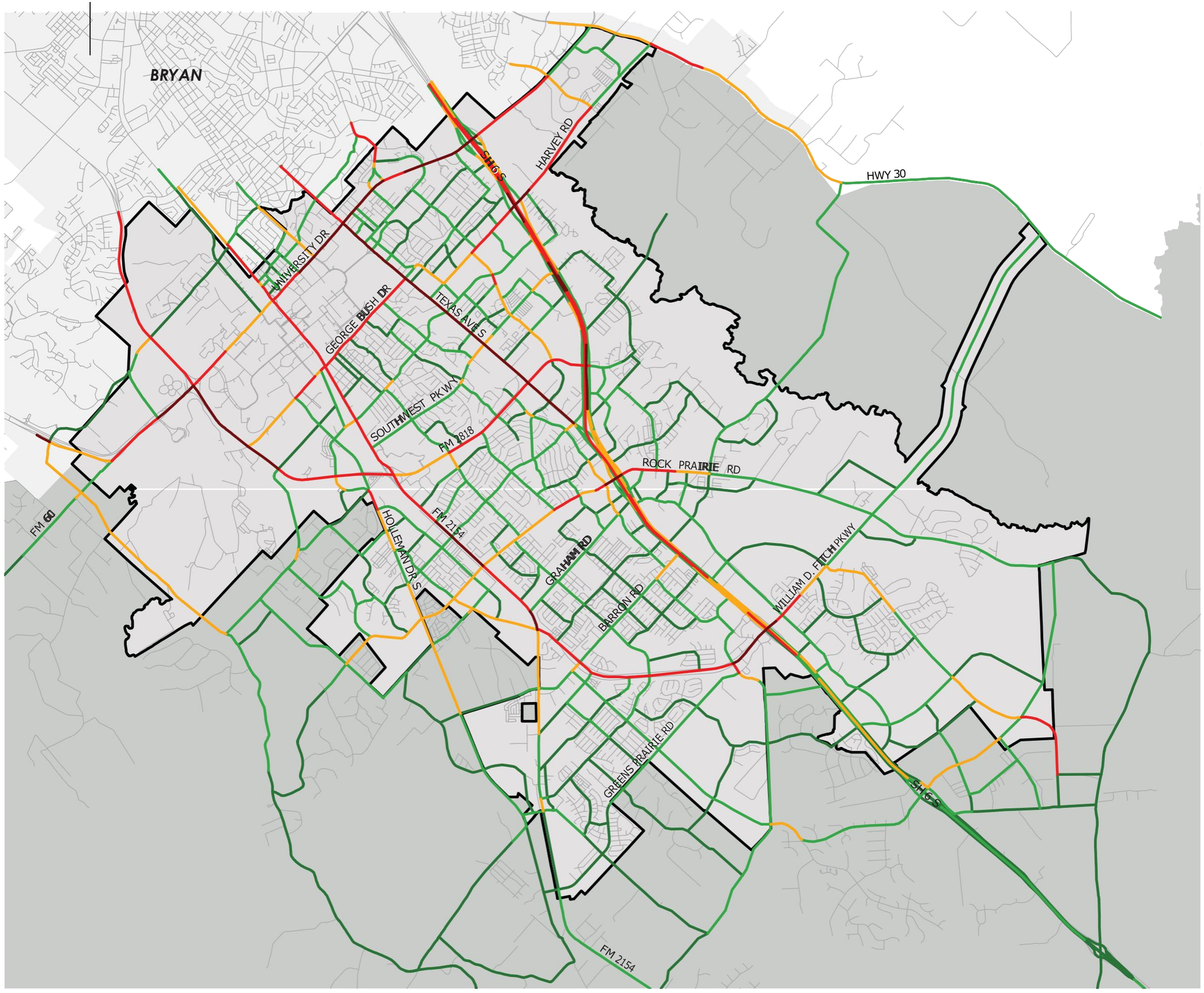
~~6 LANE ROADWAY~~

~~COLLEGE STATION CITY LIMITS~~

~~BRYAN CITY LIMITS~~

~~COLLEGE STATION ETJ~~

MAP 6.~~12~~ 1

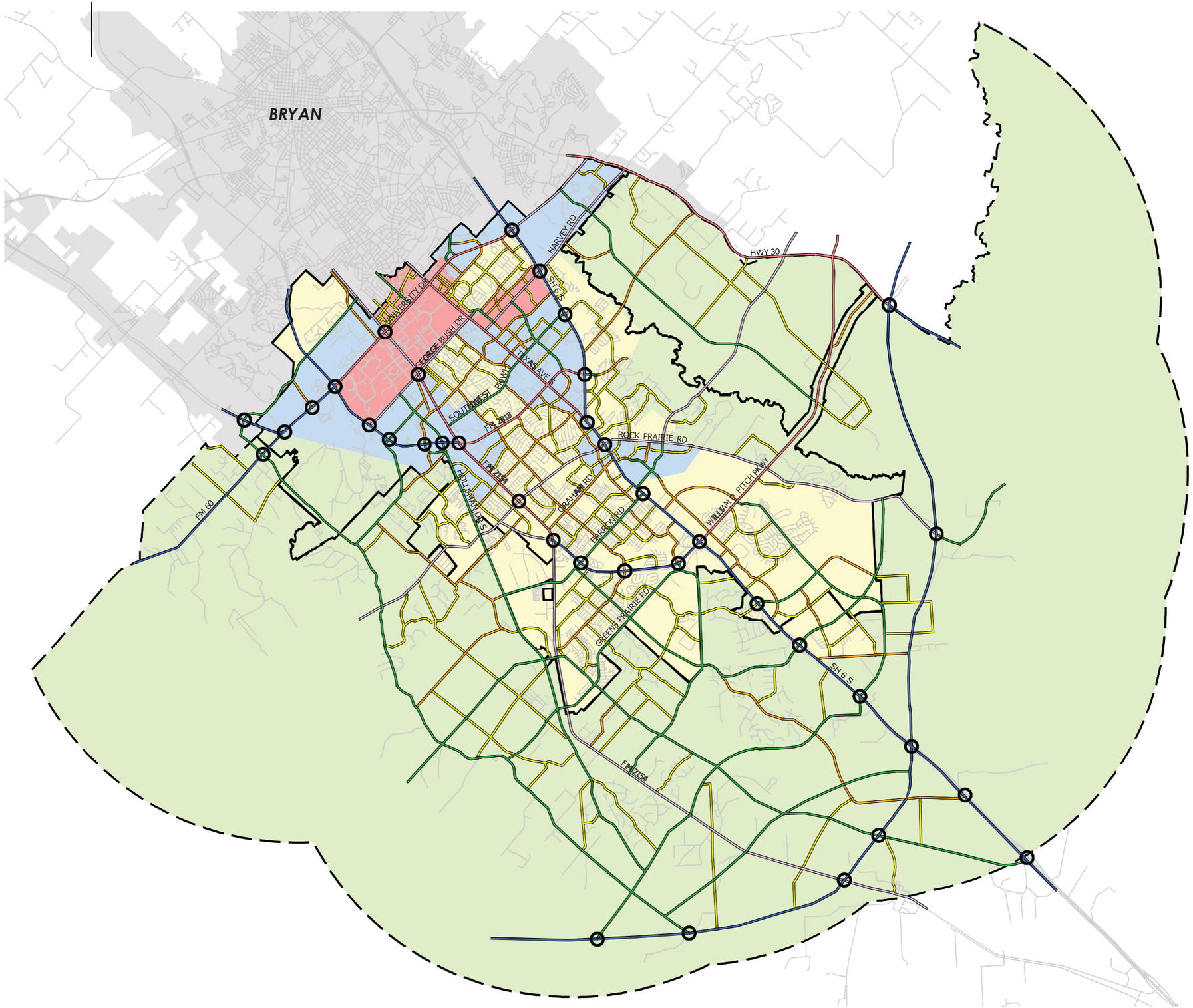


2045 Traffic Volumes with Programmed Projects

- 0 - 5,000
- 5,000 - 15,000
- 15,001 - 25,000
- 25,001 - 40,000
- 40,000 - 65,000

- COLLEGE STATION CITY LIMITS
- BRYAN CITY LIMITS
- COLLEGE STATION ETJ

MAP 6.~~23~~ 2



Functional Classification & Context Class

THOROUGHFARE PLAN

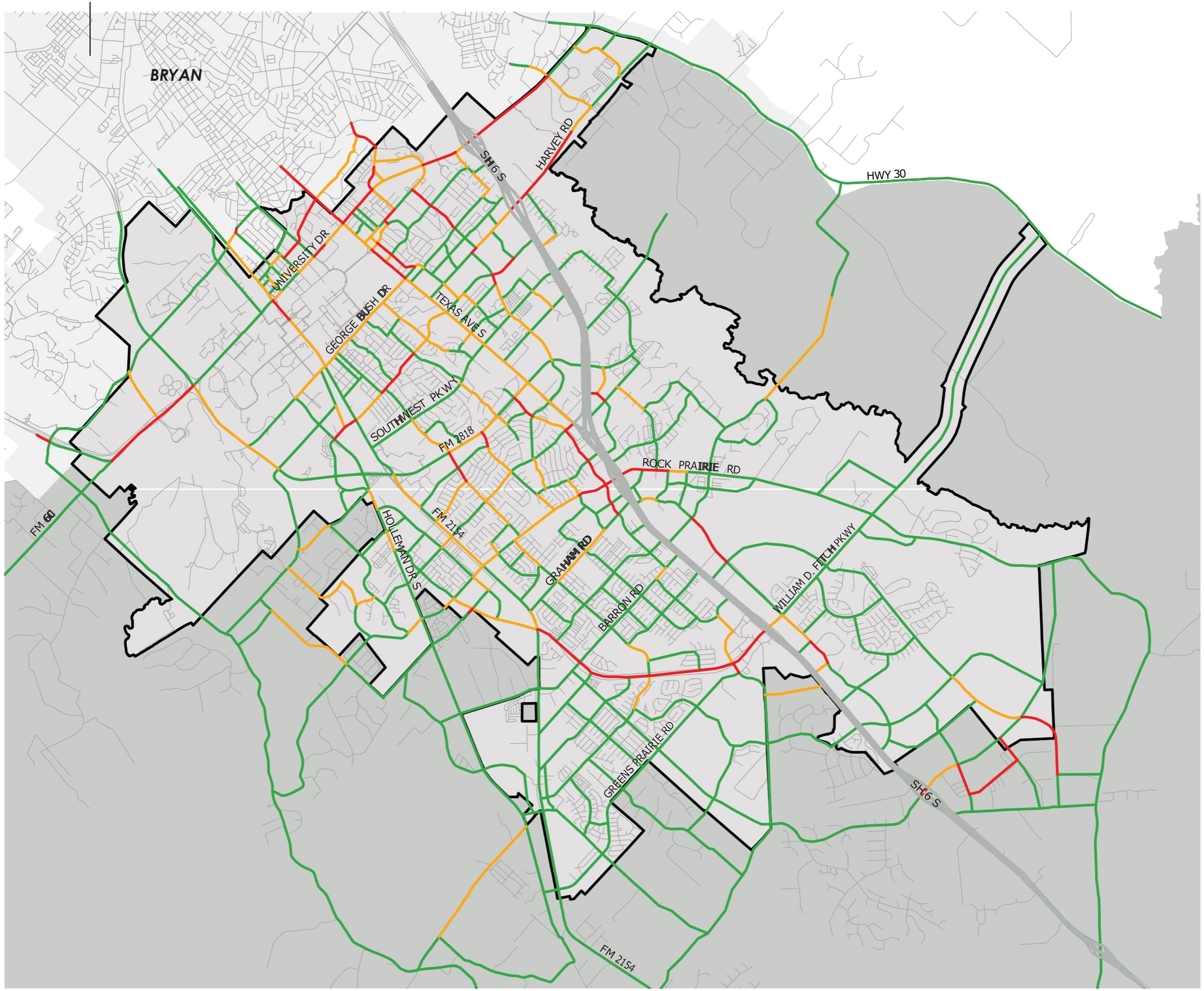
- GRADE SEPARATION
- FREEWAY/EXPRESSWAY
- 6 LANE MAJOR ARTERIAL
- 4 LANE MAJOR ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- MINOR COLLECTOR

CONTEXT ZONES

- URBAN CORE
- GENERAL URBAN
- SUBURBAN
- RURAL

- CITY LIMITS
- ETJ

MAP 6.~~3~~4



2045 Future Levels of Service

- ACCEPTABLE
- TOLERABLE
- UNACCEPTABLE

- COLLEGE STATION CITY LIMITS
- BRYAN CITY LIMITS
- COLLEGE STATION ETJ



7 EXCEPTIONAL SERVICES

In order to meet the needs of a growing community, the City of College Station must be proactive in planning for adequate public facilities and services for its residents. The availability of both basic utilities and public safety services are good indicators of how well a city is positioned to serve new growth.



Goal

Exceptional municipal facilities and services that meet community needs, contribute to community character, exhibit environmental stewardship and resiliency, support surrounding land uses, incorporate full life-cycle costs, and are coordinated and fiscally responsible.

Municipal Services

Over the last decade, College Station has experienced significant growth that increased demand on all City services. The desire to deliver quality services necessitates careful and thoughtful planning to ensure municipal services are maintained at the highest possible level, while maintaining fiscal responsibility on behalf of the residents of College Station.

The complexity of the municipal service delivery system requires an integrated and strategic approach to service delivery planning. Consideration must be given to ensuring citizen and customer access to all desired services. Attention must also be given to the cost of services – for ongoing provision and maintenance as well as future expansion – so that municipal services are both cost effective to deliver and affordable to citizens.

Community Facilities

This chapter also addresses the provision of community facilities, another significant City responsibility and a major component of College Station's physical, social, and economic fabric. Population growth and geographic expansion represent significant challenges to the City of College Station. Planning for community facilities, staffing, and equipment must be done well in advance to avoid gaps in services. Facilities often involve major capital investments and require time for implementation. Affordability must be balanced with community needs, and new facilities must be prioritized in terms of strategic importance to the community to address current and future needs. Along with new construction, adequate attention must be given to expansion, maintenance, and modernization of existing facilities.

Purpose

The core mission of the City of College Station is the delivery of exceptional services to its citizens. Infrastructure is the backbone of the service delivery system and College Station must continually make prudent investments to maintain and grow its infrastructure to support the delivery of services. College Station's core services should be of the highest quality and should be customer focused, timely, and cost effective.

Based on recent growth trends, College Station's population is expected to reach between 146,729 and 156,717~~Based on recent trends and a 2.8% growth rate, College Station's population is projected to exceed 162,500~~ by the year 2030. This population growth will continue to result in increased demand for City services. The expansion of City services and facilities to support the anticipated population growth, as well as proactive maintenance and rehabilitation of existing infrastructure systems and facilities for increased reliability, is paramount to the implementation of the Comprehensive Plan.

The purpose of this chapter is to recognize College Station's current service levels and to plan for the expansion of City services by providing the foundation for the implementation of the City's various master plans that are intended to support the planned growth and development pattern described in **Chapter 2: Distinctive Places**. Strategic actions are provided to guide future decisions that assure both municipal service and facilities needs of the community are met. Additional information related to the City's future infrastructure needs can be found in **Chapter 8: Managed Growth**, as well as in the individual utility master plans and the Capital Improvement Plan. Detailed information including existing levels of service, future staffing needs, and proposed capital expenditures for all City services can be found in the strategic plans maintained by each City department.

Planning Considerations

College Station's growth must be well planned to avoid infrastructure and service delivery level degradation. Most significantly, water, wastewater, and roadway infrastructure must be developed and rehabilitated to serve the projected population growth based on the location and density of the future land uses presented in **Chapter 2: Distinctive Places**. The City has a responsibility to provide adequate staffing levels to meet basic response and operating standards and ensure personnel safety, as well as planning for and investing in facilities that are sufficient in location, design, and functionality to provide reliable response and service area coverage. To provide efficient services at the lowest cost to its residents, College Station should encourage growth, new development, and infill development in areas that are adequately served by existing infrastructure and current staffing levels. Higher density land uses should not be projected for areas that are not readily served by existing infrastructure. Each of the services provided by the City of College Station has several planning considerations that contribute to the development of the strategic actions included in this chapter. The following City services and their associated facilities are discussed in further detail below:

- Police
- Fire & Emergency Medical Services (EMS)
- Emergency Management
- Electric
- Water
- Wastewater
- Solid Waste & Recycling
- Street, Traffic System & Drainage Maintenance
- Planning & Development Services
- Community ~~Services~~Development
- Neighborhood Services
- Economic Development & Tourism
- Parks & Recreation
- Library Services
- Fiber Optic Network, and
- General Municipal Administration

Police – College Station Police Department



SERVICES

The College Station Police Department is accredited by the Commission on the Accreditation of Law Enforcement Agencies and is responsible for the protection of life, liberty, and property within the City limits. It provides these services through various means including criminal law enforcement, education, property recovery, animal control, emergency communications, traffic enforcement, and investigation of crime. Jurisdiction is shared with the Texas Department of Public Safety, Texas A&M University Police Department, federal law enforcement agencies, the Brazos County Sheriff's Department, and the constables and Justice of the Peace courts all having jurisdiction within the City limits of College Station.

The College Station Police Department has several special teams such as the SWAT team, Bomb team, College Station Tourism and Entertainment Policing unit (CSTEP) in Northgate, hostage negotiation team, K-9 Units, Honor Guard, Motors Unit, Community Enhancement Unit, and Victim Services.

In 2009, the College Station Police Department implemented a policing structure designed to provide geographic accountability and foster stronger community bonds. Since that time there have been modifications to the program. Technological advances challenged the Community Policing model for a period of time, but today the department has overcome those difficulties and actively works to build positive community bonds through geographic accountability. In addition to our Community Policing efforts, the Community Enhancement Unit works to develop outreach programs such as Family Fish, Citizen Police Academy, and Coffee with a Cop.

Officers working in the geographic accountability model bring forth and promote effective management and accountability for the criminal activity and occurrences in each officers' assigned beat. The goal of geographic accountability is to ensure faster response times to calls for assistance and make the officers more familiar with specific areas and residents. By getting to know our citizens, residents will become more comfortable with the presence of officers and feel safer as a result.

FACILITIES

College Station Police Department operates out of a new station on the corner of Dartmouth Street and Krenek Tap Road. The new police department was constructed to allow for future growth. The nature of policing places response units in the field, therefore, the need for satellite offices due to projected growth is not likely.

FUTURE NEEDS

The department's Community-Oriented Policing philosophy requires small, manageable beats to be formed and maintained where staff is held to a high level of geographical accountability for successful outcomes. Maintaining adequate staffing to fulfill these geographic demands is vital. These demands increase as population increases and development occurs. As the ~~C~~city continues to grow, it is imperative that the department grow as well. The College Station Police Department has a history of dedicated customer service. To continue providing quality customer service, the City must address the needs of today and tomorrow on a continual basis.

Fire & Emergency Medical Services (EMS) – College Station Fire Department

SERVICES

The College Station Fire Department (CSFD) is accredited through the Commission on Fire Accreditation International. The department is one of only eight municipal fire departments in Texas that maintains accreditation. College Station is an Insurance Services Office (ISO) Class 1 Community, meaning it's fire department, water distribution system, and emergency dispatch center meet the highest standards set by ISO. CSFD provides prevention, suppression, advanced life support emergency medical services (EMS) and transport, community risk reduction programs, health and fire safety education, emergency management, and special operations.

~~The primary response area for EMS is the City of College Station and southern Brazos County. Secondary response includof ...~~. The Fire Department provides both Fire and Emergency Medical Services (EMS). The department provides primary fire response within the city limits as well as on Texas A&M University campus. Primary EMS response is provided within the city limits and in the southern portion of Brazos County through a contractual agreement with the county. Secondary response for both Fire and EMS services is provided to the City of Bryan, Brazos County Fire Departments, and St. Joseph EMS through Mutual Aid.

The department has a goal of a 6-minute 30-second response time from the time a 9-1-1 call is answered until the first unit arrives on the scene. In 2020, the department responded to over 10,000 calls for service. Approximately 70-80% of the calls were for EMS.

The Fire Department also provides code enforcement for both commercial and residential properties within the city to ensure continued compliance with City standards to maintain the city's character and quality of life. Code Enforcement Officers investigate violations of code related to parking, sanitation, health and safety, illegal dumping, livestock, zoning, fire, and tall grass. Code Enforcement also manages the Rental and Short-Term Rental Registration programs.

Insurance Service Office classifies communities from 1 (the best) to 10 (the worst) based on how well they score on the ISO Fire Suppression Rating Schedule. ISO bases this score on a number of factors including training, staffing, number of fire stations, equipment dispatched to fires, equipment on trucks, fire prevention, investigation, fire safety education, construction code enforcement, hydrant maintenance, water supply, and the ability of the 911 center to answer and dispatch calls. Insurance companies use Public Protection Classification information to establish fire insurance rates for homeowners in the c~~C~~ity. A lower rating can result in savings to homeowners in the ~~C~~city ~~due to~~through lower insurance premiums.

FACILITIES

The department has 166 full time employees, with 147 who are assigned to three 24-hour rotating shifts. The other 19 employees are chief officers and administrators on a regular work schedule. At least 39 are required to report for duty each shift. The department requires at least one paramedic on each apparatus.

The department staffs five fire engines, two ladder trucks, one quint, four ambulances, one airport rescue truck, one water tender, one safety vehicle and one command vehicle. One wildland truck and one special operations/hazmat truck are cross-staffed.

Of the ~~six~~ seven fire stations in College Station, ~~five~~ six are owned by the City and one is owned by the Texas A&M University System. The fire stations are located throughout the city at Holleman Drive (Fire Station No. 1), Rio Grande Boulevard (Fire Station No. 2), Barron Road (Fire Station No. 3), at Easterwood Airport (Fire Station No. 4 – owned by Texas A&M University System), William D. Fitch Parkway (Fire Station No. 5) and University Drive (Fire Station No. 6). Station 6 was built in 2012~~ and is the newest station.~~. ~~The department plans to build Station 7 beginning in 2023~~The City's newest fire station is located on Greens Prairie Road (Station No. 7) and will be operational by the end of 2026.



FUTURE NEEDS

Current and short-term department needs are published in the annual city budget, including a schedule for additional personnel, equipment, and facilities. CSFD maintains a three-year strategic plan that ties into the City Council Strategic Plan. The department is committed to continuous improvement and needs consistent, robust data analysis. The data the department should consistently analyze for emerging trends and decision making are:

- Population density
- Call type and volume
- Response times for first-arriving units and full-alarms

The department has commissioned one-time studies and produced internal ad-hoc reports, but long-term analysis is needed for far-reaching decisions, such as the location and staffing requirements of future fire stations.

Future facilities, equipment, and personnel must be strategically deployed in College Station to meet National Fire Protection Association (NFPA) personnel and response time standards, including:

- Four-member engine companies (NFPA 1710-2020, 5.2.3.1.1)
- Incident Command Technicians to serve as Chief's Aides (NFPA 1710-2020, 5.2.2.2.5)
- Four-minute travel time for 90% first-due unit of responses (NFPA 1710-2020, 4.1.2.1(3) and 4.1.2.4)

The department needs to remain engaged with community partners – hospital systems, social workers, and the community health district – to evaluate the feasibility of community paramedicine. This is an emerging field that uses a comprehensive approach and integrated deployment model to connect underserved populations to underutilized services, helping to decrease strain on emergency rooms, hospitals, and first responders.

Emergency Management – College Station Fire Department

SERVICES

College Station Fire also oversees the City's Emergency Management Division, which provides planning efforts in preparation of all emergencies and disasters. The City's approach to emergency management is largely interjurisdictional, with most efforts being in collaboration with Texas A&M University, the City of Bryan, and Brazos County. The Emergency Management Division maintains plans detailing the City's response to various disasters including drought, fires, floods, tornadoes, and winter storms. The goal of these plans to create a more resilient College Station by responding with effectiveness and recovering efficiently.

Emergency Management participates in a range of activities that fall into four categories: mitigation, preparedness, response, and recovery.

- Mitigation is aimed at preventing or limiting the amount of damage disasters cause when they happen. Actions undertaken by various City departments include, but are not limited to: flood drainage improvements, conversion from overhead to underground utility lines, removal of structures located in floodplains, and review and modification of zoning and building codes. These actions help College Station become more resilient to disasters and alleviate potential damages.

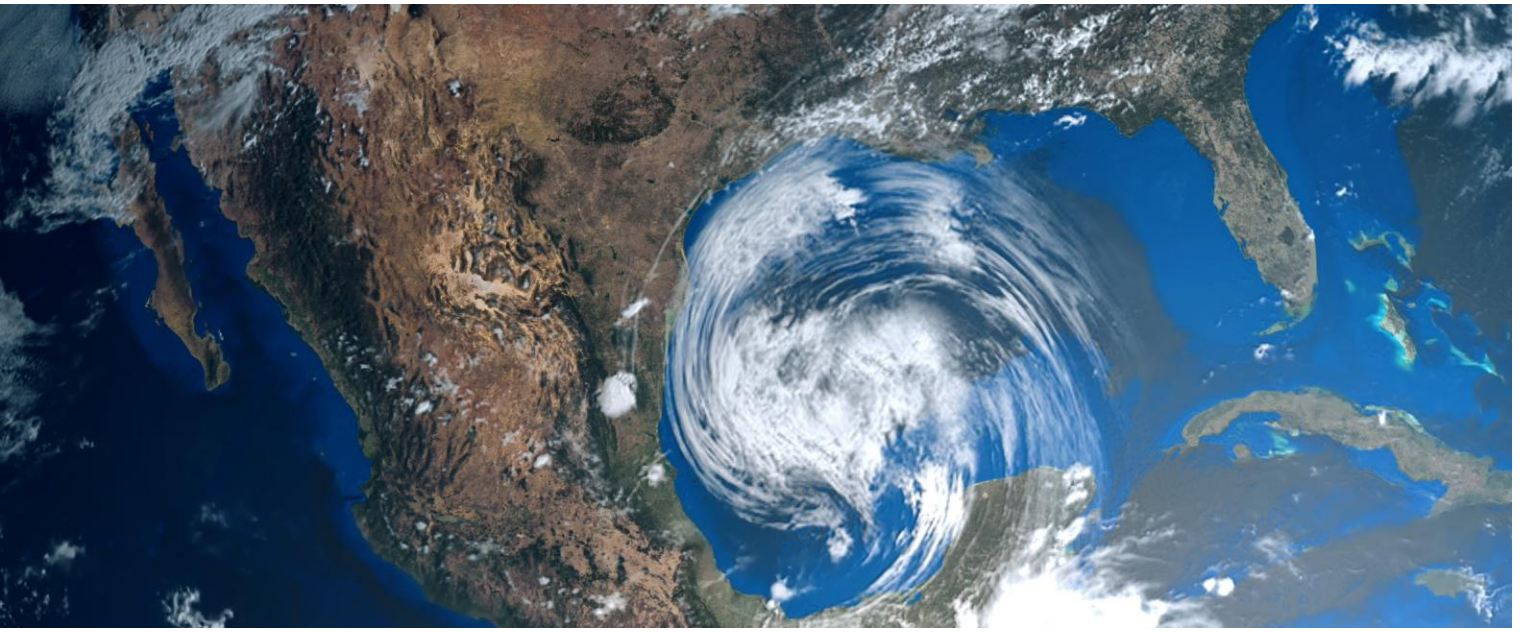
- Preparedness is the effort of being ready for disasters when they strike. The Emergency Management team works with every City department to plan out disaster response, maintaining emergency operating guidelines that organize the City's response during and after a disaster, and participating in larger area plans with other organizations in the Brazos County Interjurisdictional Emergency Management Association. Emergency Management also prepares and executes preparedness and training exercises each year.

- Perhaps the most important actions of Emergency Management are those that occur during and immediately after a disaster. Emergency Management organizes first responders, City departments, volunteers, and response organizations within the ~~C~~city and makes calls to surrounding localities if additional response is needed. The Brazos Community Emergency Operations Center (CEOC) houses all local jurisdictions to provide for better communication and coordination of response actions by each jurisdiction, especially in the case of a larger disaster.~~,~~ Emergency Management also organizes public information releases to coordinate outreach efforts to citizens.

- While disasters can last from moments to days, recovery almost always takes longer. Emergency Management's recovery actions aim to shorten those timelines so the City and its residents can return to pre-disaster conditions or better. The department works to prioritize restoration of vital facilities and services and coordinate recovery actions being taken by area government entities and nonprofit organizations.

FACILITIES

The Emergency Management Division works out of the Brazos CEOC in Bryan in collaboration with representatives from Brazos County, the City of Bryan, and Texas A&M University. This model of co-located jurisdictions has proved beneficial to foster relationships and coordination in emergency response.



FUTURE NEEDS

The nature of threats affecting the city are changing. In 2020, the city, nation, and the world were dealt an unexpected global pandemic that disrupted operations and posed entirely new challenges. The pandemic highlighted the need for increased mobility and remote work options for many within the city's workforce. In early 2021, Texas faced a historic winter storm that left thousands of residents without power or heat and posed significant challenges to electric grids and water operations across the state. With the changing climate projected to produce increasingly frequent and extreme weather events, proactive emergency management efforts must rise to the challenges. Other challenges evolving almost daily are cybersecurity threats, which require coordination and support across ~~c~~City departments as well as the personal responsibility of each ~~c~~City employee. To proactively anticipate, mitigate, plan for, respond to, and recover from the changing nature of emergencies, the Emergency Management Division will need continued and expanded support to accomplish its goals.

Emergency Management has identified the need for a city-wide continuity operations plan, which would detail how individual departments and the entire City of College Station will continue operations during various types of disasters. The department is also working with the other local jurisdictional, agency, and regional emergency management coordinators to maintain and enhance a robust roster of regional response resources as well as recognizing the need to update both the Brazos County Interjurisdictional Mutual Aid Agreement and the Brazos Valley Regional Mutual Aid Agreement.

Another need of the division is formalizing the post-disaster after-action report (AAR) process. AARs are a vital tool to help the City learn from past experiences, identify opportunities for increased efficiencies, and adjust standards to improve future responses to disasters. Learning from past experiences and taking corrective actions can help the City be more resilient and effective in leveraging its resources. There have been ad-hoc efforts to date to document successes and challenges, but a more formalized process is key for effective organizational learning.

~~The Emergency Management Division needs to staff a grant manager dedicated to researching, applying for, and administering public safety grant funds that aid city emergency management operations and help ensure the City is not leaving money on the table. A gap currently exists in the city's ability to apply for and leverage funds for hazard mitigation and emergency management due to staffing capacity and grant-writing and grant management expertise.~~

Electric – College Station Utilities



SERVICES

College Station Utilities (CSU) is the primary electric provider in College Station, serving more than 44,000 customers. The electric certification area for CSU has been set by the Public Utility Commission of Texas (PUCT) as the area inside the City limits as of 2002, therefore, Bryan Texas Utilities (BTU) services the areas incorporated into the ~~C~~city after 2002. Even though CSU's service territory is fixed, the electric utility has not yet reached "build out" of its service territory and expects additional development and redevelopment to continue to add load to the utility's facilities.

CSU is a wholesale power purchaser and does not have electric generation facilities. Power is purchased from wholesale contracts with American Electric Power Energy Partners (AEPEP) and Garland Power and Light. Delivery of this power is from the Electric Reliability Council of Texas (ERCOT) transmission grid.

CSU provides electric power to its consumers at various desired voltages; responds to trouble calls and outage reports; provides new construction and maintenance of transmission and distribution electric system; engineers and designs the electric system; and provides street and thoroughfare lighting. CSU also provides Energy Programs such as "Connected Thermostats," energy audits, "Good Cents" home builder programs, high efficiency air conditioner rebates, the "Wind Watts" program and customer energy education.

FACILITIES

There are eight electrical substations located in College Station with a capacity of 533 MVA (Mega Volt Amperes). The current peak demand for College Station is around 218 MW (Megawatts), which means CSU is well situated to serve any future additional load. One additional electrical substation will be required to meet the anticipated build out demand for the service territory.

CSU owns and operates approximately 20 miles of 138 kV (kilo Volt) transmission lines. The electric distribution system consists of about 518 miles of distribution power lines, with approximately 39% of those being overhead and 61% being underground. The City adopted a policy in 1992 to require that new electric lines be installed underground (with a few exceptions for feeder lines). Since that time, the City has removed or relocated overhead electric lines on portions of major corridors including University Drive, Texas Avenue, Southwest Parkway, and Harvey Road.

FUTURE NEEDS

CSU currently maintains an **Electric Utility Master Plan** that is updated as areas develop or redevelop to ensure adequate and reliable service is maintained to the system. Each year, a new system model is built in the modelling program to simulate the conditions at system peak and the loading on the electric facilities. The loads are uprated for growth and projected loads are added for proposed known projects. Using this information, the model identifies any additions or upgrades that need to be made to the electric system. The master plan also has identified the need for an additional substation to meet the future loading and reliability needs within the CSU service territory.

Water Services – College Station Utilities

SERVICES

College Station Water Services is the primary water provider in College Station and is responsible for providing safe drinking water, irrigation water supplies, and water for fire protection services for over 40,000 customers within its certificated area. The water system is rated Superior by the State of Texas and has received awards for outstanding operations and maintenance from the U.S. Environmental Protection Agency.



FACILITIES

The City's water system consists of water production, treatment, and distribution. Water is provided from eight deep wells in the Simsboro Formation of the Carrizo-Wilcox aquifer group and one well in each of the Carrizo and Sparta aquifers. Water is treated at pump stations that supply water to the City's distribution system and elevated storage tanks.

FUTURE NEEDS

The City's certificated area for water is not expected to expand into the Extraterritorial Jurisdiction since these areas are already served by various special utility districts or water supply corporations. Water Services maintains a Water Utility Master Plan that is updated on a routine cycle to ensure adequate and reliable service is maintained to the system customers. The master plan identifies future improvements needed to meet the anticipated build-out demands from future infill growth. The City will continue to evaluate future water demands and identify required improvements.

Wastewater Services – College Station Utilities

SERVICES

College Station Water Services is the primary wastewater service provider in College Station and is responsible for the collection and treatment of domestic and commercial sewage from over 43,000 customers within its certificated area. The City treats collected wastewater to meet the requirements of the regulating agencies.

FACILITIES

The City's wastewater system consists of wastewater collection and treatment. The collection system relies on gravity mains to convey wastewater to treatment facilities and when that is not enough, lift stations are used. The City's ~~three~~ two wastewater treatment plants process the collected sewage into wastewater effluent that meets the requirements of regulating agencies.

FUTURE NEEDS

In 2019, the Texas Legislature limited cities' ability to annex territory. Due to this, the City does not plan to extend sewer service to properties outside of the existing certificated area boundaries or further into the Extraterritorial Jurisdiction. The City may rely on strategic partnership agreements and municipal utility districts for service provision outside of the City's service area. These agreements will need to balance the impact of cost of service with the benefits of serving additional customers.

College Station currently has two Strategic Partnership Agreements—one for Brazos County Municipal Utility District No. 1 (Southern Pointe), and one for Brazos County MUD No. 2 (Millican Reserve). Both agreements define how the City may annex these territories in the future when they are substantially developed and infrastructure costs have been reimbursed to the developers. In the case of Millican Reserve, the agreement also details how the City may annex for limited purpose. Strategic partnerships with utility and development agreements will likely remain a viable annexation option for College Station, with evaluation and negotiations to be made on a case-by-case basis.

Water Services maintains a **Wastewater Utility Master Plan** that is updated on a routine cycle to ensure adequate and reliable service is maintained to system customers. The master plan identifies future improvements needed to meet the anticipated build-out demands from future growth, infill, and redevelopment. The City will continue to evaluate future wastewater demands and identify required improvements.



Solid Waste & Recycling - College Station Public Works

SERVICES

College Station provides various services to meet the local need for the collection of municipal solid waste including weekly residential collection, bulky item pickup, and brush/yard clippings pickup. The City contracts bi-weekly curbside recycling pick-up for single-family residential dwellings. The Solid Waste & Recycling Division is also responsible for the collection and disposal of commercial solid waste, as well as street sweeping operations. Construction and demolition wastes are collected by private haulers regulated through franchise agreements incentivizing haulers to recycle collected materials to lower franchise fees.

The City currently serves over 27,000 single-family residential customers. The City serves a large multi-family customer service base of 11,000 units. Multi-family and commercial services consist of four routes, six days per week. The City's solid waste collection vehicle fleet has a ~~five~~ 5 to 10-year replacement schedule for each vehicle. Regular maintenance, replacements, and additions will be paramount to ensure core services and operations meet projected needs. As the ~~C~~city continues to grow, solid waste collections will need to be monitored closely to meet demand through exceptional and efficient services.

The City is committed to environmental stewardship and waste reduction through recycling, education, and outreach. The recycling program and clean green activities are designed to help reduce the amount of solid waste deposited into the landfill. In 2020, College Station reduced the amount of waste going to the landfill by 27% (24,947 tons) through curbside and commercial recycling, as well as clean green brush collection. The City proactively controls litter along public rights-of-way through the Adopt-A-Street Program. The program partners with community volunteer groups performing quarterly clean-ups along assigned street segments.

FACILITIES

The City of College Station partnered with the City of Bryan in 1990 to create the Brazos Valley Solid Waste Management Agency (BVSWMA) which manages the Twin Oaks Landfill, a Subtitle D landfill, which became operable in 2010. The City's previous landfill, the Rock Prairie Road Landfill, closed in 2011 after reaching its capacity. The Twin Oaks Landfill facility is located off State Highway 30 in Grimes County and has an air space capacity of roughly 33 million tons of waste, with an expected life of 37 years. The landfill accepts more than 1,400 tons of solid waste per day, primarily from the seven-county region including Brazos, Burleson, Grimes, Leon, Madison, Washington, and Robertson Counties, and Texas A&M University. Since the landfill is the only Type 1 facility between Austin and Houston, it accepts solid waste from 19 counties.

FUTURE NEEDS

Increased manpower and additional equipment will be necessary within the planning horizon to meet development demand placed on solid waste services. The use of new technologies is essential to increase operational efficiency and exceptional service.



Street, Traffic System & Drainage Maintenance – College Station Public Works

SERVICES

Street and drainage infrastructure facilitate transportation and ensure the health and safety of residents and visitors. These facilities are costly and demand significant attention to protect the investment and value they bring to the ~~C~~city. The Streets and Drainage Division maintains more than 350 miles of paved streets, 230 miles of sidewalks, 100 miles of storm drain lines, 470 miles of concrete valley gutters, 130 miles of natural creek area, and mows and trims over 1,300 acres of grass.

Traffic Operations' mission is to guide, warn, and regulate motorists, pedestrians, and bicyclists in a safe and efficient manner. The division currently maintains over 90 traffic signals and 85 traffic warning flashers, over 200 linear miles of pavement markings, and more than 15,000 traffic signs.



FUTURE NEEDS

As the ~~C~~city continues to grow the need for new streets, street maintenance, traffic system maintenance, and drainage maintenance will continue. Aging infrastructure generally requires more maintenance and new development and growth creates new demands for infrastructure maintenance. Recent multi-modal transportation initiatives place higher expectations for infrastructure rehabilitation that appropriately accommodates more modes of transportation, particularly in dense areas within the ~~C~~city's core. These improvements, such as adding bicycle lanes or shared-use paths, help generate more walking, bicycling, and alternative options for citizens to navigate throughout the ~~C~~city while also helping to alleviate some of the demand and congestion on the roadway network. Additionally, the ~~C~~city's corridors must be maintained as streets are rehabilitated to create a sense of place and attractive community. These service demands will require additional staff and resources to maintain and preserve the City's transportation capital investments.



Planning & Development Services

SERVICES

Planning & Development Services is responsible for aiding the community in making the best possible decisions regarding the physical development of the ~~C~~city. This occurs through long range and comprehensive planning that engages citizens to envision the ~~C~~city's future and implements practical steps and policies to create a community with a strong sense of place and positive quality of life. The City is responsible for ensuring that all new development, infill and redevelopment, site work, and construction comply with the Comprehensive Plan, the Unified Development Ordinance, and all other adopted codes and standards. The department also delivers high-quality community development programs, services, and facilities to enrich the lives of individuals and families within the city. The City encourages the expansion and accessibility of health and human services, expansion and improvement of public facilities and infrastructure, and expansion of economic opportunities for low - and moderate - income residents.

Departmental services include land use and comprehensive planning, multi-modal transportation planning, zoning, development review, engineering, floodplain and stormwater management, ~~greenways management,~~ building plan review, and building and site inspections. Additional goals include providing for an adequate supply of safe and affordable housing, rehabilitation of rental and owner-occupied residential property, and expanding home ownership opportunities. Additional service level information can be found in the department's strategic plan.

FUTURE NEEDS – move this whole paragraph to Future Needs section on pg. 116 – after Community Development

As the ~~C~~city continues to develop and redevelop, the need for planning and development services will increase. New development, infill, and redevelopment within the community places demand on development review processes, building construction review, and inspections to coordinate and ensure private infrastructure meets City standards and contributes positively to the character of the community. Development planning remains vital in ensuring adequate densities, complimentary land uses, and the provision of infrastructure that balances service delivery costs to ensure the financial stability of the City. *Start new Paragraph

Due to limitations to annexation, the City anticipates minimal outward growth and the emphasis on infill and redevelopment will become increasingly important. The City must encourage infill and redevelopment in strategic locations that are sensitive to the existing context and character of each area. Established residential areas may benefit from continued neighborhood planning efforts due to potential neighborhood integrity issues that arise as areas fill in and redevelop adjacent to existing neighborhoods. Development conflicts and neighborhood integrity issues necessitate collaboration between Planning & Development Services and departments throughout the ~~C~~city, and Planning & Development Services will continue to seek out these partnerships and collaborations to build upon successes, identify areas for improvement, and contribute positively to College Station's identity and quality of life.

The City will utilize the required planning guidelines for federal grants to collect information regarding community needs and conditions. These include the Consolidated Plan and Annual Action Plan. Adjustments to programs will be made when new needs or changes are identified so that staff and federal grant resources can be utilized in the most effective ways.

~~*Community Services*~~

~~SERVICES~~

~~Community Services delivers high-quality programs, services, and facilities to enrich the lives of individuals and families within the City. The City encourages the expansion and accessibility of health and human services, expansion and improvement of public facilities and infrastructure, and expansion of economic opportunities for low- and moderate-income residents. Additional goals include providing for an adequate supply of safe and affordable housing, rehabilitation of rental and owner-occupied residential property, and expanding home ownership opportunities. The Community Services department consists of Community Development, Code Enforcement, and Northgate District Management.~~

~~The City receives funding from the U.S. Department of Housing and Urban Development (HUD) through the Community Development Block Grant (CDBG) and the HOME Investment Partnership Program (HOME) grant. Community Services administers these grant funds through programs designed in accordance with the department's goals, federal regulations, and input from citizens and the City Council. The programs aided by federal grant funding are available to individuals, families, and areas where household income does not exceed 80% of the area median income limits set by HUD.~~



COMMUNITY DEVELOPMENT PROGRAMS

The City receives funding from the U.S. Department of Housing and Urban Development (HUD) through the Community Development Block Grant (CDBG) and the HOME Investment Partnership Program (HOME) grant. The Community ~~Services~~Development Division administers these grant funds through programs designed in accordance with the department's goals, federal regulations, and input from citizens and the City Council. The programs aided by federal grant funding are available to individuals, families, and areas where household income does not exceed 80% of the area median income limits set by HUD.

The City's CDBG monies are used to provide funding to various non-profit agencies that provide health and human service programs throughout the community. These funds also support code enforcement activities in low - to moderate - income areas, acquisition of land for future development, and demolition of substandard housing. CDBG funds can be used to finance public facility activities in low- to moderate-income areas. These activities can include park development or enhancement, improvement or expansion of infrastructure, or improvements to other public facilities such as recent improvements to the Lincoln Center.

HOME funds are used to expand the supply of safe and affordable housing for qualified, income-eligible residents through programs such as~~. Assistance for security deposit payments through~~ the Tenant Based Rental Assistance program~~, which is~~ (managed by Twin City Mission on behalf of the City), ~~averages approximately $300 per household moving into a housing tax credit property located in College Station. Up to $14,999 in~~ down payment and closing cost assistance, ~~is provided to qualified, income-eligible homebuyers. R~~reconstruction ~~assistance of up to $85,000~~ and rehabilitation assistance ~~of up to $35,000 is available~~ through low - or no - interest loans~~, to qualified, income-eligible homeowners.~~, and ~~M~~minor repair assistance ~~in the form of a~~ grants ~~of up to $3,000 is available~~ to correct health and safety issues. Finally, HOME funds are used to construct new affordable housing either through City-developed activities or through the support of a Community Housing Development Organization, Habitat for Humanity, or private developers leveraging other sources of funds.

Other resources ~~will~~ are ~~be~~ sought for specific project needs. Funds can be accessed through the HUD Section 108 Loan Program or from the Texas Department of Housing and Community Affairs for larger new construction or rehabilitation projects. As other federal or state resources are made available, various programs will be developed to meet the needs of the residents.

~~The Community Services Department also provides Code Enforcement for both commercial and residential properties within the City to ensure continued compliance with City standards, as well as providing services to established neighborhoods. In 2020, the City developed a Mobility Study and Operations Plan for the Northgate District that recommends improvements within the district.~~



FUTURE NEEDS

~~The City will utilize the required planning guidelines for federal grants to collect information regarding community needs and conditions. These include the Consolidated Plan and Annual Action Plan. Adjustments to programs will be made when new needs or changes are identified so that staff and federal grant resources can be utilized in the most effective ways.~~

Neighborhood Services

SERVICES

Neighborhood Services focuses on maintaining collaborative partnerships between neighborhoods, community services, and the City. The department undertakes educational and outreach programming, as well as connects neighborhoods to City resources. Through the Neighborhood Partnership Program, the City promotes the development of neighborhood and homeowner associations and maintains regular contact with those associations. There are 85 associations currently registered with the ~~C~~city.

The department also manages the City's Strong and Sustainable Neighborhood Grant Program, which provides financial support for projects within neighborhoods. This umbrella program consists of both the Neighborhood Grant Program and the Gateway Grant Program that support beautification projects such as a gateway or identification signage, landscape improvements, and small-scale community-building projects. These matching grant programs foster a mutually beneficial partnership between neighborhoods and the City.

Library Services

SERVICES

In 1986, the cities of Bryan and College Station signed an interlocal agreement for Bryan to operate a branch library in College Station. College Station's first public library opened in 1987, and the present location opened in 1998. Together with the Carnegie History Center, the Bryan+College Station Public Library System was created, providing library services free of charge to all Brazos County residents.

Library Services provides programs for all ages including storytimes, book clubs, outreach with community partners, adult and child crafts, an English Conversation Circle, a Teen Advisory Board, an annual Summer Reading Program, and volunteer programs.

FACILITIES

The College Station Public Library was renamed to Larry J. Ringer Library in 2004 to honor the former College Station mayor who was active in establishing the library in the ~~C~~city. Due to its expansive use and increase in visits and circulation, a bond was passed in 2008 to expand the library and construction began in 2018. After renovations and expansion, the library reopened in September 2019.

The Larry J. Ringer Library provides many services to the public including reference and readers advisory, physical materials circulation, digital materials circulation, device access troubleshooting, internet computers, printing/copying, tech tutorials, and themed displays. There are public spaces available for reservation including one large meeting/ program room, two conference rooms, and five private study rooms.



FUTURE NEEDS

The Larry J. Ringer Library nearly doubled in size from the expansion and renovation project and is well suited to meet future needs. Increases in collections budgets and personnel will be needed to support a growing population.

Fiber Optic Network

SERVICES

The City's fiber optic network includes approximately 80 miles of cable that is owned and maintained by the City. Virtually all the City's major communication systems including the telephone and computer networks, 800 MHz Trunk Radio Service, Utility Supervisory Control and Data Acquisition systems, Traffic Signals, and Wireless Networks depend on the fiber optic network service to function fully. As part of the Fiber Optic Loop Project, a fiber optic ring connecting all major City facilities was completed in 1999. Since that time, various cable spurs off the main ring and individual cable segments have been installed to add existing smaller sites, traffic signals, and new facilities as they have been built. Fiber optic network upgrades are incorporated into the five-year Capital Improvement Program to provide continued expansion and improvement to the network.

Several ultra-high-speed internet options are available in College Station, offering communications services that are vital to future growth. Ultra-high-speed internet provides download speeds of up to one gigabit per second (or 1,000 megabits) and has a positive impact on local economic development and enhancing the community's quality of life. Providers such as Suddenlink, and newcomers such as Frontier and MetroNet, provide ultra-high-speed internet connections which aid commercial users in enhancing their productivity and efficiency. College Station also leases unused or "dark" City-owned fiber optic cable to offer additional ultra-high-speed internet options.

FACILITIES

There are approximately 40 discrete City buildings with fixed cabling infrastructure that support telephone, network, cable television, intercom, and two-way radio communications. This infrastructure is comprised of fiber optic cabling, copper network and phone cabling, and coaxial radio frequency cabling, with supporting equipment including racks, termination panels, cable management, power, and grounding.

FUTURE NEEDS

Currently, the City's fiber optic infrastructure extends south to the State Highway 6 and William D. Fitch (SH 40) Parkway area and east to Lick Creek Park. Future fiber projects include a planned fiber route along William D. Fitch (SH 40) west to Wellborn Road (FM 2154) to complete the loop in the southern part of the ~~C~~city, increasing of the fiber count on the main city fiber ring and extending the fiber ring further out along Harvey Mitchell Parkway (FM 2818).

As the City continues to develop southward, additional fiber optic infrastructure will be needed to support the development of essential public facilities, such as additional fire stations and public schools. The presence of fiber optic infrastructure is essential in the location of future City facilities. The fiber network also serves to connect and provide backhaul for a planned implementation of wireless hot zones in various locations. There is also need for fiber to support video surveillance in select locations to serve as a force multiplier for public safety.

The City will continue collaborating with private internet providers to encourage growth of the fiber network and access to ultra-high-speed internet options for all College Station citizens.

General Municipal Administration

SERVICES

In addition to the various services previously discussed in this chapter, the City of College Station also provides the following external and internal services: City Internal Auditor, Legal, City Management, City Secretary, Fiscal Services, Human Resources, Information Technology, Municipal Court, Budget and Strategic Planning, Public Communications, Public Works, and Utility Customer Service. The City has a total of ~~995~~ 1,106 full-time equivalent positions funded in the Fiscal Year 202~~1~~6~~1~~ budget.

FACILITIES

The City owns and maintains several capital facilities and buildings required to perform the necessary administrative functions of the City. These are illustrated in **Map 7.1 Public Facilities**, and include:

- City Hall – 1101 Texas Avenue
- Visitor Center, Economic Development & Tourism – 1207 Texas Avenue ~~(as of 2022)~~
- Police Station – 800 Krenek Tap Road
- Parks Administration building – 1000 Krenek Tap Road
- Public Works buildings and storage yard – 300 Krenek Tap Road
- Municipal Court – 300 Krenek Tap Road
- Utility Customer Service – 310 Krenek Tap Road
- College Station Utilities – 1601 Graham Road
- Larry J. Ringer Library – 1818 Harvey Mitchell Parkway
- Lincoln Recreation Center – 1000 Eleanor Street
- Meyer Senior & Community Center – 2275 Dartmouth Street
- Southwood Community Center – 1520 Rock Prairie Road
- Gary Halter Nature Center – 13600 Rock Prairie Road
- Park facilities throughout the ~~C~~city including pavilions, park shelters, playing fields and courts,
- restrooms, concessions, playground equipment, pools
- Cemeteries and Cemetery shop – Texas Avenue, Raymond Stotzer Parkway
- Northgate Parking Garage – 209 College Main
- Northgate Surface Metered Parking – Church Street
- Northgate Promenade – Church Street
- Second Street Promenade in Northgate – Second Street
- Wolf Pen Creek Amphitheater and Greenroom – Holleman Drive/Colgate Drive
- Three Park Maintenance / Forestry Shops – Krenek Tap Road, Holleman Drive, Rock Prairie Road
- Carter Creek Wastewater Treatment Plant
- Lick Creek Wastewater Treatment Plant
- Three elevated water towers (as of 2022)

  Eight electrical substations

  Six fire stations – Holleman Drive (Fire Station No. 1), Rio Grande Boulevard (Fire Station No. 2), Barron Road (Fire Station No. 3), at Easterwood Airport (Fire Station No. 4 – owned by Texas A&M University System), William D. Fitch Parkway (Fire Station No. 5), and University Drive (Fire Station No. 6), Greens Prairie Road (Fire Station No. 7)

MAP 7.1



CITY FACILITY BUILDINGS

K-12 EDUCATION

PARKS

CEMETERIES

TAMU PROPERTY

CITY LIMITS

Public Facilities

1. NORTHGATE PARKING GARAGE
2. FIRE STATION #6
3. FIRE STATION #4*
4. VISITOR'S CENTER, ECONOMIC DEVELOPMENT & TOURISM**
5. CITY HALL
6. LINCOLN RECREATION CENTER
7. FIRE STATION #1
8. MEYER SENIOR & COMMUNITY CENTER
9. MUNICIPAL COURT
10. UTILITY CUSTOMER SERVICE
11. POLICE STATION
12. PARKS & RECREATION
13. CARTER CREEK WWTP
14. LARRY J. RINGER LIBRARY
15. FIRE STATION #2
16. COLLEGE STATION UTILITIES & MEETING & TRAINING FACILITY
17. FIRE STATION #3
18. ARTS CENTER***
19. FIRE STATION #5
20. LICK CREEK WWTP

* FIRE STATION #4 IS OWNED BY TEXAS A&M UNIVERSITY SYSTEM

** THE VISITOR'S CENTER, ECONOMIC DEVELOPMENT & TOURISM BUILDING WILL OPEN IN 2022

*** THE ARTS CENTER IS OWNED BY THE ARTS COUNCIL OF BRAZOS VALLEY



FUTURE NEEDS

As College Station's population continues to grow ~~to the projected 162,500 by 2030~~, additional City employees will be needed to continue providing exceptional services and maintain appropriate personnel-to-population ratios.

College Station's previous City Hall was constructed in 1969 and expanded in 1979 and again in 1983. In response to College Station's substantial population growth throughout the years, various City facilities have been constructed across the ~~C~~city to accommodate the growing number of employees needed to provide and maintain services.

The decentralization of City facilities and its workforce has resulted in inefficiencies such as time and resource losses from travel between facilities and hampered communication between divisions and departments. As the number of employees has continued to grow to respond to the service level needs of a growing population, and as public participation in College Station has increased, it became clear that the City had outgrown its City Hall.

The City Council approved funding for a new City Hall in early 2018, located adjacent to the previous City Hall and directly across from Texas A&M University. The new site broke ground and construction began in March 2020. The new City Hall is over 79,000 square feet and houses more than 200 employees with room for growth, allowing multiple departments who were previously decentralized to unite, consolidate resources, and increase efficiencies. The site also serves as a community gathering place and contains public meeting spaces and an outdoor plaza. ~~Once~~ Upon completion of renovations of the adjacent 1207 Texas Avenue location ~~are also completed (expected in 2022)~~, this space ~~will~~ now serves as a ~~new~~ Visitor's Center to welcome citizens, visitors, and students to our community and provide an additional community event space that opens to the City Hall plaza. These new facilities will allow the City to continue providing exceptional services to meet the needs of College Station citizens into the future.

Strategic & Ongoing Actions

The actions listed below are aimed at implementing the goal of exceptional municipal facilities and services that meet community needs, contribute to community character, exhibit environmental stewardship and resiliency, support surrounding land uses, incorporates full life-cycle costs, and are coordinated and fiscally responsible. The actions include new, strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

7.~~1~~2 **Develop a comprehensive facilities plan.** The plan should meet the future space and functional needs of City employees, services, and the community.

7.~~2~~5 **Evaluate the utilization of community paramedicine.** Partner with regional health care providers and social services to evaluate community paramedicine. This is an emerging field that uses a comprehensive approach and integrated deployment model to connect underserved populations to underutilized medical, social, and safety services, helping to decrease strain on emergency rooms, hospitals, and first responders such as EMS, fire, and police.

7.~~3~~9 **Continue to expand wi-fi to public buildings.** Expand existing public wi-fi services to additional facilities and consider partnership opportunities to establish a city-wide wi-fi network.

7.~~4~~12 **Evaluate ways to reduce energy consumption.** Implement energy and resource conservation strategies in City facilities and all areas of municipal service provision.

ONGOING ACTIONS~~ AND POLICY DIRECTION~~

7.~~5~~1 **Prioritize utility and service improvements in existing areas.** Invest in infrastructure rehabilitation within the ~~C~~city's older areas to maintain their viability and attractiveness and encourage infill and redevelopment where appropriate.

7.~~6~~3 **Continue capitalizing on opportunities to achieve multiple community objectives through coordinated infrastructure projects.** Incorporate a measure in the Capital Improvements Program to weigh projects that achieve multiple objectives. Examples of coordinated infrastructure projects include road improvements, utility and drainage upgrades, sidewalk rehabilitation / installation / extensions, and streetscape enhancement.

7.~~7~~4 **Continue to build resiliency in municipal operations and services.** Ensure operations and services are resilient and adaptable to unforeseen circumstances, such as disaster or pandemic, and able to continuously meet community needs. Consider updating provisions in city plans and policies and develop incentive programs to better prepare for and adapt to abrupt changes or strained circumstances while simultaneously allowing for action in the face of uncertainty or unforeseen events.

7.~~8~~6 **Continue to pursue recognition, credentials, and accreditations City-wide.** Continue to obtain national recognition for outstanding and innovative service in police, fire, emergency medical services (EMS), public safety communications, parks, water, public works, planning, and other areas.

7.~~9~~7 **Continue to sustain and grow emergency management preparedness.** In coordination with Brazos Community Emergency Operations Center and other regional partners, sustain and enhance emergency management efforts, partnerships, and funding levels to provide adequate resources, planning efforts, educational training, and appropriate technology to proactively plan for, respond to, and recover from emergency situations and disasters.

7.10~~8~~ **Continue using business intelligence, data analytics, and data visualization tools.** Utilize data and business intelligence solutions to inform policy decisions and provide efficient municipal services.

7.11~~10~~ **Update public service plans.** Continue to re-evaluate and update key public service master plans (water, wastewater, stormwater, drainage management, solid waste, electric, police, fire, EMS) on regular cycles or when necessary based on changing conditions. Ensure that these plans reflect long-term growth forecasts and support priority growth areas.

7.12~~11~~ **Utilize municipal service cost-benefit assessments in planning utility expansion.** The City should focus on areas that can be reliably and economically served within the City's capabilities. Consider an analysis of cost versus benefit when evaluating potential development agreements, municipal utility districts (MUDs) or annexation petitions.

7.13 **Pursue and support local water conservation and reuse initiatives.** Utilize reclaimed and/or nonpotable water to irrigate City facilities where feasible.

7.14 **Continue outreach and educational programs to reduce resource consumption.** Encourage residents, businesses, and local institutions to participate in solid waste reduction and recycling, energy efficiency, and water conservation programs. Create publicity campaigns to highlight the City's sustainability and resiliency efforts within public facilities.

7.15 **Continue to implement best practices in meeting or exceeding State and Federal standards for stormwater management.** Implement the City's Stormwater Management Program (SWMP) in accordance with State requirements of the TPDES Municipal Separate Storm Sewer Systems (MS4) program to manage stormwater discharges to protect, preserve and improve area streams and waterways. Consider updates to better protect area creeks and bodies of water from the impacts of urban runoff.

7.16 **Advance sound floodplain management practices.** Reduce the risk and impacts of flooding, adhere to higher development standards, and limit long-term infrastructure costs through continued implementation and refinement of the City's Flood Ordinance (including No Adverse Impacts) and participation in FEMA's Community Rating System (CRS) program.

7.17 **Continue to meet or exceed State and Federal water quality standards for drinking water sources.** Continue phased expansion of water supply resources and associated production capabilities to meet shorter-term peak demands, as well as forecasted longer-term needs.

7.18 **Continue to keep wastewater collection and treatment capacities ahead of demand.** Continue phased expansion of the existing wastewater system to comply with all regulatory permits, standards, and requirements that meet shorter-term peak demands, as well as forecasted longer-term needs.

7.19 **Continue coordinated electric planning along with area partners.** Ensure adequate and reliable supply to serve anticipated growth and maintain College Station Utilities' capability for rapid response to system outages.

7.20 **Design high-quality public facilities that reflect the character of their surroundings.** Ensure these buildings, facilities and improvements blend into existing areas and help establish an identity and quality standard for newly developing or redeveloping areas of the ~~C~~city.

7.21 **Design City facilities and infrastructure to incorporate sustainable and resilient practices.** Consider design features such as stormwater management, water conservation and reuse, native or adapted plantings, or building design features that conserve energy and natural resources.

7.22 **Provide public safety facilities to maintain adequate service and response times.** Monitor response times and safety service needs as growth occurs; use data and national standards to make decisions about service investments.





8 MANAGED GROWTH

As College Station continues to develop it will face opportunities and challenges associated with managing growth. Since the adoption of the 2009 Comprehensive Plan, the ~~C~~city's population surpassed 100,000 people in January 2014. The milestone allowed the City to extend its Extraterritorial Jurisdiction (ETJ) to five miles beyond ~~C~~city limits and this change was made in July 2018. This resulted in further ETJ expansion into Brazos, Burleson, and Grimes counties. Due to annexation law limitations enacted by the Texas legislature in 2019, the City anticipates minimal outward growth of the city limits in future years. A renewed emphasis on infill and redevelopment opportunities will be increasingly important as the City absorbs and manages continued population growth and becomes denser in appropriate areas.



College Station faces major investments in water and wastewater infrastructure in coming years to keep pace with increased population and infill growth. Along with traffic and drainage challenges, this is but one example of the capacity considerations that must be anticipated to plan effectively for projected growth.

This photo shows the construction of ~~a new~~the water tower near Highway 6 and Rock Prairie Road.

Goal

Fiscally responsible and carefully managed development that is aligned with growth expectations and the ability to provide safe, timely, and efficient infrastructure and services.

Purpose

The purpose of this chapter is to establish the necessary policy guidance and associated strategic actions to enable the City of College Station to manage its ongoing physical growth and development in a sensible, predictable, and fiscally responsible manner. It highlights the need to encourage additional infill development, accommodate increased population in denser areas, pursue strategic development agreements or annexations, and manage growth in the ETJ.

The preparation of this chapter involved examining College Station's growth history, projected growth trends, and tools used to manage growth. The chapter outlines options the community should consider to ensure the benefits of growth are not offset by increased traffic congestion, loss of valued open space, or other impacts that adversely affect residents' quality of life and the local business environment.

Background

Growth management is critical to the ~~C~~city's long-term viability and involves managing infill and redevelopment opportunities along with limited outward growth. A municipality has a responsibility to its residents and ~~tax payers~~taxpayers to ensure a growth pattern that makes good financial sense, particularly in terms of the infrastructure investments needed to keep pace with growth. Effective growth management can prevent roads, utility infrastructure, and public facilities from becoming overloaded by a scale and intensity of development that cannot be served safely and effectively. It can also serve to promote sustainability principles by guiding growth and development to targeted infill areas, thereby maximizing the efficiency and effectiveness of the ~~C~~city's infrastructure network.

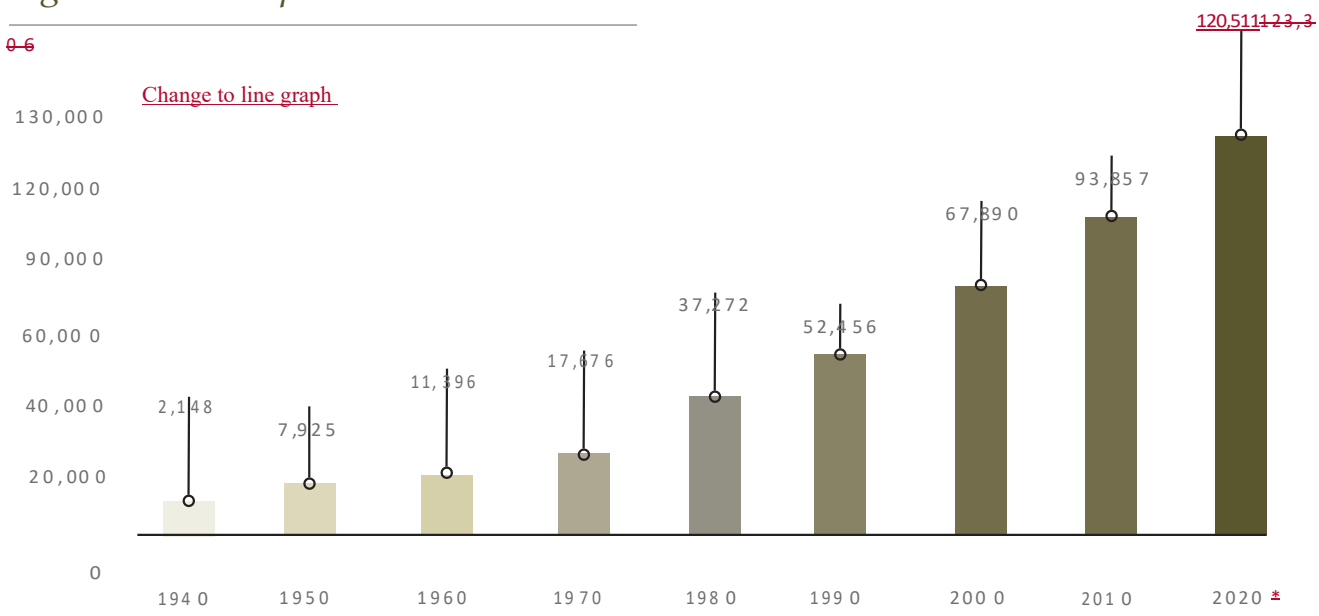
PAST GROWTH PATTERN

Over the last eight decades, College Station has experienced rapid population growth. Since 1980, the average rate of growth per decade is approximately 34%. As the scale of the community increased, its growth rate naturally became more moderate (41% in the 1980s and 29% in the 1990s), although the additional population and development in each decade remained significant. The growth rate in the past two decades has remained strong, with 38% growth between the 2000 and 2010 Census, and ~~31~~28% growth between the 2010 ~~Census~~ and ~~the City's projected population as of Census Day (April 1)~~ 2020 Census.~~The finalized 2020 Census results have not been released as of publication date of this 10-year plan update~~. **Figure 8.1 Population since 1940** depicts population growth since the City's founding.[1]

Purpose of the Extraterritorial Jurisdiction (ETJ)

As a Home Rule municipality (greater than 5,000 population and with its own ~~C~~city ~~C~~charter), College Station has some authority over a larger unincorporated planning area, beyond its current city limits, that is known in Texas as the "Extraterritorial Jurisdiction," or ETJ. In Chapter 42 of the TEXAS LOCAL GOVERNMENT CODE, the Texas Legislature declares it to be State policy that ETJs be created around cities so that municipal governments can "promote and protect the general health, safety, and welfare of persons residing in and adjacent to" the ~~C~~city limits.

Figure 8.1 - Population since 1940



In 2009, this comprehensive plan forecasted a population of 134,000 by 2030~~. Based on current City projections, the population as of Census Day~~; however, the estimated population ~~2020~~ was already ~~123,306~~120,511 as of the 2020 Census. Due to a faster pace of growth than originally projected, the City now anticipates a population between 146,729 and 156,717 by 2030~~Due to a faster pace of growth than originally projected, the City now anticipates a population of 162,500 by 2030 based on a 2.8% annual growth rate~~, as shown in **Figure 8.2 ~~Growth Rate Projections~~2030 Population Projections**.[2] Additional discussion of future projections can be found in the Future Land Use section of this chapter.

[1]City of College Station Planning & Development Services

[2]City of College Station Planning & Development Services

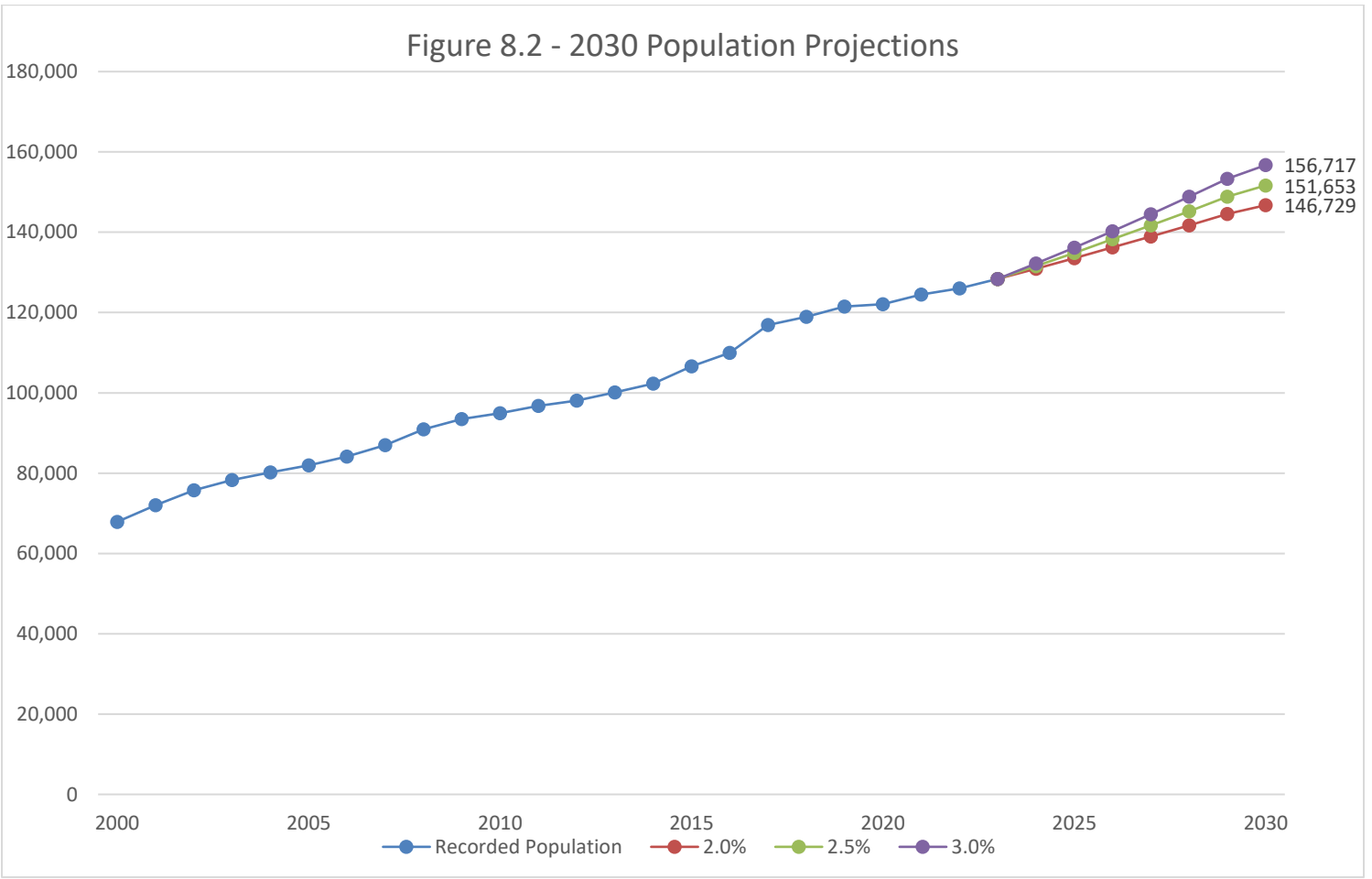
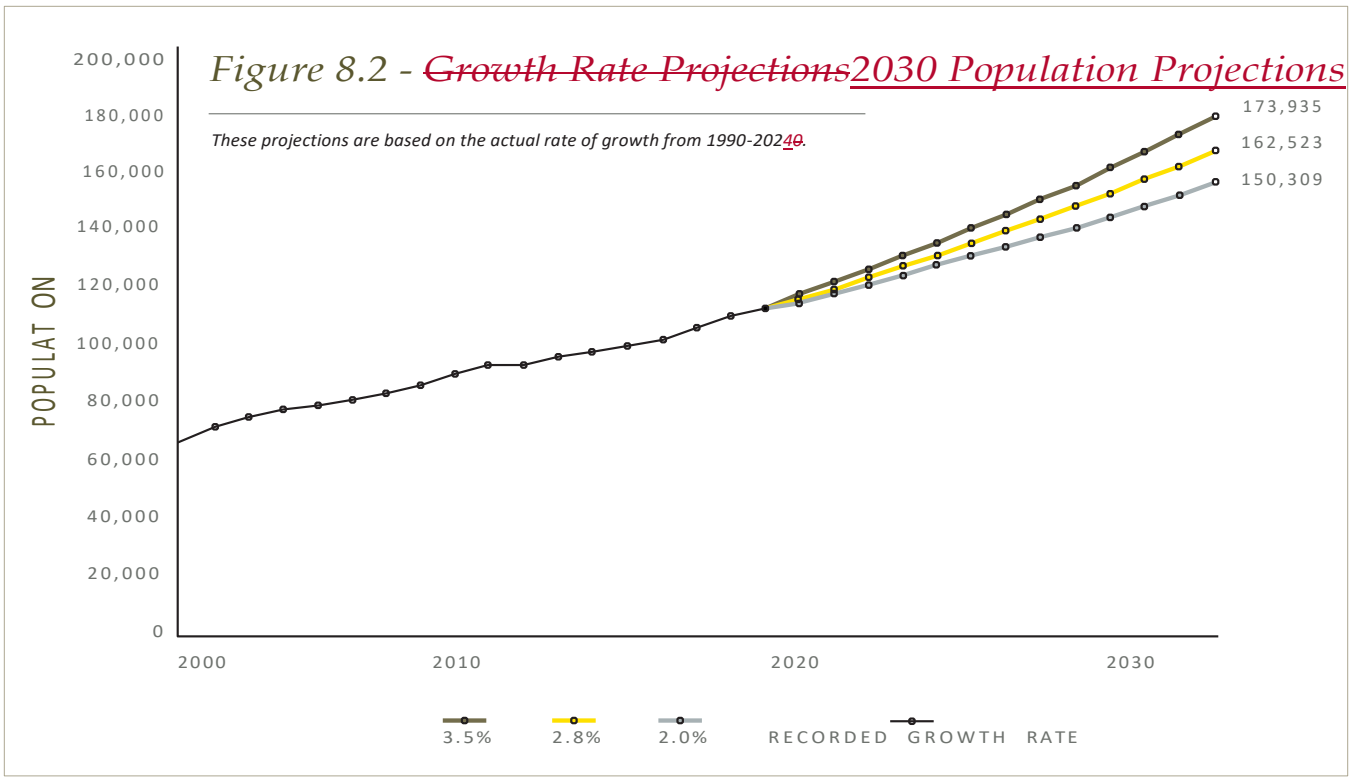


Figure 8.2 - 2030 Population Projections
180,000
160,000
140,000
120,000
100,000
80,000
60,000
40,000
20,000
0
2000
2005
2010
2015
2020
2025
2030
156,717
151,653
146,729
Recorded Population
2.0%
2.5%
3.0%



College Station's increase in population and corresponding employment growth is a positive indicator of the ~~C~~city's economic competitiveness and stability. While attracting and sustaining economic development is a primary goal, the community must also consider ways to maximize the fiscal benefits associated with additional development. The physical growth pattern of the ~~C~~city and the efficient provision of ~~C~~city services are key factors in this consideration. The rapid growth of Texas A&M University enrollment has continued to be a significant contributor to the ~~C~~city's population growth.



As displayed in **Figure 8.3, Increasing Development Fragmentation**, since the 1970s the form of development in and around College Station has become progressively scattered. This is partly due to the location of floodplains and other physical constraints. However, the trend of peripheral growth within the city limits and the surrounding ETJ is long-standing. Development began to scatter in the 1980s and has increasingly sprawled outward since. Continuation of this growth pattern will become increasingly problematic due to the challenges associated with providing cost efficient ~~C~~city services and infrastructure to expanding areas.

Figure 8.3: Increasing Development Fragmentation

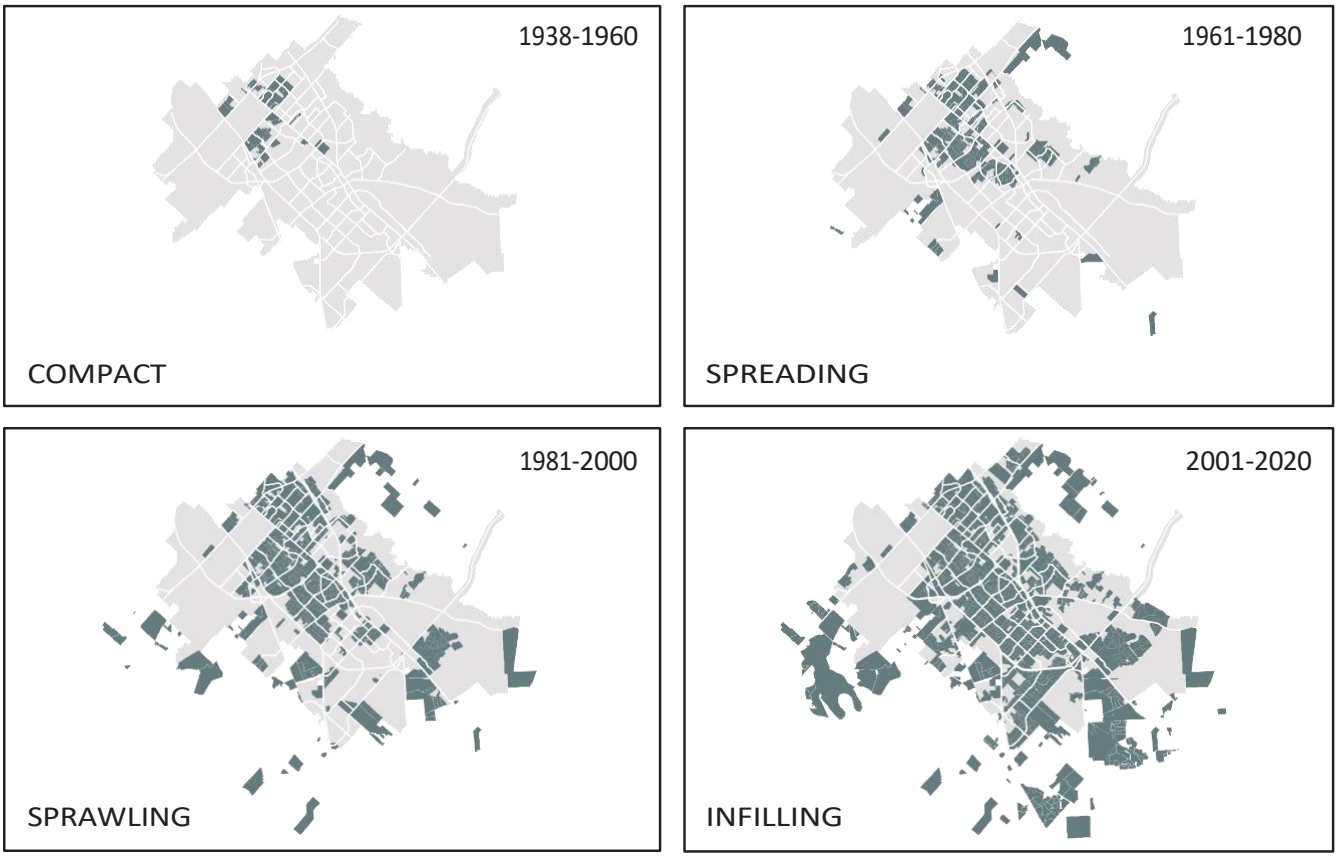


Figure 8.4: Annexation History



Since being incorporated in 1938, the City of College Station has actively annexed property into its city limits, as depicted in **Figure 8.4, Annexation History**. The ~~C~~city currently contains 51.2 square miles, as of the most recent annexation in 2019. Looking forward, the City anticipates minimal outward growth of the city limits in future years due to changes in annexation law made during the 86th session of the Texas Legislature in 2019.

GROWTH MANAGEMENT

Growth management represents a key opportunity for College Station to influence the timing, pattern, and quality of development through a variety of tools at the disposal of Texas municipalities. There are also State-imposed limitations that restrict the City's ability to guide growth in the ETJ, and urban type development at the ~~C~~city's edge has been an ongoing challenge. There is the allure of country living in locations that are detached from other development – a real market factor that must be recognized and
accommodated when identifying future growth areas. It is important to note that recent ETJ platting activity has prepared the way for substantial numbers of residential lots regardless of future actions to manage growth. The City does not have zoning or land use controls in the ETJ but does regulate the subdivision of land in tandem with Brazos County. The City's Unified Development Ordinance requires a minimum one-acre lot size to allow for septic systems and prevent intense densities in the ETJ.

Annexation and the Extraterritorial Jurisdiction

The City continues to experience growth pressures along its outer edges, presenting both opportunities and challenges, particularly in ensuring infrastructure and services are provided in a timely and fiscally responsible manner. Traditionally, annexation functioned as a tool for cities to extend land development regulations, particularly zoning, to manage growth and implement the comprehensive plan. However, recent legislative changes have affected how the City can grow. In 2019, the Texas Legislature significantly limited municipal annexation authority by requiring consent from affected residents and property owners.

~~Subsequently, annexation also extends the City's ETJ boundaries, enabling it to regulate the subdivision of land over a larger area.~~

~~Annexation powers have routinely come under attack. After the 86th session of the Texas Legislature in 2019, cities lost the ability to unilaterally annex territory.~~

~~House Bill 347 changed the way cities can annex, essentially requiring consent by the residents and/or property owners within the potential annexation area.~~

More recently, in 2023, Senate Bill 2038 enabled property owners to petition for release from a city's ETJ, establishing a formal process for ETJ removal. Areas released from the ETJ are no longer subject to municipal development regulations such as subdivision, platting, or sign standards. Additionally, automatic extension of the ETJ due to annexation was eliminated, virtually freezing College Station's ETJ in 2023. As a result, the City will need to rely more heavily on growth management tools within its existing boundaries, emphasizing infill and redevelopment to accommodate future population growth and promote efficient, sustainable development patterns.

Moving forward, cities may annex in four ways: 1) consent exempt annexation, 2) annexation on request of the landowner, 3) annexation by petition of an area with a population of less than 200, and 4) annexation of an area with a population of 200 or more by election and possibly petition. A few exceptions include areas with strategic partnerships such as Municipal Utility Districts (MUDs).

Municipal Utility Districts (MUDs)

The City adopted a Municipal Utility District (MUD) policy in January 2014 to establish

What are Municipal Utility Districts (MUDs)?

A Municipal Utility District (MUD) is a political subdivision authorized by the Texas Commission of Environmental Quality (TCEQ) to provide water, sewer, drainage, and/or other municipal services within its clearly defined boundaries. These political subdivisions are recognized as taxing entities by the State of Texas to raise funds within its boundaries to pay for the costs of providing the municipal services.

How does a MUD work?

The publicly elected Board of Directors manages and controls the affairs of the MUD subject to the continuing supervision of TCEQ. The Board establishes policies in the interest of its residents and utility customers. A MUD may adopt and enforce all necessary charges, fees, and taxes to provide district facilities and service.

How is a MUD created?

A majority of property owners in the proposed district petitions TCEQ to create a MUD. The TCEQ evaluates the petition, holds a public hearing, and grants or denies the petition. After approval, the TCEQ appoints five temporary members to the MUD Board of Directors, until an election is called to elect permanent Board members, to confirm the MUD's creation, and to authorize bonds and taxing authority for bond repayment.



City Council authority over the creation, operation, and dissolution of MUDs within the city limits or its ETJ. MUDs can be a tool used in financing, constructing, and operating quality water, wastewater, and drainage facilities because they allow the developer and future property owners to absorb the costs and pay for them over time. MUDs help manage growth in the ETJ by allowing development to occur in a planned manner and providing a means to finance the needed infrastructure. MUDs typically include a development agreement with the City that outlines development standards that would not typically apply in the ETJ absent an agreement.

College Station currently has two Strategic Partnership Agreements — one for Brazos County Municipal Utility District No. 1 (Southern Pointe), and one for Brazos County MUD No. 2 (Millican Reserve). Southern Pointe is projected to have nearly 2,000 single-family lots on 553 acres. Millican Reserve is projected to have approximately 1,900 single-family homes on 2,354 acres. Both agreements define how the City may annex these territories in the future when they are substantially developed and infrastructure costs have been reimbursed to the developers. In the case of Millican Reserve, the agreement also details how the City may annex for limited purpose. Strategic partnerships with utility and development agreements will likely remain a viable annexation option for College Station, with evaluation and negotiations to be made on a case-by-case basis. The importance of and use of strategic development agreements may increase in future years due to annexation limitations.

SPRAWL & ITS IMPLICATIONS

Sprawl is a spread-out or leap-frog development pattern which blurs the urban edge and intrudes, often in a haphazard way, upon the low intensity nature of the rural landscape. To the extent that some ETJ developments around College Station involve suburban and even urban intensities, the growth management challenge becomes even greater for the City. For ETJ residents who may choose a more remote living location compared to city living, the erosion of rural character from dense piecemeal development impacts their investment and day-to-day quality of life.

There are several reasons why growth has occurred on the fringes within College Station city limits and the ETJ, such as:

- An attraction to the open, rural landscape often found at the ~~C~~city's edges
- Land is generally less expensive due to the absence of public infrastructure and improvements, which equates to cheaper development costs
- Property in the ETJ is not subject to City ad valorem taxes; therefore, residents and businesses outside the city limits benefit from access to municipal facilities and services such as streets, parks, trails, libraries, and other community facilities, but do not share equitably in the tax burden associated with constructing and maintaining those facilities and services
- General ease of greenfield development and approvals within the ETJ, particularly since many City development regulations do not apply including land use controls, density, the number and size of buildings, and building standards or permits
- Availability of water from other providers (Wellborn Special Utility District and Wickson Creek Special Utility District), allowing development to access public water that meets TCEQ standards without requiring connection to the City's utility system
- Allowances and limitations within the City's Unified Development Ordinance (UDO) related to sprawling development patterns, such as:
    - The R Rural zoning district allows a minimum lot size of two-acres and average lot size of three-acres, meaning that residences utilizing on-site sewer treatment systems are permitted; although this district is not actively used, its availability as a zoning option can contribute to development fragmentation
    - The UDO contains a relatively large number of use-based zoning districts, meaning a zone change is often necessary to respond to a shift in the market, which adds process, delays development, and can serve as a disincentive for development to occur within the ~~C~~city rather than the ETJ, where zoning does not apply
    - Limited incentives to encourage certain development types, such as allowing increased density in exchange for development clustering with the provision of open space to promote a rural development environment within the city limits rather than necessitating ETJ development to achieve this character type

Implications of Sprawl

While College Station's growth pattern has created opportunities, without adequate foresight and preparation it may yield undesirable consequences, including:

- Erosion of a defined community edge, thereby blurring boundaries and contributing to a loss of community identity and proliferation of uses extending well beyond the city limits
- Degradation of environmental resources such as floodplains, wetlands, habitat, and vegetated areas due to cumulative impacts from urban stormwater runoff (increased drainage volumes and velocities) and non-point source pollution of area streams and watercourses

- Degradation of air quality from increased vehicular exhaust containing greenhouse gas pollutants that contribute to a changing climate, along with increased heat island effect due to increased infrastructure and development

- Increased commuting times and congestion as residents travel relatively longer distances to reach work, schools, places of worship, shopping, services, recreation, and entertainment destinations

- Premature shifts in traffic patterns, causing congestion and environmental impacts, as development occurs in an uncoordinated fashion before adequate mobility infrastructure is in place

- Increased demands on public infrastructure (e.g., roads, water, and wastewater systems) and services (e.g., police and fire protection, parks, libraries, and schools), in some cases creating unsafe conditions

- Inefficient provision of services, meaning a larger investment in infrastructure systems with fewer than the optimal number of connections/users to pay for them

- The potential for disinvestment in older areas of the community as new development continues to occur on the periphery



GROWTH CAPACITY

This section provides an evaluation of the City's future land use assumptions and municipal services in terms of their ability to accommodate the population growth expected within the next 10 years. It also discusses tools to manage growth at the ~~C~~city's edge and within the ETJ.

Future Land Use

A discussion of growth management and capacity would be incomplete without an analysis of population projections and land uses programmed within the updated the **Future Land Use & Character Map**.

~~The City has maintained an average annual growth rate around 2.8% for the last decade and 3.0% over the two decade period from 2000 to 2020.[3] This plan anticipates a population of approximately 162,500 by 2030. Texas A&M University's increasing student enrollment continues to be a significant driver of this growth. The **Future Land Use & Character Map**~~ This map identifies land uses capable of accommodating an ultimate build-out population of approximately 196,000 within the current city limits. Planning for land uses capable of accommodating a larger population than is currently projected for the ~~C~~city provides a margin of error and allows for market flexibility.

Providing balanced land uses, housing options, mobility choices, infrastructure investments, and quality of life amenities will be critical to serving a growing and diversifying population.

As a part of the 10-year update to this plan, staff from the Planning & Development Services and Water Services departments worked in tandem to ensure the updated land uses depicted in the **Future Land Use & Character Map** were incorporated into updated models for future water, wastewater, and transportation needs. These updated models were used to estimate needed infrastructure upgrades and the associated costs to the City necessitated by population increases and future development.

It will be important to continue monitoring growth trends, including enrollment increases at Texas A&M University, to anticipate and plan for growth. The City should also evaluate and react to market conditions, and potentially find new ways to incentivize development, infill, and redevelopment in appropriate areas. Nationally, there is expected to be continued demand for walkable, integrated, mixed-use districts and the City should encourage infill and redevelopment opportunities to support this type of development. Paragraph

There are many existing underutilized areas where infill and redevelopment could create more viable and vibrant places. While some of these areas were defined in previous iterations of the **Future Land Use & Character Map**, redevelopment activity has been slower than expected. The 10-year update to this plan built~~ds~~ upon and further expanded~~s~~ these priority areas for redevelopment opportunities. The pace of redevelopment is largely dependent on local economics and physical conditions, but City investments or policies can influence and incentivize redevelopment potential. The City must prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas to catalyze redevelopment activity, promote more efficient use of infrastructure, and support the City's environmental resiliency goals.

There are growth opportunities on the ~~C~~city's ~~edge, but~~edge but also challenges with providing well-timed infrastructure improvements that support long-term financial wellbeing for the City. Also, it may be cost prohibitive to provide utility services in some areas, particularly on the ~~C~~city's southwestern edges. The City must be strategic with its future investments in infrastructure, facilities, and services. With limited incentives for annexation in the City's ETJ, it is more challenging for the City to expand its boundaries. The City will need to continue, and potentially increase, utilizing other growth management tools, such as development agreements and MUDs, to strategically manage growth pressures in the ETJ.

Annexation and Development Agreement Priorities

Following the acceptance of the 5-year Comprehensive Plan Evaluation and Appraisal Report in 2015, an Annexation Task Force was assembled to review the City's annexation priorities. The Task Force, comprised of three City Council members and three Planning & Zoning Commissioners, met for several months to evaluate the City's annexation strategies and priorities and provided recommendations. Considering the annexation changes by the Texas Legislature in 2019, the following Task Force recommendations remain relevant:

- Should the State continue to limit the City's authority to unilaterally annex property, pursue strategies to minimize the impacts of such action
- Utilize non-annexation development agreements in a strategic manner to reserve undeveloped or underdeveloped areas for future growth
- Evaluate the costs and benefits of annexing areas currently under non-annexation development agreements on a case-by-case basis as they expire
- ~~Closely coordinate the City's ETJ extension with Brazos, Burleson, and Grimes counties. Maintain interlocal agreements to address plat review for overlapping ETJ areas as appropriate.~~

There are many important considerations in prioritizing potential areas for well-managed outward growth, whether through the now-limited annexation options or strategic development agreements. Given the recent legislative changes limiting annexation authority and allowing property owners to withdraw from a city's ETJ, the following considerations can serve as a strategic decision-making framework to help the City evaluate where and how to direct its future growth efforts, investments, and partnerships.

Strategic considerations for annexation and development agreements:

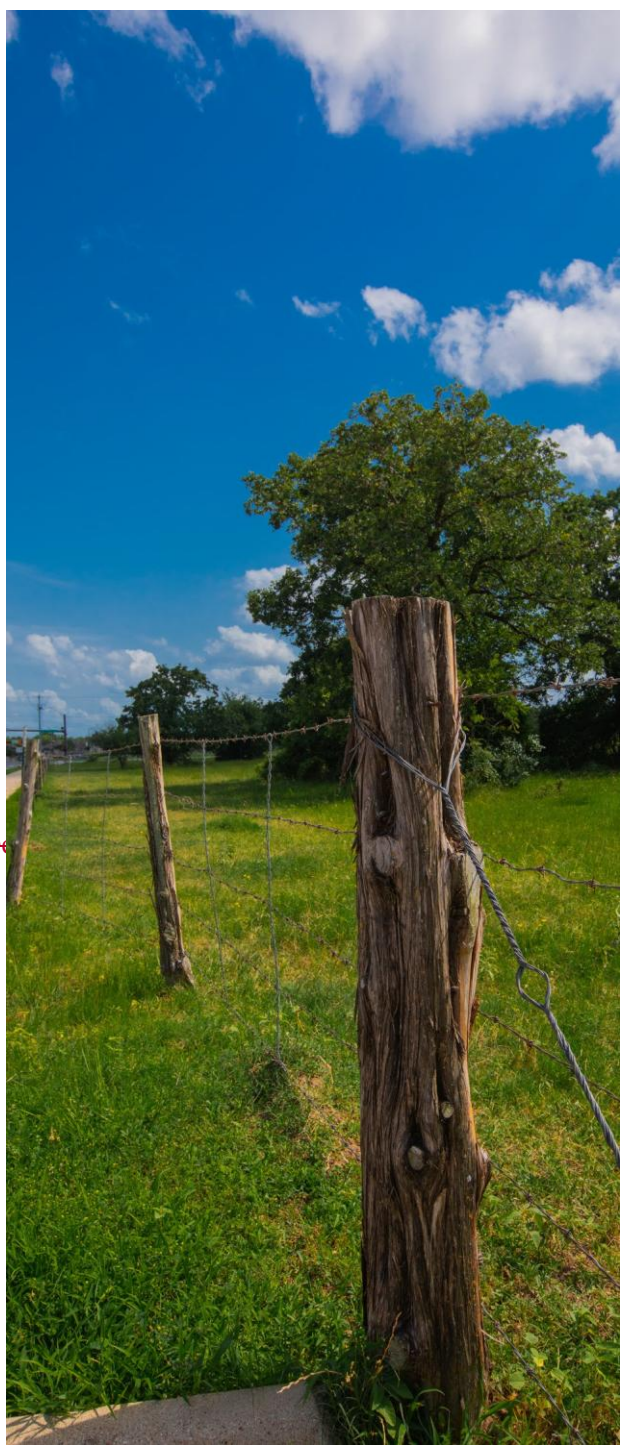
1. Provides control of gateway frontage: Allows the City to regulate areas along major corridors or entry points where maintaining visual quality and land use compatibility is important for community identity, economic vitality, and first impressions.
2. Provides moderate to significant revenue (property and/or sales tax): Prioritize areas that can contribute meaningfully to the City's fiscal health, ensuring that future growth supports long-term financial sustainability and offsets the cost of service delivery.
3. Provides undeveloped or underdeveloped area for future growth: Highlights locations that offer realistic capacity for development or redevelopment, aligning with the City's growth management goals given the reduced ability to annex new land.
4. Is an area adjacent to the City on two or more sides: Encourages a more compact, contiguous development pattern that strengthens service efficiency, reduces infrastructure costs, and minimizes leapfrog or fragmented development.
5. Preserves existing character: Ensures new development or redevelopment complements the surrounding community's established land use patterns, aesthetics, and sense of place.
6. Protects part (or all) of area from future development: Allows the City to consider areas where conservation, open space preservation, or agricultural retention may serve broader community or environmental goals.
7. Addresses health and life safety concerns (building and fire code enforcement, emergency response, etc.): Helps prioritize areas where City oversight or coordination is essential to safeguard residents and ensure adequate emergency access and response.
8. Is part of area currently served by City sanitary sewer with capacity to handle new development: Focuses growth in locations where municipal infrastructure already exists or can be extended efficiently, promoting cost-effective development.
9. Located within CSISD: Supports growth that aligns with the City's school district boundaries, helping maintain community cohesion and shared service responsibilities.
10. Provides potential location for business parks: Identifies strategic employment areas that can attract investment, create jobs, and diversify the City's economic base.
11. Transportation infrastructure already provided: Ensures that development occurs where access and mobility systems can support it, reducing the need for costly new transportation extensions.

Collectively, these criteria can help the City evaluate annexation requests, prioritize investment areas, and coordinate with property owners in a post–SB 2038 environment. Used as a screening or ranking tool, they allow the City to identify where growth best supports community goals while balancing fiscal responsibility, infrastructure needs, and character preservation in the ETJ.

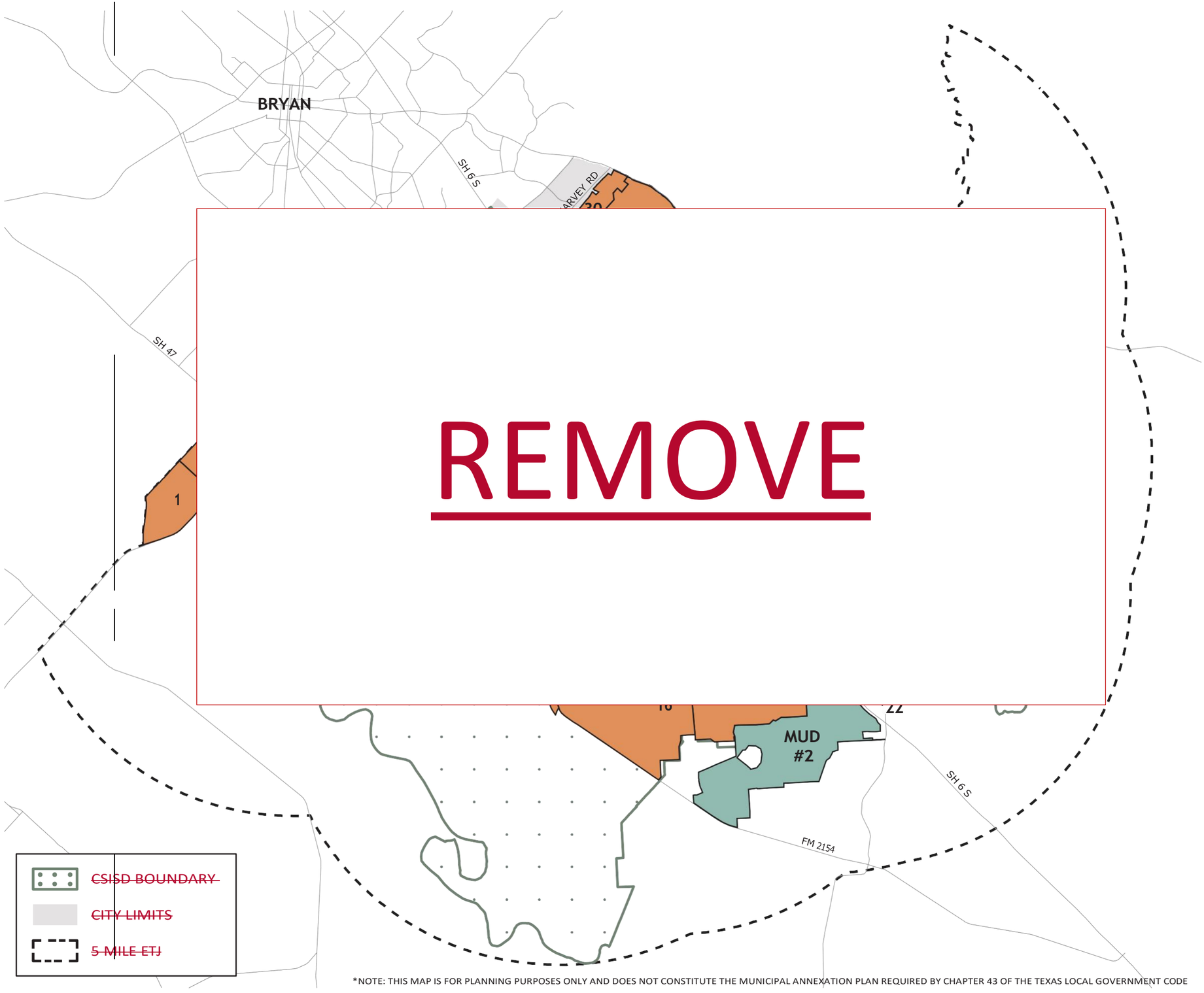
There are many important considerations in prioritizing potential areas for well-managed outward growth, whether through the now limited annexation options or strategic development agreements. Displayed in **Map 8.1 Priority Annexation Areas** and the accompanying **Table 8.1 Annexation Considerations** are priority annexation or expansion areas within the College Station ETJ. The map is color-coded to indicate areas currently under non-annexation development agreements, priority areas for annexation consideration, and existing MUDs. Annexation can be initiated by any of the four ways allowed through current annexation law: 1) consent exempt annexation, 2) annexation on request of the landowner, 3) annexation by petition of an area with a population of less than 200, and 4) annexation of an area with a population of 200 or more by election and possibly petition. These priority annexation areas are also candidates for potential strategic development agreements such as MUDs.

Prioritization considerations include:

- Whether the area is contiguous to developed areas within the current city limits, which contributes to orderly growth progression – and may also involve compatibility concerns if unzoned ETJ development is out of character with nearby City areas
- Whether City utilities have planned service extensions or expansions into the area or are within close proximity and could readily and feasibly be extended as demands warrant whether the City prefers to be the service provider in particular areas experiencing development pressures
- Whether the area is still largely vacant or has already developed at a rural or suburban intensity – or is destined for such development through prior platting and land planning activity (depending on market timing and ultimate owner/developer intentions)
- Whether any significant commercial development has already occurred – possibly in a haphazard, strip development fashion – which detracts from development quality and community Whether any significant commercial development has already occurre fashion
- Whether the area is constrained for significant development by floodplain or other factors, and whether there is much development potential beyond a current rural residential pattern
- Whether current or future key transportation corridors traverse the area, making land use management along such corridors imperative to long-term transportation flow and safety
- Whether other strategic considerations come into play in areas that might not otherwise be attractive for near-term annexation, such as areas along major corridors that serve as current or future gateways into the City, protection areas for key assets (e.g., water supply, airport), or areas that may also be attractive to other jurisdictions for potential annexation



~~MAP 8.1~~



REMOVE

~~*Priority Annexation Areas*~~

- ~~PRIORITY ANNEXATION AREAS~~
- ~~NON-ANNEXATION AGREEMENTS~~
- ~~MUDS~~

~~*NOTE: ANNEXATION AREAS ARE NOT INTENDED TO BE PARCEL SPECIFIC~~

*NOTE: THIS MAP IS FOR PLANNING PURPOSES ONLY AND DOES NOT CONSTITUTE THE MUNICIPAL ANNEXATION PLAN REQUIRED BY CHAPTER 43 OF THE TEXAS LOCAL GOVERNMENT CODE

~~*Table 8.1 – Annexation Considerations*~~ *– REMOVE TABLE*

~~PRIORITY SUBAREA~~	~~LABEL~~	~~1~~	2	3	4	5	6	7	8	~~9~~	~~10~~	~~11~~
~~Current Development Agreements~~	~~7~~			•	•					•		•
	8			•	•					•		•
	9	•		•						•		
	11			•						•		
	19	•								•		
	20	•								•		
	21	•								•		
	24	•					•					
	25	•			•		•				•	
	26	•			•		•				•	
	27	•			•		•				•	
~~Priority Annexation Areas~~	1	•					•				•	
	2	•		•							•	•
	3	•			•							
	4		•	•	•			•	•	•		
	5				•			•		•		
	6		•		•			•		•		•
	10	•								•		
	12		•		•			•		•		
	13		•		•			•		•		
	16	•								•		
	14	•	•		•			•	•	•		
	15	•	•		•			•	•	•		
	17	•	•		•			•	•	•		
	18	•	•		•			•	•	•		
	22	•										
	23	•			•		•			•		
	28	•			•		•				•	
	29	•			•		•				•	
	30	•			•							•
	31	•			•		•				•	

~~1. Provides control of gateway frontage~~

~~2. Provides moderate to significant revenue (property and/or sales tax)~~

~~3. Provides undeveloped or underdeveloped area for future growth~~

~~4. Area adjacent to the City on two or more sides~~

~~5. Preserves existing character~~

~~6.~~1. ~~Protects part (or all) of area from future development~~

~~7. Health and life safety concerns (building and fire code enforcement, emergency response, etc.)~~

~~8. Part of area currently served by City sanitary sewer with capacity to handle new development~~

~~9. Located within CSISD~~

~~10. Provides potential location for business parks~~

~~11.~~7. ~~Transportation infrastructure already provided~~

EXTRATERRITORIAL JURISDICTION STRATEGIES

There are many strategies for managing the pattern and timing of development in the ETJ, ranging from simply minimizing the impacts of growth without affecting the pattern to strictly controlling growth. Texas law does not provide cities with the means to entirely prevent sprawl, therefore, it is wise for the City to consider the ways in which it can exert more influence over the direction and timing of development that it ultimately may serve. Given College Station's past development pattern and projected growth trends, the City's growth management approach in the ETJ should focus on the following areas:

- Use annexation or development agreements in a strategic fashion
- Expand the City's certificate of convenience and necessity as appropriate in concert with annexation or development agreement activity
- Adhere to the City's utility extension policy while working to enhance it
- Effectively utilize the City's Municipal Utility District policy
- Coordinate future Thoroughfares in the ETJ with the Bryan-College Station Metropolitan Planning Organization (MPO)
- Strengthen health and safety components of the subdivision regulations

INFRASTRUCTURE NEEDS

College Station emphasizes careful stewardship of essential services like water, wastewater, and electricity to ensure reliable, safe, and sustainable support for a growing population. Each utility is guided by regularly updated master plans that identify future infrastructure needs and improvements required to meet anticipated development and infill growth. As the City continues to grow, infrastructure planning must balance the need for capacity expansion with long-term environmental stewardship and community resilience. Future investments in utilities, stormwater systems, and transportation networks present opportunities to integrate sustainable design principles that conserve resources, reduce emissions, and enhance climate adaptability. By coordinating land use and infrastructure planning, the City can promote compact, efficient development patterns that minimize environmental impacts while ensuring reliable, equitable service delivery. This approach supports both fiscal responsibility and the City's broader commitment to sustainability and resilience in the face of continued growth and changing environmental conditions.

Mobility remains a significant challenge, with increasing congestion driven by population growth and development patterns, requiring investment in multimodal transportation and more efficient land use strategies. The City recognizes that compact development and alternative transportation options can help reduce strain on roadways while maximizing existing infrastructure. Municipal services such as solid waste management, police, fire, and EMS are planned to support long-term growth by ensuring sufficient staffing and facility capacity. Overall, the City aims to proactively plan and coordinate across services to maintain public health, safety, and quality of life as the community continues to expand. Additional information on infrastructure needs, capacity, and municipal services can be found in Chapter 7: Exceptional Services, which provides a more detailed assessment of existing systems and future improvement priorities.

~~*Water*~~

~~Basic water supply is a finite resource that requires sound stewardship to ensure its continued availability in support of a community's growth and public health and welfare. College Station Water Services is the primary water provider...~~



~~*Wastewater*~~

~~Wastewater collection and treatment is fundamental to protect the health, safety, and welfare of the public, as well as many different ecosystems. College Station Water Services is the primary wastewater service ...~~

maintains a **Wastewater Utility Master Plan** that is updated on a routine cycle to ensure adequate and reliable service is maintained to system customers. The master plan identifies the need for future improvements needed to meet the anticipated build-out demands from future infill growth.

Chapter 7: Exceptional Services and the **Wastewater Utility Master Plan** further detail services, future needs, and strategic actions related to wastewater services.

Electricity

College Station Utilities (CSU) is the primary electric provider in College Station, serving more than 44,000 customers and providing street and thoroughfare lighting within its certificated area. CSU maintains an **Electric Utility Master Plan** that is updated as areas develop or redevelop to ensure adequate and reliable service is maintained to the system. The master plan identifies the need for one additional electrical substation to meet the anticipated build-out demand to meet future loading and reliability needs within the CSU service territory.

Chapter 7: Exceptional Services and the **Electric Utility Master Plan** further detail services, future needs, and strategic actions related to electric service.

Mobility

Another challenge confronting College Station involves congestion and safety issues resulting from increased traffic on area roadways. Stresses on portions of the mobility system are already occurring at peak times and are likely to worsen overtime. This stress is due, in part, to the limitation of major corridors, existing and spread-out development patterns, and the traffic generated by the Texas A&M University campus. It is difficult for any community to build its way out of congestion problems. Investments must be made in alternative mobility options including transit, bicycle, and pedestrian infrastructure, along with additional capacity and intersection upgrades.

One anticipated outcome of the 2020 Census is that the Bryan College Station metropolitan area will reach a population over 200,000, at which point, the region will receive less Federal funding for transit service. As the financial burden for mobility improvements in Texas are increasingly falling on local communities, the City and its regional partners must plan accordingly to fund infrastructure improvements.

The City's physical development pattern has a significant impact on congestion and future mobility needs. The City can maximize the use of existing infrastructure by encouraging infill development in lieu of allowing future development to occur on the periphery. A more compact development pattern, with increased density and mixing of uses in appropriate locations, reduces the growth in total vehicle miles traveled by generating more walking, bicycling, and transit ridership and reducing the length of many routine trips.

The City will continue to monitor and coordinate with TxDOT regarding future potential interstate projects I-14 and I-214. While the exact locations are unknown at this time, it is anticipated that I-14 may connect into SH 30 east of College Station and I-214 may loop the cities of Bryan and College Station. These future projects would provide regional connectivity to the interstate highway system and may also act as a catalyst for new development patterns on the east side of the City and into the ETJ. The City will continue to monitor these projects to anticipate development pressures once more is known.

While mobility issues will continue to be a challenge, carefully planned growth, a thoroughfare system incorporating multi-modal mobility, and smart use of limited financial resources should place the City in a position to accommodate the needs of the additional population anticipated during the life of this plan. **Chapter 6: Integrated Mobility** which contains the City's **Thoroughfare Plan**, along with the **Bicycle, Pedestrian, and Greenways Master Plan** detail specific needs and strategic actions related to mobility.

MUNICIPAL SERVICES

Solid Waste

The City of College Station partnered with the City of Bryan in 1990 to create the Brazos Valley Solid Waste Management Agency (BVSWMA), which manages the Twin Oaks Landfill — a Subtitle D landfill that became operable in 2010. The facility is located off State Highway 30 in Grimes County and has an air space capacity of roughly 33 million tons of waste, with an expected life of 37 years.

The City is committed to environmental stewardship and waste reduction through recycling, education, and outreach. The recycling program and clean green activities are designed to help reduce the amount of solid waste deposited into the landfill. As the City grows, as will the need for programs promoting sustainability.

Chapter 7: Exceptional Services further details services, future needs, and strategic actions related to solid waste and recycling.





Police

College Station Police Department operates out of a new station on the corner of Dartmouth Street and Krenek Tap Road that was constructed to allow for many years of growth. The nature of policing places response units in the field, therefore, the need for satellite offices due to projected growth is not likely. The department's Community-Oriented Policing philosophy requires small, manageable beats to be formed and maintained where staff is held to a high level of geographical accountability for successful outcomes. Maintaining adequate staffing to fulfill these geographic demands is vital. As College Station continues to grow, the Police Department will need to continue monitoring growth trends and plan accordingly. It is anticipated that the Police Department will continue to add the necessary staff to serve the future population as projected by this plan.

Chapter 7: Exceptional Services further details services, future needs, and strategic actions related to Police.



Fire, Emergency Medical Services (EMS), and Emergency Management

College Station Fire Department (CSFD) provides prevention, suppression, advanced life support emergency medical services (EMS) and transport, community risk reduction programs, health and fire safety education, emergency management, and special operations. CSFD currently operates six stations with plans underway for a seventh beginning construction in 2023. Current and short-term department needs are published in the annual city budget, including a schedule for additional personnel, equipment, and facilities. CSFD maintains a three-year strategic plan that ties into the City Council Strategic Plan. Overall, it is anticipated that the Fire Department will continue to add the necessary staff and facilities to serve the future population projected by this plan.

Chapter 7: Exceptional Services further details services, future needs, and strategic actions related to Fire, EMS, and Emergency Management.

Strategic & Ongoing Actions

The actions listed below are aimed at implementing the overall goal to ensure fiscally responsible and carefully managed development that is aligned with growth expectations and the ability to provide safe, timely, and efficient infrastructure and services. The actions include new and strategic items as well as ongoing efforts undertaken by the City.

STRATEGIC ACTIONS

8.~~1~~5 **Evaluate and revise the Water/Sanitary Sewer Extension Policy.** Evaluate the City's service area for sanitary sewer (the Certificate of Convenience and Necessity boundary) and extend into the Extraterritorial Jurisdiction in an incremental and carefully timed manner when it meets defined growth management objectives. Ensure that extensions to water/sewer utilities and service areas are consistent with the Future Land Use & Character Map, the City's utility master plans, and the multi-year Capital Improvement Plan.

8.~~2~~6 **Conduct fiscal impact analyses.** Analyze development patterns at a ~~c~~City-wide level to determine the true costs associated with various development types, including unfunded service costs, to provide decision makers with the best available information to ensure the City's long-term fiscal sustainability. In addition, utilize financial modeling to evaluate the cost-to-serve for annexation requests, MUDs, and development agreement areas.

ONGOING ACTIONS ~~AND POLICY DIRECTION~~

8.~~3~~1 **Prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas.** Invest in the necessary infrastructure to increase redevelopment potential or to catalyze redevelopment activity in areas identified in the Future Land Use & Character Map or in district plans. Concentrating development and services within target areas promotes efficient use of infrastructure and supports environmental resiliency goals.

8.~~4~~2 **Amend the zoning map and consider regulatory incentives to encourage infill and redevelopment.** Apply targeted zoning strategies in designated Redevelopment Areas identified on the Future Land Use & Character Map. Review the effectiveness of the Redevelopment District (RDD) overlay zoning and consider updating provisions in the Unified Development Ordinance to incentivize infill and redevelopment.

8.~~5~~3 **Re-envision underutilized retail uses and incentivize redevelopment and/or reuse of vacant buildings and properties.** Monitor national trends in the evolving retail sector or other sectors and continue to seek redevelopment and revitalization opportunities for vacant or underutilized sites, particularly large retail and big-box sites.

8.~~6~~4 **Evaluate the utilization of impact fees that provide revenues to support infrastructure demands.** Consider the need to amend impact fees to promote the ~~c~~City's long-term fiscal strength.

8.7 **Continue the City's Oversize Participation practice, where appropriate.** Continue providing funds for potential oversize participation to reduce future infrastructure costs.

8.8 **Use available tools to strategically manage growth pressure in the ETJ.** Utilize development agreements and Municipal Utility Districts (MUDs) to manage growth pressure in areas where annexation is not feasible.



9 COLLABORATIVE PARTNERSHIPS

The City depends on and is strengthened by strategic, effective partnerships that ensure all citizens thrive in a safe, well-connected community with exceptional services, affordable housing, and diverse amenities, and where economic prosperity is widespread and a high quality of life is attained. Mutually beneficial partnerships make effective use of resources and community capital, thus nurturing thriving cities and citizens. In a sense, a city itself is an ongoing partnership – an interconnected network of people living in close proximity for the benefits that a community provides.



Goal

Well-coordinated planning at all levels and effective engagement with local jurisdictions, institutions, and organizations to further realize the City's vision and support the broad community.

Purpose

Collaborative partnerships are essential in leveraging resources for maximum efficiency and benefit. Many challenges that communities face are regional issues – like mobility network congestion and housing affordability – or are even broader in scope, such as environmental sustainability and natural disaster recovery which cross jurisdictional boundaries. ~~In the wake of the COVID-19 pandemic, the importance of strong partnerships is even more pronounced.~~ A robust network of partners and interorganizational resources strengthens community resiliency in unpredictable circumstances like the COVID-19 pandemic and ~~shorter-term~~ acute events like the 2021 winter storm and resulting utility outages. This chapter builds upon topics, ideas, and goals enumerated in previous chapters to emphasize the importance of the City's collaborative partnerships, acknowledge existing efforts, and set the foundation for strengthening partnerships.

OVERVIEW

The City of College Station engages with a wide variety of public, nonprofit, and private organizations. For example, the City collaborates with schools, fosters a thriving climate for local businesses, and partners with local nonprofits that align with City objectives. This chapter outlines three overarching pillars: internal collaboration within the City as an organization, the town-gown relationship with Texas A&M University, and other local and regional partnerships. All of the City's partnerships are significant in facilitating the City's services to its citizens, and most will fall into these three broad categories. As further discussed in **Chapter 10: Plan Implementation**, effective plan implementation requires the commitment of the City's elected and appointed officials, staff, residents, business owners, Texas A&M University, other levels of government, and other organizations and individuals who serve as champions of the plan and its direction and strategies.

Internal Collaboration

The City of College Station operates more than 20 departments and employs ~~nearly~~ over 1,000 people. The success of the City relies in large part on coordination and partnerships between departments to ensure the Comprehensive Plan – the community's vision – is carried out. As a guiding document, the Comprehensive Plan should be referenced within master plans and departmental strategic plans to ensure that all City departments are working in tandem toward compatible goals.

Additionally, the City's capital improvement planning, departmental work, and budgeting should consult the Comprehensive Plan and its associated master plans to guarantee unified actions and objectives across the City. Public budgets and capital expenditures set priorities for funding and progress toward achieving goals expressed by the City and its citizens. These expenditures should be aligned with the City's long-term vision. The Comprehensive Plan's goals and strategies should be among the criteria for evaluating capital expenditures and allocating funding through annual and departmental budgets.

Texas A&M University And The Town - Gown Relationship

As the home of Texas A&M University, the City of College Station has unique opportunities for coordination with a premier institution that attracts people from all over the world to study, work, research, and teach. The relationship between the City and Texas A&M University – the town-gown relationship – has existed since the City's founding in 1938. ~~by a group of~~ The founding residents and university administrators who desired to create a municipal government, ~~and~~ established a belt around the campus core which became the City of College Station.

Throughout the years the university and City have collaborated on numerous issues and through many ad hoc, departmental, and topic or issue-based efforts. There is opportunity for bolstering the town-gown relationship and establishing a collaborative annual agenda to strengthen Texas A&M University and the City in mutually beneficial ways. Formalizing existing collaborations and potentially establishing a planning coordination task force could aid in coordinated and cohesive initiatives and development projects. This is particularly important along jurisdictional boundaries between campus and the City to create more harmonious transitions between the campus and surrounding neighborhoods, business and retail areas, and the community as a whole.

The City remains committed to collaborating with the university to pave the way for better relationships between all residents of College Station, including the students, staff, and faculty of Texas A&M University and residents not affiliated with the university. The City aims to effectively manage growth within College Station that has been prompted by increasing student enrollment as well as promote community cohesion and positive living experiences between permanent and temporary residents. This could be through new collaborative initiatives or connecting students to City resources to help raise awareness about

ordinances and neighborhood norms, as well as promoting social connections and demonstrating positive neighborly interactions.

Building upon existing collaborations and expanding joint efforts with Texas A&M University also brings economic benefit to both the university and City through expanded tourism opportunities. Visitors to collegiate sporting events, the George Bush Presidential Library and Museum, and university conferences and events often stay in hotel accommodations and make food and retail purchases within the ~~C~~city, contributing to hotel tax and sales tax revenues. The City should continue working with Texas A&M University to promote a stronger and more unified brand identity to attract visitors and associated tourism dollars

Another key opportunity for coordination between the City and academic departments, institutes, and operational units is to capitalize on university research and expertise and help raise awareness of environmental stewardship and sustainable practices within the community. This could range from innovative engineering research to climate and resiliency planning to testing new mobility technologies. The City and Texas A&M University would benefit from linking the university's educational mission with community needs. Research can also lead to economic development opportunities for the City and region.

Regional Partnerships

The City collaborates with neighboring jurisdictions, local institutions, nonprofit organizations, and regional planning agencies on topics such as land use and mobility planning, affordable and workforce housing, economic development, job creation, and tourism. The City maintains interlocal, mutual aid, and development agreements with surrounding counties, institutions, service providers, and private developments to ensure efficient infrastructure and exceptional



services are provided to all College Station citizens to maintain a high quality of life. These agreements establish partnership responsibilities within the College Station city limits and the City's ETJ for items such as subdivision review, thoroughfare planning, floodplain management, utility infrastructure, and service provision. The City will continue to pursue collaborative partnerships and agreements as matters of mutual interest and as opportunities for coordination arise.

HOUSING & DEVELOPMENT

Affordable housing is crucial for a community's overall success, as it promotes inclusion, mitigates gentrification, and encourages responsible economic growth. The City of College Station is dedicated to promoting diverse affordable housing options and expanding the opportunities to secure affordable homeownership and/or rental assistance. To provide affordable housing assistance, the City will continue to actively engage in partnerships with local organizations like the Brazos County Home Repair Coalition, Bryan/College Station Habitat for Humanity, Brazos Valley Community Action Programs, Elder Aid, and Brazos County Council of Governments as discussed in **Chapter 3: Strong Neighborhoods**.

In a broader sense, the relationship between the City and private developers functions as a collaborative partnership in which developers help to shape the built environment and carry out the citizens' vision and plan. The City will continue to foster collaboration and communication with the development community and encourage development patterns that promote outcomes in line with well-being, inclusion, equity, and a high quality of life. The narrative in **Chapter 2: Distinctive Places** along with the **Future Land Use & Character Map** detail the ideal development patterns and opportunities for future growth, infill, and appropriate redevelopment to realize the desired character and community identity.

ECONOMIC DEVELOPMENT, JOBS & TOURISM



The City's long-term economic development goals to diversify the local economy, attract new employers and competitive jobs, support entrepreneurs and small businesses, and provide a diversified tax base are tied closely to the City's synergy with regional partners. As discussed previously, Texas A&M University is a key partner, as are the Greater Brazos ~~Valley Economic Development Corporation~~Partnership, the Chamber of Commerce, and local area businesses. The City works diligently to recruit events and tourist-related activities to College Station including sports tourism, conventions, and leisure events. The City partners with local businesses to create cohesive campaigns for tourists and residents to enjoy. **The Economic Development Master Plan** further discusses strategic initiatives and partnerships that help realize the City's goal of a prosperous economy that works for all citizens.

LOCAL SCHOOLS

To fully anticipate population growth and demand in College Station, the City must collaborate with Texas A&M University, Blinn College, the College Station Independent School District (CSISD), and public charter schools to understand their growth trends and organizational goals for increased enrollment, future facility needs, and the associated impacts on the City such as infrastructure demands, housing needs, and traffic and mobility concerns. In the case of local K-12 institutions, it is particularly important to anticipate and prepare for new school locations or changed use or capacity of existing schools. Likewise, the location and development of new neighborhoods necessitates the demand for new schools. The City will continue to work with the leadership of the CSISD and public charter schools to address siting and infrastructure needs, ensure safe and walkable areas around schools, and collaborate on other issues that present opportunities for joint efforts.



MOBILITY

The City of College Station partners with a number of regional planning organizations focused on mobility system planning across jurisdictions. The City coordinates with the Bryan-College Station Metropolitan Planning Organization (MPO), the Brazos Valley Council of Governments (BVCOG), the Brazos County Regional Mobility Authority (RMA), the Texas Department of Transportation (TxDOT), Brazos Transit District, and Texas A&M University at different levels to accomplish regional transportation goals. Mobility networks are a clear example of the need for collaborative planning, as these systems provide tangible connections across jurisdictional boundaries. The City will continue to engage and be a leader in interjurisdictional mobility partnerships, with a view towards continuing to champion alternative modes as discussed in **Chapter 6: Integrated Mobility**.

SERVICE PROVISION & INFRASTRUCTURE

Public Safety: The College Station Police, Fire, Emergency Medical Services (EMS), and Emergency Management coordinate with local and regional partners to provide public safety services and ensure the safety of the community.

The Police Department coordinates with the Texas Department of Public Safety, Texas A&M University Police Department, federal law enforcement agencies, the Brazos County Sheriff's Department, and the constables and Justice of the Peace courts, all of which have jurisdiction within the city limits of College Station.

~~The Fire Department serves a primary response area within the city limits and the Texas A&M University campus and a secondary response with automatic aid with the City of Bryan. ….. EMS are in place with Texas A&M University EMS and St. Joseph EMS.~~The Fire Department provides both Fire and Emergency Medical Services (EMS). The department provides primary fire response within the city limits as well as on Texas A&M University campus. Primary EMS response is provided within the city limits and in the southern portion of Brazos County through a contractual agreement with the county. Secondary response for both Fire and EMS services is provided to the City of Bryan, Brazos County Fire Departments, and St. Joseph EMS through Mutual Aid.

The City participates in proactive emergency management as part of a larger county-wide effort with Brazos County, the City of Bryan, and Texas A&M University. Members of this group send representatives to the Brazos County Community Emergency Operations Center (CEOC) where mitigation efforts and

coordination between these jurisdictions occurs. Natural disasters and emergency events occur without regard for borders, so an interjurisdictional response is necessary to plan for and respond adequately to emergency events.

Solid Waste & Recycling: The cities of College Station and Bryan partner to manage and operate the Brazos Valley Solid Waste Management Agency (BVSWMA). BVSWMA currently operates the Twin Oaks Landfill located in Grimes County which accepts waste from Brazos, Burleson, Grimes, Leon, Madison, Washington, and Robertson counties, and Texas A&M University.

Libraries: The cities of College Station and Bryan maintain an interlocal agreement for a regional library system, with library locations and services in both cities free of charge to all Brazos County residents.

Utilities: The City of College Station provides electric, water, and wastewater infrastructure and services to citizens, along with fiber optic infrastructure to City facilities. While College Station Utilities (CSU) is the primary electric provider in College Station, Bryan Texas Utilities (BTU) serves areas incorporated into the City after 2002. CSU and BTU coordinate on service provision and future needs. College Station Water Services is the primary provider of water and wastewater services in College Station. Other providers, such as Wellborn Special Utility District and Wickson Creek Special Utility District, provide water services along the boundaries of the City's certificated area and into Brazos, Burleson, and Grimes counties. College Station's Water Services Department coordinates with these providers, particularly on projects near the boundaries between certificated areas. The City also has two municipal utility districts with agreements that define how utilities are provided and how the City may annex these areas in the future when they are substantially developed. The City also owns and maintains a fiber optic network to provide service to City-owned facilities. The City coordinates and maintains agreements with various private providers, such as Suddenlink and Frontier, for the provision of ultra-high-speed internet services to their College Station customers.

The City will continue to pursue collaborative relationships, coordinated services, and cooperative agreements with regional partners to make efficient use of resources and community capital to~~and~~ provide excellent services to the community. More on the City's services, existing infrastructure, and future needs can be found in **Chapter 7: Exceptional Services** and **Chapter 8: Managed Growth**.



Strategic & Ongoing Actions

The actions listed below will help achieve the goal of well-coordinated planning at all levels and effective engagement with local jurisdictions, institutions, and organizations to further realize the City's vision and support the broad community.

STRATEGIC ACTIONS

~~*9.3* **Establish a university/city annual agenda.** Conduct an annual meeting between leadership of the City and Texas A&M University to reflect on the previous year's successes and challenges and to establish a collaborative agenda for the next 12 ...~~

9.1~~7~~ **Contribute to a joint branding effort with Texas A&M University.** Continue to work with Texas A&M University to define and promote a stronger and more unified brand identity. This includes not only graphics but, more importantly, the underlying messages and strategies to share the brand work.

ONGOING ACTIONS - INTERNAL COORDINATION

~~*9.25* **Formalize ongoing collaborations and establish a planning coordination task force with Texas A&M University and the City.** Continue to coordinate with Texas A&M University regarding the benefits and impacts of university development projects and support ongoing efforts to provide harmonious transitions between the campus and the surrounding area. These meetings should continue to take place regularly.~~**Maintain a strong partnership with Texas A&M University through regular collaboration meetings and joint participation on local committees**. These meetings should provide opportunities to discuss successes and challenges, as well as development projects and ongoing efforts to provide harmonious transitions between the campus and the surrounding area. Coordination efforts should strengthen both partners in a way that supports student success and faculty/staff retention.

9.3~~1~~ **Reference the Comprehensive Plan actions within City master plans.** City master plans are components of the Comprehensive Plan. Master plans should be updated on a regular cycle (or as needed). The updates should include provisions that relate directly to actions within the Comprehensive Plan and the Future Land Use & Character Map.

9.4~~2~~ **Reference the Comprehensive Plan and City master plans in Capital Improvements Planning, departmental work programs, and budgeting processes.** Alignment with the City's long-term plans should be among the criteria for evaluating potential capital or operating expenditures.

ONGOING ACTIONS - EXTERNAL PARTNERSHIPS AND COLLABORATION

Texas A&M University

9.5~~4~~ **Gather growth expectations.** Work with Texas A&M University and other higher education institutions concerning their projected enrollment growth and associated faculty/staff increases to plan effectively for the implications of further off-campus housing demand.

9.6 **Continue "good neighbor" initiatives with Texas A&M for permanent and temporary residents.** Build upon existing programs to promote positive living experiences for students ~~and long~~and long-term residents in city neighborhoods. Activities could include community discussions, a lecture series, door-to-door visits, or neighborhood gatherings. The activities would raise awareness about ordinances, positively communicate neighborhood norms, promote social interaction, and demonstrate what it means to be a "good neighbor."

9.~~7~~8 **Expand tourism opportunities with Texas A&M University.** Expand partnerships with Texas A&M University to recruit, create, and magnify tourism opportunities at university facilities and beyond.

9.~~8~~9 **Pursue partnerships with Texas A&M University regarding environmental stewardship.** Encourage collaborations with academic departments, institutes, and operational units to capitalize on university research and expertise and help raise awareness of environmental stewardship and sustainable practices within the community.

Other Local and Regional Coordination

9.~~9~~10 **Convene coordination meetings with ~~neighboring jurisdictions and regional planning organizations~~regional partners and pursue interlocal cooperation agreements.** ~~Participate in collaborative efforts, such as the Intergovernmental Committee and others, on land use, infrastructure, facilities planning, and other planning issues of mutual interest. Seek opportunities to align policies or share services to create a stronger region and more efficiently utilize resources.~~ Participate in collaborative planning for land use, infrastructure, and facilities to align regional long-range plans and policies. Pursue beneficial agreements with Texas A&M University, nearby municipalities, and other service providers to share services and more efficiently utilize resources. Such agreements can address coordination of subdivision review, thoroughfare planning, floodplain management, utility services, and other matters of mutual interest.

~~9.11 **Pursue interlocal cooperation agreements.**~~

9.~~10~~2 **Continue to coordinate with the College Station Independent School District and public charter schools.** Coordination should address facility needs and projections, potential locations for new schools or future use of existing schools, infrastructure impacts of school development, and ensuring safe/walkable areas around schools.

9.~~11~~3 **Continue to participate in regional mobility initiatives.** Partner with the Bryan-College Station Metropolitan Planning Organization (MPO), the Brazos County Regional Mobility Authority (RMA), Brazos Valley Council of Governments (BVCOG), Texas A&M University, Texas Department of Transportation (TxDOT), Brazos Transit District, Interstate 14 and Loop 214, Easterwood Airport flight network expansion, Texas High Speed Rail Initiative, freight transport, and Union Pacific on initiatives such as the Brazos Yard and quiet zones.





10 PLAN IMPLEMENTATION

The Comprehensive Plan is the City of College Station's broadest and most long-term policy guide. It serves as a statement of the community's vision for the future. The plan details goals, policies, and actions on a broad range of topics and provides strategic direction to guide the ~~C~~city's physical growth while maintaining a high quality of life.



Implementation is not simply a list of action items. The Comprehensive Plan must be referred to frequently to guide decision-making and ensure the community's vision and goals are ultimately achieved. Effective plan implementation requires the commitment of the City's elected and appointed officials, staff, residents, business owners, Texas A&M University, other levels of government, and other organizations and individuals who serve as champions of the plan and its direction and strategies. Equally important are formal procedures for the ongoing monitoring and reporting of successes achieved, difficulties encountered, new opportunities and challenges that emerge, and any other changing conditions that require rethinking priorities.

This final chapter details a practical, prioritized, and sequenced implementation program. It establishes a protocol for regular reporting and evaluation of progress. Each year, the City prepares a summary report of notable plan progress and development activities. At five-year intervals, a more thorough evaluation is prepared which typically leads to amendments to the plan itself.

Plan Implementation Methods

The goals, policies, and actions in this plan should be consulted frequently and used widely by decision-makers as a basis for judgments regarding:

- Proposed development and redevelopment applications
- Zone change requests and other zoning-related actions
- The timing and availability of infrastructure improvements
- Expansion of public facilities, services, and programs
- Annual capital budgeting
- Requests for strategic development agreements, municipal utility districts, or voluntary annexations
- Potential re-writes and amendments to the City's Unified Development Ordinance and related code elements
- Intergovernmental coordination and agreements (including city/university, inter-city, and city/county), and
- Operations, capital improvements, and programming related to individual City departments

The Comprehensive Plan is supported by several focused master plans~~, district, and neighborhood~~ and small area plans. Collectively, these planning efforts are implemented by many short-term strategic plans, annual budgets, and the City's ordinances, codes, and development standards, as seen in **Figure 10.1: Comprehensive Plan Direction & Implementation.**

Figure 10.1: Comprehensive Plan Direction & Implementation

OVERALL CITY-WIDE DIRECTION

Contains the city's broad vision, goals, high-level policies and actions.

COMPREHENSIVE PLAN

Addresses citywide needs, opportunities, and aspirations. A guide for more specific planning policy decisions, investments, and regulations.

• Long term, 20-year horizon but reviewed at ~~five-year~~five-year intervals.

FOCUSED PLANNING

Detailed studies and specific strategies for a topic or area.

Master Plans

Detailed plans focused on a particular city service, facility or resource that affects the city as a whole.

- Provides specific recommendations tailored to the needs of the service, facility or resource.
- Examines aspects relevant to the topic.
- Living documents that should be maintained and updated regularly or ~~as-needed~~as needed.

~~District & Neighborhood~~Small Area Plan

Detailed plans focused on a geographic area of the city such as a neighborhood, corridor or special district.

- Provides specific recommendations tailored to the needs of the area.
- Considering all aspects of an area, including future land use, character, transportation and connectivity, ~~parls~~parks and open space, ~~servies~~services, economic development and infrastructure.
- Have a limited (typically 10-year) horizon, during which time recommendations should be implemented or incorporated into the Comprehensive Plan.

IMPLEMENTATION

Short-term strategic plans and regulations.

Departmental Work Programs & Budget

Annual work programs and budgets should align with the Comprehensive Plan and other plans.

City Council Strategic Plan

City council strategic priorities may be considered annually and should support implementation of the ~~c~~City's various long-term plans.

Capital Improvement Plan (CIP)

A five-year plan for funding and implementing projects that address infrastructure needs such as streets, parks, and public facilities. The CIP should show alignment with the Comprehensive Plan and focused plans.

Codes & Ordinances

The governing regulations adopted by the city that include the Unified ~~Deleopment~~Development Ordinance (the ~~c~~City's zoning code). These legal tools are critical to implement many of the Comprehensive Plan's physical development objectives including redevelopment and neighborhood integrity. Codes and Ordinances should be reviewed upon adoption of a ~~district or neighborhood~~small area plan or as other needs arise.

There are five general methods for plan implementation:

(1) Policy-based decisions
(2) Land development regulations and engineering standards
(3) Capital improvements programming
(4) Focused planning efforts and studies, and
(5) Special projects, programs, and initiatives

POLICY-BASED DECISIONS

Land use and development decisions should be made based on the strategies set forth in this Comprehensive Plan. Decisions regarding growth, infrastructure investment, Future Land Use & Character Map amendments, and right-of-way acquisitions are generally left to the broad discretion of the City Council, meaning the Comprehensive Plan serves as the principal source of guidance in these decision-making processes. The policy guidance and actions within the Comprehensive Plan are meant to ensure that development patterns are consistent with the intended character for specific neighborhoods, districts, and corridors. The adoption of new or amended land development regulations (e.g., zoning, subdivision, landscaping, sign controls, etc.) establish a framework for evaluating private development proposals in light of the City's articulated priorities and action recommendations detailed in the Comprehensive Plan.

LAND DEVELOPMENT REGULATIONS AND ENGINEERING STANDARDS

Land development regulations and engineering standards are fundamentals for Comprehensive Plan implementation. It is often underappreciated that private investment decisions account for much of any city's physical form. Zoning, subdivision regulations, associated development criteria, and technical engineering standards are the basic elements that ensure the form, character, and quality of private development reflect the City's planning objectives. Ordinances should reflect the community's desire for quality development outcomes that are consistent with Comprehensive Plan goals and strategies.

CAPITAL IMPROVEMENTS PROGRAMMING

A Capital Improvements Program is a multi-year plan (typically five years) that identifies ~~budgeted~~ and budgets for major capital projects that are essential to implementing this Comprehensive Plan. These may include improvements to streets, water and wastewater systems, drainage facilities, parks and trails, recreational facilities, public buildings, and major equipment purchases.~~including street infrastructure, water, wastewater, drainage facilities, parks, trails, and greenways, recreation facility construction and upgrades, construction of public buildings, and the purchase of major equipment. Identifying and budgeting for major capital improvements is essential to implementing this Comprehensive Plan.~~ Decisions regarding the prioritization of proposed capital improvements must consider the strategies and action recommendations of this plan.

FOCUSED PLANNING EFFORTS AND STUDIES

There are many areas in which additional planning work has been completed or is recommended to achieve a finer degree of detail than is covered within this Comprehensive Plan. Certain strategies are further detailed and implemented through topic-based plans, such as the **Economic Development Master Plan**, **Water Utility Master Plan**, or ~~**Bicycle, Pedestrian, and Greenways**~~**Active Transportation Master Plan**. Other strategies are implemented through small-area plans, such as neighborhood, district, corridor, or redevelopment plans.

SPECIAL PROJECTS, PROGRAMS, AND INITIATIVES

Special projects, programs, and initiatives comprise the final category of implementation measures. These include initiating or amending City programs, interlocal agreements, citizen participation programs, training, and other types of special projects to achieve outcomes specified within the Comprehensive Plan.

Plan Administration

While developing and updating this plan, government representatives, business owners, neighborhood representatives, civic groups, Texas A&M University representatives, and stakeholders and citizens from across the community all contributed time and input. One of the most integral pieces to maintain any comprehensive plan's momentum and effective implementation is continual commitment to and championing of the plan's policies and actions.

EDUCATION

While comprehensive plans are broad in scope, they remain complex policy documents that account for interrelationships among various policy choices such as how growth decisions and development patterns may affect the City's emergency response capabilities, or how projected demographic trends are likely to impact the local housing market. As such, educating decision-makers and administrators about plan implementation is an important and continual effort. The principal groups responsible for implementing the Plan (City Council, Planning and Zoning Commission, and City department heads) should all be on the same page regarding the priorities, responsibilities, and interpretations of this plan.

ROLE DEFINITION



As the community's elected officials, the City Council assumes the lead role in implementation of the Comprehensive Plan. The key responsibilities of the City Council are to decide and establish priorities, set timeframes by which each action will be initiated and completed, and determine the budget to be made available for implementation efforts. Together the City Manager and City Council must ensure effective coordination among the various groups responsible for carrying out the plan's recommendations.

The City Council will lead in the following areas:

- Act as champions of the plan
- Adopt and amend the plan by ordinance, after recommendations by the Planning and Zoning Commission
- Adopt new or amended land development regulations to implement the plan
- Approve interlocal agreements that implement the plan
- Establish the overall action priorities and timeframes by which each action item will be initiated and completed
- Consider and approve the funding commitments that will be required
- Offer final approval of projects, activities, and the associated costs during the budget process, keeping in mind the need for consistency with the plan and its strategies and actions, and
- Provide policy direction to the Planning and Zoning Commission, other appointed City boards and commissions, and City staff

The Planning and Zoning Commission will lead in the following areas:

- Periodically obtain public input to keep the plan up to date, using a variety of community outreach and citizen and stakeholder involvement methods
- Ensure that recommendations offered to the City Council reflect the plan goals, policies, and action recommendations. This relates particularly to decisions involving development review and approval, zone change requests, and ordinance amendments, and
- After holding one or more public hearings to discuss new or evolving community issues and needs, make recommendations to the City Council regarding plan updates and amendments

City Staff will lead in the following areas:

- Manage day-to-day implementation of the plan and ongoing coordination across departments
- Support and carry out capital improvement programming efforts
- Manage the drafting of new or amended land development regulations
- Conduct studies and develop additional plans
- Review applications for consistency with the Comprehensive Plan as required by the City's land development regulations
- Negotiate the details of interlocal agreements
- Administer collaborative programs and ensure open channels of communication with various private, public, and non-profit implementation partners, and
- Maintain an inventory of potential plan amendments as suggested by City staff and others for consideration during annual and periodic plan review and update processes

Action Plan

The vision and goals in a comprehensive plan are attained through a multitude of specific actions. To this end, both long- and short-range implementation tasks must be identified along with a timeframe and an assignment of responsibilities.

Table 10.1, Action Plan & Funding Sources highlights the recommended actions that are included throughout this Comprehensive Plan to implement the plan's goals and policy recommendations. The list of implementation actions should be evaluated annually to determine if progress has been made and which additional items are ready for implementation within the short-term horizon.

The table is organized as follows:

- **Task Type.** This relates back to the five types of implementation methods highlighted earlier in this chapter (policy focused, regulatory focused, capital focused, planning/study focused, program/ initiative focused).

- **Coordination Roles.** In addition to identifying which City department(s) or function(s) would lead a task, the table also highlights a variety of local and regional agencies that might have a role to play in certain initiatives, perhaps through potential cost-sharing, technical assistance, direct cooperation, or by providing input and feedback on a matter in which they have some mutual interest. In particular, whenever potential regulatory actions or revised development standards are to be considered, participation of the development community is essential to ensure adequate consensus building.

- **Funding Sources.** This indicates typical ways to finance plan implementation efforts. Primary and ongoing sources include the City's annual operating budget, as well as multi-year capital budgeting which is not strictly for physical construction projects but also for funding significant studies and plans (e.g., utility master plans) intended to lay the groundwork for long-term capital projects. Other outside funding opportunities – such as other governmental spending (County, State, or Federal), grant opportunities, non-profit partnerships, public/private partnerships, private development, in-kind volunteer contributions, and others – also play a significant role in implementing the Comprehensive Plan.



FISCAL ANALYSIS

The **Action Plan & Funding Sources** table (Table 10.1) provides a starting point for determining priorities for immediate, near-term, and longer-term task implementation. It is an important step toward plan implementation and should be consulted regularly to help guide the City Council's annual strategic planning process, the City's annual budget process, Capital Improvements Program preparation, and departmental planning. Once the necessary funding is committed and roles are defined, the Director of Planning & Development Services in conjunction with the City Manager should initiate work programs to ensure implementation.

With any comprehensive and long-range planning effort that spans a 10- or 20-year horizon, there are unknown projects, initiatives, and costs that cannot be fully anticipated at the beginning of the planning process. A key component of implementing the Comprehensive Plan is fully understanding its financial impact to establish fiscal sustainability as a critical metric for analyzing existing and future development patterns and new development proposals, managing growth, and budgeting through the annual budget processes, capital improvement programming, and departmental planning.

The City will conduct a fiscal analysis to better understand which development types and patterns are revenue positive and which pose significant unfunded costs to the City that are not recouped over time. The fiscal impact analysis will evaluate development patterns at a City-wide level to determine the true costs associated with various development types, including unfunded service costs, to provide decision makers with the best available information to ensure the City's long-term fiscal sustainability. A comprehensive fiscal analysis could look at revenues per acre based on property and sales tax data to reflect the true fiscal contribution and costs of different development patterns more accurately. One of the biggest challenges is adequately accounting for unfunded services costs and liabilities that a city is expected to provide – such as public safety personnel, equipment, deferred maintenance, ~~and~~ infrastructure needs, and operational costs for additional city facilities and necessary staffing. In addition, financial modeling must be utilized to evaluate the cost-to-serve and benefits to the City for development along the City's edge through voluntary annexation requests, municipal utility districts (MUDs), or development agreements.

~~This 10-year update to the plan prioritizes infill and redevelopment in strategic locations to ensure the long-term fiscal sustainability of our City. Infill and redevelopment opportunities help reduce or eliminate some unfunded costs by more efficiently utilizing existing infrastructure, facilities, and City staff resources by encouraging growth in areas with existing capacity to maximize efficiency.~~

Table 10.1 - Action Plans & Funding Sources

ACTION NUMBER 2026~~1~~ UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGET	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
2.~~1~~1	**Review and undertake amendments to the Unified Development Ordinance's zoning districts.** Consider amendments necessary to implement the Future Land Use & Character categories and definitions.	Regulation	Planning & Development Services	City Manager's Office	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.~~2~~2	**Prioritize and undertake detailed plans for priority neighborhoods, districts, corridors, or redevelopment areas**. The City should commit to proactively planning for a limited set of target areas, as specified in Map 2.1, Planning Areas.	Focused planning effort	Planning & Development Services	City Manager's Office Capital Improvement Projects Community Development CSU - Water Services Economic Development & Tourism Neighborhood Services Parks & Recreation Public Wo	B/CS Metropolitan Planning Organization Texas A&M University Texas Dept. of Transportation B/CS Apartment Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓	✓			
2.~~3~~3	**Creative incentives and programs to revitalize existing areas and established neighborhoods.** This could include façade or landscaping improvement programs or rehabilitation initiatives. New programs should align with and complement existing City efforts through the Neighborhood Partnership Program, Neighborhood Grant Program, and proposed property maintenance programming.	Project / program	Neighborhood Services Community ~~Services~~Development Planning & Development Services	City Manager's Office Capital Improvement Projects Economic Development & Tourism	Neighborhood / Homeowner Associations Property owners / developers	✓	✓		✓	✓
2.~~1~~4	**Evaluate existing policies and create incentives for low impact and sustainable development.** Encourage policies and regulations that incentivize sustainable practices such as energy reduction, renewable energy, water conservation, protection of natural resources, use of native and adapted vegetation, adaptive reuse, waste minimization, and stormwater management.	Policy-based decision	Planning & Development Services	City Manager's Office CSU - Water Services CSU - Utilities Parks & Recreation Public Works	Texas A&M University City of Bryan Brazos County Brazos Valley Solid Waste Management Agency	✓	✓		✓	
2.~~2~~5	**Pursue feasibility of a ~~tree preservation and/or~~ tree planting incentive program.** This could involve ~~regulatory changes, incentives to preserve existing trees (especially large canopy trees) in new development and redevelopment projects, requiring replacement of trees that are destroyed or removed,~~ proactive efforts by the City such as planting trees and installing landscaping along major road corridors and gateways, or a program where the City or a partner agency provides trees at reduced cost.	Project / program	Planning & Development Services Parks & Recreation	City Manager's Office Capital Improvement Projects Public Works	Keep Brazos Beautiful Texas Dept. of Transportation Texas A&M University & Master Gardners	✓	✓		✓	✓
2.~~3~~6	**Create additional incentives for conservation design and evaluate the effectiveness of cluster development standards in the Unified Development Ordinance.** Common incentives include density bonuses where a project may be permitted a greater total density in exchange for preservation of common open space areas.	Policy-based decision	Planning & Development Services	City Manager's Office Parks & Recreation	B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.7	**Integrate parks, greenways, and community facilities within new neighborhoods.** Ensure that parks, greenways, and other types of open spaces are integrated into the design of new neighborhoods and that appropriate connections are made to existing facilities. Also consider opportunities and partnerships to locate civic uses (such as recreation centers, schools, libraries) within new neighborhoods or redevelopment areas.	Regulation	~~Parks & Recreation~~ Planning & Development Services	~~Planning & Development Services~~ Parks & Recreation	B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				✓

ACTION NUMBER 2026~~1~~ UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
2.8	**Evaluate and update development standards in the Unified Development Ordinance.** Evaluate the effectiveness of development standards such as mobility and connectivity, off-street parking, building form and design, landscaping and buffers, exterior lighting, or other applicable standards to achieve desired design form and quality.	Regulation	Planning & Development Services	City Manager's Office	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.9	**Develop or refine incentives to promote high quality design.** Such incentives may include regulatory (flexible standards, density bonuses), procedural, cost-sharing agreements, and tax incentives, among others. Incentives could be targeted to specific geographies or types of development (such as mixed-use or commercial).	Policy-based decision	Planning & Development Services	City Manager's Office Economic Development & Tourism	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓			✓	✓
2.10	**Encourage parking alternatives to support redevelopment opportunities.** Use regulatory or other incentives to encourage residential, commercial, and mixed development models in the City's targeted Redevelopment Areas that integrate structured parking, reduced parking requirements, or shared parking agreements to enable more productive use of the overall site in place of extensive surface parking.	Regulation	Planning & Development Services	City Manager's Office Economic Development & Tourism	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.11	**Continue to initiate proactive zoning map updates.** Amend the zoning map in strategic areas to encourage transitions to the desired community character and help implement the Future Land Use & Character Map. Proactive zoning map changes may also encourage redevelopment in targeted areas.	Policy-based decision	Planning & Development Services	City Manager's Office Economic Development & Tourism	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
2.12	**Continue beautification programs.** Maintain and consider opportunities to expand beautification partnerships with Keep Brazos Beautiful and other organizations.	Project / program	Public Works	Community ~~Services~~ Development Neighborhood Services Parks & Recreation Planning & Development Services	Keep Brazos Beautiful Texas Dept. of Transportation	✓			✓	
3.1	**Evaluate the effectiveness and refine neighborhood compatibility standards in the UDO.** Standards in the UDO should address compatibility of infill and redevelopment within established neighborhoods and appropriate transitions between land uses, particularly between neighborhoods and more intense commercial or mixed-use development adjacent to a neighborhood.	Regulation	Planning & Development Services	Community Development Neighborhood Services	B/CS Apartment Association B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
3.2	**Create a neighborhood planning toolkit.** Build upon Neighborhood Services efforts and establish a process for neighborhood organizations to undertake a City-supported project in their area, or to create City-supported projects and policies for their area.	Project / program	Neighborhood Services	City Manager's Office Community ~~Services~~Development Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.3	**Create and promote a housing maintenance educational program**. Create an education/promotional campaign to raise awareness of existing resources to maintain and enhance the existing housing stock including City grants and federal programs. Develop an educational program to assist residents in learning basic home maintenance and repair skills.	Project / program	Community ~~Services~~Development	City Manager's Office Neighborhood Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers State / federal agencies	✓			✓	

ACTION NUMBER 2026~~1~~ UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
3.10~~4~~	**Expand affordable housing and workforce housing.** Continue to support efforts, programs, and incentives aimed at developing affordable housing stock and assisting low- and moderate-income citizens to secure affordable homeownership and/or rental opportunities.	Project / program	Community ~~Services~~Development	City Manager's Office Neighborhood Services Planning & Development Services Public Communications	Brazos County Home Repair Coalition B/CS Habitat for Humanity Brazos Valley Community Action Programs Elder Aid Brazos County Council of Governments State / federal agencies Private developers	✓	✓	✓	✓	✓
3.~~4~~5	**Develop a parking strategy for neighborhoods near the university.** Coordinate with Texas A&M University regarding university-related parking to prevent excessive on-street parking in areas adjacent to the university. Evaluate the feasibility of a program to address management of parking in adjacent neighborhoods.	Project / program	Community ~~Services~~ Development Planning & Development Services	City Manager's Office Neighborhood Services Public Communications Police Fire	Texas A&M University Neighborhood / Homeowner Associations Property owners / developers	✓				✓
3.~~5~~6	**Develop and refine data monitoring processes to analyze housing trends and define a strategic set of actions to address housing affordability, diversity, and gentrification.** Consider existing market data, best practices, and existing regulations and incentives.	Project / program	Community ~~Services~~Development	City Manager's Office Planning & Development Services	B/CS Association of Realtors Texas A&M Real Estate Research Center	✓			✓	
3.11~~7~~	**Continue to track neighborhood change.** Continue maintaining an inventory of community development trends and housing conditions by block or neighborhood in areas with a high propensity for change to identify potential areas at risk of decline and to combat displacement of existing residents. Existing data on demolitions, building permits, or occupancy could also be compiled and reviewed on a regular basis.	Project / program	Community ~~Services~~Development	City Manager's Office Planning & Development Services	B/CS Association of Realtors Texas A&M Real Estate Research Center	✓			✓	
3.~~6~~8	**Evaluate relevancy of neighborhood and small area plans that are beyond their planning horizon.** Develop a process to either retire or update plans.	Project / program	Planning & Development Services	City Manager's Office Capital Improvement Projects CSU - Water Services Public Works	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.12~~9~~	**Continue partnering with local nonprofit organizations and area partners to support affordable housing options.** Continue partnerships with organizations such as the Brazos County Home Repair Coalition, Bryan/College Station Habitat for Humanity, Brazos Valley Community Action Programs, Elder Aid, Brazos County Council of Governments, and housing tax credit developers.	Project / program	Community ~~Services~~Development	City Manager's Office	Brazos County Home Repair Coalition B/CS Habitat for Humanity Brazos Valley Community Action Programs Elder Aid Brazos County Council of Governments State / federal agencies	✓	✓	✓	✓	✓
3.13~~130~~	**Continue outreach and educational efforts to support existing and encourage new neighborhood organizations.** Continue Neighborhood Services initiatives such as Seminar Suppers, Neighborhood Newsletters, and training programs.	Project / program	Neighborhood Services	City Manager's Office Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.14~~11~~	**Continue to fund the Neighborhood Grant Program.** Continue to fund and expand the Neighborhood Grant Program for neighborhood activities such as gateways, landscaping, and other permit application fees.	Project / program	Neighborhood Services	City Manager's Office Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓	✓		✓	
3.~~12~~7	**Require neighborhood meetings for certain development applications.** This provides a forum for applicants and neighbors to resolve conflicts in an informal setting before an application is submitted or prior to formal consideration of the item.	Regulation	Planning & Development Services	City Manager's Office Neighborhood Services	Neighborhood / Homeowner Associations Property owners / developers B/CS Home Builders Association	✓				

ACTION NUMBER 2026~~1~~ UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
3.15~~12~~	**Maintain property maintenance enforcement efforts**. Maintain enforcement resources to ensure that minimum property standards are being upheld. Utilize community development plans and current data to target and prioritize enforcement efforts, while being equitable to the needs of lower income or rental areas.	~~Regulation~~ Project / Program	~~Planning & Development Services~~ Fire – Code Enforcement	City Manager's Office Planning & Development Services ~~Neighborhood Services~~	B/CS Apartment Association B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers ~~B/CS Home Builders Association~~	✓			✓	
3.8~~14~~	**Evaluate the effectiveness of short-term rental regulations.** Periodically evaluate short-term rental regulations with respect to local data, national trends, and emerging technology, to support neighborhood integrity.	Regulation	Fire – Code Enforcement ~~Community Services~~	City Manager's Office Planning & Development Services	B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers	✓				
3.9~~15~~	**Evaluate and refine the rental registration program.** Periodically evaluate the rental registration program with respect to local data and trends to support neighborhood integrity.	Regulation	Fire – Code Enforcement ~~Community Services~~	City Manager's Office Planning & Development Services	B/CS Apartment Association B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.~~5~~1	**Continue to develop and deliver quality recreational programing for residents.** Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote local cultural and entertainment offerings. ~~Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.~~	Project / program	Parks & Recreation	Economic Development & Tourism ~~City Managers Office~~ Public Communications	~~Brazos Valley Economic Development Corp.~~ ~~B/CS Chamber of Commerce~~ ~~City of Bryan~~ ~~Texas A&M University~~	✓		~~✓~~		~~✓~~
5.~~7~~2	**Maintain and expand community-based greenway and open space preservation programs. T**hrough the Adopt-a-Greenway and parks volunteer programs, continue involving neighborhood and community groups in preservation and maintenance programs.	Project / program	Parks & Recreation Planning & Development Services	Public Communications	Texas A&M University Student organizations Community organizations	✓			✓	
5.~~8~~3	**Continue to expand outreach about the parks and greenway system.** Enhance awareness and accessibility to programs and facilities through the City's website, publications, and media outlets.	Project / program	Parks & Recreation Planning & Development Services	Public Communications	Local media outlets	✓				
5.~~9~~4	**Support a community-wide public art program.** Contribute to the expansion of a public art program in conjunction with the Arts Council of Brazos Valley, the City of Bryan, Texas A&M University, and the Texas Department of Transportation.	Project / program	Parks & Recreation	City Manager's Office Economic Development & Tourism Public Communications	Arts Council of the Brazos Valley City of Bryan Texas A&M University Texas Dept of Transportation Public-private partnerships	✓		✓	✓	✓
5.~~10~~5	**Continue leisure, health, and educational programming.** Continue the City's role in offering leisure, health, and educational activities to citizens of all ages through the City's Parks & Recreation department programming.	Project / program	Parks & Recreation	Public Communications		✓				
5.~~11~~6	**Identify and secure public and private funds for the acquisition of parks, greenways, and facilities.** Ensure adequate parkland and greenway provisions through the Parkland Dedication Ordinance, the Capital Improvements Program, annual budgets, City property acquisition programs, external dollars, foundations, and public-private partnerships. Explore opportunities for connections between developments, conservation easements, or additional provisions that require dedication of open space.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	Public-private partnerships Foundations	✓	✓		✓	✓
5.~~12~~7	**Continue inter-agency coordination and establish new public-private partnerships to provide additional amenities, funding, networking, and co-production opportunities.** Seek partnerships with other public agencies and public-private partnerships to provide recreational amenities, greenways, and services where mutually beneficial opportunities are available to ensure financial sustainability and quality of all programs.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	City of Bryan Brazos County Texas A&M University Public-private partnerships	✓	✓	✓	✓	✓

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'	GRANTS	PRIVATE / OTHER
3.13	**Continue outreach and educational efforts to support existing and encourage new neighborhood organizations.** Continue Neighborhood Services initiatives such as Seminar Suppers, Neighborhood Newsletters, and training programs.	Project / program	Neighborhood Services	City Manager's Office Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓				
3.14	**Continue to fund the Neighborhood Grant Program.** Continue to fund and expand the Neighborhood Grant Program for neighborhood activities such as gateways, landscaping, and other permit application fees.	Project / program	Neighborhood Services	City Manager's Office Planning & Development Services Public Communications	Neighborhood / Homeowner Associations Property owners / developers	✓	✓		✓	
3.15	**Maintain property maintenance enforcement efforts.** Maintain enforcement resources to ensure that minimum property standards are being upheld. Utilize community development plans and current data to target and prioritize enforcement efforts, while being equitable to the needs of lower income or rental areas.	Project / program	Fire - Code Enforcement	City Manager's Office Planning & Development Services	B/CS Apartment Association B/CS Realtors Association Neighborhood / Homeowner Associations Property owners / developers	✓			✓	
4.1	Establish distinctive, place-based districts to anchor assets that promote balance and synergies between on-campus and off-campus communities, enhancing talent retention across all age groups.	Project / program	Economic Development & Tourism	Planning & Development Services	Texas A&M University	✓				
4.2	Launch a City real estate strategy that prioritizes prime site opportunities that can spark additional investment in the City and contribute to economic, housing, retail, and other real estate goals.	Policy-based decision	Economic Development & Tourism	City Manager's Office Planning & Development Services	B/CS Realtors Association Property owners / developers	✓				✓
4.3	Position College Station as a destination for year-round tourism and asset activation that increases room nights and visitor investment.	Project / program	Economic Development & Tourism	City Manager's Office Parks & Recreation	Texas A&M University	✓		✓		
4.4	Enhance specific quality-of-life factors through connectivity and place-based initiatives.	Project / program	Planning & Development Services	Economic Development & Tourism		✓				
4.5	Focus attraction and retention efforts on strategic growth areas and target industries that align with College Station's competitive position, including healthcare; life sciences and biotech; professional services; aerospace, defense, and energy; and retail and hospitality.	Project / program	Economic Development & Tourism	City Manager's Office	Greater Brazos Partnership Texas A&M University	✓		✓		
4.6	Enhance long-term and short-term workforce and talent development efforts to meet industry demand.	Project / program	Economic Development & Tourism	City Manager's Office Community Development	Brazos Valley Council of Governments Texas A&M University, College Station ISD, Blinn College	✓		✓		
4.7	Support the growth of existing small businesses and local market-serving entrepreneurs as important contributors to the City's identity.	Project / program	Economic Development & Tourism	City Manager's Office	B/CS Chamber of Commerce Community organizations	✓		✓		✓
4.8	Retain and expand local science and tech-driven employers in College Station across all industry types, with particular attention to target sectors.	Project / program	Economic Development & Tourism	City Manager's Office	Texas A&M University	✓		✓		
4.9	Attract science and tech-driven employers from competitive markets by showcasing College Station's innovation ecosystem assets across target sectors.	Project / program	Economic Development & Tourism	City Manager's Office		✓				
4.10	Enhance innovation ecosystem components that support science and tech-based entrepreneurs, also known as startups, to facilitate business growth.	Project / program	Economic Development & Tourism	City Manager's Office	Texas A&M University	✓		✓		

ACTION NUMBER 2026 UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'	[illegible]	PRIVATE / OTHER
4.11	Ensure the effectiveness of the EDMP by enhancing partnerships with local and regional partners through regular communications and collaborations.	Project / program	Economic Development & Tourism	City Manager's Office	Greater Brazos Partnership City of Bryan Brazos County Texas A&M University	✓		✓		✓
4.12	Position College Station as a strong regional and state-level economic leader and business-friendly community.	Project / program	Economic Development & Tourism	City Manager's Office	Greater Brazos Partnership	✓		✓		
4.13	Equip the City's Economic Development team with tools, resources, and structure to deliver results in implementation of the EDMP.	Project / program	Economic Development & Tourism	City Manager's Office		✓				
4.14	Bring awareness to the community about the City's economic development goals and the importance of specific topics, like redevelopment and innovation.	Project / program	Economic Development & Tourism	Planning & Development Services Public Communications	Greater Brazos Partnership	✓		✓		
5.1	**Evaluate, amend, and develop relevant ordinances to protect natural resources, habitats, and green-water infrastructure.** Consider amendments to the Parkland Dedication Ordinance and other ordinances to include provisions or incentives that encourage developers to design and build parks and greenway trails that preserve natural areas.	Regulation	Parks & Recreation Planning & Development Services	City Manager's Office City Attorney	B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.2	**Investigate the feasibility of incorporating riparian buffer standards to preserve sensitive land along waterways.** Consider the feasibility of amending ordinances to better preserve potentially sensitive land along waterways to mitigate flood risks, protect water quality, and provide for parks and greenway opportunities.	Regulation	Planning & Development Services	City Manager's Office City Attorney Parks & Recreation	B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.3	**Conduct community-wide parks and recreation needs assessments and pursue recommended improvements.** Evaluate facilities and programs provided by the Parks and Recreation Department through community surveys at least every ten years. Pursue new programs, physical and operational improvements, and evaluate ongoing priorities to implement the needs assessment for park facilities and recreational programs.	Project / program	Parks & Recreation	City Manager's Office	Neighborhood / Homeowner Associations Property owners / developers	✓				
5.4	**Identify a land acquisition strategy and integrate additional greenspace.** Set the standard to provide a required and desirable amount of land per citizen, as discussed within the planning considerations.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	City of Bryan Brazos County Texas A&M University Public-private partnerships	✓	✓	✓	✓	✓
5.5	**Continue to develop and deliver quality recreational programing for residents.** Utilize digital platforms and coordinate with the Economic Development & Tourism Department to promote local cultural and entertainment offerings.	Project / program	Parks & Recreation	Economic Development & Tourism City Manager's Office Public Communications	Greater Brazos Partnership B/CS Chamber of Commerce City of Bryan Texas A&M University	✓		✓		✓
5.6	**Continue to coordinate and promote major arts, entertainment, sporting, and cultural destination attractions.** Promote the multi-purpose mission of the Wolf Pen Creek and Northgate Districts as live music destinations and areas to live, work, and play.	Project / program	Economic Development & Tourism	City Manager's Office Parks & Recreation Public Communications	Greater Brazos Partnership B/CS Chamber of Commerce City of Bryan Texas A&M University	✓		✓		✓
5.7	**Maintain and expand community-based greenway and open space preservation programs.** Through the Adopt-a-Greenway and parks volunteer programs, continue involving neighborhood and community groups in preservation and maintenance programs.	Project / program	Parks & Recreation Planning & Development Services	Public Communications	Texas A&M University Student organizations Community organizations	✓			✓	

ACTION NUMBER 2026~~1~~ UPDATE	ACTION ITEM	TASK TYPE	CITY - RESPONSIBLE PARTY	PARTNERS - INTERNAL	PARTNERS - EXTERNAL	FUNDING SOURCES				
						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
5.~~1~~8	**Evaluate, amend, and develop relevant ordinances to protect natural resources, habitats, and green-water infrastructure.** Consider amendments to the Parkland Dedication Ordinance and other ordinances to include provisions or incentives that encourage developers to design and build parks and greenway trails that preserve natural areas.	Regulation	Parks & Recreation Planning & Development Services	City Manager's Office City Attorney	B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.~~2~~9	**Investigate the feasibility of incorporating riparian buffer standards to preserve sensitive land along waterways.** Consider the feasibility of amending ordinances to better preserve potentially sensitive land along waterways to mitigate flood risks, protect water quality, and provide for parks and greenway opportunities.	Regulation	Planning & Development Services	City Manager's Office City Attorney Parks & Recreation	B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
5.13~~10~~	**Consider new and enhanced natural resource management strategies that promote environmental sustainability and stewardship and improve quality of life.** Consider the effect of urban heat islands on the ~~C~~city's residents, wildlife, and natural environment. Identify areas for enhanced stewardship practices such as "no mow zones," native or adaptive plantings, and pollinator areas to support wildlife and enhance biodiversity.	Policy-based decision	Parks & Recreation Planning & Development Services	City Manager's Office Public Works	Texas A&M University & Master Gardeners Keep Brazos Beautiful	✓			✓	
5.14~~11~~	**Invest in the redevelopment of existing parks.** Identify new improvements and continue upgrades and maintenance to existing park facilities, particularly neighborhood scale parks as detailed in the Recreation, Park, and Open Space Master Plan, neighborhood, or district plans.	Capital improvement	Parks & Recreation	City Manager's Office Planning & Development Services	Neighborhood / Homeowner Associations Property owners / developers	✓	✓			✓
5.3~~12~~	**Conduct community-wide parks and recreation needs assessments and pursue recommended improvements.** Evaluate facilities and programs provided by the Parks and Recreation Department through community surveys at least every ~~five~~ ten years. Pursue new programs, physical and operational improvements, and evaluate ongoing priorities to implement the needs assessment for park facilities and recreational	Project / program	Parks & Recreation	City Manager's Office	Neighborhood / Homeowner Associations Property owners / developers	✓				
5.4~~13~~	**Identify a land acquisition strategy and integrate additional greenspace.** ~~Establish a platform~~Set the standard to provide a required and desirable amount of land per citizen, as discussed within the planning considerations.	Policy-based decision	Parks & Recreation	City Manager's Office Capital Improvement Projects Planning & Development Services	City of Bryan Brazos County Texas A&M University Public-private partnerships	✓	✓	✓	✓	✓
5.15~~14~~	**Create connections between key elements of the parks, recreation, greenways systems, and destinations.** As described in the ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan and the Recreation, Park, and Open Space Master Plan, prioritize opportunities to connect parks, greenways, community facilities, and other destinations.	Policy-based decision	Parks & Recreation Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	Property owners / developers	✓	✓		✓	✓
5.16~~15~~	**Design and construct inclusive, accessible, and sustainable parks and greenway trails.** Consider all citizens' needs and provide a diverse range of facilities and amenities to accommodate a variety of experiences and ways of interacting with the world. Encourage developments that are oriented towards and designed for accessibility to parks and greenway trails.	Capital improvement	Parks & Recreation Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	Property owners / developers	✓	✓			✓

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						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV' TS	[illegible]	PRIVATE / OTHER
6.1	**Implement complete street and context sensitive design.** Amend the street cross sections and update the Unified Development Ordinance, the Bryan-College Station Unified Design Guidelines, and the City's capital improvement process to implement context sensitive and complete street design such as prioritized mode corridors, reconstruction projects in established neighborhoods, and in areas where right-of-way is constrained.	Regulation	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	City of Bryan Brazos County B/CS Association of Realtors B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓	✓			
6.2	**Conduct a Thoroughfare Plan audit.** Consider alternatives to relieve congestion anticipated with long term growth and evaluate adjustments to the Thoroughfare Plan based on existing street context.	Project / program	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works		✓	✓			
6.~~8~~3	**Enhance and upgrade intersections.** Improve multimodal efficiency through roundabouts and protected intersections to improve safety and reduce congestion.	Capital improvement	Capital Improvement Projects Public Works	City Manager's Office Planning & Development Services	B/CS Metropolitan Planning Organization Texas Dept of Transportation	✓	✓	✓		
6.~~9~~4	**Continue to evaluate and implement best management practices to increase bicycle and pedestrian use.** Build on the existing network of infrastructure to increase safety and comfort for all users such as separated bike lanes and shared use paths.	Capital improvement	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works Parks & Recreation		✓	✓		✓	✓
6.~~10~~5	**Undertake streetscape improvements within gateways and image corridors.** Identify locations and implement targeted infrastructure and streetscape improvements (perhaps through partnerships) to improve aesthetics. Consider operation and maintenance costs when identifying appropriate improvements.	Capital improvement	Capital Improvement Projects	City Manager's Office Planning & Development Services Public Works	Texas A&M University Texas Dept of Transportation	✓	✓	✓	✓	✓
6.~~3~~6	**Evaluate transit funding partnerships.** To prepare for reductions in Federal transit funding from the region's growth, the City should explore regional partnerships to maintain and improve transit services. Transit services should link activity centers, major employers, dense residential areas, concentrations of student housing, and provide access for underserved populations and the general public.	Policy-based decision	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	B/CS Metropolitan Planning Organization City of Bryan Brazos County Brazos Transit District Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Central Texas Dept of Transportation	✓	✓	✓	✓	✓
6.~~11~~7	**Prioritize programs and improvements that will reduce vehicular demand.** Consider an emphasis on bicycle and pedestrian facilities, transit services, parking and other programs that can reduce vehicular demand, particularly in areas adjacent to campus.	Project / program	Planning & Development Services	City Manager's Office Capital Improvement Projects Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation Brazos Transit District	✓	✓	✓	✓	✓
6.~~12~~8	**Maintain the various funding programs for mobility projects.** These include the Bryan-College Station Metropolitan Planning Organization Transportation Improvement Program, the Brazos County Regional Mobility Authority, and the City's capital improvements program.	Policy-based decision	City Manager's Office	Capital Improvement Projects Planning & Development Services Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority	✓	✓			

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6.1~~39~~	**Fund bicycle and pedestrian infrastructure and safety improvements.** Dedicate funding for system improvements and maintain collaborative partnerships as detailed in the ~~Bicycle, Pedestrian, and Greenways~~Active Transportation Master Plan.	Policy-based decision	City Manager's Office	Capital Improvement Projects Planning & Development Services Public Works Parks and Recreation	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Texas Dept of Transportation	✓	✓		✓	
6.4~~10~~	**Develop performance measures, collect transportation data, and monitor trends.** Performance measures will help evaluate the effectiveness of the mobility system. Data to be collected could include traffic volumes, levels of service, vehicle miles traveled, transit ridership, pedestrian and bicycle facility usage, and safety data on vehicle crashes and those involving bicyclists or pedestrians. This data will also help to target future improvements.	Project / program	Planning & Development Services	Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation Brazos Transit District	✓				
6.5~~11~~	**Evaluate Traffic Impact Analysis (TIA) requirements.** Consider updates to the traffic mitigation thresholds for intersections impacted by new development. The requirements could also be amended to address internal site elements such as circulation, queueing, connectivity, as well as bicycle/pedestrian infrastructure.	Regulation	Planning & Development Services	Public Works	City of Bryan B/CS Association of Realtors Property owners / developers	✓				
6.6~~12~~	**Evaluate and update access management strategies.** Coordinate with the Bryan-College Station Metropolitan Planning Organization to align regional standards along thoroughfares to preserve modal efficiency throughout the street network.	Regulation	Planning & Development Services	Capital Improvement Projects Public Works	City of Bryan B/CS Metropolitan Planning Organization	✓		✓		✓
6.7~~13~~	**Develop and implement a travel demand management program.** Build upon existing services and including real-time traffic information, traffic incident alerts, ridesharing programs, promotion of flexible work schedules, and encouragement of dense mixed-use development in strategic areas.	Project / program	Planning & Development Services Public Works	Capital Improvement Projects Community ~~Services~~Development	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Transit District Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation	✓	✓	✓		✓
7.5~~1~~	**Prioritize utility and service improvements in existing areas.** Invest in infrastructure rehabilitation within the ~~C~~city's older areas to maintain their viability and attractiveness and encourage infill and redevelopment where appropriate.	Capital improvement	City Manager's Office Capital Improvement Projects	CSU - Electric CSU - Water Services Planning & Development Services	Property owners / developers	✓	✓			✓
7.1~~2~~	**Develop a comprehensive facilities plan.** The plan should meet the future space and functional needs of City employees, services, and the community.	Focused planning effort	City Manager's Office	Public Works Planning & Development Services		✓	✓			
7.6~~3~~	**Continue capitalizing on opportunities to achieve multiple community objectives through coordinated infrastructure projects.** Incorporate a measure in the Capital Improvements Program to weigh projects that achieve multiple objectives. Examples of coordinated infrastructure projects include road improvements, utility and drainage upgrades, sidewalk rehabilitation / installation / extensions, and streetscape enhancement.	Capital improvement	Capital Improvement Projects	City Manager's Office CSU - Electric CSU - Water Services Planning & Development Services Public Works	Texas Dept of Transportation Texas A&M University City of Bryan Brazos County Other utility providers and special districts	✓	✓	✓	✓	✓
7.7~~4~~	**Continue to build resiliency in municipal operations and services.** Ensure operations and services are resilient and adaptable to unforeseen circumstances, such as disaster or pandemic, and able to continuously meet community needs. Consider updating provisions in city plans and policies and develop incentive programs to better prepare for and adapt to abrupt changes or strained circumstances while simultaneously allowing for action in the face of uncertainty or unforeseen events.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Electric CSU - Water Services Fire - Emergency Management Fire - Emergency Medical Services Fiscal Services Planning & Development Services Police Public Works	Brazos Community Emergency Operations Center Brazos County City of Bryan Texas A&M University	✓	✓	✓	✓	✓

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						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV' TS	GRANTS	PRIVATE / OTHER
7.2~~5~~	**Evaluate the utilization of community paramedicine.** Partner with regional health care providers and social services to evaluate community paramedicine. This is an emerging field that uses a comprehensive approach and integrated deployment model to connect underserved populations to underutilized medical, social, and safety services, helping to decrease strain on emergency rooms, hospitals, and first responders such as EMS, fire, and police.	Policy-based decision	Fire - Emergency Medical Services	City Manager's Office Police Department	Regional healthcare providers Community service organizations and non-profits	✓			✓	✓
7.8~~6~~	**Continue to pursue recognition, credentials, and accreditations City-wide.** Continue to obtain national recognition for outstanding and innovative service in police, fire, emergency medical services (EMS), public safety communications, parks, water, public works, planning, and other areas.	Policy-based decision	City Manager's Office	CSU - Electric CSU - Water Services Fire Fire - Emergency Medical Services Parks & Recreation Planning & Development Services Police Public Works	Third-party accreditation organizations State/federal agencies	✓				
7.9~~7~~	**Continue to sustain and grow emergency management preparedness.** In coordination with Brazos Community Emergency Operations Center and other regional partners, sustain and enhance emergency management efforts, partnerships, and funding levels to provide adequate resources, planning efforts, educational training, and appropriate technology to proactively plan for, respond to, and recover from emergency situations and disasters.	Policy-based decision	Fire - Emergency Management	City Manager's Office Information Technology Public Works CSU - Electric CSU - Water Services Planning & Development Services	Brazos Community Emergency Operations Center Brazos County City of Bryan Texas A&M University Federal / state grants	✓	✓	✓	✓	
7.10~~8~~	**Continue using business intelligence, data analytics, and data visualization tools.** Utilize data and business intelligence solutions to inform policy decisions and provide efficient municipal services.	Project / program	Information Technology	City Manager's Office CSU - Electric CSU - Water Services Community ~~Services~~ Development Finance Fire Planning & Development Services Public Works Police		✓				
7.3~~9~~	**Continue to expand wi-fi to public buildings.** Expand existing public wi-fi services to additional facilities and consider partnership opportunities to establish a city-wide wi-fi network.	Capital improvement	Information Technology	City Manager's Office Public Works Parks & Recreation		✓				
7.11~~10~~	**Update public service plans.** Continue to re-evaluate and update key public service master plans (water, wastewater, stormwater, drainage management, solid waste, electric, police, fire, EMS) on regular cycles or when necessary based on changing conditions. Ensure that these plans reflect long-term growth forecasts and support priority growth areas.	Focused planning effort	City Manager's Office	CSU - Electric CSU - Water Services Community ~~Services~~Development Fire Parks & Recreation Planning & Development Services Public Works Police		✓	✓			
7.12~~11~~	**Utilize municipal service cost-benefit assessments in planning utility expansion.** The City should focus on areas that can be reliably and economically served within the City's capabilities. Consider an analysis of cost versus benefit when evaluating potential development agreements, municipal utility districts (MUDs) or annexation petitions.	Policy-based decision	City Manager's Office	Fiscal Services CSU - Water Services CSU - Electric Legal Public Works Planning & Development Services		✓	✓			

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7.~~4~~12	**Evaluate ways to reduce energy consumption.** Implement energy and resource conservation strategies in City facilities and all areas of municipal service provision.	Project / program	CSU - Electric	City Manager's Office Public Works		✓	✓			
7.13	**Pursue and support local water conservation and reuse initiatives.** Utilize reclaimed and/ or nonpotable water to irrigate City facilities where feasible.	Project / program	CSU - Water Services	City Manager's Office	Texas A&M University Texas Commission on Environmental Quality	✓	✓		✓	
7.14	**Continue outreach and educational programs to reduce resource consumption.** Encourage residents, businesses, and local institutions to participate in solid waste reduction and recycling, energy efficiency, and water conservation programs. Create publicity campaigns to highlight the City's sustainability and resiliency efforts within public facilities.	Project / program	CSU - Electric CSU - Water Services Public Works - Solid Waste & Recycling Services	Public Communications	Texas A&M University Texas Commission on Environmental Quality	✓	✓		✓	
7.15	**Continue to implement best practices in meeting or exceeding State and Federal standards for stormwater management.** Implement the City's Stormwater Management Program (SWMP) in accordance with State requirements of the TPDES Municipal Separate Storm Sewer Systems (MS4) program to manage stormwater discharges to protect, preserve and improve area streams and waterways. Consider updates to better protect area creeks and bodies of water from the impacts of urban runoff.	Regulation	Planning & Development Services	CSU - Water Services Public Works - Drainage Maintenance	Texas A&M University Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.16	**Advance sound floodplain management practices.** Reduce the risk and impacts of flooding, adhere to higher development standards, and limit long-term infrastructure costs through continued implementation and refinement of the City's Flood Ordinance (including No Adverse Impacts) and participation in FEMA's Community Rating System (CRS) program.	Regulation	Planning & Development Services	CSU - Water Services	Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.17	**Continue to meet or exceed State and Federal water quality standards for drinking water sources.** Continue phased expansion of water supply resources and associated production capabilities to meet shorter-term peak demands, as well as forecasted longer-term needs.	Regulation	CSU - Water Services	City Manager's Office Capital Improvement Projects	Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.18	**Continue to keep wastewater collection and treatment capacities ahead of demand.** Continue phased expansion of the existing wastewater system to comply with all regulatory permits, standards, and requirements that meet shorter-term peak demands, as well as forecasted longer-term needs.	Regulation	CSU - Water Services	City Manager's Office Capital Improvement Projects	Texas Commission on Environmental Quality State/federal agencies	✓	✓			
7.19	**Continue coordinated electric planning along with area partners.** Ensure adequate and reliable supply to serve anticipated growth and maintain College Station Utilities' capability for rapid response to system outages.	Regulation	CSU - Electric	City Manager's Office Capital Improvement Projects	Electric Reliability Council of Texas Other utility providers and special districts State/federal agencies	✓	✓			
7.20	**Design high-quality public facilities that reflect the character of their surroundings.** Ensure these buildings, facilities and improvements blend into existing areas and help establish an identity and quality standard for newly developing or redeveloping areas of the ~~C~~city.	Capital improvement	Capital Improvement Projects	City Manager's Office Planning & Development Services		✓	✓			
7.21	**Design City facilities and infrastructure to incorporate sustainable and resilient practices.** Consider design features such as stormwater management, water conservation and reuse, native or adapted plantings, or building design features that conserve energy and natural resources.	Capital improvement	Capital Improvement Projects	City Manager's Office CSU - Water Services CSU - Electric Planning & Development Services Public Works	Design consultants	✓	✓			
7.22	**Provide public safety facilities to maintain adequate service and response times.** Monitor response times and safety service needs as growth occurs; use data and national standards to make decisions about service investments.	Policy-based decision	Fire Police	City Manager's Office		✓	✓			

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						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	GRANTS	PRIVATE / OTHER
8.~~3~~1	**Prioritize proactive infrastructure investments and programs in strategic redevelopment and infill areas.** Invest in the necessary infrastructure to increase redevelopment potential or to catalyze redevelopment activity in areas identified in the Future Land Use & Character Map or in district plans. Concentrating development and services within target areas promotes efficient use of infrastructure and supports environmental resiliency goals.	Policy-based decision	Planning & Development Services	Capital Improvement Projects City Manger's Office Community ~~Services~~Development CSU - Electric CSU - Water Services Economic Development & Tourism Public Works	Property owners / developers	✓	✓		✓	
8.~~4~~2	**Amend the zoning map and consider regulatory incentives to encourage infill and redevelopment.** Apply targeted zoning strategies in designated Redevelopment Areas identified on the Future Land Use & Character Map. Review the effectiveness of the Redevelopment District (RDD) overlay zoning and consider updating provisions in the Unified Development Ordinance to incentivize infill and redevelopment.	Regulation	Planning & Development Services	Economic Development & Tourism	B/CS Realtors Association B/CS Home Builders Association Neighborhood / Homeowner Associations Property owners / developers	✓				
8.~~5~~3	**Re-envision underutilized retail uses and incentivize redevelopment and/or reuse of vacant buildings and properties.** Monitor national trends in the evolving retail sector or other sectors and continue to seek redevelopment and revitalization opportunities for vacant or underutilized sites, particularly large retail and big-box sites.	Policy-based decision	Economic Development & Tourism	Planning & Development Services	B/CS Realtors Association Property owners / developers	✓			✓	
8.~~6~~4	**Evaluate the utilization of impact fees that provide revenues to support infrastructure demands.** Consider the need to amend impact fees to promote the ~~c~~City's long-term fiscal strength.	Policy-based decision	City Manager's Office	CSU - Water Services Planning & Development Services		✓				✓
8.~~1~~5	**Evaluate and revise the Water/Sanitary Sewer Extension Policy.** Evaluate the City's service area for sanitary sewer (the Certificate of Convenience and Necessity boundary) and extend into the Extraterritorial Jurisdiction in an incremental and carefully timed manner when it meets defined growth management objectives. Ensure that extensions to water/ sewer utilities and service areas are consistent with the Future Land Use & Character Map, the City's utility master plans, and the multi-year Capital Improvement Plan.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Water Services Planning & Development Services		✓	✓			
8.~~2~~6	**Conduct fiscal impact analyses.** Analyze development patterns at a ~~C~~city-wide level to determine the true costs associated with various development types, including unfunded service costs, to provide decision makers with the best available information to ensure the City's long-term fiscal sustainability. In addition, utilize financial modeling to evaluate the cost-to-serve for annexation requests, MUDs, and development agreement areas.	Policy-based decision	City Manager's Office Fiscal Services Planning & Development Services	Capital Improvement Projects CSU - Water Services CSU - Electric Public Works		✓				✓
8.7	**Continue the City's Oversize Participation practice, where appropriate.** Continue providing funds for potential oversize participation to reduce future infrastructure costs.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Water Services CSU - Electric Planning & Development Services	Property owners / developers		✓			
8.8	**Use available tools to strategically manage growth pressure in the ETJ.** Utilize development agreements and Municipal Utility Districts (MUDs) to manage growth pressure in areas where annexation is not feasible.	Policy-based decision	City Manager's Office	Capital Improvement Projects CSU - Water Services CSU - Electric Legal Planning & Development Services	Property owners / developers	✓	✓			✓

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						CITY / DEPT. BUDGETS	CIP BUDGET	OTHER GOV'TS	[illegible]	PRIVATE / OTHER
9.~~3~~1	**Reference the Comprehensive Plan actions within City master plans. City master plans are components of the Comprehensive Plan.** Master plans should be updated on a regular cycle (or as needed). The updates should include provisions that relate directly to actions within the Comprehensive Plan and the Future Land Use & Character Map.	Project / Program	Planning & Development Services	CSU - Water Services CSU - Electric Economic Development & Tourism Parks & Recreation		✓				
9.~~4~~2	**Reference the Comprehensive Plan and City master plans in Capital Improvements Planning, departmental work programs, and budgeting processes.** Alignment with the City's long-term plans should be among the criteria for evaluating potential capital or operating expenditures.	Policy-based decision	City Manager's Office	All departments~~: CSU - Electric CSU - Water Services Community Economic Development & Tourism Fire Fiscal Services Human Resources Information Technology Legal Neighborhood Services Parks & Recreation Planning & Development Services Police Public Communications Public Works~~		✓	✓			
~~9.3~~	~~**Establish a university/city annual agenda.** Conduct an annual meeting between leadership of the City and Texas A&M University to reflect on the previous year's successes and challenges and to establish a collaborative agenda for the next 12 months. The intention of the agenda created is to strengthen both partners in a way that student success and faculty/staff retention is also improved. Participants would be from the highest leadership levels of Texas A&M University and the City and mutually committed to a best-in-class town-gown relationship.~~	~~Policy-based decision~~	~~City Manager's Office~~		~~Texas A&M University leadership~~	~~✓~~				~~✓~~
9.~~5~~4	**Gather growth expectations.** Work with Texas A&M University and other higher education institutions concerning their projected enrollment growth and associated faculty/staff increases to plan effectively for the implications of further off-campus housing demand.	Project / program	Planning & Development Services	City Manager's Office	Texas A&M University	✓				✓
9.~~2~~5	**Maintain a strong partnership with Texas A&M University through regular collaboration meetings and joint participation on local committees.** These meetings should provide opportunities to discuss successes and challenges, as well as development projects and ongoing efforts to provide harmonious transitions between the campus and the surrounding area. Coordination efforts should strengthen both partners in a way that supports student success and faculty/staff retention.	Policy-based decision	City Manager's Office	Planning & Development Services Community ~~Services~~Development	Texas A&M University	✓				✓
9.6	**Continue "good neighbor" initiatives with Texas A&M for permanent and temporary residents.** Build upon existing programs to promote positive living experiences for students and long-term residents in city neighborhoods. Activities could include community discussions, a lecture series, door-to-door visits, or neighborhood gatherings. The activities would raise awareness about ordinances, positively communicate neighborhood norms, promote social interaction, and demonstrate what it means to be a "good neighbor."	Project / program	~~Community Services~~ Neighborhood Services	City Manager's Office Community Development	Texas A&M University	✓				✓
9.~~6~~7	**Contribute to a joint branding effort with Texas A&M University.** Continue to work with Texas A&M University to define and promote a stronger and more unified brand identity. This includes not only graphics but, more importantly, the underlying messages and strategies to share the brand work.	Project / program	Economic Development & Tourism	Public Communications	Texas A&M University	✓				✓
9.~~7~~8	**Expand tourism opportunities with Texas A&M University.** Expand partnerships with Texas A&M University to recruit, create, and magnify tourism opportunities at university facilities and beyond.	Project / program	Economic Development & Tourism	Public Communications	Texas A&M University	✓				✓

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9.~~8~~9	**Pursue partnerships with Texas A&M University regarding environmental stewardship.** Encourage collaborations with academic departments, institutes, and operational units to capitalize on university research and expertise and help raise awareness of environmental stewardship and sustainable practices within the community.	Policy-based decision	City Manager's Office	CSU - Water Services Parks & Recreation Planning & Development Services Public Works - Solid Waste & Recycling Services	Texas A&M University	✓				✓
9.~~9~~10	**Convene coordination meetings with regional partners and pursue interlocal cooperation agreements ~~neighboring jurisdictions and regional planning organizations~~.** Participate in collaborative ~~efforts, such as the Intergovernmental Committee and others, on~~planning for land use, infrastructure, and facilities to align regional long-range plans and policies ~~planning, and other planning issues of mutual interest. Seek opportunities to align policies or share services to create a stronger region and more efficiently utilize resources~~. Pursue beneficial agreements with Texas A&M University, nearby municipalities, and other service providers to share services and more efficiently utilize resources. Such agreements can address coordination of subdivision review, thoroughfare planning, floodplain management, utility services, and other matters of mutual interest.	Policy-based decision	City Manager's Office	CSU - Electric CSU - Water Services Community ~~Services~~Development Planning & Development Services Public Works	City of Bryan Texas A&M University Brazos, Burleson, & Grimes Counties B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas Dept of Transportation	✓		✓		✓
~~9.11~~	~~**Pursue interlocal cooperation agreements.** Pursue and maintain beneficial agreements with Brazos, Grimes, and Burleson counties, City of Bryan, Texas A&M University, and other service providers, as appropriate. Such agreements can address coordination of subdivision review, thoroughfare planning, floodplain management, and utility and other service provision, among other matters of mutual interest.~~	~~Policy-based decision~~	~~City Manager's Office~~	~~CSU - Electric CSU - Water Services Planning & Development Services~~	~~City of Bryan Texas A&M University Brazos, Burleson, & Grimes Counties~~	~~✓~~		~~✓~~		~~✓~~
9.~~10~~12	**Continue to coordinate with the College Station Independent School District and public charter schools.** Coordination should address facility needs and projections, potential locations for new schools or future use of existing schools, infrastructure impacts of school development, and ensuring safe/walkable areas around schools.	Policy-based decision	City Manager's Office	Planning & Development Services Capital Improvement Projects Public Works	College Station Independent School District Public charter schools	✓		✓		✓
9.~~11~~13	**Continue to participate in regional mobility initiatives.** Partner with the Bryan-College Station Metropolitan Planning Organization (MPO), the Brazos County Regional Mobility Authority (RMA), Brazos Valley Council of Governments (BVCOG), Texas A&M University, Texas Department of Transportation (TxDOT), Brazos Transit District, Interstate 14 and Loop 214, Easterwood Airport flight network expansion, Texas High Speed Rail Initiative, freight transport, and Union Pacific on initiatives such as the Brazos Yard and quiet zones.	Policy-based decision	Planning & Development Services	City Manager's Office Public Works	B/CS Metropolitan Planning Organization Brazos County Regional Mobility Authority Brazos Valley Council of Governments Texas A&M University Texas Dept of Transportation Brazos Transit District Easterwood Airport Texas High Speed Rail Initiative Union Pacific	✓		✓	✓	✓

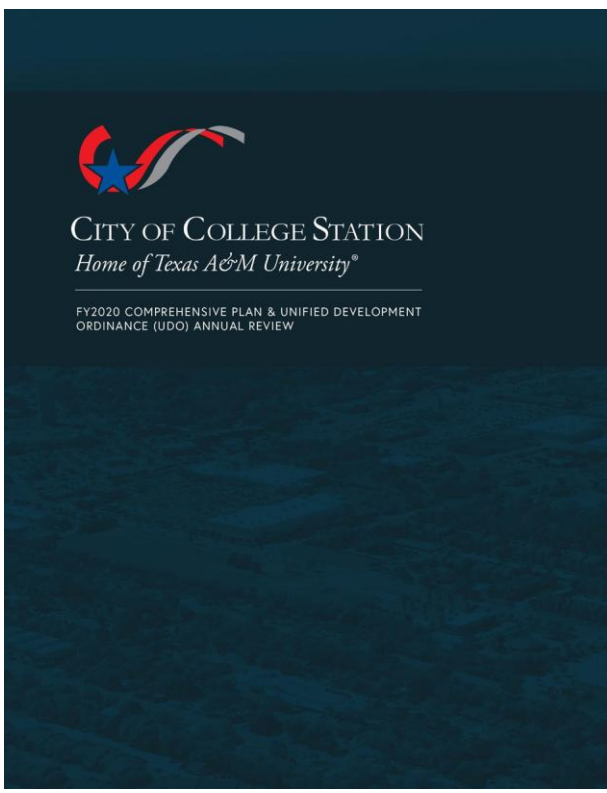
Plan Amendment Process

The Comprehensive Plan is meant to be a living document allowing for adjustment to changing conditions over time. Shifts in political, economic, physical, technological, and social conditions, and other unforeseen circumstances, may influence and change the priorities and fiscal outlook of the community. As the ~~C~~city grows and evolves new issues will emerge while others no longer remain relevant. Some action recommendations will be found impractical or outdated while other plausible solutions will arise. To ensure that the plan continues to reflect the overall goals of the community and remains relevant and useful over time the City must regularly revisit the plan and maintain ongoing interaction with residents and other stakeholders. Continuous monitoring and periodic review activities, as outlined in this section, are intended to confirm that the plan's goals and action recommendations remain appropriate and that public ownership and support of the plan remains strong.

Two types of revisions to the Comprehensive Plan may occur: (1) minor amendments, and (2) major updates. Minor amendments may be proposed at any time such as specific adjustments to the future land use and/or thoroughfare plans related to particular land development applications or public improvement projects. If not pressing, minor amendments can be documented and compiled for the annual plan review process and updated at that time. For example, this is how and when the results of another specialized plan or study could be incorporated into relevant sections of the Comprehensive Plan. More significant plan modifications and updates should occur every five years at most. Major updates may involve reviewing the base conditions, anticipated growth trends, goals and action recommendations in the plan. Furthermore, adding, revising, or removing action statements in the plan may be necessary depending on implementation progress.

ANNUAL REPORT

The Planning and Zoning Commission and City staff shall prepare an annual progress report for presentation to the City Council. This ensures that the plan is consistently reviewed and that any needed modifications are identified for the annual minor amendment process. Consistent assessment of the relationship between the plan, the City's implementing ordinances, and regulations is an essential part of this effort.



The Annual Report should include:

- Significant actions and accomplishments during the past year
- The implementation status of actions within the plan
- Obstacles or problems in plan implementation, including those encountered in administering the land use and transportation aspects, as well as any other strategies of the plan
- Proposed amendments that have come forward during the course of the year, which may include revisions to the individual plan maps or text changes
- Recommendations for needed actions, programs, projects, and procedures to be developed and implemented in the coming year

INTERIM AMENDMENTS

As noted above, minor plan amendments can be adopted after appropriate review (especially if related to a pending land development application) or deferred for the annual plan review process. In either case, when considering an amendment, the City should ensure the proposed amendment is consistent with the goals and actions set forth in the plan regarding character protection, development compatibility, infrastructure availability, conservation of environmentally sensitive areas, and other community priorities. Careful consideration should also be given to guard against site specific changes that could negatively impact adjacent areas or detract from the overall character of the area. Factors worthy of consideration when deciding on a proposed amendment include, but are not limited to:

- Consistency with and contribution to the overall direction and character of the community as captured in the plan's vision, goals, and actions
- Compliance with the Future Land Use & Character Map and/or Thoroughfare Plan
- Compatibility with the surrounding area
- Impacts on infrastructure including water, wastewater, drainage, and the transportation network
- Impact on the City's ability to provide, fund, and maintain services
- Impact on environmentally sensitive and natural areas



FIVE-YEAR EVALUATION AND APPRAISAL

An evaluation and appraisal report should be prepared every five years by City staff with input from various departments, the Planning and Zoning Commission, and any other appropriate boards and commissions. The evaluation process is to identify the successes and shortcomings of the plan in achieving the community's goals, consider changing conditions, and recommend appropriate modifications as needed.

The report should review the basic conditions and assumptions about trends and growth indicators. It should also evaluate implementation potential and/or obstacles related to any unmet goals or action recommendations. The evaluation report and process should result in an amended Comprehensive Plan including an assessment of any new information which led to updating any of the goals, strategies, and/or action recommendations.

Specifically, the report should include, identify, or evaluate the following:

(1) Summarize major actions and interim plan amendments undertaken over the last five years

(2) Update the assumptions, trends, and base studies data including the following:

- The rate at which growth and development is occurring relative to the projections put forward in the plan
- Shifts in demographics and other growth trends
- The area of land that is designated and zoned for intense development and its capacity to meet projected demands and needs
- City-wide attitudes and whether apparent shifts necessitate amendments to the stated goals or strategies, and
- Changes in political, social, economic, technological or environmental conditions, or other unforeseen circumstances or issues that indicate a need for amendments.

(3) Update goals, actions, or narrative as needed to ensure progress toward achieving the community's goals, including:

- Review the action plan to ensure timely accomplishment of the plan's recommended actions
- Re-evaluate or revise items not completed to ensure their continued relevance
- Review priorities as conditions change; some actions may emerge as a higher priority given new or changed circumstances while others may become less important to achieving the goals and development objectives of the community
- Identify conflicts between goals or strategies that have been discovered and provide recommended revisions
- Assess changes in laws and practices that may impact the ability of the community to achieve its goals and suggest revisions in strategies or priorities as needed



Acknowledgements

Thank you to the following individuals and groups who contributed to the preparation of this Comprehensive Plan and its ~~10~~5-year update.

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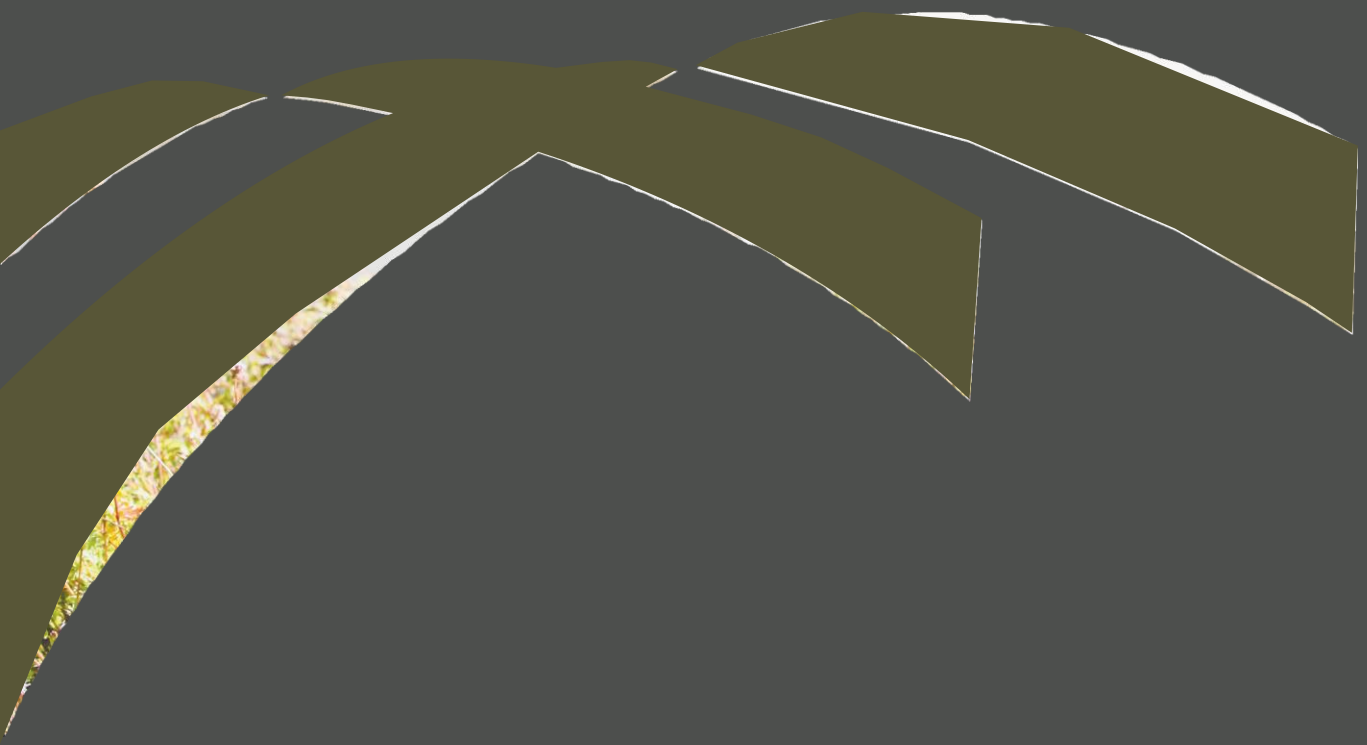

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May 28, 2026
Item No. 9.1.
Items of Community Interest and Council Calendar

Sponsor: City Council

Reviewed By CBC: City Council

Agenda Caption: Items of Community Interest and Council Calendar: The Council may discuss upcoming events and 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.

Relationship to Strategic Goals:

- Good Governance

Recommendation(s): None.

Summary: A current calendar of upcoming community events can be found in more detail at cstx.gov/calendar and official meetings or public notices are posted at cstx.gov/agendas.

Meetings and events from the days of May 30th thru June 11th:

May 30 - Boys and Girls Club of Brazos Valley "Spotlight on Bright Futures Awards Ceremony and Dinner"
May 30 - Starlight Music Series "Infinite Journey with guest ZZ Nation"
June 1 - Historic Preservation Committee Meeting
June 2-4 - Texas 4-H Round Up Invite
June 2 - IFAC Committee Meeting
June 2 - Scott DeLucia Retirement Celebration
June 2 - Public Open House for Carters Grove Utility Rehab
June 3 - Legislative Affairs Committee Meeting
June 3 - Tourism Committee
June 3 - Public Unveiling Ceremony of BCS Sister Cities Mural
June 4 - Clover Club Gala 2026
June 6 - USATF Grand Prix
June 8 - Bicycle, Pedestrian & Greenway Meeting
June 9 - Parks Board Meeting
June 11 - Planning & Zoning Commission Joint Meeting the City of Bryan
June 11 - Rock Prairie Management District No. 2
June 11 - City Council Meeting Day

Budget & Financial Summary: None.

Attachments:
None

May 28, 2026
Item No. 10.1.
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: Aggieland Humane Society, The Art Center 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 Transit District, Brazos Valley Economic Development Corporation, Brazos Valley Council of Gov't Board of Directors, Bryan/College Station Chamber of Commerce, Budget and Finance Committee, BVSWMA, BVWACS, CDBG Public Service Agency Funding Review Committee, Census Committee Group, Compensation and Benefits Committee, Comprehensive Plan Evaluation Committee, Construction Board of Adjustments & Building and Construction Standards Commission, Design Review Board, Economic Development Committee, Gulf Coast Strategic Highway Coalition, Historic Preservation Committee, Housing Plan Advisory Committee, Intergovernmental Local Committee, Keep Brazos Beautiful, Legislative Engagement Committee, 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, Tourism Committee, YMCA, Zoning Board of Adjustments. (Notice of Agendas posted on City Hall bulletin board.)

Budget & Financial Summary: None.

Attachments:
None