



College Station, TX

Meeting Agenda

Impact Fee Advisory Committee

1101 Texas Avenue, College Station, TX 77840

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

Meeting ID: 284 721 426 973 772 | Passcode: gy7fi654

Phone: 833-240-7855 | Phone Conference ID: 630 710 084#

The City Council may or may not attend this meeting.

July 31, 2026

3:00 PM

City Hall Council Chambers

Notice is hereby given that a quorum of the meeting body will be present in the physical location stated above where citizens may also attend in order to view a member(s) participating by videoconference call as allowed by 551.127, Texas Government Code. The City uses a 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, Pledge of Allegiance, Consider Absence Request.

2. Consent Agenda

All matters listed under the Consent Agenda are considered routine by the meeting body and will be enacted by one motion. All items approved by Consent are approved with any and all staff recommendations. Since there will not be separate discussion of these items, citizens wishing to address the meeting body regarding one or more items on the Consent Agenda may address the meeting body at this time as well. If any member desires to discuss an item on the Consent Agenda it may be moved to the Regular Agenda for further consideration.

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

Attachments: 1. January 7 2026

Speaker Protocol

An individual who desires to address the Planning & Zoning Commission regarding any agenda item must register with the Commission 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 979-764-3570. 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, Commissioners, or staff. Each speaker's remarks are limited to three (3) minutes. Any speaker addressing the Planning & Zoning Commission 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.

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

4. Regular Agenda.

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

Sponsors: Carol Cotter

Attachments: 1. Impact Fee Semi-Annual Report
2. Future Land Use Map
3. Service Area Maps -Water, Wastewater and Roadway
4. Status of Impact Fee CIP - Water, Wastewater and Roadway

- 4.2. Presentation and discussion regarding an Impact Fee 101 overview related to the 5-Year Impact Fee Update.

Sponsors: Carol Cotter

Attachments: None

5. Adjourn.

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

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 July 21, 2026 at 5:00 p.m.



Deputy 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.

**Minutes
Impact Fee Advisory Committee
Regular Meeting
January 7, 2026**

COMMITTEE MEMBERS PRESENT: Acting Chairperson Marcus Chaloupka, Julie Schultz, James Murr, John Magruder, Valen Cepak, and Richard Woodward (via TEAMS)

COMMITTEE MEMBERS ABSENT: Chairperson Jason Cornelius, Chandler Arden

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

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

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

2. **Hear Visitors**

No visitors spoke.

3. **Consent Agenda**

- 3.1 Consideration, discussion, and possible action to approve meeting minutes.

- December 4, 2025

Committee Member Cepak motioned to approve the Consent Agenda, Committee Member Murr seconded the motion, the motion passed 6-0.

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

No items were removed from the Consent Agenda for discussion.

4. **Regular Agenda**

- 4.1 Public Hearing, presentation, discussion, and possible action regarding an Ordinance amending Chapter 107, "Impact Fees", Article II, "System-Wide Impact Fees", Section 107-73, "System-Wide Roadway Impact Fees", of the Code of Ordinances of the City of College Station, Texas, to amend the roadway impact fee collection rates to zero.

City Engineer Cotter presented the item to the Committee requesting comments for forwarding to the City Council.

Committee Member Woodward asked for clarification on the impact fee maximum rate versus the assessed rate, stating that about five percent versus two-thirds of the fees are being recovered.

Director Armstrong clarified that the information shows the current collection rate versus the maximum assessable rate.

Committee Member Schultz asked for clarification on the benchmark cities if they have adopted but are not collecting impact fees.

City Engineer Cotter clarified that benchmark cities Lubbock, Pearland, San Marcos, Killeen, and Conroe do not have roadway impact fees, however like the City of College Station, they do have water and wastewater impact fees, therefore they are included in benchmark city reporting.

Director Armstrong clarified that the cities listed in the reporting are the City of College Station's standard benchmark cities used for other comparison rationale.

Committee Member Schultz asked for clarification on non-residential impact fees, what are non-residential developments, and how are the fees collected.

City Engineer Cotter clarified that non-residential developments are developments not established as single-family, multi-family, townhouse, or duplex developments collected at \$80.00 per service unit and based on the land use vehicle mile equivalency table, which is collected at building permit.

Committee Member Murr asked about developer constructed developments in Roadway Impact Fee Area D in relation to the \$4,000,000.00 Midtown Capital Improvement Project, compared to the \$777,500.00 estimate shown in the Impact Fee Capital Improvement Plan (CIP) Implementation Chart.

City Engineer Cotter stated that in the 2021 update, the development community removed the Midtown development from the list, so it is no longer an impact fee CIP project.

Committee Member Murr expressed concerns about the reported numbers for developer constructed projects.

Committee Member Woodward asked if the rate per service unit is the same across service areas.

City Engineer Cotter confirmed that there are different rates across different service areas.

Committee Member Schutlz asked for the reasoning on why the City has different service area rates.

City Engineer Cotter clarified that it was a policy decision to have different service area rates.

Committee Member Murr asked for clarification that impact fees collected in a zone must also be spent in the same zone.

City Engineer Cotter confirmed that fees collected in a zone must be spent in that same zone.

Committee Member Magruder asked if a lack of impact fee funds would prohibit a project from being constructed.

Director Armstrong clarified that impact fees are a funding source so the lack of impact fees would create funding detriments for a project.

Committee Member Murr asked for the minimum roadway designation for an impact fee eligible project.

City Engineer Cotter confirmed that a major collector would be the minimum designation eligible.

Committee Member Cepak expressed concerns with the lack of data represented in the roadway impact fee reports.

City Engineer Cotter explained that projects not represented on the reports are not included in the impact fee CIP; the data represented in the reports are of projects needed to serve growth from 2021 – 2031.

Administrator Schubert clarified that the data is based on the CIP list of projects included in the study.

Committee Member Cepak motioned to recommend setting the Roadway Impact Fees to \$0.00, Committee Member Schultz seconded the motion.

Committee Member Woodward asked if the impact fees were lowered to zero, where would development money generate from and what would be the consequences for taxpayers.

Director Armstrong stated that roadway impact fees are currently used as a cash asset. Clarifying that \$1.2 million is about a penny on the tax rate and the City is currently getting \$1-3 million/year from impact fees which is about 1-2 cents on tax rate. If shifted to the debt side, one cent could support \$14-\$16 million compared to two cents cash on the O&M

rate.

Committee Member Murr requested that future presentations and reporting to the Committee include growth rate percentages of benchmark cities and the College Station growth percentage.

Acting Chairperson Chaloupka asked for clarification on the City Council's request.

Director Armstrong clarified that ongoing discussions on roadway impact fee credits and affordable housing created the desire for this item to be discussed; per state statute, the Impact Fee Advisory Committee must hear the item and provide the City Council with a recommendation.

The motion passed 4-2 with Acting Chairperson Chaloupka and Committee Member Woodward voting in opposition.

7. Adjourn

The meeting adjourned at 4:40 p.m.

Approved:

Marcus Chaloupka, Acting Chairperson
Impact Fee Advisory Committee

Attest:

Kristen Hejny, Board Secretary
Planning & Development Services

MEMORANDUM

DATE: July 31, 2026
TO: Impact Fee Advisory Committee
FROM: Carol Cotter, P.E., City Engineer
SUBJECT: Semi-Annual Report - System-Wide Impact Fees for Water, Wastewater, and Roadway

The City of College Station adopted “System-Wide” Impact Fees for water, wastewater, and roadways in the latter part of 2016. In accordance with the Texas Local Government Code, the initial five-year updates were completed on November 22, 2021. The next round of five-year update studies, scheduled for this year, is currently underway, with completion anticipated by the end of the year and adoption expected in early 2027.

Texas Local Government Code requires Semi-Annual Reporting to monitor the progress of impact fees and to determine if an update to the fee study is necessary before the statutory five-year requirement. Other than the programmed increase to the collection rates, there have been no major changes in the water, wastewater, or roadway impact fee programs during this reporting period. Residential multifamily permit activity in Zone B is trending higher than projected growth numbers, driven largely by several high-rise apartments now under construction.

This report documents the period of October 1, 2025, to March 31, 2026, and includes a summary of the utility and roadway impact fees collected, transferred, and available for capital improvement projects. It also lists ongoing capital improvement projects partially funded by impact fee revenues.

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

Impact Fee Advisory Committee (IFAC)

The Impact Fee Advisory Committee (IFAC) has been established, and its rules of procedure are prescribed by Chapter 107 (Impact Fees) of the City of College Station Code of Ordinances. The role of the IFAC is to:

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

System-Wide Impact Fees

System-wide impact fees for water and wastewater were adopted September 22, 2016, with roadway impact fees following on November 10, 2016. Maximum assessable rates were adopted, and reduced collection rates implemented. Water and wastewater fees were phased in, starting at 50% of the collection rate in the first year with full collection rates the following year. Roadway impact fees were phased in, beginning with zero fee collection in year one and 50% in year two. Full implementation of the initial collection rates occurred in December 2018.

A statutory 5-year update of the water, wastewater and roadway impact fee programs was completed November 22, 2021. Amendments to the land use assumptions and capital improvements plans were adopted, including resultant maximum assessable rates and associated collection rates, and became effective on January 1, 2022. The collection rate for residential developments was increased by 10% from the previous rates and became effective March 1, 2022. The service area for roadway impact fees remained unchanged, bounded by the city limits. Service areas for system-wide water and wastewater impact fees were adjusted to respective services areas within the city limits, removing areas of the City's extra-territorial jurisdiction (ETJ). In July of 2023, residential impact fee collection rates were amended to provide for annual increases to water and roadway impact fees, beginning January 1, 2024, and again on January 1 of 2025 and 2026. The amendments have been incorporated in the semi-annual report.

Status of the impact fee programs are presented in the following tables.

Impact Fee Program Overview

Impact Fee	Adopted Max Rate	Collection Rate per Service Unit*		Total Estimated Capital Costs of IF Projects	Recoverable Costs at Max Rate (2021 – 2031)	Recoverable Cost at Collection Rate (2021-2031) **
		Res	Non-Res			
Water	\$3,877	\$2,325	\$500	\$67,722,554	\$54,457,437	\$11.8M
Wastewater	\$5,572	\$3,300	\$3,000	\$189,748,166	\$71,917,188	\$24.2M
Roadway A	\$499	\$499	\$80	\$13,915,012	\$9,052,650	\$3.4M
Roadway B	\$1,261	\$1,261 ⁺	\$80	\$48,390,353	\$20,114,165	\$5.9M
Roadway C	\$2,127	\$1,514	\$80	\$78,250,564	\$25,687,488	\$8.9M
Roadway D	\$3,452	\$1,514	\$80	\$74,492,580	\$57,399,762	\$5.7M
Roadway Totals				\$215,048,509	\$112,254,065	\$23.7M

* Refer to Collection Rate Adjustment Schedule table for programmed collection rates.

** Recoverable costs include programmed collection rate adjustments.

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

Collection Rate Implementation

Initial Impact Fee Adoption

Impact Fee	Maximum Assessable Rate/Service Unit	Collection Rate Per Service Unit			
		Residential			Non-Residential
		2016	2017	2018	2016-Current
Water	\$2,917	\$250	\$500	\$500	\$500
Wastewater	\$5,519	\$1,500	\$3,000	\$3,000	\$3,000
Roadway A	\$1,061	\$0	\$187.50	\$375	\$80
Roadway B	\$1,072	\$0	\$187.50	\$375	\$80
Roadway C	\$2,556	\$0	\$187.50	\$375	\$80
Roadway D	\$4,004	\$0	\$187.50	\$375	\$80

Effective Dates began December 1st of each year

5-Year Update and 2023 Programmed Collection Rate Increases

Impact Fee	Maximum Assessable Rate/Service Unit	Collection Rate Per Service Unit				
		Residential				Non-Residential
		Mar 2022	Jan 2024	Jan 2025	Jan 2026	2016-Current
Water	\$3,877	\$550	\$1,950	\$2,150	\$2,325	\$500
Wastewater	\$5,519	\$3,300	\$3,300	\$3,300	\$3,300	\$3,000
Roadway A	\$499	\$438.83	\$499	\$499	\$499	\$80
Roadway B	\$1,261	\$438.83	\$897	\$1,163 ⁺	\$1,261 ⁺	\$80
Roadway C	\$2,127	\$438.83	\$897	\$1,163	\$1,514	\$80
Roadway D	\$3,452	\$438.83	\$897	\$1,163	\$1,514	\$80

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

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

Impact Fee Revenues and Allocations as of March 31, 2026

Impact Fee		FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	1st 6-Month Period FY26	Totals
Water	Revenue	\$45,075	\$339,325	\$335,400	\$381,880	\$420,200	\$474,025	\$328,370	\$570,640	\$1,140,680	\$724,560	\$4,760,155
	Allocated	-	\$359,152	\$301,933	\$290,000	\$295,000	\$350,000	\$600,000	\$500,000	\$600,000	-	\$3,296,085
Wastewater	Revenue	\$155,475	\$1,606,025	\$1,575,150	\$1,666,800	\$2,243,700	\$2,333,880	\$1,725,705	\$1,704,720	\$2,411,235	\$1,022,595	\$16,445,285
	Allocated	-	\$330,075	\$328,881	\$1,175,000	\$2,180,000	\$2,600,000	\$3,500,000	\$2,000,000	\$2,500,000	-	\$14,613,956
Roadway A	Revenue	\$0	\$40,893	\$81,193	\$123,327	\$117,261	\$454,618	\$142,401	\$90,148	\$93,002	\$130,806	\$1,273,649
	Allocated	-	-	-	-	\$17,500	\$300,000	\$450,000	-	-	-	\$767,500
Roadway B	Revenue	\$0	\$32,671	\$80,625	\$427,118	\$538,988	\$494,585	\$316,257	\$974,038	\$2,690,783	\$2,059,285	\$7,614,349
	Allocate	-	-	-	-	\$467,500	\$150,000	-	-	\$1,200,000	-	\$1,817,500
Roadway C	Revenue	\$0	\$156,540	\$391,243	\$186,979	\$194,634	\$255,872	\$205,679	\$423,207	\$676,722	\$266,602	\$2,757,480
	Allocated	-	-	\$525,833	-	\$17,500	\$250,000	\$400,000	-	-	-	\$1,193,333
Roadway D	Revenue	\$0	\$33,000	\$150,526	\$79,161	\$85,404	\$288,661	\$229,382	\$47,212	\$446,103	\$115,226	\$1,474,674
	Allocated	-	-	-	-	\$17,500	\$300,000	\$450,000	-	-	-	\$767,500
Totals	Revenue	\$0	\$263,104	\$703,587	\$816,585	\$936,287	\$1,493,736	\$893,719	\$1,534,605	\$3,906,610	\$2,571,919	\$13,120,152
	Allocated	-	-	\$525,833	-	\$520,000	\$1,000,000	\$1,300,000	-	\$1,200,000	-	\$4,545,833

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

Water Impact Fee Allocations

Project		FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total Allocations	Study Estimated Cost	Actual Cost
F	Well #9 and Collection Line	\$359,152	\$301,933	\$290,000	\$445,000	\$350,000	\$600,000	\$500,000	\$600,000	-	\$3,446,085	\$7,623,202	\$6,540,908
N	SH6 Water Line Phases 1 and 2											\$1,036,568	\$1,036,568
O	SH6 Water Line Phase 3											\$3,050,000	\$2,917,803
P	3.0 MG Elevated Storage Tank and Pressure Reducing											\$8,690,000	\$7,909,690
4	Water Supply Well No. 10											\$19,223,900	Under Construction
R	Impact Fee Study Update	-	-	-	\$150,000	-	-	-	-	-	\$150,000	\$150,000	\$150,000
Total		\$359,152	\$301,933	\$290,000	\$445,000	\$350,000	\$600,000	\$500,000	\$600,000		\$3,446,085	\$39,773,670	

Wastewater Impact Fee Allocations

Project		FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total Allocations	Study Estimated Cost	Actual Cost
C	Lick Creek Trunk Line	\$330,075	\$328,881	\$1,175,000	\$2,180,000	\$2,600,000	\$3,500,000	\$2,000,000	\$2,500,000	-	\$14,613,956	\$14,020,058	\$14,124,757
E	Northeast Trunk Line Phases 1 and 2											\$6,558,738	\$4,947,739
M	Carters Creek Diversion Lift Station Phase 1											\$13,900,00	\$13,719,532
N	Lick Creek WWTP Phase 1 Expansion											\$39,014,049	\$39,550,746
L	Northeast Trunk Line Phases 3 and 4											\$13,861,000	In Design
3	Alum Creek Sewer Trunk Line											\$11,136,600	In Design
O	Impact Fee Study Update	-	-	-	\$174,150	-	-	-	-	-	\$174,150	\$174,150	\$174,150
Total		\$330,075	\$328,881	\$1,175,000	\$2,354,150	\$2,600,000	\$3,500,000	\$2,000,000	\$2,500,000	-	\$14,788,106	\$84,778,495	

Roadway Impact Fee Allocations per Project

Project		Zone	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Total Allocations	Study Estimated Cost	Actual Cost
A-5/A-6	Rock Prairie Road (SH6 to Town Lake)	A	-	-	-	\$300,000	\$450,000	-	-	-	\$750,000		
D-1/D-2		D	-	-	-	\$300,000	\$450,000	-	-	-	\$750,000	\$7,300,000	\$8,638,595
B-3/C-1	Rock Prairie Road West	B	-	-	\$450,000	\$150,000	-	-	-	-	\$600,000	\$5,859,868	\$6,591,068
B-9	Jones Butler Road Extension/ Roundabout	B	-	-	-	-	-	-	\$1,200,000	-	\$1,200,000	\$9,652,780	In Design
C-4/C-5	Capstone/Barron Realignment	C	\$525,833	-	-	\$250,000	\$400,000	-	-	-	\$1,175,833	\$7,478,552	In Design
	Impact Fee Study Update	All	-	-	\$70,000	-	-	-	-	-	\$70,000	\$70,000	\$70,000
	Total		\$525,833	-	\$520,000	\$1,000,000	\$1,300,000	-	\$1,200,000	-	\$4,545,833	\$22,991,200	

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

Impact Fee Capital Improvement Plan Implementation as of March 31, 2026

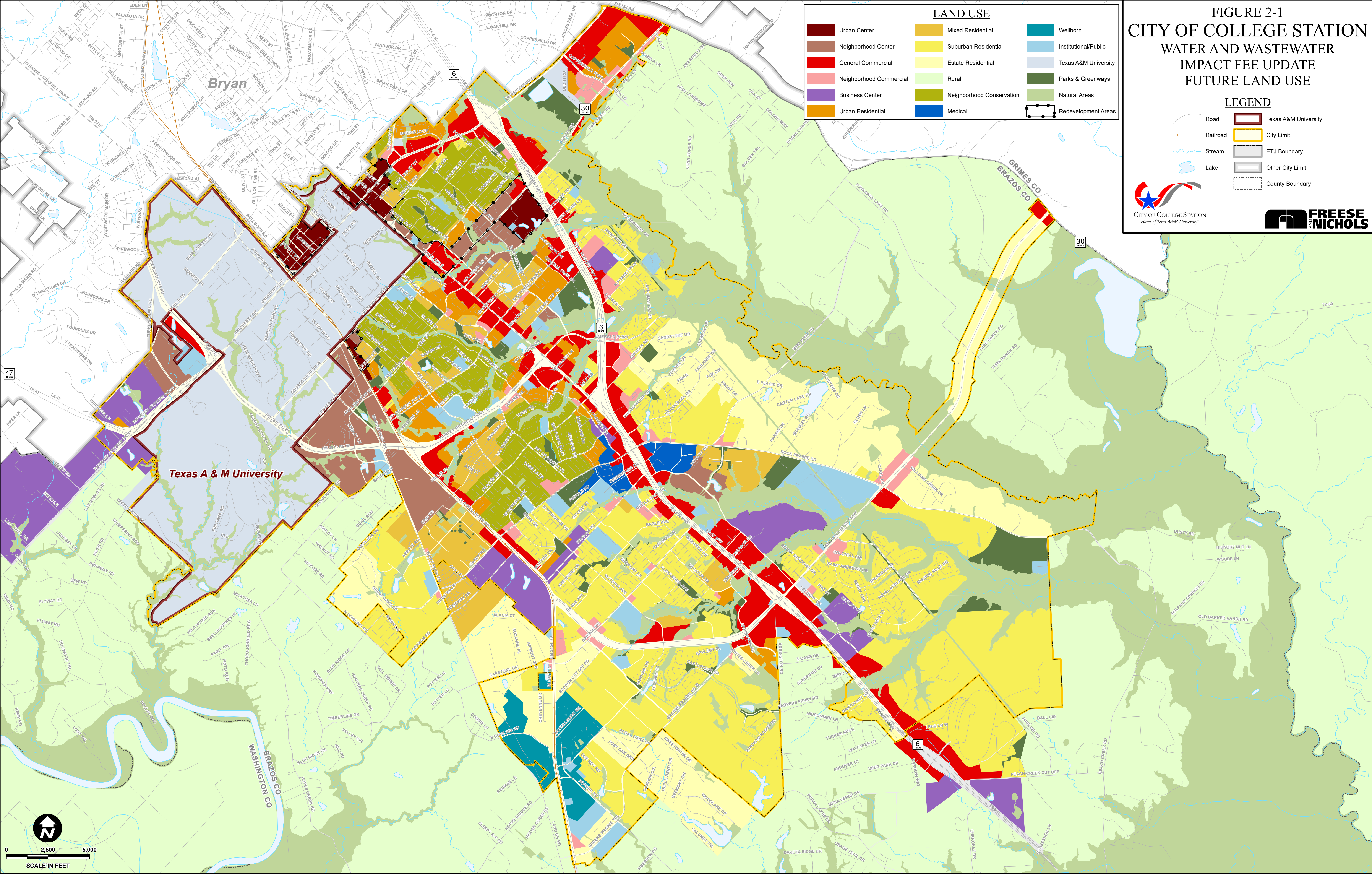
Impact Fee	Impact Fees Allocated	Developer Constructed (Estimated)	City Funded	Total Capital Project Expenditures
Water	\$3,296,085	\$120,000	\$42,628,564	\$46,044,649
Wastewater	\$14,613,956	\$690,000	\$84,523,312	\$99,827,268
Roadway A	\$767,500	\$0	\$4,176,497	\$4,943,997
Roadway B	\$1,817,500	\$0	\$31,023,404	\$32,840,904
Roadway C	\$1,193,333	\$77,667	\$42,321,160	\$43,592,160
Roadway D	\$767,500	\$777,500	\$14,224,815	\$15,769,815
Roadway Totals	\$4,545,833	\$855,167	\$91,745,876	\$97,146,876

Recommendation:

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

Attachments:

1. Future Land Use Map
2. Service Area Maps - Water, Wastewater, and Roadway
3. Status of the Impact Fee Capital Improvements Plans – Water, Wastewater, and Roadway



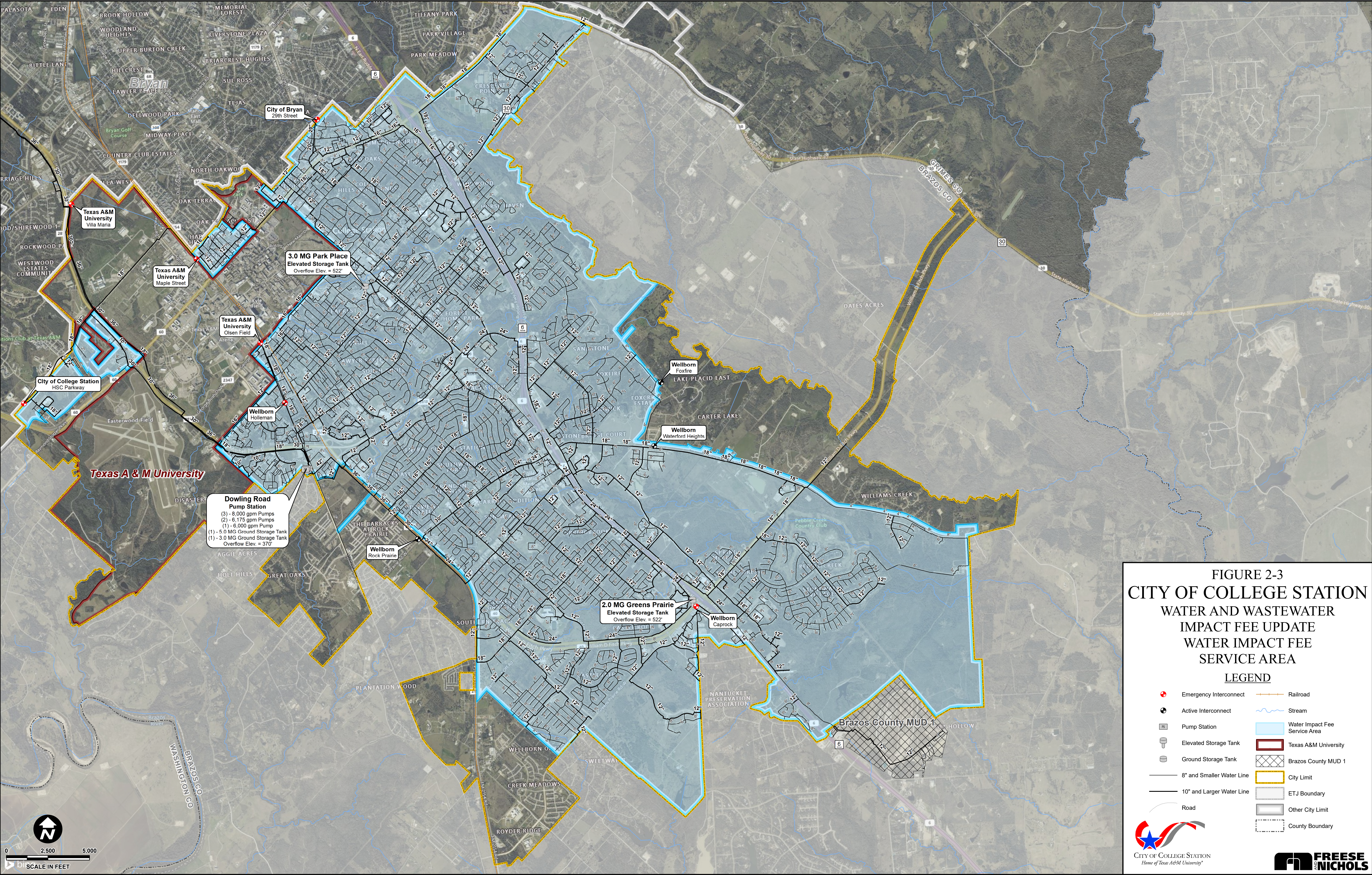
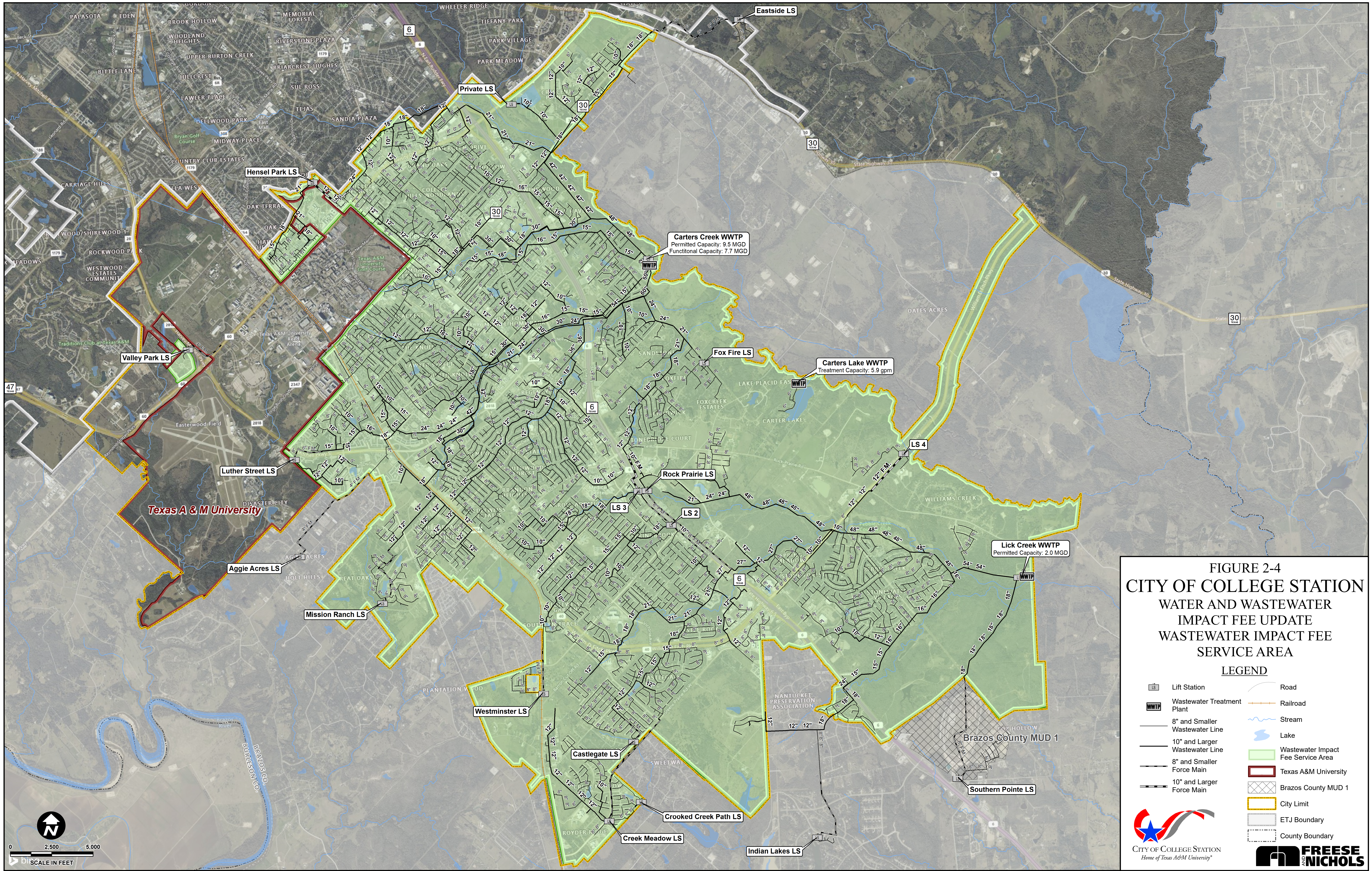


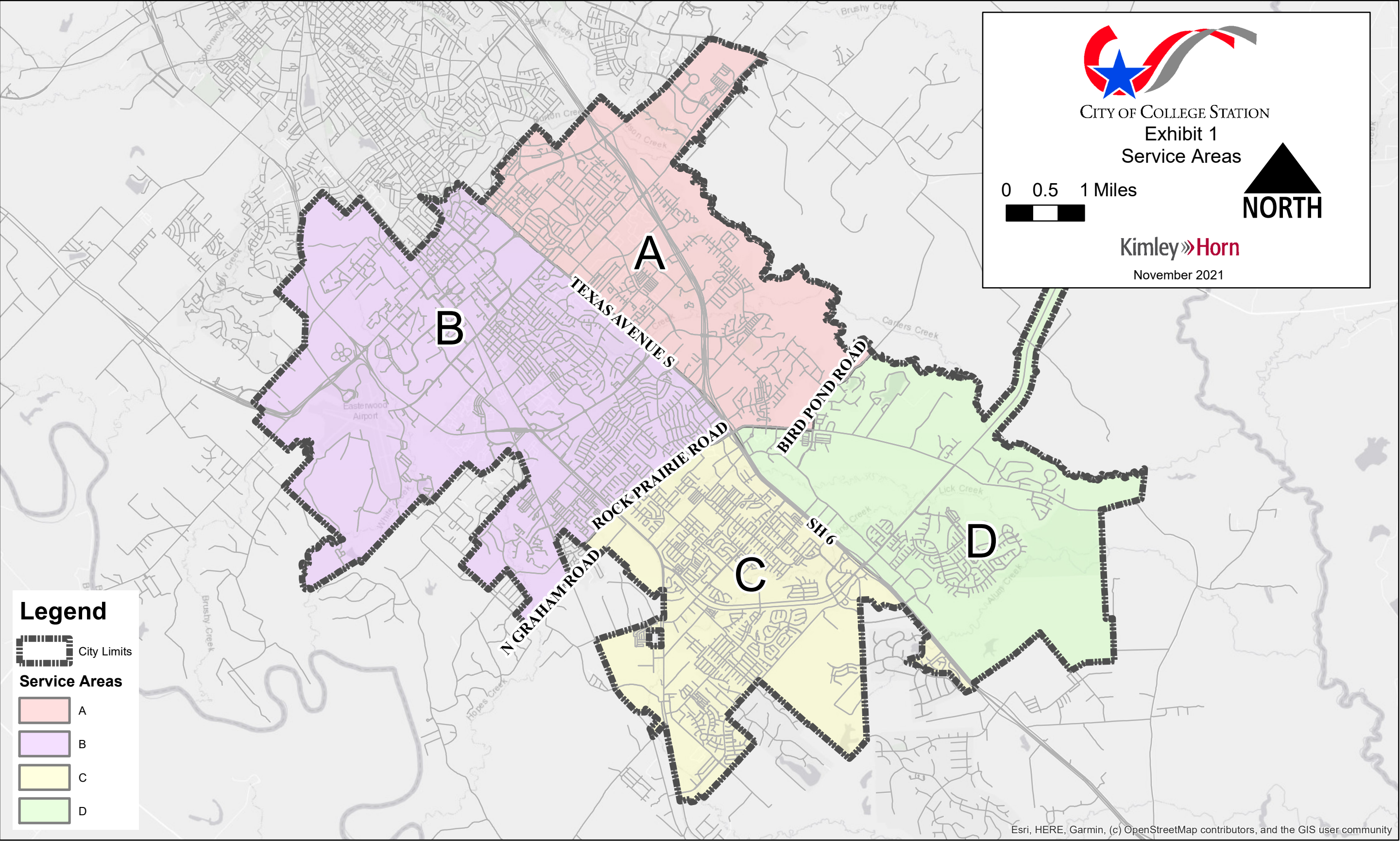
FIGURE 2-3
CITY OF COLLEGE STATION
WATER AND WASTEWATER
IMPACT FEE UPDATE
WATER IMPACT FEE
SERVICE AREA

LEGEND

- | | | | |
|--|------------------------|--|-------------------------------|
| | Emergency Interconnect | | Railroad |
| | Active Interconnect | | Stream |
| | Pump Station | | Water Impact Fee Service Area |
| | Elevated Storage Tank | | Texas A&M University |
| | Ground Storage Tank | | Brazos County MUD 1 |
| | 8\"/> | | City Limit |
| | 10\"/> | | ETJ Boundary |
| | Road | | Other City Limit |
| | | | County Boundary |







Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Water Impact Fees Capital Improvement Plan

Semi-Annual Impact Fee Report: October 2025 - March 2026

Project ID	Description of Project ⁽¹⁾	Project Cost	Project Status as of March 2026
A	High Service Pumping Improvements	\$ 3,597,227	Complete
B	BioCorridor Water Line	\$ 998,884	Complete
C	Area 2 Water Line Extension	\$ 1,000,000	Complete
D	Cooling Tower Expansion	\$ 3,795,667	Complete
E	Well No. 10 Land Acquisition	\$ 1,048,633	Complete
F	Well No. 9 and Collection Line	\$ 7,623,202	Complete
G	Midtown Drive 12-inch Water Line	\$ 920,000	Complete
H	The Crossing at Lick Creek Phase 1 - 3 Oversize Participation	\$ 45,233	Complete
I	Embassy Suites Water Line Oversize Participation	\$ 15,030	Complete
J	Brazos Valley Auto Complex Oversize Participation	\$ 84,791	Complete
K	Castlegate II Oversize Participation	\$ 50,871	Complete
L	Greens Prairie Oversize Participation	\$ 96,498	Complete
M	Summit Crossing Phase 3A Oversize Participation	\$ 32,550	Complete
N	SH 6 Water Line Phase 1 and 2	\$ 1,036,568	Complete
O	SH 6 Water Line Phase 3	\$ 3,050,000	Complete
P	3.0 MG Elevated Storage Tank and Pressure Reducing Valves	\$ 8,690,000	Complete
Q	SH 40 Water Line Phase 1 and 2	\$ 4,200,000	In Design
R	2021 Impact Fee Study	\$ 150,000	Complete
1	New and Replacement 12-inch Rock Prairie Road Water Line	\$ 2,289,500	Future
2	New 18-Inch Midtown Business Center Water Line	\$ 2,796,400	Future
3	BioCorridor Water Line Improvements	\$ 2,741,200	Future
4	Water Supply Well No. 10	\$ 19,223,900	Under Construction
5	Harvey Mitchel Parkway Water Line Replacement	\$ 4,236,400	Future

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

Wastewater Impact Fees Capital Improvement Plan
Semi-Annual Impact Fee Report: October 2025 - March 2026

Project ID	Description of Project ⁽¹⁾	Project Cost	Project Status as of March 2026
A	Royder/Live Oak Sewer Service	\$ 1,691,256	Complete
B	Bee Creek Interceptor Phase 1 and 2	\$ 8,472,421	Complete
C	Lick Creek Trunk Line	\$ 14,020,058	Complete
D	Medical District Trunk Line Phase 1 (Participation Agreement)	\$ 1,770,375	Complete
E	Northeast Trunk Line Phase 1 and 2	\$ 6,558,738	Complete
F	Southwood Valley Trunk Line Phase 1	\$ 1,518,488	Complete
G	18-Inch Harvey Road Gravity Line	\$ 188,790	Complete
H	Creek Meadows Lift Station Upsizing and Force Main	\$ 212,587	Complete
I	Nagle Street Student Housing Oversize Participation	\$ 26,854	Complete
J	Bee Creek Interceptor Phase 3	\$ 3,900,000	Complete
K	Medical District Trunk Line Phase 2 and 3	\$ 3,250,000	Phase 2: Under Construction; Phase 3: Under Construction
L	Northeast Trunk Line Phase 3 and 4	\$ 13,861,000	Phase 3: In Design; Phase 4: In Design
M	Carters Creek Diversion Lift Station Phase 1	\$ 13,900,000	Complete
N	Lick Creek WWTP Phase 1 Expansion	\$ 39,014,049	Complete
O	2021 Impact Fee Update	\$ 174,150	Complete
1	15/18/24/30/36-inch Southwood Valley Interceptor Phase 2	\$ 7,314,800	In Design
2	18/21/24-Inch Bee Creek Trunk Line Phase 4	\$ 5,357,800	Future
3	18/21-Inch Alum Creek Sewer Trunk Line	\$ 11,136,600	In Design
4	8-Inch Creek Meadows Force Main Re-Routed to Alum Creek Trunk Line	\$ 2,517,900	Future
5	Lick Creek WWTP Phase 2 Expansion (to 8.0 MGD)	\$ 49,946,000	Future
6	21/24-Inch Harvey Road Replacement Gravity Line	\$ 4,916,300	Future

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

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Service Area A

Project ID	Functional Class	Project	Limits		Project Type	Project Cost	Project Status as of March 2026
			From	To			
A-1	4 lane Minor Arterial	George Bush Drive E	Dominik Drive	Harvey Road	Widening	\$ 2,409,500	Future
A-2	2 lane Major Collector	Lassie Lane	Sterling Street	Manuel Drive	Future	\$ 860,066	Future
A-3	2 lane Major Collector	Dartmouth Street	720' S of Harvey Mitchell Parkway S	Texas Avenue S	Future	\$ 2,423,520	Future
A-4	4 lane Major Arterial - TxDOT	Harvey Road	SH 6 Northbound Frontage Road	Boonville Road	Widening	\$ 2,509,696	In Design
A-5, D-1	4 lane Major Arterial	Rock Prairie Road	SH 6 Northbound Frontage Road	Stonebrook Drive	Partial Widening	\$ 2,164,000	Complete
A-6, D-2	4 lane Major Arterial	Rock Prairie Road	Stonebrook Drive	Town Lake Drive	Widening	\$ 5,136,000	Complete
A-7, D-8	4 lane Major Arterial	Bird Pond Road	Rock Prairie Road	1,055' E of Rock Prairie Road	Future	\$ 1,758,000	Future
Intersections							
1	University Drive E and University Towne Center					\$ 400,000	Future
2	Harvey Mitchell Parkway S and Dartmouth Street					\$ 301,515	Complete
3	Texas Avenue S and Brothers Boulevard					\$ 397,476	Complete

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Service Area B

Project ID	Functional Class	Project	Limits		Project Type	Project Cost	Project Status as of March 2026
			From	To			
B-1	4 lane Minor Arterial	F & B Road	160' E of Turkey Creek Road	Harvey Mitchell Parkway S	Widening	\$ 4,106,520	Future
B-2	4 lane Minor Arterial (1/2)	Luther Street W	Harvey Mitchell Parkway	Jones Butler Road	Partial Widening	\$ 2,903,600	Future
B-3, C-1	4 lane Minor Arterial	Rock Prairie Road W	715' W of Towers Parkway	Wellborn Road	Widening	\$ 4,659,868	Complete
B-4, C-2	6 lane Major Arterial	Rock Prairie Road	Normand Drive	SH 6	Constructed	\$ 4,017,530	Complete
B-5	2 lane Major Collector	Turkey Creek Road	2,775' N of Raymond Stotzer Parkway Westbound Frontage Road	Raymond Stotzer Parkway Westbound Frontage Road	Widening	\$ 3,278,140	Future
B-6	6 lane Major Arterial - TxDOT	Harvey Mitchell Parkway S	Raymond Stotzer Parkway	Wellborn Road	Widening	\$ 1,407,527	Complete
B-7	4 lane Minor Arterial	Penberthy Road	George Bush Drive	Luther Street W	Constructed	\$ 3,080,683	Complete
B-8	6 lane Major Arterial - TxDOT	Wellborn Road	George Bush Drive	940' N of Harvey Mitchell Parkway S	Partial Widening	\$ 1,486,464	Future
B-9	2 lane Major Collector	Jones Butler Road	Harvey Mitchell Parkway S	Holleman Drive S	Future	\$ 9,652,780	In Design
B-10	4 lane Minor Arterial	Holleman Drive S	N Dowling Road	290' S of Rock Prairie Road W	Constructed	\$ 10,631,067	Complete
Intersections							
3	Texas Avenue S and Brothers Boulevard					\$ 397,476	Complete
4	Wellborn Road and George Bush Drive					\$ 1,190,232	In Design
5	Wellborn Road and Holleman Drive					\$ 644,445	Complete
6	Wellborn Road and Deacon Drive					\$ 4,532,013	Complete
7	Holleman Drive W and Jones Butler Road					\$ 572,000	Complete
8	Longmire Drive and Ponderosa Drive					\$ 350,000	Future

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Service Area C

Project ID	Functional Class	Project	Limits		Project Type	Project Cost	Project Status as of March 2026
			From	To			
B-3, C-1	4 lane Minor Arterial	Rock Prairie Road W	715' W of Towers Parkway	Wellborn Road	Widening	\$ 4,659,868	Complete
B-4, C-2	6 lane Major Arterial	Rock Prairie Road	Normand Drive	SH 6	Constructed	\$ 4,017,530	Complete
C-3	4 lane Minor Arterial	Barron Road	WS Phillips Parkway	Decatur Drive	Constructed	\$ 5,795,317	Complete
C-4	4 lane Minor Arterial	Capstone Drive	1265' W of Wellborn Road	Wellborn Road	Future	\$ 2,765,575	In Design
C-5	4 lane Minor Arterial	Barron Road	Wellborn Road	WS Phillips Parkway	Widening	\$ 4,712,977	In Design
C-6	4 lane Minor Arterial	Greens Prairie Road	820' W OF WS Phillips Parkway	Arrington Road	Widening	\$ 10,550,324	Complete
C-7	4 lane Minor Arterial	Greens Prairie Road	Wellborn Road	1290' E of Creek Meadow Boulevard N	Constructed	\$ 8,918,795	Complete
C-8	4 lane Major Arterial	Towers Parkway	Rock Prairie Road W	Wellborn Road	Future	\$ 10,030,680	Future
C-9	4 lane Major Arterial - TxDOT	Wellborn Road	Capstone Drive	540' S of Greens Prairie Road	Widening	\$ 2,407,328	In Design
C-10	4 lane Minor Arterial (1/2)	WS Phillips Parkway	Barron Road	Greens Prairie Road	Partial Widening	\$ 5,844,160	Future
C-11	4 lane Minor Arterial (50%)	WS Phillips Parkway	Greens Prairie Road	Arrington Road	Future	\$ 7,311,480	Future
C-12	4 lane Minor Arterial (50%)	Royder Road Extension	I-GN Road	Wellborn Road	Future	\$ 3,360,000	Future
C-13	4 lane Minor Arterial	Royder Road	Wellborn Road	885' S of Greens Prairie Road	Constructed	\$ 7,690,299	Complete
C-14	2 lane Major Collector	Victoria Avenue	Southern Plantation Drive	William D. Fitch Parkway	Constructed	\$ 1,973,927	Complete
Intersections							
9	Graham Road and Victoria Avenue					\$ 350,000	Future
10	Barron Road and Alexandria Avenue					\$ 320,994	Complete
11	Barron Road and Decatur Drive					\$ 350,000	In Design
12	Barron Road and Longmire Drive					\$ 350,000	Complete
13	Longimre Drive and Eagle Avenue					\$ 350,000	Construction
14	William D. Fitch Parkway and Victoria Avenue					\$ 816,249	Complete

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Service Area D

Project ID	Functional Class	Project	Limits		Project Type	Project Cost	Project Status as of March 2026
			From	To			
A-5, D-1	4 lane Major Arterial (1/2)	Rock Prairie Road	SH 6 Northbound Frontage Road	Stonebrook Drive	Partial Widening	\$ 2,164,000	Complete
A-6, D-2	4 lane Major Arterial	Rock Prairie Road	Stonebrook Drive	Town Lake Drive	Widening	\$ 5,136,000	Complete
D-3	4 lane Major Arterial	Rock Prairie Road	Town Lake Drive	William D. Fitch Parkway	Widening	\$ 17,245,000	In Design
D-4	4 lane Minor Arterial	Midtown Drive	Medical Avenue	990' E of Medical Avenue	Constructed	\$ 1,028,820	Complete
D-5	4 lane Minor Arterial (1/2)	Midtown Drive	990' E of Medical Avenue	800' S of Town Lake Drive	Partial Widening	\$ 4,535,000	Future
D-6	2 lane Major Collector	Midtown Drive	800' S of Town Lake Drive	2605' S of Corporate Parkway	Constructed	\$ 5,374,808	Complete
D-7	2 lane Major Collector	Durham Drive	Midtown Drive	Rock Prairie Road	Future	\$ 981,960	Future
A-7, D-8	4 lane Major Arterial	Bird Pond Road	Rock Prairie Road	1055' E of Rock Prairie Road	Future	\$ 1,758,000	Future
D-9	4 lane Minor Arterial (50%)	Town Lake Drive	SH 6 Northbound Frontage Road	Midtown Drive	Future	\$ 1,753,000	Partial
D-10	2 lane Major Collector	Corporate Parkway	SH 6 Northbound Frontage Road	Midtown Drive	Constructed	\$ 1,436,192	Complete
D-11	2 lane Major Collector	Corporate Parkway	Midtown Drive	William D. Fitch Parkway	Future	\$ 9,894,000	Future
D-12	4 lane Minor Arterial (1/2)	Pebble Creek Parkway	Royal Adelaide Drive	St Andrews Drive	Partial Widening	\$ 2,137,000	Future
D-13	4 lane Minor Arterial (50%)	Pebble Creek Parkway	St Andrews Drive	275' S of Lone Star Lane	Future	\$ 9,181,000	Future
D-14	2 lane Major Collector	Lakeway Drive	1645' S of Gateway Boulevard	SH 6 Northbound Frontage Road	Future	\$ 2,635,080	Future
D-15	2 lane Major Collector	Mather Parkway	Nantucket Drive	1920' S of Nantucket Drive	Future	\$ 882,000	Future
D-16	4 lane Minor Arterial (50%)	Nantucket Drive	SH 6 Northbound Frontage Road	Pebble Creek Parkway	Future	\$ 5,877,000	Future
D-17	2 lane Major Collector	Nantucket Drive	Pebble Creek Parkway	Southern Pointe Parkway	Future	\$ 3,083,220	Future
D-18	4 lane Minor Arterial (50%)	Southern Pointe Parkway	205' W of Pipeline Road	280' E of Nantucket Drive	Future	\$ 3,902,000	Future