CITY OF ANGLETON
CITY COUNCIL REGULAR MEETING
120 S. CHENANGO STREET, ANGLETON, TEXAS 77515
TUESDAY, JUNE 08, 2021 AT 6:00 PM

AGENDA

Mayor | Jason Perez
Mayor Pro-Team | John Wright
Council Members | Cecil Booth, Mark Gongora, Mikey Svoboda, Travis Townsend
City Manager | Chris Whittaker
City Secretary | Frances Aguilar

NOTICE IS HEREBY GIVEN PURSUANT TO V.T.C.A., GOVERNMENT CODE, CHAPTER 551, THAT THE CITY COUNCIL FOR THE CITY OF ANGLETON WILL CONDUCT A MEETING, OPEN TO THE PUBLIC, ON TUESDAY, JUNE 8, 2021, AT 6:00 P.M., AT THE CITY OF ANGLETON COUNCIL CHAMBERS LOCATED AT 120 S. CHENANGO STREET ANGLETON, TEXAS 77515.

This meeting will also be live-streamed:
City's website at https://angleton.tx.us/445/Meeting-Videos
Facebook at https://www.facebook.com/cityofangleton/

DECLARATION OF A QUORUM AND CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION

CITIZENS WISHING TO ADDRESS CITY COUNCIL

The Presiding Officer may establish time limits based upon the number of speaker requests, the length of the agenda, and to ensure meeting efficiency, and may include a cumulative time limit. Citizens may speak at the beginning or at the time the item comes before council in accordance with Texas Government Code Section 551.007. No Action May be Taken by the City Council During Public Comments.

CEREMONIAL PRESENTATIONS

1. Ceremonial presentation of May 2021 Keep Angleton Beautiful Yard of the Month and Business of the Month.

CONSENT AGENDA

All of the following items on the Consent Agenda are considered to be self-explanatory by the Council and will be enacted with one motion. There will be no separate discussion of these items unless requested by the Mayor or a Council Member; in which event, the item will be removed from the consent agenda and considered separately.

2. Discussion and possible action on Resolution No. 20210608-002 ratifying the disaster declaration signed by the Mayor on February 15, 2021 and consenting to its continuation through July 15, 2021; repealing conflicting ordinances and resolutions; including a severability clause; and establishing an effective date.

3. Discussion and possible action on Resolution No. 20210608-003 ratifying the disaster declaration signed by the Mayor on March 17, 2020 and consenting to its continuation through July 16, 2021; repealing conflicting ordinances and resolutions; including a severability clause; and establishing an effective date.

4. Discussion and possible action to approve financial statements for April 2021.

5. Discussion and possible action to approve accounts payable reports for April 2021.

REGULAR AGENDA

6. Discussion and possible action on an utility agreement for water, sewer and utility line extension with Holigan Development, LLC and MHCDV1 Angleton, LLC for the Reserve Development.

7. Discussion and possible action on a letter of intent with FMSbonds, Inc. for underwriting services & G-17 Disclosure.

8. Discussion and possible actions on any of Governor Abbott's latest executive orders, Brazoria County's emergency declarations and impact on the City of Angleton and how to proceed with city business in the future.

9. Update on the Brazoria County Joint Airport Zoning Board.

10. Discussion and possible action on an agreement with Sorrell Construction Equipment & Materials, LLC to demolish the municipal pool, pool house, pump house, all concrete paving, poles and perimeter fence and authorize the City Manager to execute the agreement upon final legal review.

11. Discussion and possible action on Lakeside Park bids and potential cuts.

ADJOURNMENT

If, during the course of the meeting and discussion of any items covered by this notice, City Council determines that a Closed or Executive Session of the Council is required, then such closed meeting will be held as authorized by Texas Government Code, Chapter 551, Section 551.071 - consultation with attorney; Section 551.072 - deliberation regarding real property; Section 551.073 - deliberation regarding prospective gift; Section 551.074 - personnel matters regarding the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; Section 551.076 - deliberation regarding security devices or security audit; Section 551.087 - deliberation regarding economic development negotiations; Section 551.089 - deliberation regarding security devices or security audits, and/or other matters as authorized under the Texas Government Code. If a Closed or Executive Session is held in accordance with the Texas Government Code as set out above, the City

Council will reconvene in Open Session in order to take action, if necessary, on the items addressed during Executive Session.

CERTIFICATION

I, Frances Aguilar, City Secretary, do hereby certify that this Notice of a Meeting was posted on the City Hall bulletin board, a place convenient and readily accessible to the general public at all times and to the City's website, www.angleton.tx.us, in compliance with Chapter 551, Texas Government Code. The said Notice was posted on the following date and time: Friday, June 4, 2021 by 6:00 p.m. and remained so posted continuously for at least 72 hours proceeding the scheduled time of said meeting.

/S/ Frances Aguilar
Frances Aguilar, TRMC, CMC
City Secretary

In compliance with the Americans with Disabilities Act, the City of Angleton will provide reasonable accommodations for persons attending City Council meetings. The facility is wheelchair accessible and accessible parking spaces are available. Please contact the City Secretary at 979-849-4364, extension 2115 or email faguilar@angleton.tx.us.

AGENDA ITEM SUMMARY FORM

MEETING DATE: 6/8/2021

PREPARED BY: Megan Mainer

AGENDA CONTENT: Ceremonial presentation of May 2021 Keep Angleton Beautiful Yard of the Month and Business of the Month.

AGENDA ITEM SECTION: Ceremonial Presentation

BUDGETED AMOUNT: NA **FUNDS REQUESTED:** NA

FUND: NA

EXECUTIVE SUMMARY:

Tracy Delesandri, Keep Angleton Beautiful Chairwoman, will present Yard of the Month to David and Ella King, at 301 W Cedar, and Business of the Month to Honore's Cajun Cafe, at 517 N. Downing Street.

RECOMMENDATION:

Staff recommends City Council acknowledge the YOM and BOM with a plaque, picture, and KAB gift for their beautification efforts.

AGENDA ITEM SUMMARY FORM

MEETING DATE: 06/08/2021

PREPARED BY: Glenn LaMont

AGENDA CONTENT: Discussion and possible action on Resolution No. 20210511-000 ratifying the disaster declaration signed by the Mayor on February 15, 2021 and consenting to its continuation through July 15, 2021; repealing conflicting ordinances and resolutions; including a severability clause; and establishing an effective date. (LaMont)

AGENDA ITEM SECTION: Consent Agenda

BUDGETTED AMOUNT: N/A **FUNDS REQUESTED:** N/A

FUND: N/A

EXECUTIVE SUMMARY:

Extending the Mayor's Winter Storm February 2021 Declaration until July 15, 2021.

RECCOMENDATION:

Staff recommends council approving this Resolution.

RESOLUTION NO. 20210608-002

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANGLETON, TEXAS, RATIFYING THE DISASTER DECLARATION SIGNED BY THE MAYOR ON FEBRUARY 15, 2021 AND CONSENTING TO ITS CONTINUATION THROUGH JULY 15, 2021; REPEALING CONFLICTING ORDINANCES AND RESOLUTIONS; INCLUDING A SEVERABILITY CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on February 15, 2021, Mayor Jason Perez, acting in accordance with authority granted to him under Section 418.108(a) of the Texas Government Code and the City's Home Rule Charter, declared a local state of disaster for the City due to damages caused by an intense winter storm system that brought record cold temperatures, freezing conditions including severe ice, and snow, harsh weather conditions, and prolonged, widespread power outages; and

WHEREAS, Section 418.108(b) of the Texas Government Code the City of Angleton, consenting to the renewal and continuation of the declaration of disaster for thirty days; and

WHEREAS, the conditions necessitating the disaster declaration continue to exist; and

WHEREAS, the City Council supports the disaster declaration signed by Mayor Jason Perez on February 15, 2021 and consents to its continuation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANGLETON, TEXAS:

SECTION 1. The facts and recitations contained in the preamble of this Resolution are hereby found and declared to be true and correct and are incorporated by reference herein and expressly made a part hereof, as if copied verbatim.

SECTION 2. That a local state of disaster is hereby declared for the City of Angleton, Texas pursuant to §418.108(a) of the Texas Government Code, and the City Council hereby consents to its continuation through July 15, 2021, or until such time as it is terminated by the Mayor provided that the Mayor gives City Council seventy-two hours' notice of proposed termination.

SECTION 3. Pursuant to §418.108(c) of the Government Code, this declaration of a local state of disaster shall be given prompt and general publicity and shall be filed promptly with the City Secretary.

SECTION 4. Pursuant to §418.108(d) of the Government Code, this declaration of a local state of disaster activates the City emergency management plan.

SECTION 5. The Mayor is authorized to sign this Resolution and the City Secretary to attest.

SECTION 6. This Resolution shall become effective and be in full force and effect upon execution by the Mayor.

PASSED AND APPROVED THIS THE 8th DAY OF JUNE 2021.

CITY OF ANGLETON, TEXAS

_____
Jason Perez
Mayor

ATTEST:

_____
Frances Aguilar, TRMC, CMC
City Secretary

THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: 06/08/2021

PREPARED BY: Glenn LaMont

AGENDA CONTENT: Discussion and possible action on Resolution No. 20210608-000 ratifying the disaster declaration signed by the Mayor on March 17, 2020 and consenting to its continuation through July 16, 2021; repealing conflicting ordinances and resolutions; including a severability clause; and establishing an effective date. (LaMont)

AGENDA ITEM SECTION: Consent Agenda

BUDGETTED AMOUNT: N/A **FUNDS REQUESTED:** N/A

FUND: N/A

EXECUTIVE SUMMARY:

Extending the Mayor's COVID-19 Disaster Declaration for another 30 days.

RECCOMENDATION:

Staff recommends council approving this Resolution.

RESOLUTION NO. 20210608-003

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ANGLETON, TEXAS, RATIFYING THE DISASTER DECLARATION SIGNED BY THE MAYOR ON MARCH 17, 2020 AND CONSENTING TO ITS CONTINUATION THROUGH JULY 16, 2021; REPEALING CONFLICTING ORDINANCES AND RESOLUTIONS; INCLUDING A SEVERABILITY CLAUSE; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, on March 17, 2020, Mayor Jason Perez, acting in accordance with authority granted to him under Section 418.108(a) of the Texas Government Code and the City's Home Rule Charter, declared a local state of disaster for the City due to concerns related to the novel coronavirus (COVID-19); and

WHEREAS, Section 418.108(b) of the Texas Government Code the City of Angleton, consenting to the renewal and continuation of the declaration of disaster in each subsequent month; and

WHEREAS, the conditions necessitating the disaster declaration continue to exist; and

WHEREAS, the City Council supports the disaster declaration signed by Mayor Jason Perez on March 17, 2020 and consents to its continuation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANGLETON, TEXAS:

SECTION 1. The facts and recitations contained in the preamble of this Resolution are hereby found and declared to be true and correct and are incorporated by reference herein and expressly made a part hereof, as if copied verbatim.

SECTION 2. That a local state of disaster for public health is hereby declared for the City of Angleton, Texas pursuant to §418.108(a) of the Texas Government Code, and the City Council hereby consents to its continuation through July 16, 2021, or until such time as it is terminated by the Mayor provided that the Mayor gives City Council seventy-two hours' notice of proposed termination.

SECTION 3. Pursuant to §418.108(c) of the Government Code, this declaration of a local state of disaster for public health emergency shall be given prompt and general publicity and shall be filed promptly with the City Secretary.

SECTION 4. Pursuant to §418.108(d) of the Government Code, this declaration of a local state of disaster activates the City emergency management plan.

SECTION 5. The Mayor is authorized to sign this Resolution and the City Secretary to attest.

SECTION 6. This Resolution shall become effective and be in full force and effect upon execution by the Mayor.

PASSED AND APPROVED THIS THE 8th DAY OF JUNE 2021.

CITY OF ANGLETON, TEXAS

_____
Jason Perez
Mayor

ATTEST:

_____
Frances Aguilar, TRMC, CMC
City Secretary

THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: 06/08/2021

PREPARED BY: CHRIS HILL

AGENDA CONTENT: Discussion and possible action to approve Financial Statements for April 2021.

AGENDA ITEM SECTION: Consent Agenda

BUDGETED AMOUNT: N/A **FUNDS REQUESTED:** N/A

FUND: N/A

EXECUTIVE SUMMARY:

This is the 7th month of the 2020-2021 Budget Year. Approximately 93.5% of the Property Tax Revenue was received by the end of April. Sales tax is 2 months behind but YTD up 5.53% over last year. Fines and Penalties are lower than budget due to the Court being down during COVID but expect to improve going forward. Licenses and Permits are significantly above plan due to Building Permits and Consulting Revenue. Overall, the Revenue and Expenses are in line with budget. The General Fund contains credit of $133,329 for insurance payment from loss of the street sweeper.

The Street Fund transfer will made to cover Expenditures quarterly.

The Water Fund Plant operations are on track with more revenue expected during the summer months.

RECOMMENDATION:

Staff recommends council approve the Financial Statements for YTD April 2021.

ANGLETON SALES TAX HISTORY

	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	Pct. Inc.
DECEMBER	$314,817.06	$304,908.30	$347,354.43	$434,749.51	$385,792.83	$395,348.74	
		-3.15%	*13.92%*	*25.16%*	*-11.26%*	*2.48%*	2.48%
JANUARY	$273,656.20	$296,996.27	$329,777.44	$403,846.68	$338,172.05	$354,845.49	
		8.53%	*11.04%*	*22.46%*	*-16.26%*	*4.93%*	3.62%
FEBRUARY	**$356,075.87**	**$415,244.01**	**$492,147.05**	**$453,394.60**	**$502,313.60**	**$548,392.34**	
		16.62%	*18.52%*	*-7.87%*	*10.79%*	*9.17%*	5.90%
MARCH	$309,730.23	$312,233.83	$317,117.11	$342,054.74	$313,328.18	$340,598.43	
		0.81%	*1.56%*	*7.86%*	*-8.40%*	*8.70%*	6.47%
APRIL	$297,144.05	$303,767.07	$310,708.52	$282,052.01	$406,685.75	$342,899.91	
		2.23%	*2.29%*	*-9.22%*	*44.19%*	*-15.68%*	1.84%
MAY	**$400,719.77**	**$373,951.85**	**$435,287.54**	***$368,579.42***	**$419,504.03**	**$514,532.66**	
		-6.68%	*16.40%*	*-15.33%*	*13.82%*	*22.65%*	**5.53%**
JUNE	$425,295.40	$333,984.63	$345,348.15	*$317,905.52*	$404,805.22	$0.00	
		-21.47%	*3.40%*	*-7.95%*	*27.34%*	*0.00%*	
JULY	$309,325.50	$330,412.36	$378,810.31	*$307,993.53*	$402,028.15	$0.00	
		6.82%	*14.65%*	*-18.69%*	*30.53%*	*0.00%*	
AUGUST	**$401,219.73**	**$369,257.32**	**$432,811.12**	***$460,450.05***	**$695,431.21**	**$0.00**	
		-7.97%	*17.21%*	*6.39%*	*51.03%*	*0.00%*	
SEPTEMBER	$310,412.80	$339,260.34	$388,718.53	*$377,286.02*	$363,041.73	$0.00	
		9.29%	*14.58%*	*-2.94%*	*-3.78%*	*0.00%*	
OCTOBER	$353,383.54	$289,957.54	$386,110.84	*$359,596.83*	*$366,433.12*	*$0.00*	
		-17.95%	*33.16%*	*-6.87%*	*1.90%*	*0.00%*	
NOVEMBER	**$ 390,214.75**	**$ 410,226.68**	**$400,639.93**	***$428,916.34***	***$443,840.94***	***$0.00***	
		5.13%	*-2.34%*	*7.06%*	*3.48%*	*0.00%*	
Total	$4,141,994.90	$4,080,200.20	$4,564,830.97	$4,536,825.25	$5,041,376.81	$2,496,617.57	
Pct. Increase		-1.49%	11.88%	-0.61%	11.12%		
Dollar Increase	$4,141,994.90	-$61,794.70	$484,630.77	-$28,005.72	$504,551.56	$0.00	
General Fund	$2,761,329.94	$2,720,133.47	$3,043,220.65	$3,024,550.17	$3,360,917.87	$1,664,411.71	
Increase		($41,196.47)	$323,087.18	($18,670.48)	$336,367.71	$0.00	
ABLC Fund	$1,380,664.97	$1,360,066.73	$1,521,610.32	$1,512,275.08	$1,680,458.94	$832,205.86	
Increase		($20,598.23)	$161,543.59	($9,335.24)	$168,183.85	$0.00	

BALANCE SHEET
AS OF: APRIL 30TH, 2021

01 -GENERAL FUND

ACCOUNT#	TITLE			
ASSETS				
	CASH	5,526,759.43		
	INVESTMENTS	0.00		
	RESTRICTED CASH	349,426.87		
	RECEIVABLES	1,226,163.11		
	MISCELLANEOUS	34,521.90		
	FIXED ASSETS	0.00		
	TOTAL ASSETS			7,136,871.31
LIABILITIES & FUND BALANCE				
	VENDORS PAYABLE	401,764.86		
	COMPENSATION PAYABLE	179,749.12		
	DEFERRED REVENUE	85,762.52		
	MISCELLANEOUS PAYABLES	25,203.05		
	TOTAL LIABILITIES			692,479.55
EQUITY				
400-998	FUND BALANCE--RESERVED	0.00		
400-999	FUND BALANCE--UNRESERVED	5,064,310.09		
	SURPLUS (DEFECIT)	1,380,081.67		
	TOTAL EQUITY		6,444,391.76	
	TOTAL LIABILITIES & FUND EQUITY			7,136,871.31

BALANCE SHEET
AS OF: APRIL 30TH, 2021

02 -STREET FUND

ACCOUNT#	TITLE			
ASSETS				
	CASH	2,211,592.91		
	INVESTMENTS	0.00		
	RESTRICTED CASH	349,426.87		
	RECEIVABLES	0.00		
	MISCELLANEOUS	19,120.73		
	FIXED ASSETS	0.00		
	TOTAL ASSETS			2,580,140.51
LIABILITIES & FUND BALANCE				
	VENDORS PAYABLE	0.00		
	COMPENSATION PAYABLE	(52.00)		
	MISCELLANEOUS PAYABLES	0.00		
	TOTAL LIABILITIES			(52.00)
EQUITY				
400-999	FUND BALANCE	2,588,224.65		
	SURPLUS (DEFECIT)	(8,032.14)		
	TOTAL EQUITY		2,580,192.51	
	TOTAL LIABILITIES & FUND EQUITY			2,580,140.51

BALANCE SHEET
AS OF: APRIL 30TH, 2021

03 -WATER FUND

ACCOUNT#	TITLE			
ASSETS				
	CASH	1,955,982.08		
	INVESTMENTS	(48,935.77)		
	RESTRICTED CASH	349,426.87		
	RECEIVABLES	726,180.78		
	MISCELLANEOUS	63,830.43		
	FIXED ASSETS	18,685,157.32		
	TOTAL ASSETS			21,731,641.71
LIABILITIES & FUND BALANCE				
	VENDORS PAYABLE	64,012.48		
	COMPENSATION PAYABLE	1,154,574.98		
	MISCELLANEOUS PAYABLES	384,428.78		
	LONG-TERM LIABILITIES	8,426,247.78		
	TOTAL LIABILITIES			10,029,264.02
EQUITY				
400-900	CAPITAL-CONTRIBUTED	895,145.51		
400-901	CONTRIB CAP-CURRENT YEAR	1,379,326.95		
400-902	RETAINED EARNING-RESTRICTE	0.00		
400-995	CONTRIB CAP (RE) PR YR	4,678,295.37		
400-999	RETAINED EARNINGS	5,029,257.01		
	SURPLUS (DEFECIT)	(279,647.15)		
	TOTAL EQUITY		11,702,377.69	
	TOTAL LIABILITIES & FUND EQUITY			21,731,641.71

BALANCE SHEET

AS OF: APRIL 30TH, 2021

04 -HOTEL/MOTEL TAX FUND

ACCOUNT#	TITLE			
ASSETS				
	CASH	526,485.33		
	RECEIVABLES	70.61		
	TOTAL ASSETS			526,555.94
LIABILITIES & FUND BALANCE				
	VENDORS PAYABLE	4,890.91		
	COMPENSATION PAYABLE	735.69		
	TOTAL LIABILITIES			5,626.60
EQUITY				
400-498	HOLIDAY LITES-RESERVE	0.00		
400-999	FUND BALANCE	552,629.87		
	SURPLUS (DEFECIT)	(31,700.53)		
	TOTAL EQUITY		520,929.34	
	TOTAL LIABILITIES & FUND EQUITY			526,555.94

BALANCE SHEET
AS OF: APRIL 30TH, 2021

05 -DEBT SERVICE FUND

ACCOUNT#	TITLE			
ASSETS				
	CASH	404,552.76		
	INVESTMENTS	0.00		
	RECEIVABLES	14,393.49		
	TOTAL ASSETS			418,946.25
LIABILITIES & FUND BALANCE				
	VENDORS PAYABLE	0.00		
	DEFERRED REVENUE	14,393.49		
	TOTAL LIABILITIES			14,393.49
EQUITY				
400-998	FUND BALANCE-RESERVE	0.00		
400-999	FUND BALANCE	423,955.26		
	SURPLUS (DEFECIT)	(19,402.50)		
	TOTAL EQUITY		404,552.76	
	TOTAL LIABILITIES & FUND EQUITY			418,946.25

C I T Y O F A N G L E T O N
STATEMENT OF REVENUES & EXPENDITURES
GENERAL FUND
AS OF:APRIL 30TH, 2021

	BUDGET	Y-T-D ACTUAL	% BUDGET
REVENUES			
SALES TAX	3,484,843.00	1,321,389.94	37.92
AD VALOREM TAXES	6,580,255.00	6,152,475.88	93.50
OTHER TAXES	777,063.00	176,230.67	22.68
FINES & PENALTIES	715,261.00	323,257.52	45.19
LICENSES & PERMITS	753,810.00	523,857.78	69.49
GARBAGE	2,196,796.00	1,148,742.82	52.29
PARKS & RECREATION	302,834.00	2,755.00	0.91
MISCELLANEOUS	264,950.00	68,487.86	25.85
FUND TOTAL REVENUES	15,075,812.00	9,717,197.47	64.46
OTHER SOURCES			
TRANSFER FROM FUND BALANCE	178,683.00	0.00	0.00
TRANSFER FROM STREET FUND	0.00	0.00	0.00
TRANSFER FROM WATER FUND	0.00	0.00	0.00
TRANSFER FROM FUND 08	5,000.00	2,500.00	50.00
TRANSF FROM DRUG CONFISCA	0.00	0.00	0.00
TRANSFER FROM COMMUNITY EVENTS	0.00	0.00	0.00
TRANSFER FROM FUND 12	2,000.00	1,000.00	50.00
TRANSF-FROM CAP LEASE PURCHASE	0.00	0.00	0.00
TRANSFER TFROM ST FOR ADMIN	0.00	0.00	0.00
TRANS FROM WATER FOR ADMIN EX	0.00	0.00	0.00
TRANS FROM HOTEL FOR ADMIN	30,662.00	13,155.87	42.91
TRANSFER FROM ABLC	378,000.00	189,000.00	50.00
TRANSFER FROM RECY CENTER	0.00	0.00	0.00
TOTAL OTHER SOURCES	594,345.00	205,655.87	34.60
TOTAL RESOURCES	15,670,157.00	9,922,853.34	63.32
EXPENDITURES			
00-ADMINISTRATION	998,967.00	648,573.57	64.92
01-COUNCIL	33,400.00	8,472.84	25.37
02-HR DEPARTMENT	294,831.00	161,983.56	54.94
05-ATTORNEY	0.00	0.00	0.00
06-MAINTENANCE DEPT.	98,817.00	58,271.76	58.97
10-CITY SECRETARY	182,409.00	102,969.62	56.45

C I T Y O F A N G L E T O N
STATEMENT OF REVENUES & EXPENDITURES
GENERAL FUND
AS OF:APRIL 30TH, 2021

	BUDGET	Y-T-D ACTUAL	% BUDGET
57-ECONOMIC DEVELOPMENT	101,318.00	68,598.44	67.71
58-PUBLIC WORKS	1,251,511.00	538,202.60	43.00
59-NON-DEPARTMENTAL	2,101,019.00	1,075,816.67	51.20
63-ST-RT OF WAY MAINT	317,729.00	206,269.49	64.92
TOTAL EXPENDITURES	15,670,157.00	8,542,771.67	54.52
TOTAL SURPLUS OR (DEFICIT)	0.00	1,380,081.67	0.00

C I T Y O F A N G L E T O N
STATEMENT OF REVENUES & EXPENDITURES
STREET FUND
AS OF:APRIL 30TH, 2021

	BUDGET	Y-T-D ACTUAL	% BUDGET
REVENUES			
OTHER TAXES	0.00	0.00	0.00
PARKS & RECREATION	0.00	0.00	0.00
MISCELLANEOUS	25,000.00	4,426.71	17.71
FUND TOTAL REVENUES	25,000.00	4,426.71	17.71
OTHER SOURCES			
TRANSFER FROM FUND BALANCE	2,795,000.00	95,000.00	3.40
TOTAL OTHER SOURCES	2,795,000.00	95,000.00	3.40
TOTAL RESOURCES	2,820,000.00	99,426.71	3.53
EXPENDITURES			
58-PUBLIC WORKS	2,820,000.00	107,458.85	3.81
63-ST-RT OF WAY MAINT	0.00	0.00	0.00
TOTAL EXPENDITURES	2,820,000.00	107,458.85	3.81
TOTAL SURPLUS OR (DEFICIT)	0.00	(8,032.14)	0.00

C I T Y O F A N G L E T O N
STATEMENT OF REVENUES & EXPENDITURES
WATER FUND
AS OF:APRIL 30TH, 2021

	BUDGET	Y-T-D ACTUAL	% BUDGET
REVENUES			
WATER INCOME	4,178,951.00	2,112,248.92	50.54
WATER REVENUE	25,000.00	472.59	1.89
CAF-WATER	70,406.00	4,293.60	6.10
SEWER INCOME	2,257,289.00	1,091,641.09	48.36
DOMESTIC SEWER	190,000.00	119,346.68	62.81
CAF-SEWER	43,203.00	17,024.88	39.41
GARBAGE INCOME	0.00	0.00	0.00
RECYCLING INCOME	3,200.00	1,691.45	52.86
CONNECTION INCOME	20,000.00	10,500.00	52.50
PENALTY INCOME	222,000.00	72,168.62	32.51
WATER TAPS	32,175.00	13,725.00	42.66
SEWER TAPS	28,600.00	11,250.00	39.34
2-WEEK CLEAN UP FEE	250.00	160.00	64.00
TRANSFER FEES	1,500.00	1,075.00	71.67
RECONNECT FEE	210,000.00	43,875.00	20.89
LOCK REFUND	0.00	0.00	0.00
FINES & PENALTIES	38,000.00	20,652.00	54.35
PARKS & RECREATION	0.00	0.00	0.00
MISCELLANEOUS	74,600.00	22,998.07	30.83
FUND TOTAL REVENUES	7,395,174.00	3,543,122.90	47.91
OTHER SOURCES			
TRANSFER FROM FUND BALANCE	457,000.00	0.00	0.00
TRANSFER FROM FUND 111	0.00	0.00	0.00
TRANSFER FROM FUND 120	0.00	0.00	0.00
TRANSF FROM FUND 123	0.00	0.00	0.00
TRANSFER FROM FUND 72	0.00	0.00	0.00
TRANSFER FROM FUND 73	0.00	0.00	0.00
TRANSFER FROM FUND 76	0.00	0.00	0.00
TRANSFER FROM FUND 77	0.00	0.00	0.00
TRANSFER FROM FUND 78	0.00	0.00	0.00
TOTAL OTHER SOURCES	457,000.00	0.00	0.00
TOTAL RESOURCES	7,852,174.00	3,543,122.90	45.12

C I T Y O F A N G L E T O N
STATEMENT OF REVENUES & EXPENDITURES
HOTEL/MOTEL TAX FUND
AS OF:APRIL 30TH, 2021

	BUDGET	Y-T-D ACTUAL	% BUDGET
REVENUES			
OTHER TAXES	250,000.00	62,679.45	25.07
MISCELLANEOUS	1,545.00	516.30	33.42
FUND TOTAL REVENUES	251,545.00	63,195.75	25.12
OTHER SOURCES			
TRANSFER FROM FUND BALANCE	0.00	0.00	0.00
TRANSFER FROM GEN FUND	0.00	0.00	0.00
TRANSFER FROM WATER	0.00	0.00	0.00
TOTAL OTHER SOURCES	0.00	0.00	0.00
TOTAL RESOURCES	251,545.00	63,195.75	25.12
EXPENDITURES			
75-HOTEL/MOTEL	251,545.00	94,896.28	37.73
TOTAL EXPENDITURES	251,545.00	94,896.28	37.73
TOTAL SURPLUS OR (DEFICIT)	0.00	(31,700.53)	0.00

C I T Y O F A N G L E T O N
STATEMENT OF REVENUES & EXPENDITURES
DEBT SERVICE FUND
AS OF:APRIL 30TH, 2021

	BUDGET	Y-T-D ACTUAL	% BUDGET
REVENUES			
AD VALOREM TAXES	959,706.00	885,358.34	92.25
MISCELLANEOUS	1,000.00	538.18	53.82
FUND TOTAL REVENUES	960,706.00	885,896.52	92.21
OTHER SOURCES			
TRANSFER FROM FUND BALANCE	13,830.00	0.00	0.00
TRANSFER FROM WATER FUND	1,298,774.00	757,618.12	58.33
TRANSFER FROM STREET FUND	0.00	0.00	0.00
PROCEEDS FROM FUND REFUNDING	0.00	0.00	0.00
TRANSFER FROM 288 IMPACT FUND	0.00	0.00	0.00
TRANSFER FROM 220 IMPACT FUND	0.00	0.00	0.00
TRANSFER FROM ABL	441,473.00	331,761.32	75.15
TRANSFER FROM OTHER SOURCE	305,063.00	247,956.25	81.28
TOTAL OTHER SOURCES	2,059,140.00	1,337,335.69	64.95
TOTAL RESOURCES	3,019,846.00	2,223,232.21	73.62
EXPENDITURES			
80-DEBT SERVICE	3,019,846.00	2,242,634.71	74.26
TOTAL EXPENDITURES	3,019,846.00	2,242,634.71	74.26
TOTAL SURPLUS OR (DEFICIT)	0.00	(19,402.50)	0.00

BALANCE SHEET
AS OF: APRIL 30TH, 2021

99 -POOLED CASH

ACCOUNT#	TITLE		
ASSETS			
CASH			
100-100	POOLED CASH	0.00	
100-101	CITY OF ANGLETON-GRANT ACC	0.00	
100-102	POOL CASH-WELLS FARGO	926,608.91	
100-103	FSB-LOUISE-POOL CASH	2,960,558.11	
100-104	FSB-LOUISE-EMERGENCY FUND	47,942.01	
100-105	FSB-POOL CASH	0.00	
100-106	EMERGENCY FUND #2	2,000,174.08	
100-121	DEBT ISSUE SERVICE ACCOUNT	9,190.64	
100-196	COA-ESCROW	3,956.31	
			5,948,430.06
INVESTMENTS			
100-200	POOLED CASH INVEST-TX POOL	1,603,109.94	
100-201	POOL CASH INVESTMENT-LONE	1,758,607.75	
100-202	JPMORGAN CHASE BANK	237,828.41	
100-203	TEX-POOL- ESCROW	14,895.71	
100-204	2005-2006 DEBT ISSUE ESCRO	0.00	
100-205	DEBT SERVICE FUND SERIES 2	0.00	
100-207	WELLS FARGO-MC SOFTWARE LO	0.00	
100-209	TX-STAR GENERAL ACCT	1,695,737.26	
100-211	FSB-6-MONTH CD	0.00	
100-212	FSB-12-MONTH CD	0.00	
100-219	2019 BOND SERIES-TEXSTAR	5,518,402.82	
100-220	2013 DEBT ISSUANCE	258,831.24	
100-221	2018 BOND ISSUANCE	5,275,457.29	
100-223	2015 BOND ISSUE	419,217.91	
100-224	2015 DEBT ISSUE SERVICE AC	0.00	
100-230	2020 BOND SERIES-TX POOL	3,000,815.43	
100-233	TEX-POOL-SEWER IMPROVEMENT	0.00	
100-246	SRF#5 SERIES 2002 WELLS FA	0.00	
100-250	ABL-CONSTRUCTION SERIES 20	0.00	
100-252	CTY VARIOUS WT&SEW BOND 20	0.00	
100-257	SERIES 2005 WITH TEX STAR	0.00	
100-262	2007 DEBT ISSUE-FREEDOM PA	0.00	
100-272	2007 DEBT ISSUE-CAP PROJ-T	0.00	
100-287	2008 BOND SERIES-TX POOL	0.00	

BALANCE SHEET
AS OF: APRIL 30TH, 2021

99 -POOLED CASH

ACCOUNT#	TITLE	
LIABILITIES & FUND BALANCE		
INTERFUND PAYABLES		
200-001	DUE TO GENERAL FUND	5,352,697.43
200-002	DUE TO STREET FUND	2,211,592.91
200-003	DUE TO WATER FUND	1,550,369.08
200-004	DUE TO HOTEL/MOTEL FUND	522,387.89
200-005	DUE TO DEBT SERVICE	384,300.76
200-006	DUE TO PARKS FUND	0.00
200-007	DUE TO MC-TECHNOLOGY FUND	4,982.72
200-008	DUE TO MC-BUILDING SECURIT	25,676.81
200-009	DUE TO STEP GRANT-CMV	560.04
200-010	DUE TO/FROM DRUG CONFISC	33,796.82
200-011	DUE TO SPECIAL EVENTS	12,950.53
200-012	DUE TO CHILD SAFETY FUND	4,784.49
200-013	DUE TO KEEP ANGLETON BEAUT	65,558.93
200-014	DUE TO HOME PROGRAM HEART	0.00
200-015	DUE TO 2002 SEWER PROJECT	0.00
200-016	DUE TO STEP COMP GRANT	(1,223.60)
200-017	DUE TO STEP POLICE GRANT	0.00
200-019	DUE TO CAPITAL EXP REVOV F	407,546.74
200-023	DUE TO HOME GRANT #538006	0.00
200-033	DUE TO SEWER IMPROVEMENT #	0.00
200-040	DUE TO ANGLETON BETTER LI(	910,225.32)
200-041	DUE TO UNEMPLOYMENT FUND	18,876.49
200-042	DUE TO FUND 42 POLICE GRAN	0.00
200-043	DUE TO PARKS FUND	0.00
200-044	DUE TO EUDL TABC POL GRANT	0.00
200-045	DUE TO HGAC-OOC-COMM GRANT	0.00
200-046	DUE TO SRF2002 VALDERAS,RI	0.00
200-047	DUE FROM TCF FORD GRANT722	0.00
200-048	DUE FROM STEP GRANT #2	0.00
200-050	DUE TO ABLC ACT CENT CONST	0.00
200-051	DUE TO BATES PARK IMPROVEM	0.00
200-052	DUE TO CTY VAR WATER&SEWER	0.00
200-053	DUE TO EDUCATIONAL CLEANUP	0.00
200-054	DUE TO 2004 TCDP GRANT 724	0.00
200-055	DUE TO POLICE STEP GRANT	0.00
200-056	DUE TO SECURITY GRANT	0.00

BALANCE SHEET
AS OF: APRIL 30TH, 2021

99 -POOLED CASH

ACCOUNT#	TITLE	
200-075	DUE TO SCOTTISH INN CAP PR	0.00
200-076	DUE TO 220 WATER LINE	0.00
200-077	DUE TO WATER WELL CONST	0.00
200-078	DUE TO WESTERN AVE PROJECT	0.00
200-079	DUE TO DRAINAGE STUDY	0.00
200-080	DUE TO POLICE DONATION FUN	17,994.76
200-081	DUE TO FUND 81 WT&SEWER CA	0.00
200-082	DUE TO CITY EMPLOYEE FUND	8,995.33
200-083	DUE TO RECYCLING FUND	0.00
200-084	DUE TO CITY HALL SIGN	0.00
200-085	DUE TO DOWNING ROAD EXTEN	0.00
200-086	DUE TO SEBESTA ROAD CO 609	0.00
200-087	DUE TO BOND SERIES 2008	0.00
200-088	DUE TO COURT BUILDING	0.00
200-089	DUE TO FIRE DEPT- REPAIRS	0.00
200-090	DUE TO POLICE DEPT REPAIRS	0.00
200-091	DUE TO ANIMAL SHELTER-REPA	0.00
200-092	DUE TO HENDERSON ROAD SIDE	0.00
200-093	DUE TO TAY-WAL-LOOP	0.00
200-094	DUE TO FEMA WESTERN AVE	0.00
200-095	DUE TO AISD PROJECT	0.00
200-096	DUE TO COA-ESCROW	720,885.26
200-097	DUE TO FEMA ASSISTANCE FUD	854,847.14
200-098	DUE TO JUVENILE DETENTIION	0.00
200-601	DUE TO A/C DONATIONS	18,901.98
200-602	DUE TO FIRE DEPT GRANT PUM	0.00
200-603	DUE TO SWIMMING POOL FUND	0.00
200-604	DUE TO HGAC-GRANT-POL&REC	0.00
200-605	DUE TO OBJ POLICE GRANT	(22,994.63)
200-606	DUE TO COUNTY PART GRANT	0.00
200-607	DUE TO ANGLETON ESD#3	153,164.05
200-608	DUE TO WINTER STORM	(123,337.69)
200-609	DUE TO HGAC 911 LOGGING RE	0.00
200-610	DUE TO DJ EDWARD JAG-2011	0.00
200-611	DUE TO CENTRAL ASSEMBY OF	0.00
200-612	DUE TO JOINT JAG PROGRAM	0.00
200-613	DUE TO 2010 LABOR DAY IDM	0.00
200-614	DUE TO CAPITAL REPLACE-GOV	39,081.26
200-615	DUE TO CAP REPLACE-ENTERPI	13,199.03
200-616	DUE TO OOG GRANT 2498301	0.00

BALANCE SHEET
AS OF: APRIL 30TH, 2021

99 -POOLED CASH

ACCOUNT#	TITLE			
200-625	DUE TO CAP-220 IMPACT FEES	0.00		
200-626	DUE TO CITY WIDE REPAIRS	24,740.14		
200-628	DUE TO INFRASTRUCTURE FUND	725,861.20		
200-629	DUE TO 2019 BOND SERIES	4,754,950.08		
200-630	DUE TO LAKESIDE PK CONSTRU	3,003,371.82		
200-631	DUE TO 2019 BOND-FIRE TRUC	0.00		
200-641	DUE TO SALE TAX	0.07		
			25,515,493.08	
VENDORS PAYABLE				
200-107	DUE TO ESD #3	(4,242.63)		
200-129	DUE TO 2019 BONDS	0.00		
			(4,242.63)	
COMPENSATION PAYABLE				
200-200	WAGES PAYABLE	0.00		
200-205	ACCOUNTS PAYABLE	220,083.37		
			220,083.37	
	TOTAL LIABILITIES			25,731,333.82
EQUITY				
400-999	FUND BALANCE	0.00		
	SURPLUS (DEFECIT)	0.00		
	TOTAL EQUITY		0.00	
	TOTAL LIABILITIES & FUND EQUITY			25,731,333.82

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

01 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
AD VALOREM TAXES	6,580,255	93,056.48	6,152,475.88	0.00	427,779.12	93.50
OTHER TAXES	777,063	9,902.99	176,230.67	0.00	600,832.33	22.68
UTILITIES INCOME	3,484,843	228,599.94	1,321,389.94	0.00	2,163,453.06	37.92
FINES & PENALTIES	715,261	60,696.11	323,257.52	0.00	392,003.48	45.19
LICENSES & PERMITS	753,810	41,522.90	523,857.78	0.00	229,952.22	69.49
GARBAGE	2,196,796	180,668.87	1,148,742.82	0.00	1,048,053.18	52.29
PARKS & RECREATION	302,834	1,635.00	2,755.00	0.00	300,079.00	0.91
MISCELLANEOUS	264,950	10,500.95	68,487.86	0.00	196,462.14	25.85
TRANSFERS	594,345	1,879.41	205,655.87	0.00	388,689.13	34.60
TOTAL REVENUES	15,670,157	628,462.65	9,922,853.34	0.00	5,747,303.66	63.32
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
PERSONNEL SERVICES	247,137	25,081.75	186,565.63	0.00	60,571.37	75.49
SUPPLIES	8,100	55.01	1,167.20	0.00	6,932.80	14.41
REPAIR & MAINTENANCE	500	0.00	0.00	0.00	500.00	0.00
SERVICES	740,280	74,905.68	460,256.25	39,178.00	240,845.75	67.47
MISCELLANEOUS	2,950	130.00	584.49	0.00	2,365.51	19.81
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 00-ADMINISTRATION	998,967	100,172.44	648,573.57	39,178.00	311,215.43	68.85
01-COUNCIL						
SUPPLIES	4,600	837.70	3,717.84	0.00	882.16	80.82
SERVICES	18,800	0.00	4,670.00	3,250.00	10,880.00	42.13
MISCELLANEOUS	10,000	0.00	85.00	0.00	9,915.00	0.85
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 01-COUNCIL	33,400	837.70	8,472.84	3,250.00	21,677.16	35.10
02-HR DEPARTMENT						
PERSONNEL SERVICES	206,236	22,977.39	126,873.20	0.00	79,362.80	61.52
SUPPLIES	3,450	570.88	1,718.14	79.90	1,651.96	52.12
SERVICES	84,020	1,980.65	32,301.24	28,195.55	23,523.21	72.00
MISCELLANEOUS	75	0.00	0.00	0.00	75.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

01 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
05-ATTORNEY						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 05-ATTORNEY	0	0.00	0.00	0.00	0.00	0.00
06-MAINTENANCE DEPT.						
PERSONNEL SERVICES	4,317	0.00	4,295.16	0.00	21.84	99.49
SUPPLIES	10,500	1,720.47	3,476.43	0.00	7,023.57	33.11
REPAIR & MAINTENANCE	15,000	525.00	4,528.01	0.00	10,471.99	30.19
SERVICES	35,000	1,751.45	12,942.32	0.00	22,057.68	36.98
MISCELLANEOUS	34,000	0.00	33,029.84	0.00	970.16	97.15
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 06-MAINTENANCE DEPT.	98,817	3,996.92	58,271.76	0.00	40,545.24	58.97
10-CITY SECRETARY						
PERSONNEL SERVICES	126,689	14,538.59	78,091.05	0.00	48,597.95	61.64
SUPPLIES	2,500	408.89	731.33	0.00	1,768.67	29.25
SERVICES	38,720	2,361.13	20,021.45	0.00	18,698.55	51.71
MISCELLANEOUS	14,500	765.39	4,125.79	0.00	10,374.21	28.45
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 10-CITY SECRETARY	182,409	18,074.00	102,969.62	0.00	79,439.38	56.45
12-TAX						
SERVICES	48,000	0.00	37,073.09	22,243.00	(11,316.09)	123.58
TOTAL 12-TAX	48,000	0.00	37,073.09	22,243.00	(11,316.09)	123.58
13-EMC						
PERSONNEL SERVICES	85,365	9,753.21	51,151.06	0.00	34,213.94	59.92
SUPPLIES	1,600	0.00	0.00	0.00	1,600.00	0.00
SERVICES	1,800	0.00	0.00	0.00	1,800.00	0.00
MISCELLANEOUS	10,000	0.00	787.80	0.00	9,212.20	7.88
TOTAL 13-EMC	98,765	9,753.21	51,938.86	0.00	46,826.14	52.59
15-FINANCE						
PERSONNEL SERVICES	473,945	64,559.01	253,410.11	0.00	220,534.89	53.47

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

01 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
20-COURTS						
PERSONNEL SERVICES	360,465	39,782.29	201,545.43	0.00	158,919.57	55.91
SUPPLIES	20,350	1,094.23	3,362.92	0.00	16,987.08	16.53
REPAIR & MAINTENANCE	19,800	597.96	15,632.59	600.00	3,567.41	81.98
SERVICES	151,020	9,306.78	48,707.15	28,582.50	73,730.35	51.18
MISCELLANEOUS	4,650	204.31	1,674.68	0.00	2,975.32	36.01
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 20-COURTS	556,285	50,985.57	270,922.77	29,182.50	256,179.73	53.95
25-POLICE DEPARTMENT						
PERSONNEL SERVICES	4,321,544	480,024.61	2,648,809.53	0.00	1,672,734.47	61.29
SUPPLIES	242,271	22,294.46	121,067.88	0.00	121,203.12	49.97
REPAIR & MAINTENANCE	96,203	5,545.21	41,073.44	(16.01)	55,145.82	42.68
SERVICES	144,007	4,673.76	51,035.59	40.28	92,930.63	35.47
MISCELLANEOUS	305,733	6,427.36	120,905.48	25.00	184,802.77	39.55
CAPITAL EXPENDITURES	5,000	0.00	5,000.00	0.00	0.00	100.00
OTHER	17,267	0.00	1,235.00	0.00	16,032.00	7.15
TOTAL 25-POLICE DEPARTMENT	5,132,025	518,965.40	2,989,126.92	49.27	2,142,848.81	58.25
26-ANIMAL CONTROL						
PERSONNEL SERVICES	235,219	20,279.45	123,296.86	0.00	111,922.14	52.42
SUPPLIES	40,206	1,729.95	17,329.92	952.65	21,923.43	45.47
REPAIR & MAINTENANCE	8,500	323.58	5,635.65	0.00	2,864.35	66.30
SERVICES	20,412	914.43	4,374.66	0.00	16,037.34	21.43
MISCELLANEOUS	1,250	0.00	0.00	0.00	1,250.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 26-ANIMAL CONTROL	305,587	23,247.41	150,637.09	952.65	153,997.26	49.61
30-FIRE DEPARTMENT						
PERSONNEL SERVICES	509,099	47,768.91	296,341.99	0.00	212,757.01	58.21
SUPPLIES	31,500	206.16	28,665.97	7,714.28	(4,880.25)	115.49
REPAIR & MAINTENANCE	79,000	452.89	46,101.89	389.03	32,509.08	58.85
SERVICES	69,854	4,463.83	34,894.59	0.00	34,959.41	49.95
MISCELLANEOUS	48,650	0.00	49,435.31	0.00	(785.31)	101.61
TOTAL 30-FIRE DEPARTMENT	738,103	52,891.79	455,439.75	8,103.31	274,559.94	62.80

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

01 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
50-PARKS						
PERSONNEL SERVICES	751,170	67,428.79	416,920.92	0.00	334,249.08	55.50
SUPPLIES	38,350	3,732.96	17,056.98	1,038.19	20,254.83	47.18
REPAIR & MAINTENANCE	85,750	6,129.63	55,330.15	0.00	30,419.85	64.52
SERVICES	90,848	13,375.73	46,955.48	0.00	43,892.52	51.69
MISCELLANEOUS	8,350	0.00	8,511.56	0.00	(161.56)	101.93
CAPITAL EXPENDITURES	348,628	0.00	151,776.12	0.00	196,851.88	43.54
OTHER	711	0.00	711.00	0.00	0.00	100.00
TOTAL 50-PARKS	1,323,807	90,667.11	697,262.21	1,038.19	625,506.60	52.75
55-IT DEPARTMENT						
PERSONNEL SERVICES	248,434	9,967.93	149,131.32	0.00	99,302.68	60.03
SUPPLIES	2,200	381.03	1,971.95	0.00	228.05	89.63
SERVICES	99,139	4,112.16	35,876.80	210.00	63,052.20	36.40
MISCELLANEOUS	20,000	1,468.00	8,896.14	1,486.00	9,617.86	51.91
CAPITAL EXPENDITURES	131,549	1,513.35	69,422.03	0.00	62,126.97	52.77
TOTAL 55-IT DEPARTMENT	501,322	17,442.47	265,298.24	1,696.00	234,327.76	53.26
56-DEBT SERVICE						
MISCELLANEOUS	245,282	9,025.02	63,371.40	0.00	181,910.60	25.84
TOTAL 56-DEBT SERVICE	245,282	9,025.02	63,371.40	0.00	181,910.60	25.84
57-ECONOMIC DEVELOPMENT						
PERSONNEL SERVICES	27,018	3,639.40	19,860.92	0.00	7,157.08	73.51
SUPPLIES	700	0.00	77.46	0.00	622.54	11.07
SERVICES	71,500	10,020.07	46,545.07	0.00	24,954.93	65.10
MISCELLANEOUS	2,100	2,064.99	2,114.99	0.00	(14.99)	100.71
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 57-ECONOMIC DEVELOPMENT	101,318	15,724.46	68,598.44	0.00	32,719.56	67.71
58-PUBLIC WORKS						
PERSONNEL SERVICES	633,261	85,814.28	430,895.70	0.00	202,365.30	68.04
SUPPLIES	72,325	7,209.48	40,273.36	4,167.43	27,884.21	61.45
REPAIR & MAINTENANCE	281,000	5,761.19	108,073.46	24,448.99	148,477.55	47.16
SERVICES	231,200	12,235.87	86,098.82	977.36	144,123.82	37.66
MISCELLANEOUS	33,725	75.00	6,190.26	0.00	27,534.74	18.36
CAPITAL EXPENDITURES	0	0.00	(133,329.00)	0.00	133,329.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

01 -GENERAL FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
59-NON-DEPARTMENTAL						
PERSONNEL SERVICES	28,380	16,434.71	16,712.22	0.00	11,667.78	58.89
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	1,953,916	8,048.93	975,238.79	0.00	978,677.21	49.91
MISCELLANEOUS	115,000	7,887.00	83,865.66	6,941.74	24,192.60	78.96
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	3,723	0.00	0.00	0.00	3,723.00	0.00
TOTAL 59-NON-DEPARTMENTAL	2,101,019	32,370.64	1,075,816.67	6,941.74	1,018,260.59	51.53
63-ST-RT OF WAY MAINT						
PERSONNEL SERVICES	299,354	38,126.20	200,132.26	0.00	99,221.74	66.85
SUPPLIES	11,741	2,634.33	4,847.02	0.00	6,893.98	41.28
REPAIR & MAINTENANCE	5,500	(98.22)	1,290.21	0.00	4,209.79	23.46
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	1,134	0.00	0.00	0.00	1,134.00	0.00
TOTAL 63-ST-RT OF WAY MAINT	317,729	40,662.31	206,269.49	0.00	111,459.51	64.92
TOTAL EXPENDITURES	15,670,157	1,288,876.85	8,542,771.67	170,954.50	6,956,430.83	55.61
REVENUE OVER/(UNDER) EXPENDITURES	0	(660,414.20)	1,380,081.67	(170,954.50)	(1,209,127.17)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

02 -STREET FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
OTHER TAXES	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	25,000	236.75	4,426.71	0.00	20,573.29	17.71
TRANSFERS	2,795,000	0.00	95,000.00	0.00	2,700,000.00	3.40
TOTAL REVENUES	2,820,000	236.75	99,426.71	0.00	2,720,573.29	3.53
EXPENDITURE SUMMARY						
58-PUBLIC WORKS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	(197.15)	0.00	197.15	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	520,000	0.00	107,656.00	0.00	412,344.00	20.70
OTHER	2,300,000	0.00	0.00	0.00	2,300,000.00	0.00
TOTAL 58-PUBLIC WORKS	2,820,000	0.00	107,458.85	0.00	2,712,541.15	3.81
63-ST-RT OF WAY MAINT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 63-ST-RT OF WAY MAINT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	2,820,000	0.00	107,458.85	0.00	2,712,541.15	3.81
REVENUE OVER/(UNDER) EXPENDITURES	0	236.75	(8,032.14)	0.00	8,032.14	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

03 -WATER FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	7,282,574	503,817.88	3,499,472.83	0.00	3,783,101.17	48.05
FINES & PENALTIES	38,000	3,056.00	20,652.00	0.00	17,348.00	54.35
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	74,600	10,600.85	22,998.07	0.00	51,601.93	30.83
TRANSFERS	457,000	0.00	0.00	0.00	457,000.00	0.00
TOTAL REVENUES	7,852,174	517,474.73	3,543,122.90	0.00	4,309,051.10	45.12
EXPENDITURE SUMMARY						
60-COLLECTIONS						
PERSONNEL SERVICES	193,220	20,459.22	109,869.41	0.00	83,350.59	56.86
SUPPLIES	60,715	4,588.77	31,495.84	0.00	29,219.16	51.87
REPAIR & MAINTENANCE	23,000	1,812.97	19,144.37	960.00	2,895.63	87.41
SERVICES	61,720	7,947.04	45,576.76	0.00	16,143.24	73.84
MISCELLANEOUS	143,400	578.69	27,781.45	0.00	115,618.55	19.37
CAPITAL EXPENDITURES	1,200	348.93	348.93	0.00	851.07	29.08
OTHER	43,738	2,733.33	21,120.31	0.00	22,617.69	48.29
TOTAL 60-COLLECTIONS	526,993	38,468.95	255,337.07	960.00	270,695.93	48.63
65-WATER DEPARTMENT						
PERSONNEL SERVICES	570,134	60,245.49	346,488.20	0.00	223,645.80	60.77
SUPPLIES	2,211,460	185,711.22	1,097,114.88	1,169.32	1,113,175.80	49.66
REPAIR & MAINTENANCE	167,500	18,856.90	90,819.25	19,442.36	57,238.39	65.83
SERVICES	160,810	12,498.00	72,071.75	(15.00)	88,753.25	44.81
MISCELLANEOUS	63,385	13,552.48	38,046.85	0.00	25,338.15	60.03
CAPITAL EXPENDITURES	60,000	0.00	7,768.88	0.00	52,231.12	12.95
OTHER	649,387	54,115.58	378,809.06	0.00	270,577.94	58.33
TOTAL 65-WATER DEPARTMENT	3,882,676	344,979.67	2,031,118.87	20,596.68	1,830,960.45	52.84
70-SEWER DEPARTMENT						
PERSONNEL SERVICES	711,988	63,053.02	347,369.41	0.00	364,618.59	48.79
SUPPLIES	34,750	3,138.39	16,374.62	100.00	18,275.38	47.41
REPAIR & MAINTENANCE	165,500	13,494.35	122,868.56	32,410.33	10,221.11	93.82
SERVICES	100,160	9,695.74	34,747.59	0.00	65,412.41	34.69

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

03 -WATER FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
71-PLANT OPERATIONS						
PERSONNEL SERVICES	351,156	33,849.69	182,533.66	0.00	168,622.34	51.98
SUPPLIES	52,700	4,455.95	25,284.83	567.16	26,848.01	49.06
REPAIR & MAINTENANCE	272,000	53,333.29	203,559.77	16,243.00	52,197.23	80.81
SERVICES	795,386	35,085.59	136,531.86	0.00	658,854.14	17.17
MISCELLANEOUS	5,325	303.08	1,809.43	0.00	3,515.57	33.98
CAPITAL EXPENDITURES	130,000	0.00	0.00	0.00	130,000.00	0.00
TOTAL 71-PLANT OPERATIONS	1,606,567	127,027.60	549,719.55	16,810.16	1,040,037.29	35.26
TOTAL EXPENDITURES	7,852,174	653,973.30	3,822,770.05	70,877.17	3,958,526.78	49.59
REVENUE OVER/(UNDER) EXPENDITURES	0	(136,498.57)	(279,647.15)	(70,877.17)	350,524.32	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

04 -HOTEL/MOTEL TAX FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
OTHER TAXES	250,000	12,306.76	62,679.45	0.00	187,320.55	25.07
MISCELLANEOUS	1,545	56.47	516.30	0.00	1,028.70	33.42
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	251,545	12,363.23	63,195.75	0.00	188,349.25	25.12
EXPENDITURE SUMMARY						
75-HOTEL/MOTEL						
PERSONNEL SERVICES	92,348	11,540.64	62,836.94	0.00	29,511.06	68.04
SUPPLIES	21,000	0.00	2.50	0.00	20,997.50	0.01
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	103,100	12,137.00	18,662.00	0.00	84,438.00	18.10
MISCELLANEOUS	1,500	238.97	238.97	0.00	1,261.03	15.93
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	33,597	1,879.41	13,155.87	0.00	20,441.13	39.16
TOTAL 75-HOTEL/MOTEL	251,545	25,796.02	94,896.28	0.00	156,648.72	37.73
TOTAL EXPENDITURES	251,545	25,796.02	94,896.28	0.00	156,648.72	37.73
REVENUE OVER/(UNDER) EXPENDITURES	0	(13,432.79)	(31,700.53)	0.00	31,700.53	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

041-SALES TAX FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	5,227,264	342,899.91	1,982,084.91	0.00	3,245,179.09	37.92
TOTAL REVENUES	5,227,264	342,899.91	1,982,084.91	0.00	3,245,179.09	37.92
EXPENDITURE SUMMARY						
58-PUBLIC WORKS						
SERVICES	5,227,264	342,899.91	1,982,084.91	0.00	3,245,179.09	37.92
TOTAL 58-PUBLIC WORKS	5,227,264	342,899.91	1,982,084.91	0.00	3,245,179.09	37.92
TOTAL EXPENDITURES	5,227,264	342,899.91	1,982,084.91	0.00	3,245,179.09	37.92
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

05 -DEBT SERVICE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
AD VALOREM TAXES	959,706	13,415.54	885,358.34	0.00	74,347.66	92.25
MISCELLANEOUS	1,000	28.12	538.18	0.00	461.82	53.82
TRANSFERS	2,059,140	108,231.16	1,337,335.69	0.00	721,804.31	64.95
TOTAL REVENUES	3,019,846	121,674.82	2,223,232.21	0.00	796,613.79	73.62
EXPENDITURE SUMMARY						
80-DEBT SERVICE						
SERVICES	17,475	0.00	8,130.00	0.00	9,345.00	46.52
MISCELLANEOUS	3,002,371	0.00	2,234,504.71	0.00	767,866.29	74.42
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 80-DEBT SERVICE	3,019,846	0.00	2,242,634.71	0.00	777,211.29	74.26
TOTAL EXPENDITURES	3,019,846	0.00	2,242,634.71	0.00	777,211.29	74.26
REVENUE OVER/(UNDER) EXPENDITURES	0	121,674.82	(19,402.50)	0.00	19,402.50	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

07 -MC TECHNOLOGY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
FINES & PENALTIES	10,000	924.54	4,861.15	0.00	5,138.85	48.61
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.44	13.69	0.00	(13.69)	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	10,000	924.98	4,874.84	0.00	5,125.16	48.75
EXPENDITURE SUMMARY						
20-COURTS						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
REPAIR & MAINTENANCE	10,000	0.00	0.00	0.00	10,000.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 20-COURTS	10,000	0.00	0.00	0.00	10,000.00	0.00
TOTAL EXPENDITURES	10,000	0.00	0.00	0.00	10,000.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	924.98	4,874.84	0.00	(4,874.84)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

08 -MC-BUILDING SECURITY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
FINES & PENALTIES	7,000	1,033.83	5,428.80	0.00	1,571.20	77.55
MISCELLANEOUS	160	2.63	28.23	0.00	131.77	17.64
TRANSFERS	5,000	0.00	0.00	0.00	5,000.00	0.00
TOTAL REVENUES	12,160	1,036.46	5,457.03	0.00	6,702.97	44.88
EXPENDITURE SUMMARY						
20-COURTS						
SUPPLIES	1,940	0.00	0.00	0.00	1,940.00	0.00
SERVICES	5,220	0.00	1,118.84	0.00	4,101.16	21.43
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	5,000	0.00	2,500.00	0.00	2,500.00	50.00
TOTAL 20-COURTS	12,160	0.00	3,618.84	0.00	8,541.16	29.76
TOTAL EXPENDITURES	12,160	0.00	3,618.84	0.00	8,541.16	29.76
REVENUE OVER/(UNDER) EXPENDITURES	0	1,036.46	1,838.19	0.00	(1,838.19)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

09 -STEP GRANT-CMV

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	15,015	0.00	1,726.56	0.00	13,288.44	11.50
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	15,015	0.00	1,726.56	0.00	13,288.44	11.50
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
PERSONNEL SERVICES	15,015	542.54	1,166.52	0.00	13,848.48	7.77
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	15,015	542.54	1,166.52	0.00	13,848.48	7.77
TOTAL EXPENDITURES	15,015	542.54	1,166.52	0.00	13,848.48	7.77
REVENUE OVER/(UNDER) EXPENDITURES	0	(542.54)	560.04	0.00	(560.04)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

10 -POLICE DRUG CONFISCATION

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
FINES & PENALTIES	11,198	0.00	11,198.07	0.00	(0.07)	100.00
MISCELLANEOUS	100	3.69	33.59	0.00	66.41	33.59
TRANSFERS	5,900	0.00	0.00	0.00	5,900.00	0.00
TOTAL REVENUES	17,198	3.69	11,231.66	0.00	5,966.34	65.31
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
SUPPLIES	0	0.00	0.00	17,322.00	(17,322.00)	0.00
SERVICES	7,000	575.00	3,875.00	0.00	3,125.00	55.36
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	10,198	0.00	0.00	0.00	10,198.00	0.00
TOTAL 25-POLICE DEPARTMENT	17,198	575.00	3,875.00	17,322.00	(3,999.00)	123.25
TOTAL EXPENDITURES	17,198	575.00	3,875.00	17,322.00	(3,999.00)	123.25
REVENUE OVER/(UNDER) EXPENDITURES	0	(571.31)	7,356.66	(17,322.00)	9,965.34	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

101-A/C DONATIONS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	15,950	(425.72)	10,996.28	0.00	4,953.72	68.94
MISCELLANEOUS	4,050	2.02	19.01	0.00	4,030.99	0.47
TOTAL REVENUES	20,000	(423.70)	11,015.29	0.00	8,984.71	55.08
EXPENDITURE SUMMARY						
26-ANIMAL CONTROL						
SUPPLIES	20,000	0.00	0.00	0.00	20,000.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 26-ANIMAL CONTROL	20,000	0.00	0.00	0.00	20,000.00	0.00
TOTAL EXPENDITURES	20,000	0.00	0.00	0.00	20,000.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	(423.70)	11,015.29	0.00	(11,015.29)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

105-OBJ-POLICE GRANT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	69,877	0.00	13,402.54	0.00	56,474.46	19.18
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	69,877	0.00	13,402.54	0.00	56,474.46	19.18
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
PERSONNEL SERVICES	66,675	7,139.52	39,942.61	0.00	26,732.39	59.91
SUPPLIES	713	107.49	427.29	52.41	233.30	67.28
SERVICES	2,489	0.00	0.00	0.00	2,489.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	69,877	7,247.01	40,369.90	52.41	29,454.69	57.85
TOTAL EXPENDITURES	69,877	7,247.01	40,369.90	52.41	29,454.69	57.85
REVENUE OVER/(UNDER) EXPENDITURES	0	(7,247.01)	(26,967.36)	(52.41)	27,019.77	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

107-ANGLETON ESD #3

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	291,402	72,587.91	217,876.19	0.00	73,525.81	74.77
TRANSFERS	123,000	0.00	0.00	0.00	123,000.00	0.00
TOTAL REVENUES	414,402	72,587.91	217,876.19	0.00	196,525.81	52.58
EXPENDITURE SUMMARY						
30-FIRE DEPARTMENT						
SUPPLIES	105,572	7,880.87	26,024.99	7,234.00	72,313.01	31.50
REPAIR & MAINTENANCE	53,000	11.24	7,697.00	676.44	44,626.56	15.80
SERVICES	14,473	200.00	200.00	0.00	14,273.00	1.38
MISCELLANEOUS	45,000	5,755.00	22,422.33	8,605.00	13,972.67	68.95
CAPITAL EXPENDITURES	123,000	0.00	123,000.00	0.00	0.00	100.00
OTHER	73,357	0.00	33,355.83	0.00	40,001.17	45.47
TOTAL 30-FIRE DEPARTMENT	414,402	13,847.11	212,700.15	16,515.44	185,186.41	55.31
TOTAL EXPENDITURES	414,402	13,847.11	212,700.15	16,515.44	185,186.41	55.31
REVENUE OVER/(UNDER) EXPENDITURES	0	58,740.80	5,176.04	(16,515.44)	11,339.40	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

108-WINTER STORM

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
SUPPLIES	0	0.00	1,808.82	0.00	(1,808.82)	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 06-MAINTENANCE DEPT.	0	0.00	1,808.82	0.00	(1,808.82)	0.00
25-POLICE DEPARTMENT						
SUPPLIES	0	0.01	5,549.93	0.00	(5,549.93)	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	0	0.01	5,549.93	0.00	(5,549.93)	0.00
30-FIRE DEPARTMENT						
SUPPLIES	0	0.00	4,014.00	0.00	(4,014.00)	0.00
SERVICES	0	0.00	12,500.00	0.00	(12,500.00)	0.00
TOTAL 30-FIRE DEPARTMENT	0	0.00	16,514.00	0.00	(16,514.00)	0.00
50-PARKS						
SUPPLIES	0	1,127.29	5,421.15	0.00	(5,421.15)	0.00
TOTAL 50-PARKS	0	1,127.29	5,421.15	0.00	(5,421.15)	0.00
55-IT DEPARTMENT						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 55-IT DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
60-COLLECTIONS						
SUPPLIES	0	0.00	77.51	0.00	(77.51)	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-COLLECTIONS	0	0.00	77.51	0.00	(77.51)	0.00
65-WATER DEPARTMENT						

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

108-WINTER STORM

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
70-SEWER DEPARTMENT						
SUPPLIES	0	0.00	198.50	0.00	(198.50)	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	198.50	0.00	(198.50)	0.00
71-PLANT OPERATIONS						
SUPPLIES	0	0.00	4,814.55	0.00	(4,814.55)	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	1,695.00	0.00	(1,695.00)	0.00
TOTAL 71-PLANT OPERATIONS	0	0.00	6,509.55	0.00	(6,509.55)	0.00
TOTAL EXPENDITURES	0	1,127.30	123,337.69	11,995.00	(135,332.69)	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	(1,127.30)	(123,337.69)	(11,995.00)	135,332.69	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

11 -COMMUNITY EVENTS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	124,100	1.38	16.19	0.00	124,083.81	0.01
TOTAL REVENUES	124,100	1.38	16.19	0.00	124,083.81	0.01
EXPENDITURE SUMMARY						
57-ECONOMIC DEVELOPMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	7,000	0.00	147.24	0.00	6,852.76	2.10
REPAIR & MAINTENANCE	18,000	0.00	0.00	0.00	18,000.00	0.00
SERVICES	85,300	700.00	3,480.46	0.00	81,819.54	4.08
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	13,800	0.00	0.00	0.00	13,800.00	0.00
TOTAL 57-ECONOMIC DEVELOPMENT	124,100	700.00	3,627.70	0.00	120,472.30	2.92
TOTAL EXPENDITURES	124,100	700.00	3,627.70	0.00	120,472.30	2.92
REVENUE OVER/(UNDER) EXPENDITURES	0	(698.62)	(3,611.51)	0.00	3,611.51	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

114-CAPITAL LEASE PURCH-GOV

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	132,241	5,000.00	68,355.83	0.00	63,885.17	51.69
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	132,241	5,000.00	68,355.83	0.00	63,885.17	51.69
EXPENDITURE SUMMARY						
56-DEBT SERVICE						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	72,241	0.00	33,355.83	0.00	38,885.17	46.17
OTHER	60,000	0.00	0.00	0.00	60,000.00	0.00
TOTAL 56-DEBT SERVICE	132,241	0.00	33,355.83	0.00	98,885.17	25.22
TOTAL EXPENDITURES	132,241	0.00	33,355.83	0.00	98,885.17	25.22
REVENUE OVER/(UNDER) EXPENDITURES	0	5,000.00	35,000.00	0.00	(35,000.00)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

115-CAP LEASE PURCH-ENTERPR

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	22,600	1,883.33	13,183.31	0.00	9,416.69	58.33
TOTAL REVENUES	22,600	1,883.33	13,183.31	0.00	9,416.69	58.33
EXPENDITURE SUMMARY						
56-DEBT SERVICE						
MISCELLANEOUS	22,600	0.00	0.00	0.00	22,600.00	0.00
TOTAL 56-DEBT SERVICE	22,600	0.00	0.00	0.00	22,600.00	0.00
TOTAL EXPENDITURES	22,600	0.00	0.00	0.00	22,600.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	1,883.33	13,183.31	0.00	(13,183.31)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

117-DOWNTOWN REVITALIZATION

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	10,000	0.00	0.00	0.00	10,000.00	0.00
MISCELLANEOUS	0	1.27	13.49	0.00	(13.49)	0.00
TOTAL REVENUES	10,000	1.27	13.49	0.00	9,986.51	0.13
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	10,000	0.00	0.00	0.00	10,000.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 00-ADMINISTRATION	10,000	0.00	0.00	0.00	10,000.00	0.00
TOTAL EXPENDITURES	10,000	0.00	0.00	0.00	10,000.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	1.27	13.49	0.00	(13.49)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

118-GLO CONT-12-212-000-5512

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	154,439	0.00	6,165.55	0.00	148,273.45	3.99
PARKS & RECREATION	211,804	0.00	0.00	0.00	211,804.00	0.00
TOTAL REVENUES	366,243	0.00	6,165.55	0.00	360,077.45	1.68
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
SERVICES	366,243	0.00	13,006.30	0.00	353,236.70	3.55
TOTAL 70-SEWER DEPARTMENT	366,243	0.00	13,006.30	0.00	353,236.70	3.55
TOTAL EXPENDITURES	366,243	0.00	13,006.30	0.00	353,236.70	3.55
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	(6,840.75)	0.00	6,840.75	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

119-TPWD LOCAL PARK GRANT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	510,072	0.00	0.00	0.00	510,072.00	0.00
MISCELLANEOUS	150,000	0.00	0.00	0.00	150,000.00	0.00
TOTAL REVENUES	660,072	0.00	0.00	0.00	660,072.00	0.00
EXPENDITURE SUMMARY						
58-PUBLIC WORKS						
SERVICES	660,072	68,165.50	282,303.87	0.00	377,768.13	42.77
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-PUBLIC WORKS	660,072	68,165.50	282,303.87	0.00	377,768.13	42.77
TOTAL EXPENDITURES	660,072	68,165.50	282,303.87	0.00	377,768.13	42.77
REVENUE OVER/(UNDER) EXPENDITURES	0	(68,165.50)	(282,303.87)	0.00	282,303.87	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

12 -CHILD SAFETY FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
FINES & PENALTIES	2,000	305.11	1,441.64	0.00	558.36	72.08
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	25	0.48	5.32	0.00	19.68	21.28
TOTAL REVENUES	2,025	305.59	1,446.96	0.00	578.04	71.45
EXPENDITURE SUMMARY						
20-COURTS						
OTHER	2,025	0.00	1,000.00	0.00	1,025.00	49.38
TOTAL 20-COURTS	2,025	0.00	1,000.00	0.00	1,025.00	49.38
TOTAL EXPENDITURES	2,025	0.00	1,000.00	0.00	1,025.00	49.38
REVENUE OVER/(UNDER) EXPENDITURES	0	305.59	446.96	0.00	(446.96)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

120-2013 C.O. DEBT ISSUE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	211,928	99.60	1,986.51	0.00	209,941.49	0.94
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	211,928	99.60	1,986.51	0.00	209,941.49	0.94
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	211,928	0.00	11,180.00	0.00	200,748.00	5.28
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	211,928	0.00	11,180.00	0.00	200,748.00	5.28
TOTAL EXPENDITURES	211,928	0.00	11,180.00	0.00	200,748.00	5.28
REVENUE OVER/(UNDER) EXPENDITURES	0	99.60	(9,193.49)	0.00	9,193.49	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

121-2018 BOND ISSUE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
LICENSES & PERMITS	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	7,676,013	0.00	0.00	0.00	7,676,013.00	0.00
MISCELLANEOUS	70,000	0.00	0.00	0.00	70,000.00	0.00
TOTAL REVENUES	7,746,013	0.00	0.00	0.00	7,746,013.00	0.00
EXPENDITURE SUMMARY						
57-ECONOMIC DEVELOPMENT						
MISCELLANEOUS	7,746,013	0.00	24,572.52	0.00	7,721,440.48	0.32
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 57-ECONOMIC DEVELOPMENT	7,746,013	0.00	24,572.52	0.00	7,721,440.48	0.32
60-COLLECTIONS						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-COLLECTIONS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	7,746,013	0.00	24,572.52	0.00	7,721,440.48	0.32
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	(24,572.52)	0.00	24,572.52	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

122-LIVABLE CENTERS STUDY

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	160,000	0.00	0.00	0.00	160,000.00	0.00
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	160,000	0.00	0.00	0.00	160,000.00	0.00
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
SUPPLIES	160,000	0.00	0.00	0.00	160,000.00	0.00
TOTAL 06-MAINTENANCE DEPT.	160,000	0.00	0.00	0.00	160,000.00	0.00
TOTAL EXPENDITURES	160,000	0.00	0.00	0.00	160,000.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

123-2015 C.O. DEBT ISSUE

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
60-COLLECTIONS						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-COLLECTIONS	0	0.00	0.00	0.00	0.00	0.00
70-SEWER DEPARTMENT						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

124-CAP-288-523 IMPACT FEES

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.06	0.19	0.00	(0.19)	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.06	0.19	0.00	(0.19)	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.06	0.19	0.00	(0.19)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

125-CAP-220 IMPACT FEES

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

126-CITY WIDE REPAIRS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	27,820	0.00	0.00	0.00	27,820.00	0.00
MISCELLANEOUS	200	2.62	27.94	0.00	172.06	13.97
TOTAL REVENUES	28,020	2.62	27.94	0.00	27,992.06	0.10
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
REPAIR & MAINTENANCE	28,020	0.00	4,234.02	0.00	23,785.98	15.11
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 06-MAINTENANCE DEPT.	28,020	0.00	4,234.02	0.00	23,785.98	15.11
TOTAL EXPENDITURES	28,020	0.00	4,234.02	0.00	23,785.98	15.11
REVENUE OVER/(UNDER) EXPENDITURES	0	2.62	(4,206.08)	0.00	4,206.08	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

127-2019 CDBG GRANT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	250,000	0.00	0.00	0.00	250,000.00	0.00
TOTAL REVENUES	250,000	0.00	0.00	0.00	250,000.00	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
CAPITAL EXPENDITURES	250,000	0.00	0.00	0.00	250,000.00	0.00
TOTAL 70-SEWER DEPARTMENT	250,000	0.00	0.00	0.00	250,000.00	0.00
TOTAL EXPENDITURES	250,000	0.00	0.00	0.00	250,000.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

128-INFRASTRUCTURE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 66.67

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	324,700	26,623.71	185,745.17	0.00	138,954.83	57.21
MISCELLANEOUS	0	0.00	1.24	0.00	(1.24)	0.00
TRANSFERS	250,064	0.00	0.00	0.00	250,064.00	0.00
TOTAL REVENUES	574,764	26,623.71	185,746.41	0.00	389,017.59	32.32
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
MISCELLANEOUS	269,701	0.00	10,140.00	0.00	259,561.00	3.76
OTHER	305,063	0.00	247,956.25	0.00	57,106.75	81.28
TOTAL 70-SEWER DEPARTMENT	574,764	0.00	258,096.25	0.00	316,667.75	44.90
TOTAL EXPENDITURES	574,764	0.00	258,096.25	0.00	316,667.75	44.90
REVENUE OVER/(UNDER) EXPENDITURES	0	26,623.71	(72,349.84)	0.00	72,349.84	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

129-2019 BOND SERIES

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	8,028,252	0.00	0.00	0.00	8,028,252.00	0.00
MISCELLANEOUS	0	51.30	2,428.05	0.00	(2,428.05)	0.00
TOTAL REVENUES	8,028,252	51.30	2,428.05	0.00	8,025,823.95	0.03
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
MISCELLANEOUS	0	1,012.98	5,295.01	167,720.00	(173,015.01)	0.00
TOTAL 00-ADMINISTRATION	0	1,012.98	5,295.01	167,720.00	(173,015.01)	0.00
65-WATER DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 65-WATER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
70-SEWER DEPARTMENT						
MISCELLANEOUS	7,816,448	550,864.21	2,604,526.38	0.00	5,211,921.62	33.32
OTHER	211,804	0.00	0.00	0.00	211,804.00	0.00
TOTAL 70-SEWER DEPARTMENT	8,028,252	550,864.21	2,604,526.38	0.00	5,423,725.62	32.44
TOTAL EXPENDITURES	8,028,252	551,877.19	2,609,821.39	167,720.00	5,250,710.61	34.60
REVENUE OVER/(UNDER) EXPENDITURES	0	(551,825.89)	(2,607,393.34)	(167,720.00)	2,775,113.34	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

13 -KEEP ANGELTON BEAUTIFUL

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	1,450	315.00	2,892.00	0.00	(1,442.00)	199.45
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	29,625	1,841.46	15,574.12	0.00	14,050.88	52.57
TRANSFERS	51,625	0.00	0.00	0.00	51,625.00	0.00
TOTAL REVENUES	82,700	2,156.46	18,466.12	0.00	64,233.88	22.33
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	2,450	0.00	1,595.72	0.00	854.28	65.13
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	28,125	4,297.80	12,337.22	75.00	15,712.78	44.13
MISCELLANEOUS	500	0.00	467.55	0.00	32.45	93.51
CAPITAL EXPENDITURES	51,625	2,000.00	3,800.00	0.00	47,825.00	7.36
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 00-ADMINISTRATION	82,700	6,297.80	18,200.49	75.00	64,424.51	22.10
TOTAL EXPENDITURES	82,700	6,297.80	18,200.49	75.00	64,424.51	22.10
REVENUE OVER/(UNDER) EXPENDITURES	0	(4,141.34)	265.63	(75.00)	(190.63)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

130-LAKESIDE PK CONSTRUCTION

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	3,002,556	0.00	3,002,556.39	0.00	(0.39)	100.00
MISCELLANEOUS	1,500	33.25	815.43	0.00	684.57	54.36
TOTAL REVENUES	3,004,056	33.25	3,003,371.82	0.00	684.18	99.98
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
MISCELLANEOUS	3,004,056	0.00	0.00	0.00	3,004,056.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 06-MAINTENANCE DEPT.	3,004,056	0.00	0.00	0.00	3,004,056.00	0.00
TOTAL EXPENDITURES	3,004,056	0.00	0.00	0.00	3,004,056.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	33.25	3,003,371.82	0.00	(3,003,371.82)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

131-2019 BOND-FIRE TRUCK

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	973,163	0.00	0.00	0.00	973,163.00	0.00
TOTAL REVENUES	973,163	0.00	0.00	0.00	973,163.00	0.00
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
MISCELLANEOUS	973,163	0.00	0.00	0.00	973,163.00	0.00
TOTAL 00-ADMINISTRATION	973,163	0.00	0.00	0.00	973,163.00	0.00
70-SEWER DEPARTMENT						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	973,163	0.00	0.00	0.00	973,163.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

16 -STEP GRANT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	15,015	220.23	2,606.07	0.00	12,408.93	17.36
TOTAL REVENUES	15,015	220.23	2,606.07	0.00	12,408.93	17.36
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
PERSONNEL SERVICES	15,015	121.06	3,829.67	0.00	11,185.33	25.51
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	15,015	121.06	3,829.67	0.00	11,185.33	25.51
TOTAL EXPENDITURES	15,015	121.06	3,829.67	0.00	11,185.33	25.51
REVENUE OVER/(UNDER) EXPENDITURES	0	99.17	(1,223.60)	0.00	1,223.60	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

19 -CAPITAL EXP REVOLV FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	235,334	0.00	0.00	0.00	235,334.00	0.00
MISCELLANEOUS	1,000	43.63	451.94	0.00	548.06	45.19
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	236,334	43.63	451.94	0.00	235,882.06	0.19
EXPENDITURE SUMMARY						
56-DEBT SERVICE						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	236,334	0.00	0.00	0.00	236,334.00	0.00
TOTAL 56-DEBT SERVICE	236,334	0.00	0.00	0.00	236,334.00	0.00
TOTAL EXPENDITURES	236,334	0.00	0.00	0.00	236,334.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	43.63	451.94	0.00	(451.94)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

40 -ANGLETON BETTER LIVING

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	1,746,321	114,596.45	662,232.70	0.00	1,084,088.30	37.92
TRANSFERS	150,000	0.00	75,000.00	0.00	75,000.00	50.00
TOTAL REVENUES	1,896,321	114,596.45	737,232.70	0.00	1,159,088.30	38.88
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
SERVICES	4,000	0.00	234.00	0.00	3,766.00	5.85
MISCELLANEOUS	54,107	0.00	0.00	0.00	54,107.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	1,838,214	0.00	909,991.32	0.00	928,222.68	49.50
TOTAL 06-MAINTENANCE DEPT.	1,896,321	0.00	910,225.32	0.00	986,095.68	48.00
TOTAL EXPENDITURES	1,896,321	0.00	910,225.32	0.00	986,095.68	48.00
REVENUE OVER/(UNDER) EXPENDITURES	0	114,596.45	(172,992.62)	0.00	172,992.62	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

41 -UNEMPLOYMENT FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
LICENSES & PERMITS	5,129	0.00	5,129.00	0.00	0.00	100.00
GARBAGE	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	2.01	31.16	0.00	(31.16)	0.00
TRANSFERS	44,871	0.00	0.00	0.00	44,871.00	0.00
TOTAL REVENUES	50,000	2.01	5,160.16	0.00	44,839.84	10.32
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	19,675	0.00	0.00	0.00	19,675.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 00-ADMINISTRATION	19,675	0.00	0.00	0.00	19,675.00	0.00
05-ATTORNEY						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 05-ATTORNEY	0	0.00	0.00	0.00	0.00	0.00
20-COURTS						
MISCELLANEOUS	30,325	0.00	30,316.71	0.00	8.29	99.97
TOTAL 20-COURTS	30,325	0.00	30,316.71	0.00	8.29	99.97
26-ANIMAL CONTROL						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 26-ANIMAL CONTROL	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	50,000	0.00	30,316.71	0.00	19,683.29	60.63
REVENUE OVER/(UNDER) EXPENDITURES	0	2.01	(25,156.55)	0.00	25,156.55	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

42 -CJD-GRANTS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

44 -EUDL TABC-POLICE GRANT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

45 -HGAC-OOG COMMUNICATIONS

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

57 -SHANKS ROAD PROJECT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
58-PUBLIC WORKS						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-PUBLIC WORKS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

58 -TIRZ#1 PROPERTY TAX

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
AD VALOREM TAXES	32,129	0.00	19,760.36	0.00	12,368.64	61.50
FINES & PENALTIES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	100	2.83	22.06	0.00	77.94	22.06
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	32,229	2.83	19,782.42	0.00	12,446.58	61.38
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
SERVICES	32,229	0.00	0.00	0.00	32,229.00	0.00
TOTAL 00-ADMINISTRATION	32,229	0.00	0.00	0.00	32,229.00	0.00
TOTAL EXPENDITURES	32,229	0.00	0.00	0.00	32,229.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	2.83	19,782.42	0.00	(19,782.42)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

60 -ANGLETON ACTIVITY CENTER

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	1,081,059	23,731.50	491,934.07	0.00	589,124.93	45.50
MISCELLANEOUS	83,370	8,192.50	27,552.13	0.00	55,817.87	33.05
TRANSFERS	44,631	0.00	108,563.50	0.00	(63,932.50)	243.25
TOTAL REVENUES	1,209,060	31,924.00	628,049.70	0.00	581,010.30	51.95
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
PERSONNEL SERVICES	783,094	67,933.48	400,431.70	0.00	382,662.30	51.13
SUPPLIES	56,600	5,421.95	35,851.15	94.88	20,653.97	63.51
REPAIR & MAINTENANCE	92,200	3,167.15	16,222.56	437.18	75,540.26	18.07
SERVICES	202,716	7,074.80	86,992.11	17.78	115,706.11	42.92
MISCELLANEOUS	74,450	65,138.10	223,453.86	0.00	(149,003.86)	300.14
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 06-MAINTENANCE DEPT.	1,209,060	148,735.48	762,951.38	549.84	445,558.78	63.15
TOTAL EXPENDITURES	1,209,060	148,735.48	762,951.38	549.84	445,558.78	63.15
REVENUE OVER/(UNDER) EXPENDITURES	0	(116,811.48)	(134,901.68)	(549.84)	135,451.52	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

72 -2006 C.O. WAT/WAST CAP IM

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
FINES & PENALTIES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

73 -2015 CDBG GRANT#

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

77 -WATER WELL CONSTRUCTION

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

78 -WW-WESTERN AVE PROJECT

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
70-SEWER DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

80 -POLICE DONATION FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	10,000	0.00	5,001.90	0.00	4,998.10	50.02
MISCELLANEOUS	50	1.93	24.11	0.00	25.89	48.22
TRANSFERS	4,950	0.00	0.00	0.00	4,950.00	0.00
TOTAL REVENUES	15,000	1.93	5,026.01	0.00	9,973.99	33.51
EXPENDITURE SUMMARY						
25-POLICE DEPARTMENT						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	15,000	0.00	16,300.00	0.00	(1,300.00)	108.67
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	15,000	0.00	16,300.00	0.00	(1,300.00)	108.67
TOTAL EXPENDITURES	15,000	0.00	16,300.00	0.00	(1,300.00)	108.67
REVENUE OVER/(UNDER) EXPENDITURES	0	1.93	(11,273.99)	0.00	11,273.99	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

82 -CITY EMPLOYEE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.96	10.46	0.00	(10.46)	0.00
TRANSFERS	176	0.00	0.00	0.00	176.00	0.00
TOTAL REVENUES	176	0.96	10.46	0.00	165.54	5.94
EXPENDITURE SUMMARY						
06-MAINTENANCE DEPT.						
SUPPLIES	176	0.00	1,591.29	0.00	(1,415.29)	904.14
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 06-MAINTENANCE DEPT.	176	0.00	1,591.29	0.00	(1,415.29)	904.14
25-POLICE DEPARTMENT						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 25-POLICE DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	176	0.00	1,591.29	0.00	(1,415.29)	904.14
REVENUE OVER/(UNDER) EXPENDITURES	0	0.96	(1,580.83)	0.00	1,580.83	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

83 -RECYCLING FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
UTILITIES INCOME	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
60-COLLECTIONS						
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 60-COLLECTIONS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

87 -BOND SERIES 2008

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TRANSFERS	0	0.00	0.00	0.00	0.00	0.00
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00
EXPENDITURE SUMMARY						
58-PUBLIC WORKS						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-PUBLIC WORKS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
REVENUE OVER/(UNDER) EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

96 -CITY OF ANGLETON-ESCROW

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
MISCELLANEOUS	0	8,000.00	419,194.48	0.00	(419,194.48)	0.00
TRANSFERS	340,876	0.00	0.00	0.00	340,876.00	0.00
TOTAL REVENUES	340,876	8,000.00	419,194.48	0.00	(78,318.48)	122.98
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	340,876	10,875.00	41,285.30	0.00	299,590.70	12.11
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 00-ADMINISTRATION	340,876	10,875.00	41,285.30	0.00	299,590.70	12.11
TOTAL EXPENDITURES	340,876	10,875.00	41,285.30	0.00	299,590.70	12.11
REVENUE OVER/(UNDER) EXPENDITURES	0	(2,875.00)	377,909.18	0.00	(377,909.18)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

97 -FEMA-ASSISTANCE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
PARKS & RECREATION	258,341	0.00	0.00	0.00	258,341.00	0.00
MISCELLANEOUS	0	0.00	905,124.00	0.00	(905,124.00)	0.00
TOTAL REVENUES	258,341	0.00	905,124.00	0.00	(646,783.00)	350.36
EXPENDITURE SUMMARY						
00-ADMINISTRATION						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	6,300.00	6,287.63	10,680.00	(16,967.63)	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	258,341	0.00	3,050.00	0.00	255,291.00	1.18
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
OTHER	0	0.00	0.00	0.00	0.00	0.00
TOTAL 00-ADMINISTRATION	258,341	6,300.00	9,337.63	10,680.00	238,323.37	7.75
06-MAINTENANCE DEPT.						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	70,137.87	6,317.55	(76,455.42)	0.00
TOTAL 06-MAINTENANCE DEPT.	0	0.00	70,137.87	6,317.55	(76,455.42)	0.00
15-FINANCE						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 15-FINANCE	0	0.00	0.00	0.00	0.00	0.00
20-COURTS						
SUPPLIES	0	0.00	41.98	0.00	(41.98)	0.00
TOTAL 20-COURTS	0	0.00	41.98	0.00	(41.98)	0.00
25-POLICE DEPARTMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	48,256.43	0.00	(48,256.43)	0.00
MISCELLANEOUS	0	0.00	0.00	69,290.00	(69,290.00)	0.00
TOTAL 25-POLICE DEPARTMENT	0	0.00	48,256.43	69,290.00	(117,546.43)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

97 -FEMA-ASSISTANCE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
30-FIRE DEPARTMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	13,357.12	0.00	(13,357.12)	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 30-FIRE DEPARTMENT	0	0.00	13,357.12	0.00	(13,357.12)	0.00
35-DEVELOPMENT SERV DEPT.						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS	0	0.00	0.00	0.00	0.00	0.00
TOTAL 35-DEVELOPMENT SERV DEPT.	0	0.00	0.00	0.00	0.00	0.00
50-PARKS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 50-PARKS	0	0.00	0.00	0.00	0.00	0.00
55-IT DEPARTMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	2,259.40	106,883.54	2,249.91	(109,133.45)	0.00
TOTAL 55-IT DEPARTMENT	0	2,259.40	106,883.54	2,249.91	(109,133.45)	0.00
57-ECONOMIC DEVELOPMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 57-ECONOMIC DEVELOPMENT	0	0.00	0.00	0.00	0.00	0.00
58-PUBLIC WORKS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
SERVICES	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 58-PUBLIC WORKS	0	0.00	0.00	0.00	0.00	0.00
60-COLLECTIONS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

97 -FEMA-ASSISTANCE FUND

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
65-WATER DEPARTMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 65-WATER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
70-SEWER DEPARTMENT						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 70-SEWER DEPARTMENT	0	0.00	0.00	0.00	0.00	0.00
71-PLANT OPERATIONS						
PERSONNEL SERVICES	0	0.00	0.00	0.00	0.00	0.00
SUPPLIES	0	0.00	0.00	0.00	0.00	0.00
REPAIR & MAINTENANCE	0	0.00	0.00	0.00	0.00	0.00
CAPITAL EXPENDITURES	0	0.00	0.00	0.00	0.00	0.00
TOTAL 71-PLANT OPERATIONS	0	0.00	0.00	0.00	0.00	0.00
TOTAL EXPENDITURES	258,341	8,559.40	248,014.57	88,537.46	(78,211.03)	130.27
REVENUE OVER/(UNDER) EXPENDITURES	0	(8,559.40)	657,109.43	(88,537.46)	(568,571.97)	0.00

REVENUE & EXPENSE REPORT (UNAUDITED)

AS OF: APRIL 30TH, 2021

99 -POOLED CASH

FINANCIAL SUMMARY % OF YEAR COMPLETED: 58.33

	CURRENT BUDGET	CURRENT PERIOD	YEAR TO DATE ACTUAL	TOTAL ENCUMBERED	BUDGET BALANCE	% YTD BUDGET
REVENUE SUMMARY						
TOTAL REVENUES	0	0.00	0.00	0.00	0.00	0.00

AGENDA ITEM SUMMARY FORM

MEETING DATE: 06/08/2021

PREPARED BY: CHRIS HILL

AGENDA CONTENT: Discussion and possible action to approve Accounts Payable Reports for April 2021.

AGENDA ITEM SECTION: Consent Agenda

BUDGETED AMOUNT: N/A **FUNDS REQUESTED:** N/A

FUND: N/A

EXECUTIVE SUMMARY:

Attached are accounts payable reports for the month of April 2021.

RECOMMENDATION:

Staff recommends council approve the Accounts Payable Reports for April 2021.

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	C-CHECK	VOID CHECK	V	4/7/2021	32166		
	C-CHECK	VOID CHECK	V	4/7/2021	32167		
	C-CHECK	VOID CHECK	V	4/7/2021	32168		
	C-CHECK	VOID CHECK	V	4/7/2021	32169		
	C-CHECK	VOID CHECK	V	4/7/2021	32183		
	C-CHECK	VOID CHECK	V	4/7/2021	32184		
	C-CHECK	VOID CHECK	V	4/7/2021	32213		
	C-CHECK	VOID CHECK	V	4/14/2021	32246		
	C-CHECK	VOID CHECK	V	4/14/2021	32247		
	C-CHECK	VOID CHECK	V	4/14/2021	32264		
	C-CHECK	VOID CHECK	V	4/14/2021	32265		
	C-CHECK	VOID CHECK	V	4/14/2021	32266		
	C-CHECK	VOID CHECK	V	4/14/2021	32267		
	C-CHECK	VOID CHECK	V	4/14/2021	32268		
	C-CHECK	VOID CHECK	V	4/14/2021	32295		
	C-CHECK	VOID CHECK	V	4/14/2021	32296		
	C-CHECK	VOID CHECK	V	4/14/2021	32297		
	C-CHECK	VOID CHECK	V	4/14/2021	32321		
	C-CHECK	VOID CHECK	V	4/14/2021	32332		
	C-CHECK	VOID CHECK	V	4/14/2021	32333		
	C-CHECK	VOID CHECK	V	4/14/2021	32334		
	C-CHECK	VOID CHECK	V	4/21/2021	32355		
	C-CHECK	VOID CHECK	V	4/21/2021	32371		
	C-CHECK	VOID CHECK	V	4/21/2021	32372		
	C-CHECK	VOID CHECK	V	4/21/2021	32374		
	C-CHECK	VOID CHECK	V	4/21/2021	32375		
	C-CHECK	VOID CHECK	V	4/21/2021	32376		
	C-CHECK	VOID CHECK	V	4/21/2021	32378		
	C-CHECK	VOID CHECK	V	4/21/2021	32379		
	C-CHECK	VOID CHECK	V	4/21/2021	32380		
	C-CHECK	VOID CHECK	V	4/21/2021	32381		
	C-CHECK	VOID CHECK	V	4/21/2021	32382		
	C-CHECK	VOID CHECK	V	4/21/2021	32394		
	C-CHECK	VOID CHECK	V	4/21/2021	32395		
	C-CHECK	VOID CHECK	V	4/21/2021	32396		
	C-CHECK	VOID CHECK	V	4/21/2021	32413		
	C-CHECK	VOID CHECK	V	4/21/2021	32414		
	C-CHECK	VOID CHECK	V	4/21/2021	32415		
	C-CHECK	VOID CHECK	V	4/21/2021	32416		
	C-CHECK	VOID CHECK	V	4/21/2021	32417		
	C-CHECK	VOID CHECK	V	4/28/2021	32423		
	C-CHECK	VOID CHECK	V	4/28/2021	32445		
	C-CHECK	VOID CHECK	V	4/28/2021	32446		
	C-CHECK	VOID CHECK	V	4/28/2021	32450		

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	C-CHECK	VOID CHECK	V	4/28/2021	32451		
	C-CHECK	VOID CHECK	V	4/28/2021	32461		
	C-CHECK	VOID CHECK	V	4/28/2021	32479		
	C-CHECK	VOID CHECK	V	4/28/2021	32482		
	C-CHECK	VOID CHECK	V	4/28/2021	32483		
	C-CHECK	VOID CHECK	V	4/28/2021	32484		
	C-CHECK	VOID CHECK	V	4/28/2021	32485		
	C-CHECK	VOID CHECK	V	4/28/2021	32486		
	C-CHECK	VOID CHECK	V	4/28/2021	32487		
	C-CHECK	VOID CHECK	V	4/28/2021	32488		
	C-CHECK	VOID CHECK	V	4/28/2021	32489		
	C-CHECK	VOID CHECK	V	4/28/2021	32490		
	C-CHECK	VOID CHECK	V	4/28/2021	32491		
	C-CHECK	VOID CHECK	V	4/28/2021	32492		
	C-CHECK	VOID CHECK	V	4/28/2021	32493		
	C-CHECK	VOID CHECK	V	4/28/2021	32494		
	C-CHECK	VOID CHECK	V	4/28/2021	32495		
	C-CHECK	VOID CHECK	V	4/28/2021	32496		
	C-CHECK	VOID CHECK	V	4/28/2021	32497		
	C-CHECK	VOID CHECK	V	4/28/2021	32498		
159500		WAYNE ELECTRIC CO.					
	C-CHECK	WAYNE ELECTRIC CO. VOIDED	V	4/28/2021	32502		900.00CR
39751		CHING, HARRIETT R					
	I-FITNESS INSTR HC	INSTRUCTOR PAY	E	4/1/2021	482		$120.00
58266		GUERRA CERON, JEDIDAH					
	I-INSTR -JGC	INSTRUCTOR PAY	E	4/1/2021	483		
	I-MAR KIDS ZUMBA	KIDS ZUMBA	E	4/1/2021	483		$134.00
91552		MEIER, CYNTHIA S					
	I-FIT INSTR CM	INSTRUCTOR PAY	E	4/1/2021	484		$120.00
116249		ROBERTS, JOAN ELLEN					
	I-FIT INSTR JER	INSTRUCTOR PAY	E	4/1/2021	485		$120.00
149577		POOL-TREVINO, MARY E					
	I-FIT INSTR MT	POOL-TREVINO, MARY E	E	4/1/2021	486		$300.00
76509		ICMA-RC					
	I-ICMA - PP 040121	ICMA	E	4/9/2021	487		$1,500.00
39751		CHING, HARRIETT R					
	I-INSTR PAY - HC	INSTRUCTOR PAY	E	4/15/2021	488		$150.00

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58266		GUERRA CERON, JEDIDAH					
	I-INSTR PAY - JGC	INSTRUCTOR PAY	E	4/15/2021	489		$120.00
91552		MEIER, CYNTHIA S					
	I-INSTR PAY -CM	INSTRUCTOR PAY	E	4/15/2021	490		$90.00
149577		POOL-TREVINO, MARY E					
	I-INSTR PAY - MT	INSTRUCTOR PAY	E	4/15/2021	491		$270.00
835		STEVENS, PERRY R					
	I-APRIL SALARY	ANNUAL SALARY	E	4/22/2021	492		$5,716.50
39751		CHING, HARRIETT R					
	I-FITNESS INSTR HC*	FITNESS INSTRUCTOR	E	4/29/2021	493		$120.00
58266		GUERRA CERON, JEDIDAH					
	I-FIT INSTRUCT-JGC	FITNESS INSTRUCTOR	E	4/29/2021	494		
	I-KIDS HIP HOP-JGC	KIDS HIP HOP	E	4/29/2021	494		$134.00
91552		MEIER, CYNTHIA S					
	I-FIT INSTRUCT - CM	FITNESS INSTRUCTOR	E	4/29/2021	495		$120.00
149577		POOL-TREVINO, MARY E					
	I-FIT INSTRUCT-MT	FITNESS INSTRUCTOR	E	4/29/2021	496		$270.00
76509		ICMA-RC					
	I-ICMA 041521	ICMA	E	4/30/2021	497		
	I-ICMA 041521	ICMA	E	4/30/2021	497		
	I-ICMA 041521	ICMA	E	4/30/2021	497		$1,250.00
500		4 & 18 MECHANIC SHOP					
	I-942481	TIRE REPAIR	R	4/7/2021	32146		$125.00
576		ACCURATE UTILITY SUPPLY LLC					
	I-168664	WATER SUPPLIES	R	4/7/2021	32147		
	I-168665	WATER SUPPLIES	R	4/7/2021	32147		$7,633.20
455		ACE IMAGEWEAR					
	I-661383	UNIFORMS 03/30/2021	R	4/7/2021	32148		
	I-661384	SHIRTS	R	4/7/2021	32148		$306.95
1019		ADP INC					
	I-#575831606	FY21 Fees	R	4/7/2021	32149		
	I-577638456	FY21 Fees	R	4/7/2021	32149		$360.41

		AP HISTORY					
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VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
994		AMAZON CAPITAL SERVICES					
	I-1DNK-N1C9-4699	SUPPLIES	R	4/7/2021	32150		
	I-1GPN-FYNP-91PC	BATTERIES	R	4/7/2021	32150		
	I-1NCL-DDCG-J969	SUPPLIES	R	4/7/2021	32150		$116.43
1049		AMERICAN JANITORIAL SERVICES,					
	I-54428	CLEANING SERVICE	R	4/7/2021	32151		
	I-54670	CLEANING SERVICE	R	4/7/2021	32151		
	I-55234	CLEANING SERVICES	R	4/7/2021	32151		$9,525.00
8450		ANGLETON AREA MEDICAL					
	I-0321lm	AAEMC YRLY MON CALL REP	R	4/7/2021	32152		$6,000.00
10010		CITY OF ANGLETON					
	I-FSA - PP 040121	FSA	R	4/7/2021	32153		$816.68
10010		CITY OF ANGLETON					
	I-GUN REIMB PP040121	GUN REIMBURSEMENT	R	4/7/2021	32154		$446.11
10010		CITY OF ANGLETON					
	I-W&S - PP040121	WATER & SEWER	R	4/7/2021	32155		$555.00
578		AT&T					
	I-805592867643001	ATT	R	4/7/2021	32156		$3.38
127300		AT&T					
	I-979-84905613468*	MONTHLY SERVICES	R	4/7/2021	32157		$1,620.17
705		AT&T MOBILITY					
	I-*287286323181	ATT	R	4/7/2021	32158		
	I-*287293499991	CELL PHONE BILL	R	4/7/2021	32158		$3,065.27
469		AUTOZONE					
	I-#1551573771	HYDRALIC FLUID	R	4/7/2021	32159		
	I-1551588635	BULBS	R	4/7/2021	32159		$62.96
59000		B & K MOTOR PARTS INC					
	I-837484	CH2 VEH SUPPLIES	R	4/7/2021	32160		
	I-838078	VEHICLE SUPPLIES	R	4/7/2021	32160		
	I-838245	HOSE FITTINGS	R	4/7/2021	32160		$68.46
1108		BAY OIL COMPANY					
	I-888558	FUEL FOR VEHICLES	R	4/7/2021	32161		$2,502.45
940		CECIL BOOTH					

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VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	I-APR SERVICES	COUNCIL SERVICES	R	4/7/2021	32162		$100.00
34510		BROOKSIDE EQUIPMENT SALES, INC					
	I-IA24439	BROOKSIDE EQUIP	R	4/7/2021	32163		$25.30
49500		CENTERPOINT ENERGY					
	I-*4842470-9	GAS BILL	R	4/7/2021	32164		$269.93
27550		CITY OF ANGLETON - VISA CARD A					
	C-TRAPS CR	BINGO SUPPLIES	R	4/7/2021	32165		
	I-*FLAG	FLAG	R	4/7/2021	32165		
	I-00083G	DISC GOLF SIGN & KAB AD	R	4/7/2021	32165		
	I-00358G	DISC GOLF SIGN & KAB AD	R	4/7/2021	32165		
	I-03756G	BREAKFAST MEETING	R	4/7/2021	32165		
	I-03886G	SOIL FOR PLANTERS	R	4/7/2021	32165		
	I-05141G	SOIL FOR PLANTERS	R	4/7/2021	32165		
	I-11245401980437045	CERTIFICATES	R	4/7/2021	32165		
	I-120141140	BLACK BOX	R	4/7/2021	32165		
	I-1311709	YOM & BOM FRAMES	R	4/7/2021	32165		
	I-1365902819	ADOBE SERVICES	R	4/7/2021	32165		
	I-155PO11611471	MICROCENTER	R	4/7/2021	32165		
	I-21-3221	VISA CHARGE	R	4/7/2021	32165		
	I-75285895	ZOOM SERVICES	R	4/7/2021	32165		
	I-8657829	RACKSPACE	R	4/7/2021	32165		
	I-ADW427916	VISA CHARGE	R	4/7/2021	32165		
	I-CITY MANAGER	TML HOTEL	R	4/7/2021	32165		
	I-DOLLAR TREE04307G	BINGO SUPPLIES	R	4/7/2021	32165		
	I-I21279	LAKE HARDWARE	R	4/7/2021	32165		
	I-KROGER 02008G	BATTERIES	R	4/7/2021	32165		
	I-MB1000280440159	MIFI DEVICE	R	4/7/2021	32165		
	I-SERVER MAINT	SERVER MAINTENANCE	R	4/7/2021	32165		
	I-WM 08387G	FLASH DRIVE	R	4/7/2021	32165		$12,101.22
111		COASTAL BACKFLOW SERVICES					
	I-799	ANNUAL BACKFLOW TESTS	R	4/7/2021	32170		
	I-805	ANNUAL BACKFLOW TESTS	R	4/7/2021	32170		$1,179.00
239		COASTAL MACHINE & MECHANICAL,					
	I-8754-21122	TEARDOW GEARBOX	R	4/7/2021	32171		$340.00
41510		COASTAL PUMP SERVICES INC					
	I-13247	INSPECT DRY PIT PUMP	R	4/7/2021	32172		
	I-13433	NEW PUMPS	R	4/7/2021	32172		$12,218.00
704		CURTISS C LOCKE					

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VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	I-351	LOAD BANK TESTING	R	4/7/2021	32173		$13,955.92
921		ENTERPRISE RENT A CAR					
	I-26632063	RENTAL	R	4/7/2021	32174		$575.00
1031		GONGORA, MARK					
	I-APR SERVICES	COUNCIL SERVICES	R	4/7/2021	32175		$100.00
309		GULF COAST CHEVROLET					
	I-CVCS580503	P-30	R	4/7/2021	32176		
	I-CVCS580659	P-38	R	4/7/2021	32176		$685.49
66300		GULF COAST PAPER CO INC					
	I-2009341	CLEANING SUPPLIES	R	4/7/2021	32177		
	I-2021461	SUPPLIES	R	4/7/2021	32177		$283.89
800		HERNANDEZ, SUSIE					
	I-00000000001	CONTRACT WORK	R	4/7/2021	32178		$1,425.00
957		HOPE ANIMAL HOSPITAL					
	I-1972	DR BECKERS SERVICES	R	4/7/2021	32179		$710.31
80075		JACO ROOFING & CONSTRUCTION IN					
	I-21-0149	REC CENTER REROOFING	R	4/7/2021	32180		$65,138.10
82800		KILLUM PEST CONTROL					
	I-REC CNTR	KILLUM PEST CONTROL	R	4/7/2021	32181		$489.00
84900		LAKE HARDWARE & LUMBER					
	I-77722	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-77759	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-77903	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-77914	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-77923	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-77990	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-77992	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78002	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78008	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78082	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78095	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78097	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78105	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78119	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78224	GENERAL SUPPLIES	R	4/7/2021	32182		
	I-78242	GENERAL SUPPLIES	R	4/7/2021	32182		

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	I-78267	GENERAL SUPPLIES	R	4/7/2021	32182		$590.04
1074		LANDMARK STRUCTURES I, LP					
	I-INV 5	DRAW #5	R	4/7/2021	32185		$187,949.18
85000		LANDON'S SECURITY LLC.					
	I-20992	LANDONS SECURITY	R	4/7/2021	32186		$1,080.00
85589		LAWMAN'S UNIFORM & EQUIP.,CO.					
	I-49770	JAMMER, HAYNES	R	4/7/2021	32187		
	I-49771	JAMMER, HAYNES	R	4/7/2021	32187		$1,855.83
179		LEXISNEXIS RISK DATA MANAGEMEN					
	I-20210331	MONTHLY BILLING	R	4/7/2021	32188		$150.00
602		MASTERCARD					
	I-00000010	SHELTER LUV ADOPTIONS	R	4/7/2021	32189		
	I-CRIME SCENE CLASS	MC CHARGES	R	4/7/2021	32189		
	I-KROGER 00325G	EASTER MEAL FOR NIGHT SHF	R	4/7/2021	32189		
	I-POSTAGE STAMPS	MC CHARGES	R	4/7/2021	32189		
	I-TSC 02994G	ANIMAL SERVICES SUPPLIES	R	4/7/2021	32189		
	I-TSC 03078G	FOOD FOR K9 JAX	R	4/7/2021	32189		$480.18
92100		MID-AMERICAN RESEARCH					
	I-0727593-IN	CHEMICAL SUPPLIES	R	4/7/2021	32190		$513.50
103500		NEAL INSURANCE					
	I-035033	NORTARY BOND	R	4/7/2021	32191		$71.00
101405		NORTH CENTRAL LAB					
	I-448474	DO MODULE	R	4/7/2021	32192		$217.90
1056		ON DEMAND INCORPORATED					
	I-29003073	POSTAGE/INSERTER	R	4/7/2021	32193		$450.00
900		ON SITE DECALS					
	I-10285	P-51	R	4/7/2021	32194		$495.00
107565		PENNEY'S ELECTRIC CO, INC					
	I-20857	ELECTRICAL WORK	R	4/7/2021	32195		$1,702.08
108505		JASON PEREZ					
	I-APR SERVICES	COUNCIL SERVICES	R	4/7/2021	32196		$150.00
778		PITNEY BOWES GLOBAL FINANCIAL					

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	I-3313255804	INSERT MACHINE	R	4/7/2021	32197		$1,151.07
1122		QMP EVENTS/MARKETING					
	I-215	CONCERT	R	4/7/2021	32198		$700.00
113385		QUILL CORPORATION					
	I-15590079	OFFICE SUPPLIES	R	4/7/2021	32199		
	I-15625582	OFFICE SUPPLIES	R	4/7/2021	32199		$246.79
1109		RAMCO RUGGESS PORTABLES INC					
	I-4260927	1512296	R	4/7/2021	32200		$4,242.63
400		RELIANT METRO LTD					
	I-141.2000083591	CO2 FOR REC POOL	R	4/7/2021	32201		$387.00
35149		SPARKLIGHT					
	I-*127230779	MONDTHLY SERVICES	R	4/7/2021	32202		$225.00
982		SUNBELT CAR WASH SERVICES					
	I-042363	MONTHLY CAR WASH INV	R	4/7/2021	32203		
	I-042363-NOV	MONTHLY CAR WASH INV	R	4/7/2021	32203		$540.00
1007		SVOBODA, MICHAEL					
	I-APR SERVICES	COUNCIL MEMBER	R	4/7/2021	32204		$100.00
1069		SWIPECLOCK LLC					
	I-136733	RECRUITING	R	4/7/2021	32205		$225.00
139500		TIMES PRINTERS & STATIONERS					
	I-206183	MOORE NOTARY STAMP	R	4/7/2021	32206		$24.00
1037		TOWNSEND, TRAVIS					
	I-APR SERVICES	COUNCIL SERVICES	R	4/7/2021	32207		$100.00
1041		TXU ENERGY					
	I-54005594587	MONTHLY ELECTRIC BILL	R	4/7/2021	32208		
	I-54005594588	MONTHLY ELECTRIC BILL	R	4/7/2021	32208		
	I-54005594589	MONTHLY ELECTRIC BILL	R	4/7/2021	32208		
	I-54952688403	MONTHLY ELECTRIC BILL	R	4/7/2021	32208		
	I-54952688404	MONTHLY ELECTRIC BILL	R	4/7/2021	32208		
	I-55602588452	MONTHLY ELECTRIC BILL	R	4/7/2021	32208		$449.11
385		UNITED RENTALS					
	I-192233945-001	UNITED RENTALS	R	4/7/2021	32209		$275.36

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157000		WALMART COMMUNITY/CAPITAL ONE					
	I-WM 031403	WALMART	R	4/7/2021	32210		
	I-WM 026433	OFFICE SUPPLIES	R	4/7/2021	32210		$767.33
1116		WEX BANK					
	I-'70816395	MARCH GASOLINE USAGE	R	4/7/2021	32211		
	I-'70816395'	MARCH GASOLINE USAGE	R	4/7/2021	32211		
	I-*70816395	MARCH GASOLINE USAGE	R	4/7/2021	32211		
	I-*70816395*	MARCH GASOLINE USAGE	R	4/7/2021	32211		
	I-70816395	MARCH GASOLINE USAGE	R	4/7/2021	32211		$1,189.66
96610		WEX BANK					
	I-#70925293	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-(70925293)	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-*70925293	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-*70925293*	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I--70925293	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-70925293	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-70925293*	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-70925293>	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-<70925293	MARCH GASOLINE BILL	R	4/7/2021	32212		
	I-<70925293>	MARCH GASOLINE BILL	R	4/7/2021	32212		$6,710.72
160485		JOHN WRIGHT					
	I-APR SERVICES	COUNCIL SERVICES	R	4/7/2021	32214		$100.00
163050		ZEIGLER'S					
	I-25139	ART IN PARK SIGNAGE	R	4/7/2021	32215		$28.00
455		ACE IMAGEWEAR					
	I-662844	UNIFORMS 04/06/2021	R	4/14/2021	32243		
	I-662845	ACE IMAGEWEAR	R	4/14/2021	32243		$339.08
1030		ACT PIPE & SUPPLY INC					
	I-s100622666.001	NUT & BOLTS-CLAMPS	R	4/14/2021	32244		$1,096.86
994		AMAZON CAPITAL SERVICES					
	I-11mx-y76n-3hrv	SUPPLIES	R	4/14/2021	32245		
	I-19cw-3pn6-jjnm	PAINT SPRAYER	R	4/14/2021	32245		
	I-1CGF-364C-GHW4	NAME PLATE - JOVITA	R	4/14/2021	32245		
	I-1CGF-364C-LDLK	NAME PLATE - JENNA	R	4/14/2021	32245		
	I-1CRP-VN97-VQJD	SUPPLIES	R	4/14/2021	32245		
	I-1H9G-WCKX-PDNV	AMAZON	R	4/14/2021	32245		
	I-1K94-MFKF-6HDV	AMAZON - YARD GAMES	R	4/14/2021	32245		
	I-1LX4-37HG-KMM9	EQUIPMENT SUPPLIES	R	4/14/2021	32245		

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	I-1THT-PF3Q-NP9Q	PAPER	R	4/14/2021	32245		
	I-1THT-PFQ3-NP9Q*	AMAZON	R	4/14/2021	32245		
	I-1V1K-XQRD-7MHK	RADIOS	R	4/14/2021	32245		
	I-1V1K-XQRD-YRMF*	RECORDS SUPPLIES	R	4/14/2021	32245		
	I-1X43-JLMW-FFPY	DISPATCH WEEK	R	4/14/2021	32245		$1,254.60
8450		ANGLETON AREA MEDICAL					
	I-MAR COLLECTION	MONEY COLLECTED	R	4/14/2021	32248		$11,017.14
9075		ANGLETON BETTER LIVING					
	I-LOCAL SALESTAX	MONTHLY SALES TAX	R	4/14/2021	32249	1	$14,299.97
10010		CITY OF ANGLETON					
	I-MON SALESTAX	MONTHLY SALES TAX	R	4/14/2021	32250	2	$28,599.94
17100		ANGLETON VOLUNTEER					
	I-COLL - MARCH	MONEY COLLECTED	R	4/14/2021	32251		$4,082.81
245		AT&T					
	I-*9798493514406-2	WWTP PHONES	R	4/14/2021	32252		$176.62
469		AUTOZONE					
	I-1551585882	AUTOZONE	R	4/14/2021	32253		
	I-1551589699	UTOZONE	R	4/14/2021	32253		
	I-1551590959	UTOZONE	R	4/14/2021	32253		$90.75
59000		B & K MOTOR PARTS INC					
	I-838605	P35- BULB	R	4/14/2021	32254		
	I-83865	VEHICLE BATTERIES	R	4/14/2021	32254		$172.74
1		BANKI BEE REMOVAL					
	I-BEE REMOVAL*	BEE REMOVAL	R	4/14/2021	32255		$398.00
1075		BAUTISTA, LUIS					
	I-PP CALL- LB	1ST QUARTER	R	4/14/2021	32256		$210.00
32500		BRAZOSPORT WATER AUTHORITY					
	I-01-0482	WATER PURCHASE	R	4/14/2021	32257		$183,024.00
34510		BROOKSIDE EQUIPMENT SALES, INC					
	I-IA25105	PARTS FOR EQUIPMENT	R	4/14/2021	32258		$83.09
1		BURDITT CONSULTANTS					
	I-140117	FREEDOM PA	R	4/14/2021	32259		$10,500.00

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VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
49500		CENTERPOINT ENERGY					
	I-*4814814-2	MONTHLY GAS BILL	R	4/14/2021	32260		$23.92
45751		CHERRY CRUSHED CONCRETE					
	I-a22624566	STAB SAND	R	4/14/2021	32261		$242.08
1111		CHLOE CAMPBELL					
	I-MAR CELL ALLOW	CELL PHONE	R	4/14/2021	32262		$60.00
27550		CITY OF ANGLETON - VISA CARD A					
	I-*Amazon	CERTIFICATES	R	4/14/2021	32263		
	I-013726	LOWES	R	4/14/2021	32263		
	I-03004G	POSTAGE	R	4/14/2021	32263		
	I-03017-16806103	MONTHLY CANVA SUB	R	4/14/2021	32263		
	I-03054G	VISA CHARGES	R	4/14/2021	32263		
	I-04510G	TRAINING	R	4/14/2021	32263		
	I-07274G	CONNEX SUBSTRATE	R	4/14/2021	32263		
	I-2 iPADS	IPADS	R	4/14/2021	32263		
	I-216164708*	USPS Shipping	R	4/14/2021	32263		
	I-216164708**	USPS Shipping	R	4/14/2021	32263		
	I-660240	TRAINING	R	4/14/2021	32263		
	I-71132	LOWES ONLINE	R	4/14/2021	32263		
	I-880908	WHOLESALE ELECTRIC	R	4/14/2021	32263		
	I-AC1 REGIST	P49/AC1 REGISTRATIONS	R	4/14/2021	32263		
	I-CONV FEE*	P49/AC1 REGISTRATIONS	R	4/14/2021	32263		
	I-COUNCIL MEAL	DINNER FOR COUNCIL 30TH	R	4/14/2021	32263		
	I-FEB WINTER STORM	WINTER STORM	R	4/14/2021	32263		
	I-GFOA	GOVT FINANCE OFFICERS	R	4/14/2021	32263		
	I-KROGER 05409G	MUFFINS/DRINKS	R	4/14/2021	32263		
	I-LABOR LAW	LABOR LAW UPDATE	R	4/14/2021	32263		
	I-OFFICE DEPOT09754G	AWARD FRAMES	R	4/14/2021	32263		
	I-P35 REGIST	P35 REGISTRATION	R	4/14/2021	32263		
	I-P49 REGIST	P49/AC1 REGISTRATIONS	R	4/14/2021	32263		
	I-R1104797561	DISCOVER FP	R	4/14/2021	32263		
	I-TSC 00348G	VISA CHARGES	R	4/14/2021	32263		
	I-TSC 07768G	TSC	R	4/14/2021	32263		
	I-WAKEY MUFFINS	MUFFINS/DRINKS	R	4/14/2021	32263		
	I-WM 07507G	WALMART	R	4/14/2021	32263		
	I-WM 0808G	AWARD FRAMES	R	4/14/2021	32263		
	I-ZEIGLERS 25206	CLEAN UP SIGNS	R	4/14/2021	32263		
	I-muffins	TRAINING	R	4/14/2021	32263		$4,846.42
1027		CLARK CONDON ASSOCIATES, INC					
	I-47534	LAKESIDE PARK DESIGN	R	4/14/2021	32269		
	I-47651	GATEWAT MASTER PLAN	R	4/14/2021	32269		

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	I-47684	LAKESIDE PARK DESIGN	R	4/14/2021	32269		$70,165.50
111		COASTAL BACKFLOW SERVICES					
	I-803	ANNUAL BACKFLOW TEST	R	4/14/2021	32270		$85.00
725		CONSTELLATION NEWENERGY, INC					
	I-19779729201	MONTHLY ELECTRIC BILL	R	4/14/2021	32271		$1,518.85
1077		DEABAY, MARK					
	I-PP CALL - MB	1ST QUARTER	R	4/14/2021	32272		$145.00
1078		DENBOW, DARYL					
	I-PP CALL - DD	1ST QUARTER	R	4/14/2021	32273		$235.00
1		DESIREE VALADEZ					
	I-REIMBURSEMENT*	CERTIFICATES/A	R	4/14/2021	32274		$87.11
961		SUSIE DICKEY					
	I-INSTR PAY - SD	INSTRUCTOR PAY	R	4/14/2021	32275		$360.00
48500		DXI INDUSTRIES					
	I-55005226-21	CHEMICALS FOR WWTP	R	4/14/2021	32276		$1,451.75
1071		ENTERPRISE FM TRUST					
	I-FBN4181966	MONTHLY SERVICES	R	4/14/2021	32277		$4,875.02
1		ERNEST ROBERTS					
	I-APPR AWARD -ER	APPRECIATION AW	R	4/14/2021	32278		$25.00
52500		FACTS					
	I-ADS 15239-0321	ADVERTISING	R	4/14/2021	32279		$323.10
1079		FELIX, SEAN					
	I-PP CALL - SPF	1st QTR	R	4/14/2021	32280		$270.00
1080		FITZGERALD, CURTIS					
	I-PP CALL - CF	PAY PER CALL	R	4/14/2021	32281		$30.00
57933		FRANKLIN, BETTY S					
	I-INSTR PAY - BF	INSTRUCTOR PAY	R	4/14/2021	32282		$60.00
1081		GAMEZ, ANTHONY					
	I-PP CAL - AG	1ST QTR	R	4/14/2021	32283		$180.00
1082		GARCIA, JOSEPH					

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	I-PP CALL - JVG	1ST QTR	R	4/14/2021	32284		$370.00
1083		GARCIA, RICHARD					
	I-PP CALL RG	PAY PER CALL	R	4/14/2021	32285		$355.00
1084		GINGRICH, KARL					
	I-PP CALL - KGG	1ST QTR	R	4/14/2021	32286		$365.00
66300		GULF COAST PAPER CO INC					
	I-2028400	SUPPLIES	R	4/14/2021	32287		
	I-2028401	GULF COAST PAPER	R	4/14/2021	32287		$380.41
593		HARRIS COUNTY AUDITOR					
	I-004452	WARRANTS	R	4/14/2021	32288		
	I-3062	WARRANTS	R	4/14/2021	32288		
	I-INV# 003366	WARRANTS	R	4/14/2021	32288		$114.40
1085		HERNANDEZ, RAFAEL					
	I-PP CALL - RRH	1ST QTR	R	4/14/2021	32289		$110.00
1086		HOGAN, M SHAWN					
	I-PP CALL - MSH	1ST QTR	R	4/14/2021	32290		$255.00
1087		JONES, FELTON					
	I-PP CALL - FAJ	1ST QTR	R	4/14/2021	32291		$210.00
82800		KILLUM PEST CONTROL					
	I-313111,313108.3131	KILLUM PEST	R	4/14/2021	32292		$365.00
1		KLEEN-AIR					
	I-222405	AIR FILTERS	R	4/14/2021	32293		$436.32
84900		LAKE HARDWARE & LUMBER					
	I-76763	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-76869	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-77727	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-77909	LAKE HARDWARE	R	4/14/2021	32294		
	I-78272	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78312	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78315	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78347	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78364	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78376	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78411	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78428	LAKE HARDWARE	R	4/14/2021	32294		

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	I-78474	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78478	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78484	LAKE HARDWARE	R	4/14/2021	32294		
	I-78509	GENERAL SUPPLIES	R	4/14/2021	32294		
	I-78652	LAKE HARDWARE	R	4/14/2021	32294		
	I-78653	FOAM/BRUSH	R	4/14/2021	32294		$775.73
85000		LANDON'S SECURITY LLC.					
	I-20999	LANDON'S SECURITY LLC.	R	4/14/2021	32298		$72.00
1		MAGDALENA JEAN					
	I-091	DEPARTMENTAL TR	R	4/14/2021	32299		$2,450.00
624		MALONE, DONALD J.					
	I-041021 dm	DON MALONE	R	4/14/2021	32300		
	I-CONTR INSPECS	CONTRACTOR INSPEC.	R	4/14/2021	32300		$600.00
89175		MARATHON FITNESS					
	I-IN0042066	MARATHON FITNESS	R	4/14/2021	32301		
	I-IN0042092	MARATHON FIT	R	4/14/2021	32301		$2,942.03
1		MARISSA CRUZ					
	I-REFUND - OVERPAY	REFUND	R	4/14/2021	32302		$100.80
602		MASTERCARD					
	I-01D6701379506	WATER FOR PUBLIC WORKS	R	4/14/2021	32303		
	I-JAILER ITEMS	JAILER ITEMS	R	4/14/2021	32303		
	I-KROGER 00628G	JAIL FOOD	R	4/14/2021	32303		$397.13
96445		MOORE SUPPLY, CO.					
	I-S16127002.001	MOORE SUPPLY	R	4/14/2021	32304		$61.65
1121		MORALES, JOSE					
	I-PP CALL - JM	PAY PER CALL	R	4/14/2021	32305		$30.00
1088		MORTON, NEAL					
	I-PP CALL NM	1ST QTR	R	4/14/2021	32306		$150.00
1		MRB GROUP					
	I-000000038624	GRANT ADMINISTRATION	R	4/14/2021	32307		$375.00
1089		MYERS, SCOTT					
	I-PP CALL - SM	1ST QTR	R	4/14/2021	32308		$355.00
103500		NEAL INSURANCE					

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VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	I-033421	NOTARY BOND-BUDNICK	R	4/14/2021	32309		$71.00
1090		NORRIS, ANTHONY					
	I-PP CALL - AN	PAY PER CALL	R	4/14/2021	32310		$590.00
101405		NORTH CENTRAL LAB					
	I-452400	LAB SUPPLIES	R	4/14/2021	32311		$404.80
1118		O'BRIEN, CALEB					
	I-PP CALL - C O'B	1ST QT PAY PER CALL	R	4/14/2021	32312		$35.00
1091		O'BRIEN, JOHN					
	I-PP CALL - J O'B	1st QTR	R	4/14/2021	32313		$280.00
988		O'REILLY AUTO PARTS					
	I-0405-341980	AIR TOOL	R	4/14/2021	32314		$7.98
1102		PATRICIA A. SWORDS					
	I-3/28-4/10	GRANT COORD & SP PROJ	R	4/14/2021	32315		$1,440.00
107565		PENNEY'S ELECTRIC CO, INC					
	I-20864	HOOK UP CHLORINE PUMP	R	4/14/2021	32316		$352.59
1		PRESTON BYRUM					
	I-OVERPAY	REFUND	R	4/14/2021	32317		$10.00
5800		PROACTIVE WORK HEALTH SERVICES					
	I-EM033364	DS	R	4/14/2021	32318		$140.00
1093		PRUITT, JEREMY					
	I-PP CALL - JPRUITT	1ST QTR	R	4/14/2021	32319		$210.00
30020		1					
	I-01789	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01790	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01792	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01793	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01794	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01795	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01796	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01797	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01844	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01896	MARCH ATTORNEY BILLS	R	4/14/2021	32320		
	I-01898	MARCH ATTORNEY BILLS	R	4/14/2021	32320		$46,475.79

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48		DAVE RIECK					
	I-931624	PLUMBING	R	4/14/2021	32322		$120.00
1094		SEMBERA, ADOLPH					
	I-PP CALL - AGS	1ST QTR	R	4/14/2021	32323		$585.00
1120		SINGLETON, JACOB					
	I-PP CALL - JS	1ST QT PAY PER CALL	R	4/14/2021	32324		$15.00
47960		SPARKLETTS AND SIERRA SPRINGS					
	I-8770606 032521	SPARKLETT WATER	R	4/14/2021	32325		$8.65
35149		SPARKLIGHT					
	I-*126904267	WWTP INTERNET	R	4/14/2021	32326		$81.53
29		SPRINT/NEXTEL					
	I-562731851-007	MONTHLY SERVICE	R	4/14/2021	32327		$600.00
1096		STULBERG, DAVID					
	I-PP CALL - DS	PAY PER CALL	R	4/14/2021	32328		$415.00
113530		TERRI JO'S ENTERPRISES LLC					
	I-1006	INSPECTIONS P49/AC1	R	4/14/2021	32329		
	I-1008	INSPECTIONS P49/AC1	R	4/14/2021	32329		
	I-1009	P35 INSPECTION	R	4/14/2021	32329		$76.50
1		THOMAS HALL					
	I-APPR AWARD	APPRECIATION	R	4/14/2021	32330		$50.00
1041		TXU ENERGY					
	I-54005606163	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774372	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774373	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774374	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774375	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774376	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774377	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774378	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774379	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774380	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774381	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774382	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-54452774383	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55727566341	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55727566342	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		

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	I-55727566345	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55727566346	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55777544556	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55777544558	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55777544559	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55777544560	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		
	I-55777544561	MONTHLY ELECTRIC BILL	R	4/14/2021	32331		$4,653.86
77400		TYLER TECHNOLOGIES, INC.					
	I-025-328470	ANNUAL MAIN	R	4/14/2021	32335		
	I-INV#025-326615	SETCIC - ANNUAL FEES	R	4/14/2021	32335		$1,771.71
152000		U.S. POSTMASTER					
	I-POSTAGE-COLL	POSTAGE	R	4/14/2021	32336		$4,500.00
149326		USA BLUE BOOK					
	I-565991	TOOLS	R	4/14/2021	32337		
	I-567443	GENERAL SUPPLIES	R	4/14/2021	32337		
	I-568790	GAUGE	R	4/14/2021	32337		$556.86
955		WARREN, DANIEL					
	I-INSTR PAY - DW	INSTRUCTOR PAY	R	4/14/2021	32338		$240.00
158299		WASTE CONNECTIONS OF TEXAS					
	C-MARCH KAB	GARBAGE COLLECTION	R	4/14/2021	32339		
	I-MARCH GARBAGE	GARBAGE COLLECTION	R	4/14/2021	32339		$158,583.76
1097		WILDE, JOSHUA					
	I-PP CALL - JW	1ST QTR	R	4/14/2021	32340		$205.00
449		WILSON PEST CONTROL					
	I-182	PEST CONTROL	R	4/14/2021	32341		$230.00
1098		YGLESIAS, VICTOR					
	I-PP CALL - VY	1ST QTR	R	4/14/2021	32342		$150.00
1		PAN AMERICAN CIVIC ASSOC					
	I-PAYMENT 1	HOT R	R	4/14/2021	32343		$4,250.00
1		PAN AMERICAN CIVIC ASSOC					
	I-PAYMENT 2	HOT R	R	4/14/2021	32344		$4,250.00
500		4 & 18 MECHANIC SHOP					
	I-942485	TIRE PATCH PW 84	R	4/21/2021	32349		$15.00

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455		ACE IMAGEWEAR					
	I-664298	UNIFORMS 04/13/2021	R	4/21/2021	32350		
	I-664299	UNIFORMS	R	4/21/2021	32350		$306.08
1019		ADP INC					
	I-578485553	FY21 Fees	R	4/21/2021	32351		$442.04
950		FRANCES AGUILAR					
	I-APR CELL ALLOW	FRANCES AGUILAR	R	4/21/2021	32352		
	I-IIMC PER DIEM - FA	FRANCES AGUILAR	R	4/21/2021	32352		
	I-MAR CELL ALLOW	FRANCES AGUILAR	R	4/21/2021	32352		
	I-MEETING FA	FRANCES AGUILAR	R	4/21/2021	32352		
	I-MILEAGE - FA	FRANCES AGUILAR	R	4/21/2021	32352		$953.60
2560		AIRGAS USA, LLC					
	I-*9977225069	OXYGEN RENTAL	R	4/21/2021	32353		
	I-*9978702440	OXYGEN RENTAL	R	4/21/2021	32353		
	I-9977225070	OXYGEN RENTAL	R	4/21/2021	32353		
	I-9978702439	OXYGEN RENTAL	R	4/21/2021	32353		
	I-9978702440**	MONTHLY RENTAL CHARGE	R	4/21/2021	32353		$346.70
994		AMAZON CAPITAL SERVICES					
	C-11PX-NPH6-NG16	AMAZON CAPITAL SERVICES	R	4/21/2021	32354		
	I-13TT-J4KD-1QJM	AMAZON CAPITAL SERVICES	R	4/21/2021	32354		
	I-1GDL-HXHQ-TP7M	AMAZON	R	4/21/2021	32354		
	I-1K1T-V171-TY14	AMAZON CAPITAL SERVICES	R	4/21/2021	32354		
	I-1KKX-QWTV-R49Q	AMAZON CAPITAL SERVICES	R	4/21/2021	32354		
	I-1M44-6VWQ-99PM	AMAZON CAPITAL SERVICES	R	4/21/2021	32354		
	I-1VG7-7367-DW4V	SUPPLIES	R	4/21/2021	32354		
	I-1tdt-qkvx-qmfl	RECORDS TRANSFER RIBBON	R	4/21/2021	32354		$626.60
858		AMERICAN RED CROSS					
	I-CPR CLASS REC STAF	CPR CLASS	R	4/21/2021	32356		$96.00
1		ANDREW MORGAN					
	I-MAR CELL ALLOWANCE	CELL ALLOWANCE	R	4/21/2021	32357		$60.00
10000		ANGLETON CHAMBER OF COMMERCE					
	I-457809	SUPPORT LOCAL SPONSOR	R	4/21/2021	32358		$600.00
12000		ANGLETON FLOWER & GIFT					
	I-77591	FLOWERS	R	4/21/2021	32359		$75.00
1068		AQUA-METRIC SALES CO					
	I-INV0081978	METER INSTALLATION	R	4/21/2021	32360	1	$5,530.74

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VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
245		AT&T					
	I-*9795490599-406-8	PHONES	R	4/21/2021	32361		$37.47
537		AT&T 019					
	I-8310008043379**	MONTHLY SERVICES	R	4/21/2021	32362		$1,695.59
469		AUTOZONE					
	I-1551584388	SUPPLIES	R	4/21/2021	32363		
	I-1551596570	SUPPLIES	R	4/21/2021	32363		$63.22
59000		B & K MOTOR PARTS INC					
	I-839472	GENERAL SUPPLIES	R	4/21/2021	32364		$6.98
1108		BAY OIL COMPANY					
	I-890585	FUEL	R	4/21/2021	32365		$2,492.26
23600		BCOS OFFICE TECHNOLOGIES					
	I-AR277303	PRINTER LEASING	R	4/21/2021	32366		
	I-AR277522	PRINTER LEASING	R	4/21/2021	32366		
	I-AR278025	MONTHLY COPIER SERVICES	R	4/21/2021	32366		$708.43
34510		BROOKSIDE EQUIPMENT SALES, INC					
	I-WA34098	BROOKSIDE EQUIPMENT SALES, INC	R	4/21/2021	32367		$218.93
49500		CENTERPOINT ENERGY					
	I-*4831655-8	GAS BILL	R	4/21/2021	32368		$23.92
31698		CENTURY ASPHALT					
	I-206504	COLD MIX	R	4/21/2021	32369		$1,296.24
91639		CITY OF ANGLETON - DENTAL INS					
	I-'ADJUSMENT'	DENTAL INS	R	4/21/2021	32370		
	I-737572051618*	DENTAL INS	R	4/21/2021	32370		$5,416.05
91640		CITY OF ANGLETON - HLTH INSURA					
	I-(ADJUSTMENT)	VISION INS	R	4/21/2021	32373		
	I-*737572051618	VISION INS	R	4/21/2021	32373		
	I-*ADJUSTMENT	HEALTH INS	R	4/21/2021	32373		
	I-737572051618	HEALTH INS	R	4/21/2021	32373		$160,034.36
27550		CITY OF ANGLETON - VISA CARD A					
	C-CR FOR GTOT CONF	CR FOR GTOT CONF	R	4/21/2021	32377		
	I-*	CITY OF ANGLETON - VISA CARD A	R	4/21/2021	32377		
	I-*NAME PLATE	VISA CHARGES - MARTHA	R	4/21/2021	32377		

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	I-01D0126279066	WATER	R	4/21/2021	32377		
	I-09465G	VISA CHARGES - MARTHA	R	4/21/2021	32377		
	I-2010014	VISA CHARGES - MARTHA	R	4/21/2021	32377		
	I-2021610607	VISA CHARGES	R	4/21/2021	32377		
	I-2103069	VISA CHARGES - MARTHA	R	4/21/2021	32377		
	I-4376	LABOR & MATERIALS	R	4/21/2021	32377		
	I-4416909	OFFICE SUPPLY	R	4/21/2021	32377		
	I-515256078	VISA CHARGES	R	4/21/2021	32377		
	I-52232915	GENERAL SUPPLIES	R	4/21/2021	32377		
	I-55577	VISA CHARGES	R	4/21/2021	32377		
	I-81004204	ZOOM MONTHLY PAYMENT	R	4/21/2021	32377		
	I-963981	GENERAL SUPPLIES	R	4/21/2021	32377		
	I-AMAZON*	FRAMES	R	4/21/2021	32377		
	I-ANGLETON CHAMBER	VISA CHARGES - MARTHA	R	4/21/2021	32377		
	I-CHILI'S	CITY OF ANGLETON - VISA CARD A	R	4/21/2021	32377		
	I-CHILI'S*	CITY OF ANGLETON - VISA CARD A	R	4/21/2021	32377		
	I-CONFRENCE TABLE	CONFRENCE TABLE	R	4/21/2021	32377		
	I-DIRTY SOUTH	VISA CHARGES - MARTHA	R	4/21/2021	32377		
	I-FACEBOOK POST*	FACEBOOK POST	R	4/21/2021	32377		
	I-FILES 06538G	POSTAGE & CABINETS	R	4/21/2021	32377		
	I-GIFT CARDS*	CYCLE WORKS	R	4/21/2021	32377		
	I-KROGER 01482G	SUPPLIES	R	4/21/2021	32377		
	I-POSTAGE & CAB	POSTAGE & CABINETS	R	4/21/2021	32377		
	I-POSTAGE & CAB FEE	POSTAGE & CABINETS	R	4/21/2021	32377		
	I-SANITATION WIPES	SANITATION WIPES	R	4/21/2021	32377		
	I-TRIP PROTECTOR	CITY OF ANGLETON - VISA CARD A	R	4/21/2021	32377		
	I-TSC 09115G	VISA CHARGES	R	4/21/2021	32377		
	I-TSC 09986G	GENERAL SUPPLIES	R	4/21/2021	32377		
	I-VALDEZ BUS CARDS	BUS CARDS-VALDEZ	R	4/21/2021	32377		
	I-michaels 37843232	SHADOW BOXES	R	4/21/2021	32377		$7,730.25
704		CURTISS C LOCKE					
	I-355	GENERATOR REPAIR	R	4/21/2021	32383		$2,370.53
48500		DXI INDUSTRIES					
	I-DE05002519.-21	CHEMICAL SUPPLIES	R	4/21/2021	32384		
	I-DE05002554-21	CHEMICAL SUPPLIES	R	4/21/2021	32384		
	I-DE05002555-21	CHEMICAL SUPPLIES	R	4/21/2021	32384		$320.00
1103		FACILITY SOLUTIONS GROUP					
	I-5113523-00	FACILITY SOLUTIONS GROUP	R	4/21/2021	32385		$47.00
110556		FREESE & NICHOLS					
	I-1315371	SERVICES RENDERED	R	4/21/2021	32386		
	I-1315372	SERVICES RENDERED	R	4/21/2021	32386		

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	I-1317699	SERVICES RENDERED	R	4/21/2021	32386		
	I-1320997	SERVICES RENDERED	R	4/21/2021	32386		
	I-1321006	SERVICES RENDERED	R	4/21/2021	32386		$14,275.09
377		GERI GONZALES					
	I-MAR CELL ALLOW	MARCH CELL ALLOWANCE	R	4/21/2021	32387		$60.00
309		GULF COAST CHEVROLET					
	I-CVCS51192	P-52	R	4/21/2021	32388		
	I-CVCS581020	P-45	R	4/21/2021	32388		
	I-CVCS581268	P-30	R	4/21/2021	32388		$931.92
66300		GULF COAST PAPER CO INC					
	I-202885	PAPER SUPPLIES	R	4/21/2021	32389		
	I-2029916	SUPPLIES	R	4/21/2021	32389		$182.80
1073		HARRELL'S, INC.					
	I-01474242	HARRELLS	R	4/21/2021	32390		$3,300.00
1		KAYELYNN GREEN					
	I-PHONE ALLOW MA	PHONE ALLOWANCE	R	4/21/2021	32391		$60.00
784		KONICA MINOLTA PREMIER FINANCE					
	I-72143299	MONTHLY INVOICE	R	4/21/2021	32392		
	I-72151104	MONTHLY SERVICES	R	4/21/2021	32392		$806.61
84900		LAKE HARDWARE & LUMBER					
	I-78388	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78465	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78585	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78591	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78641	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78646	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78647	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78656	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78675	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78695	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78730	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78826	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78829	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78845	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78897	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78899	GENERAL SUPPLIES	R	4/21/2021	32393		
	I-78948	TOLIET SEAT	R	4/21/2021	32393		
	I-78976	PLIERS/PLUG	R	4/21/2021	32393		$861.03

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602		MASTERCARD					
	I-LA QUINTA	TRAINING EXPENSES	R	4/21/2021	32397		
	I-LOWES 01916G	EQUIPMENT SUPPLIES	R	4/21/2021	32397		
	I-wm 01954g	CAT AND DOG FOOD	R	4/21/2021	32397		$632.88
90555		MATULA & MATULA					
	I-2011-2415	SIDEWALK REPAIR	R	4/21/2021	32398		$4,617.50
1		MCKENNA CONTRACTING					
	I-CS21011601	MCKENNA CO	R	4/21/2021	32399		$990.00
1		MIKE BARNES GROUP					
	I-ECONOMIC DEVELOPME	ECONOMIC DEV	R	4/21/2021	32400		$10,020.07
96445		MOORE SUPPLY, CO.					
	I-S161316448.001	SEWER TAP SUPPLIES	R	4/21/2021	32401		
	I-S161330983.001	FLUSH VALVE REPAIR KIT	R	4/21/2021	32401		$239.93
99400		MUNICIPAL CODE CORP INNOVATION					
	I-00355064	MUNICIPAL CODE CORPORATIOIN	R	4/21/2021	32402		$1,380.00
103500		NEAL INSURANCE					
	I-035827	NEAL INSURANCE	R	4/21/2021	32403		
	I-038000	NEAL INSURANCE	R	4/21/2021	32403		
	I-NOTARY APPL	NOTARY	R	4/21/2021	32403		
	I-S WADE	NOTARY BOND-WADE	R	4/21/2021	32403		$407.25
104256		NORTH WATER DISTRICT LAB					
	I-2101868	LAB FEES	R	4/21/2021	32404		
	I-2101869	LAB FEES	R	4/21/2021	32404		$5,103.00
104350		NORTHERN SAFETY CO.,INC.					
	I-904371640	GENERAL SUPPLIES	R	4/21/2021	32405		$136.80
1101		PLATINUM ENVIRONMENTAL SOLUTIO					
	I-2104-8*	ASBESTOS SURVEY	R	4/21/2021	32406		
	I-P2104-8*	ABESTOS SURVEY	R	4/21/2021	32406		$1,500.00
1065		PRE-PAID LEGAL SERVICES INC					
	C-CR	APRIL BILLING	R	4/21/2021	32407		
	C-CR AUSMUS	APRIL BILLING	R	4/21/2021	32407		
	I-GROUP-8209	APRIL BILLING	R	4/21/2021	32407		$559.20
400		RELIANT METRO LTD					

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	I-141.2000095736	RELIANT METRO	R	4/21/2021	32408		
	I-141.8000553376	RELIANT METRO TANK	R	4/21/2021	32408		$589.53
1107		SC SUPPLY COMPANY LLC					
	I-32831	STOP SIGNS	R	4/21/2021	32409		$5,357.40
845		SPF					
	I-3138	EMERGENCY CALL OT	R	4/21/2021	32410		$570.00
514		SPRINT WASTE SERVICES, LP					
	I-0000107338	SLUDGE REMOVAL	R	4/21/2021	32411		$27,536.25
1041		TXU ENERGY					
	I-54252789209	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-54452774384	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-54452774385	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-54452774386	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566327	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566328	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566329	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566330	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566331	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566332	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566333	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566334	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566335	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566336	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566337	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566338	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566339	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566340	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566343	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55727566344	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55852510768	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-55852510769	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314496	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314497	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314498	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314499	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314500	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314501	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		
	I-56177314502	MONTHLY ELECTRIC BILL	R	4/21/2021	32412		$5,650.48
157000		WALMART COMMUNITY/CAPITAL ONE					
	I-WM 014013	GENERAL SUPPLIES	R	4/21/2021	32418		$252.58

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163050		ZEIGLER'S					
	I-25187	ZIEGLER'S	R	4/21/2021	32419		$524.00
150		ICMA					
	I-MEMBER 1026568	ICMA MEMBER RENEW	R	4/21/2021	32420		$1,066.56
455		ACE IMAGEWEAR					
	I-665742	UNIFORMS	R	4/28/2021	32421		$40.79
994		AMAZON CAPITAL SERVICES					
	I-11PX-NPH6-4QMQ	WHEELS & ADAPTER	R	4/28/2021	32422		
	I-13FL-XKLH-FPJM	Monitor for Robert	R	4/28/2021	32422		
	I-13FL-XKLH-RMQC	SUPPLIES	R	4/28/2021	32422		
	I-14GQ-1JKG-GYLR	TONER	R	4/28/2021	32422		
	I-1NCL-DDCG-N361	AMAZON	R	4/28/2021	32422		
	I-1R33-H4P4-PCQP	OFFICE SUPPLIES	R	4/28/2021	32422		
	I-1W7R-69DM-Q6H1	WHEELS & ADAPTER	R	4/28/2021	32422		$1,127.86
10000		ANGLETON CHAMBER OF COMMERCE					
	I-457844	457844	R	4/28/2021	32424		$300.00
10010		CITY OF ANGLETON					
	I-FSA 041521	FSA	R	4/28/2021	32425		$720.84
10010		CITY OF ANGLETON					
	I-FSA 041521*	FSA	R	4/28/2021	32426		$27.09
10010		CITY OF ANGLETON					
	I-GUN REIMB 041521	GUN REIMBURSEMENT	R	4/28/2021	32427		$446.11
10010		CITY OF ANGLETON					
	I-W & S 041521	WATER & SEWER	R	4/28/2021	32428		$340.00
10010		CITY OF ANGLETON					
	I-W & S 041521*	WATER & SEWER	R	4/28/2021	32429		$215.00
12000		ANGLETON FLOWER & GIFT					
	I-16687	FLOWERS	R	4/28/2021	32430		$55.00
1068		AQUA-METRIC SALES CO					
	I-INV0082084	METER INSTALL	R	4/28/2021	32431		$50,657.70
578		AT&T					
	I-*059-287-8067-001	ATT PHONE	R	4/28/2021	32432		

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	I-*059-288-8110-001	ATT PHONE	R	4/28/2021	32432		$143.40
469		AUTOZONE					
	I-1551601452	OIL	R	4/28/2021	32433		
	I-1551603925	ENGINE DEGREASER	R	4/28/2021	32433		$53.83
59000		B & K MOTOR PARTS INC					
	I-838766	COMPRESSOR OIL	R	4/28/2021	32434		
	I-839696	HEADLIGHT	R	4/28/2021	32434		
	I-841011	SILICONE	R	4/28/2021	32434		$45.02
21600		BASTROP MECHANICAL SERV INC					
	I-25980	AC REPAIR	R	4/28/2021	32435		$165.00
284		BAY AREA FIRE & SAFETY					
	I-9245290	SERVICE CENTER FIRE PANEL	R	4/28/2021	32436		$7,887.00
1108		BAY OIL COMPANY					
	I-892647	FUEL	R	4/28/2021	32437		$2,523.39
23600		BCOS OFFICE TECHNOLOGIES					
	I-AR278024	COPIER CONTRACT	R	4/28/2021	32438		$168.54
22626		BELT HARRIS PECHACEK, LLLP					
	I-14724	2020 AUDIT	R	4/28/2021	32439		$23,584.80
614		BRAZORIA COUNTY SEPTIC SERVICE					
	I-91207	PORTABLE TOILET	R	4/28/2021	32440		$127.00
31355		BRAZOS TRACTOR & EQUIP.					
	I-414084	SUPPLIES	R	4/28/2021	32441		
	I-414241	SUPPLIES	R	4/28/2021	32441		
	I-414276	SEAL, BEARINGS	R	4/28/2021	32441		$2,570.55
34510		BROOKSIDE EQUIPMENT SALES, INC					
	I-IA25567	OIL FILTER	R	4/28/2021	32442		
	I-IA25761	CHAIN SAW BLADES	R	4/28/2021	32442		
	I-WA34100	LAWNMOWER REPAIR	R	4/28/2021	32442		$140.14
49500		CENTERPOINT ENERGY					
	I-**4842470-9	GAS BILL MAR-APRIL	R	4/28/2021	32443		
	I-*4815059-3	GAS SERVICE	R	4/28/2021	32443		$147.38
27550		CITY OF ANGLETON - VISA CARD A					
	I-01184G	VISA CHARGES	R	4/28/2021	32444		

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	I-03168	TRAINING	R	4/28/2021	32444		
	I-04565G	SHIPPING CHARGE & REGIST	R	4/28/2021	32444		
	I-06792G	SHIPPING CHARGE & REGIST	R	4/28/2021	32444		
	I-2 SCANNERS	RECORDS SCANNERS	R	4/28/2021	32444		
	I-272284	RM 43 2.5 GAL SPRAY	R	4/28/2021	32444		
	I-4370	HAWLEY ELECTRIC	R	4/28/2021	32444		
	I-5904339	2 CASES OF LIGHTS	R	4/28/2021	32444		
	I-794305	TRAINING	R	4/28/2021	32444		
	I-963708	VISA CHARGES	R	4/28/2021	32444		
	I-CPRE BOOKS	CPRE BOOKS & EXAM	R	4/28/2021	32444		
	I-EXAM	CPRE BOOKS & EXAM	R	4/28/2021	32444		
	I-FCC LICENSE FEE	RENEWAL LICENSING FEE	R	4/28/2021	32444		
	I-I33424	BULB	R	4/28/2021	32444		
	I-WM 03312G	Speakers	R	4/28/2021	32444		
	I-WM 07435G	VISA CHARGES	R	4/28/2021	32444		$4,111.46
41510		COASTAL PUMP SERVICES INC					
	I-13410	SAFETY WALKWAY GRATING	R	4/28/2021	32447		$22,605.00
47517		DASH MEDICAL GLOVES, INC.					
	I-2 CASES GLOVES	GLOVES	R	4/28/2021	32448		$2,207.20
47572		DEARBORN LIFE INSURANCE COMPAN					
	C-ADJ EB/TW	DEARBORN LIFE INS	R	4/28/2021	32449		
	C-ADJ JB/JG	DEARBORN LIFE INS	R	4/28/2021	32449		
	C-ADJ MB/RH	DEARBORN LIFE INS	R	4/28/2021	32449		
	C-ADJ SUSIEH	DEARBORN LIFE INS	R	4/28/2021	32449		
	C-ADJ VARIOUS	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-*F014614-1	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ D EDWARDS	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ E GAMBINO	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ KR	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ M CANTU	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ PA*	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ SA	DEARBORN LIFE INS	R	4/28/2021	32449		
	I-ADJ VELMAG	DEARBORN LIFE INS	R	4/28/2021	32449		$1,717.31
961		SUSIE DICKEY					
	I-FITNESS INSTR -SD	FITNESS INSTRUCTOR	R	4/28/2021	32452		$420.00
57933		FRANKLIN, BETTY S					
	I-FITNESS INSTR -BF	FITNESS INSTRUCTOR	R	4/28/2021	32453		$60.00
1		G-FOURCE					
	I-2009-0121-7388	PARKING LOT STRIPING	R	4/28/2021	32454		$2,716.00

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
309		GULF COAST CHEVROLET					
	I-CVCS581464	P38	R	4/28/2021	32455		
	I-CVCS581533	P31	R	4/28/2021	32455		
	I-CVCS581535	AC1 OIL CHANGE	R	4/28/2021	32455		
	I-CVCS581593	P40	R	4/28/2021	32455		$399.60
66300		GULF COAST PAPER CO INC					
	I-2033637	MULTIFOLD TOWELS	R	4/28/2021	32456		
	I-2035760	CLEANING SUPPLIES	R	4/28/2021	32456		$68.41
218		HDR , INC.					
	I-1200341879	HDR ENGINEERING SERVICES	R	4/28/2021	32457		
	I-1200341880	HDR ENGINEERING SERVICES	R	4/28/2021	32457		
	I-1200341881	HDR ENGINEERING SERVICES	R	4/28/2021	32457		
	I-1200341884	HDR ENGINEERING SERVICES	R	4/28/2021	32457		$26,688.36
688		HTI CONSTRUCTION, INC.					
	I-2042-02	MILLER ST. SEWER PROJECT	R	4/28/2021	32458	1	$92,451.50
78451		HUB INTERNATONAL INS SERVICES					
	I-2013805	FY21 BROKER FEES	R	4/28/2021	32459		$2,791.67
84900		LAKE HARDWARE & LUMBER					
	I-78425	78425	R	4/28/2021	32460		
	I-78732	SUPPLIES	R	4/28/2021	32460		
	I-78772	SUPPLIES	R	4/28/2021	32460		
	I-78997	SUPPLIES	R	4/28/2021	32460		
	I-79025	SUPPLIES	R	4/28/2021	32460		
	I-79048	SUPPLIES	R	4/28/2021	32460		
	I-79049	SUPPLIES	R	4/28/2021	32460		
	I-79150	SUPPLIES	R	4/28/2021	32460		
	I-79274	QUICK SNAP	R	4/28/2021	32460		$192.17
85589		LAWMAN'S UNIFORM & EQUIP.,CO.					
	I-49802	CASAREZ UNIFORMS	R	4/28/2021	32462		$145.98
602		MASTERCARD					
	I-KROGER JAIL FOOD	JAIL FOOD	R	4/28/2021	32463		
	I-WM 02114G	CLEANING SUPPLIES	R	4/28/2021	32463		
	I-WM 02125G	UNIT LIGHTBULBS	R	4/28/2021	32463		$254.58
91608		METRO FIRE					
	I-169720-1	169720-1	R	4/28/2021	32464		$2,640.00

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
92515		MIKE'S PAINT & BODY SHOP					
	I-RO# 11012	REPAIRS TO PR 56	R	4/28/2021	32465		$1,842.43
1123		MORTON MORROW INC DBA SURVIVAL					
	I-1200	1200	R	4/28/2021	32466		$196.20
96515		MOTION INDUSTRIES, INC.					
	I-TX83-187979	LIFT STATIONS	R	4/28/2021	32467		
	I-tx83-188997	LIFT STATIONS	R	4/28/2021	32467		$159.15
1124		MRB GROUP					
	I-38625	BUILDING ASSESSMENT	R	4/28/2021	32468		
	I-38958	BUILDING ASSESSMENT	R	4/28/2021	32468		$2,990.00
1125		NEWGEN STRATEGIES & SOLUTIONS					
	I-11117	WTR & WW RATE DESIGN	R	4/28/2021	32469		$8,585.00
988		O'REILLY AUTO PARTS					
	C-0405-345334	SUPPLIES	R	4/28/2021	32470		
	I-0405-343519	DRAIN	R	4/28/2021	32470		
	I-0405-345336	SUPPLIES	R	4/28/2021	32470		$34.98
1102		PATRICIA A. SWORDS					
	I-4/11-4/23	GRANTS & SP PROJ	R	4/28/2021	32471		$1,968.00
400		RELIANT METRO LTD					
	I-141.2000540255	CO2 REFILL FOR REC	R	4/28/2021	32472		$335.16
115820		RICK'S OUTDOOR POWER EQUIP.					
	I-104892	CHAINSAW REAPIRS	R	4/28/2021	32473		
	I-41321	CHAINSAW REAPIRS	R	4/28/2021	32473		$1,214.93
125555		SE TEXAS POLICE CHIEF'S A					
	I-2019-2020 DUES	SETPCA DUES	R	4/28/2021	32474		
	I-SETPCA DUES 20-21	SETPCA DUES	R	4/28/2021	32474		$200.00
35149		SPARKLIGHT					
	I-*126713528	CABLE BILL APRIL-MAY	R	4/28/2021	32475		
	I-*126884113	SPARKLIGHT	R	4/28/2021	32475		$144.72
1		STS ELECTRONIC RECYCLING					
	I-13225	ELECT	R	4/28/2021	32476		$2,973.00
1026		SYMMETRY ENERGY SOLUTIONS					
	I-10144214	NATRUAL GAS	R	4/28/2021	32477		$1,906.84

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
113530		TERRI JO'S ENTERPRISES LLC					
	I-1012	INSPECTIONS	R	4/28/2021	32478		
	I-1015	INSPECTIONS	R	4/28/2021	32478		
	I-915	INSPECTIONS	R	4/28/2021	32478		
	I-934	INSPECTIONS	R	4/28/2021	32478		
	I-939	INSPECTIONS	R	4/28/2021	32478		
	I-952	INSPECTIONS	R	4/28/2021	32478		
	I-953	INSPECTIONS	R	4/28/2021	32478		$86.00
884		TOM ENGLISH					
	I-016	MEDS	R	4/28/2021	32480		$319.94
1041		TXU ENERGY					
	I-52003174981	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174982	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174983	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174984	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174989	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174990	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174995	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174996	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003174998	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175000	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175003	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175004	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175005	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175007	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175008	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175009	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175012	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175014	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175015	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175016	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175017	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-52003175018	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-54005624700	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54627742385	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-54627742386	MON ELECTRIC BILL	R	4/28/2021	32481		
	I-54727723661	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54757723662	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697478	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697479	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697480	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697481	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	I-54927697482	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697483	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697484	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697487	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697489	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697490	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697491	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697493	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697494	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697495	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697496	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697499	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-549276975.14	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697500	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697501	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697502	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697503	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697508	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697509	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697510	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697512	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697513	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697515	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-54927697516	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-5497697488	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55027691675	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55027691676	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55027691677	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55027691678	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680958	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680959	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680960	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680961	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680962	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680963	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680964	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680965	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680966	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680967	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680968	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680969	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680970	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680971	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680972	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680973	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	I-55077680974	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680975	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680976	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680981	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680982	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680983	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680984	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680985	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680986	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680987	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680988	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55077680989	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55177677386	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55177677387	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55477619415	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55477619416	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55477619417	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55477619418	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-55752560311	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		
	I-56376689168	MONTHLY ELECTRIC BILL	R	4/28/2021	32481		$23,636.08
77400		TYLER TECHNOLOGIES, INC.					
	I-025-331313	MONTHLY SUPPORT COSTS	R	4/28/2021	32499		$390.00
65000		VERIZON WIRELESS					
	I-9876712750	SCADA	R	4/28/2021	32500		$532.64
955		WARREN, DANIEL					
	I-FIT INSTR - DW*	FITNESS INSTRUCTOR	R	4/28/2021	32501		$240.00
159500		WAYNE ELECTRIC CO.					
	I-1068	REPLACED LIGHT FIXTURES	V	4/28/2021	32502		$900.00
159500		WAYNE ELECTRIC CO.					
	M-CHECK	WAYNE ELECTRIC CO. VOIDED	V	4/28/2021	32502		900.00CR
1116		WEX BANK					
	I-71333862	MONTHLY GASOLINE BILL	R	4/28/2021	32503		$6,056.35
1		DEES PROPERTIES LLC					
	I-CH 380 AGREEMENT	PROPERTY T	R	4/28/2021	32504		$2,064.99
	T O T A L S * *	NO					CHECK AMOUNT

		AP HISTORY					
VENDOR	SET: 99	CHECK REPORT					
BANK:	ALL						
DATE RANGE:	4/1/2021	THRU 4/30/2021					
				CHECK	CHECK	CHECK	CHECK
VENDOR	I.D.	NAME	STATUS	DATE	NO	STATUS	AMOUNT
	REGULAR CHECKS:	263					$2,024,885.82
	HAND CHECKS:	0					$0.00
	DRAFTS:	0					$0.00
	EFT:	16					$10,534.50
	NON CHECKS:	0					$0.00
	VOID CHECKS:	0 VOID DEBITS		0			
		VOID CREDITS		$900.00			
		NO					CK AMOUNT
	VENDOR SET: 99 BANK: FSB	279					$2,035,420.32
	BANK : FSB TOTALS:	279					$2,035,420.32
	REPORT TOTALS:	279					$2,035,420.32

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
99-000576	ACCURATE UTILITY SUPPLY				
	INV 169600	4/30/2021	4/30/2021	N	$1,100.00
	FSB	4/30/2021			$1,100.00
	INV 169601	4/30/2021	4/30/2021	N	$385.00
	FSB	4/30/2021			$385.00
99-000602	MASTERCARD				
	INV 0152745	4/30/2021	4/30/2021	N	$75.00
	FSB	4/30/2021			$75.00
	INV 02188G	4/30/2021	4/30/2021	N	$514.16
	FSB	4/30/2021			$514.16
	INV 461246-01	4/30/2021	4/30/2021	N	$440.00
	FSB	4/30/2021			$440.00
	INV 461248-01	4/30/2021	4/30/2021	N	$440.00
	FSB	4/30/2021			$440.00
	INV 461251-01	4/30/2021	4/30/2021	N	$425.00
	FSB	4/30/2021			$425.00
	INV 462517-01	4/30/2021	4/30/2021	N	$425.00
	FSB	4/30/2021			$425.00
	INV 462708-01	4/30/2021	4/30/2021	N	$425.00
	FSB	4/30/2021			$425.00
	INV LUBENTUBE	4/30/2021	4/30/2021	N	$325.00
	FSB	4/30/2021			$325.00
	INV TEEX TRAINING	4/30/2021	4/30/2021	N	$150.00
	FSB	4/30/2021			$150.00
99-000988	O'REILLY AUTO PARTS				
	INV 0405-347537	4/30/2021	4/30/2021	N	$29.47
	FSB	4/30/2021			$29.47
99-000994	AMAZON CAPITAL SERVICES				
	INV 169X-NFWK-KTYV	4/29/2021	4/29/2021	N	$13.99
	FSB	4/29/2021			$13.99
	INV 1NCP-6QHK-4KXG	4/30/2021	4/30/2021	N	$341.73
	FSB	4/30/2021			$341.73
	INV 1NL6-DMMY-9166	4/29/2021	4/29/2021	N	$81.38
	FSB	4/29/2021			$81.38
99-001049	AMERICAN JANITORIAL SERV	IC			
	INV 55627	4/28/2021	4/28/2021	N	$3,175.00
	FSB	4/28/2021			$3,175.00

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
99-001104	AFLAC GROUP INS (GROUP 2	73			
	CM ADJ AGUILAR	4/28/2021	4/28/2021	N	0.02CR
	FSB	4/28/2021			0.02CR
	CM ADJ CROUCH	4/28/2021	4/28/2021	N	0.02CR
	FSB	4/28/2021			0.02CR
	CM ADJ MARTIN	4/28/2021	4/28/2021	N	0.02CR
	FSB	4/28/2021			0.02CR
	CM ADJ MCGOWEN	4/28/2021	4/28/2021	N	0.02CR
	FSB	4/28/2021			0.02CR
	CM ADJ PENNEY	4/28/2021	4/28/2021	N	0.02CR
	FSB	4/28/2021			0.02CR
	CM ADJ WHITTAKER	4/28/2021	4/28/2021	N	0.04CR
	FSB	4/28/2021			0.04CR
	CM ADJ WILDE	4/28/2021	4/28/2021	N	0.02CR
	FSB	4/28/2021			0.02CR
	INV A156403200	4/28/2021	4/28/2021	N	$2,706.63
	FSB	4/28/2021			$2,706.63
	INV ADJ - AUSMUS(TRMD)	4/28/2021	4/28/2021	N	$7.49
99-001104	AFLAC GROUP INS (GROUP 2	73** CO	NTINUED *		
	FSB	4/28/2021			$7.49
	INV ADJ - EDWARDS	4/28/2021	4/28/2021	N	$20.88
	FSB	4/28/2021			$20.88
	INV ADJ -SPAULDING (TM	4/28/2021	4/28/2021	N	$18.48
	FSB	4/28/2021			$18.48
	INV ADJ CREWS	4/28/2021	4/28/2021	N	$0.02
	FSB	4/28/2021			$0.02
	INV ADJ FLORES	4/28/2021	4/28/2021	N	$0.04
	FSB	4/28/2021			$0.04
	INV ADJ PD	4/28/2021	4/28/2021	N	$14.94
	FSB	4/28/2021			$14.94
	INV ADJ WOOD	4/28/2021	4/28/2021	N	$0.02
	FSB	4/28/2021			$0.02
	INV ADJ-FD	4/28/2021	4/28/2021	N	$0.06
	FSB	4/28/2021			$0.06
	INV DJ CHLOE	4/28/2021	4/28/2021	N	$0.02
	FSB	4/28/2021			$0.02
99-001114	KONICA MINOLTA				

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
	INV 37597398	4/30/2021	4/30/2021	N	$99.40
	FSB	4/30/2021			$99.40
99-014000	ANGLETON FEED & SUPPLY C	O			
	INV 272405	4/28/2021	5/28/2021	N	$68.99
	FSB	4/28/2021			$68.99
99-027550	CITY OF ANGLETON - VISA	CA			
	INV 5910677	4/29/2021	4/29/2021	N	$158.64
	FSB	4/29/2021			$158.64
	INV 68429	4/30/2021	4/30/2021	N	$2,465.00
	FSB	4/30/2021			$2,465.00
	INV Desk phones*	4/30/2021	4/30/2021	N	$184.43
	FSB	4/30/2021			$184.43
	INV EOC SEMINAR	4/29/2021	4/29/2021	N	$150.00
	FSB	4/29/2021			$150.00
	INV JUDGES SEMINAR - J	4/29/2021	4/29/2021	N	$100.00
	FSB	4/29/2021			$100.00
	INV KROGER 01288G	4/30/2021	4/30/2021	N	$149.35
	FSB	4/30/2021			$149.35
	INV KROGER 04218G	4/30/2021	4/30/2021	N	$53.86
	FSB	4/30/2021			$53.86
	INV Phone sidecars	4/30/2021	4/30/2021	N	$54.02
	FSB	4/30/2021			$54.02
	INV TRAINING - LUNCH	4/29/2021	4/29/2021	N	$107.44
	FSB	4/29/2021			$107.44
99-034510	BROOKSIDE EQUIPMENT SALE	S,			
	INV IA25241	4/30/2021	4/30/2021	N	$35.99
	FSB	4/30/2021			$35.99
	INV IA25856	4/30/2021	4/30/2021	N	$53.10
	FSB	4/30/2021			$53.10
99-035149	SPARKLIGHT				
	INV *126968411	4/28/2021	4/28/2021	N	$157.44
	FSB	4/28/2021			$157.44
99-047745	DOOLEY TACKBERRY, INC.				
	INV 1087949	4/28/2021	4/28/2021	N	$315.00
	FSB	4/28/2021			$315.00
	INV 1088130	4/28/2021	4/28/2021	N	$5,985.00
	FSB	4/28/2021			$5,985.00

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
99-049500	CENTERPOINT ENERGY				
	INV *8865573-3	4/28/2021	5/8/2021	N	$26.37
	FSB	4/28/2021			$26.37
99-052500	FACTS				
	INV 15239-0221 JANITOR	4/28/2021	5/28/2021	N	$124.00
	FSB	4/28/2021			$124.00
	INV JANITOR AD 0321	4/28/2021	5/28/2021	N	$296.10
	FSB	4/28/2021			$296.10
99-059000	B & K MOTOR PARTS INC				
	INV 841103	4/30/2021	5/30/2021	N	$43.49
	FSB	4/30/2021			$43.49
99-084900	LAKE HARDWARE & LUMBER				
	INV 78389	4/28/2021	5/28/2021	N	$1.44
	FSB	4/28/2021			$1.44
	INV 78457	4/28/2021	5/28/2021	N	$24.77
	FSB	4/28/2021			$24.77
	INV 78906	4/28/2021	5/28/2021	N	$9.82
	FSB	4/28/2021			$9.82
	INV 78942	4/28/2021	5/28/2021	N	$35.57
99-084900	LAKE HARDWARE & LUMBER	** CO	NTINUED *		
	FSB	4/28/2021			$35.57
	INV 78955	4/28/2021	5/28/2021	N	$19.64
	FSB	4/28/2021			$19.64
	INV 78984	4/28/2021	5/28/2021	N	$55.79
	FSB	4/28/2021			$55.79
	INV 79009	4/28/2021	5/28/2021	N	$581.58
	FSB	4/28/2021			$581.58
	INV 79050	4/28/2021	5/28/2021	N	$46.14
	FSB	4/28/2021			$46.14
	INV 79112	4/28/2021	5/28/2021	N	$9.96
	FSB	4/28/2021			$9.96
	INV 79148	4/28/2021	5/28/2021	N	$8.78
	FSB	4/28/2021			$8.78
	INV 79183	4/28/2021	5/28/2021	N	$75.26
	FSB	4/28/2021			$75.26
	INV 79233	4/28/2021	5/28/2021	N	$80.05

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
	FSB	4/28/2021			$80.05
	INV 79244	4/28/2021	5/28/2021	N	$56.02
	FSB	4/28/2021			$56.02
	INV 79258	4/28/2021	5/28/2021	N	$50.74
	FSB	4/28/2021			$50.74
	INV 79346	4/30/2021	5/30/2021	N	$17.26
	FSB	4/30/2021			$17.26
99-085589	LAWMAN'S UNIFORM & EQUIP	.,			
	INV 49823	4/30/2021	4/30/2021	N	$1,292.92
	FSB	4/30/2021			$1,292.92
	INV 49825	4/30/2021	4/30/2021	N	$1,920.00
	FSB	4/30/2021			$1,920.00
99-091606	SPOK, INC.				
	INV E0292489P	4/30/2021	5/30/2021	N	$41.88
	FSB	4/30/2021			$41.88
99-092100	MID-AMERICAN RESEARCH				
	INV 0727593-IN*	4/28/2021	5/28/2021	N	$37.03
	FSB	4/28/2021			$37.03
99-096515	MOTION INDUSTRIES, INC.				
	INV TX83-193871	4/30/2021	4/30/2021	N	$442.53
	FSB	4/30/2021			$442.53
99-096610	WEX BANK				
	INV *71454936	4/30/2021	4/30/2021	N	$1,553.29
	FSB	4/30/2021			$1,553.29
	INV -71454936	4/30/2021	4/30/2021	N	$427.49
	FSB	4/30/2021			$427.49
	INV 71454936'	4/30/2021	4/30/2021	N	$66.74
	FSB	4/30/2021			$66.74
	INV 71454936*	4/30/2021	4/30/2021	N	$1,400.66
	FSB	4/30/2021			$1,400.66
	INV 71454936-	4/30/2021	4/30/2021	N	$946.13
	FSB	4/30/2021			$946.13
99-1	MISCELLANEOUS VENDOR				
	INV ANNUAL LAB STUDY	4/30/2021	5/30/2021	Y	$208.32
	FSB	4/30/2021			$208.32
	INV MAY CELL ALLOW	4/29/2021	5/29/2021	Y	$60.00

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
99-1	MISCELLANEOUS VENDOR	** CO	NTINUED *		
	FSB	4/29/2021			$60.00
99-104256	NORTH WATER DISTRICT LAB				
	INV 2100242-COA	4/29/2021	4/29/2021	N	$3,022.50
	FSB	4/29/2021			$3,022.50
	INV 2100243-COA	4/29/2021	4/29/2021	N	$610.00
	FSB	4/29/2021			$610.00
	INV 2100828-COA	4/29/2021	4/29/2021	N	$2,831.00
	FSB	4/29/2021			$2,831.00
	INV 2100829-COA	4/29/2021	4/29/2021	N	$615.00
	FSB	4/29/2021			$615.00
	INV 2101273-COA	4/29/2021	4/29/2021	N	$3,080.00
	FSB	4/29/2021			$3,080.00
	INV 2101868-COA	4/29/2021	4/29/2021	N	$4,488.00
	FSB	4/29/2021			$4,488.00
	INV 2101869-COA	4/29/2021	4/29/2021	N	$615.00
	FSB	4/29/2021			$615.00
99-106075	OMNIBASE SERVICES, INC.				
	INV OMNIBASE - 1ST QTR	4/29/2021	5/29/2021	N	$793.00
	FSB	4/29/2021			$793.00
99-107565	PENNEY'S ELECTRIC CO, IN	C			
	INV 20867	4/30/2021	5/30/2021	N	$5,051.87
	FSB	4/30/2021			$5,051.87
	INV 20917	4/30/2021	5/30/2021	N	$349.45
	FSB	4/30/2021			$349.45
99-122650	SHERWIN-WILLIAMS				
	INV 2834-3	4/30/2021	5/30/2021	N	$33.80
	FSB	4/30/2021			$33.80
99-136600	TEXAS MUNICIPAL				
	CM *ADJ - IT(CELL)	4/30/2021	5/1/2021	N	14.73CR
	FSB	4/30/2021			14.73CR
	CM *ADJ -PK	4/30/2021	5/1/2021	N	14.73CR
	FSB	4/30/2021			14.73CR
	CM *ADJ PD	4/30/2021	5/1/2021	N	23.34CR
	FSB	4/30/2021			23.34CR
	CM ADJ - MC	4/30/2021	5/1/2021	N	14.73CR
	FSB	4/30/2021			14.73CR

			ACCOUNTS PAYABLE		
			OPEN ITEM REPORT		
			SUMMARY		
			BALANCE AS OF : APRIL 30, 2021		
VENDOR	NAME	INV DATE	POST DATE	1099	GROSS AMT
	CM ADJ --ME	4/30/2021	5/1/2021	N	7.36CR
	FSB	4/30/2021			7.36CR
	CM ADJ -AB	4/30/2021	5/1/2021	N	7.37CR
	FSB	4/30/2021			7.37CR
	CM ADJ -AB*	4/30/2021	5/1/2021	N	7.36CR
	FSB	4/30/2021			7.36CR
	CM ADJ -ME*	4/30/2021	5/1/2021	N	7.37CR
	FSB	4/30/2021			7.37CR
	CM ADJ -PW	4/30/2021	5/1/2021	N	7.37CR
	FSB	4/30/2021			7.37CR
	CM ADJ -PW*	4/30/2021	5/1/2021	N	7.36CR
	FSB	4/30/2021			7.36CR
	CM ADJ- CELL	4/30/2021	5/1/2021	N	14.73CR
	FSB	4/30/2021			14.73CR
	INV *APR PAYROLL	4/30/2021	5/1/2021	N	$21,821.69
	FSB	4/30/2021			$21,821.69
	INV APR PAYROLL	4/30/2021	5/1/2021	N	$134,389.73
	FSB	4/30/2021			$134,389.73
99-136600	TEXAS MUNICIPAL	** CO	NTINUED *		
	INV APR PAYROLL*	4/30/2021	5/1/2021	N	$1,645.45
	FSB	4/30/2021			$1,645.45
	INV PAYROLL APR	4/30/2021	5/1/2021	N	$941.73
	FSB	4/30/2021			$941.73
	INV PAYROLL-APR	4/30/2021	5/1/2021	N	$6,415.97
	FSB	4/30/2021			$6,415.97
UNPAID	INVOICE TOTALS				$220,083.37
UNPAID	DEBIT MEMO TOTALS				$0.00
UNAPPLIED	CREDIT MEMO TOTALS				$0.00
UNPAID	TOTALS				$220,083.37

THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: June 8, 2021

PREPARED BY: Walter E. Reeves Jr., AICP

AGENDA CONTENT: Discuss and possibly act on a Utility Agreement for "The Reserve."

AGENDA ITEM SECTION: Regular Agenda

BUDGETED AMOUNT: None **FUNDS REQUESTED:** None

FUND: None

EXECUTIVE SUMMARY:

Accompanying this Agenda Item Summary is a draft Utility Agreement for "the Reserve." The proposed project will be paying a $3, ,063,744.45 impact fee for extension of City sewer service to the project and provision of City water and sewer service.

RECOMMENDATION:

Staff recommends approval of the utility agreement accompanying this Agenda Item Summary.

UTILITY AGREEMENT
WATER, SEWER AND UTILITY LINE EXTENSION

This Utility Agreement for Water, Sewer and Utility Line Extension ("**Agreement**") is made and entered into as of the 8th day of June, 2021 ("**Effective Date**"), by and among HOLIGAN DEVELOPMENT, LLC, a Texas limited liability company (the "**Developer**"), MHCDV1 ANGLETON, LLC, a Delaware Limited Liability Corporation, (the "Landowner"), and the CITY of ANGLETON, Texas, a municipal corporation and home-rule city in Brazoria County, Texas (the "**City**"). The City the Developer, and the Owner are each individually referred to herein as a "Party" and collectively, as the "Parties".

I. RECITALS

WHEREAS:

A. The City is a municipal corporation and home-rule city that provides a full-range of governmental services to its citizens.

B. The City owns and operates potable water production and distribution facilities and wastewater collection and treatment facilities for the benefit of property owners, residents, and commercial business owners inside the corporate limits of the City.

C. MHCDV1 Angleton, LLC, a Delaware limited liability company ("**Landowner**"), is the owner of the real property located at the southwestern corner of CR 288 and CR 220 in Angleton, Brazoria County, Texas ("**Premises**") shown on Exhibit "A".

D. Developer intends to develop an approximately 837-unit manufactured home park located on the Premises, commonly referred to as 'The Reserve' (the "**Development**") as agent for the Landowner, and has requested that the City provide water and wastewater services to the Development.

E. Landowner is an affiliate of the Developer and has engaged Developer as its development manager with respect to the Development.

F. The City has agreed to extend water service and sewer service to the Development, and the Parties deem it necessary and appropriate at this time to enter into this Agreement to address among other things the City's provision of retail water and wastewater services to the Development.

G. The City's extension of its water distribution and wastewater collection lines to the Development, and the City's provision of sufficient water supply and wastewater treatment plant capacity to serve the Development.

H. The Parties have determined this Agreement to be mutually fair and advantageous.

I. The City, Developer, and Landowner have each determined that they are each, respectively, authorized to enter into this Agreement pursuant to the Constitution and laws of the State of Texas.

J. The Utilities will be constructed at a size that will meet expected demand and requirements for the Development.

K. Developer is willing to pay an established Impact Fee to the City of Angleton for water and wastewater services for the Development.

NOW, THEREFORE, in consideration of the mutual covenants and conditions set forth in this Agreement, and for other good and valuable consideration the Parties agree as follows:

II. AGREEMENT TERMS

1. Project Construction. City agrees to extend water services and sanitary sewer services to the Development located on County Road 220 as shown in Exhibit "A" to be completed within three hundred sixty five (365) calendar days subject to City receipt of the Impact Fee Payment as set forth in this Agreement. The City of Angleton shall provide all engineering, construction costs associated with extending the utilities, and the City shall obtain necessary permits and easements provided that the Developer fulfills all obligations and make all required timely payments set forth in this agreement with the City.

2. Water Master Meter Installation. The Developer, as agent for Landowner will be responsible for installation of a water master meter located on the Premises (the "**Water Master Meter**") and will file in the Official Public Records of Brazoria County, Texas, an easement that will allow legal access by the City from a public right of way across a portion of the Premises to the Water Master Meter. The Water Master Meter will allow for a single monthly payment from Developer to the City for all water usage in the Development.

3. Water Master Meter Maintenance. The City and Developer, as agent for Landowner agree that the Development is located on private property and City has no responsibility for maintenance or valve repairs beyond (*i.e.*, the inward direction on the Premises from) the Water Master Meter. The City and Developer agree that the Developer has no responsibility for (and the City is solely responsible for all) maintenance, valve or line repairs at any point located before (*i.e.*, toward the exterior of the Premises from) the Water Master Meter. Developer is solely responsible for the cost of maintaining and repairing the Water Master Meter, however, the Parties agree the City is responsible for maintenance and input or flow to the Water Master Meter.

4. Sanitary Sewer Maintenance. The City and Developer, as agent for Landowner agree that the Development is located on private property and the City has no responsibility for maintenance or repairs of the sanitary sewer system located on the Premises and beyond the County Road 220 public right-of-way. The City and Developer agree that the Developer has no responsibility for maintenance or repairs at any point located before the County Road 220 public right-of-way or otherwise outside of the Premises. Developer is solely responsible for the cost of maintaining and repairing the sanitary sewer system beyond the County Road 220 public right-of-way and within the Premises.

5. Illicit Discharges. The Parties agree that should any illicit discharge from the actions of the Developer in the process of Development and maintaining the Development flow, leak or leach into the sanitary sewer system that may lead to potential damage to the City of Angleton waste collection, waste treatment system or cause any notice of violation from Texas Commission on Environmental Quality (TCEQ) the City retains the right, to the extent provided under applicable law, to assess a penalty and fine the Developer or any subsequent owner.

6. Storm Water Infiltration. The City shall perform an annual maintenance check on the private Development's sanitary sewer collection system to verify that storm water runoff is not materially infiltrating the City's sanitary sewer system. If during such inspection any deficiencies are noted that are causing material infiltration of storm water into the sanitary sewer system, the City will provide a written notice to the Developer of the repairs necessary to mitigate such material storm water infiltration. The Developer will have forty-five (45) days to address such repairs. The Developer will make such repairs at its own cost and notify the City when same are scheduled to be performed. During the repair process, the City will inspect and approve the repairs. If the repairs are not complete by forty five (45) days the City has the right to enter the private property and make the necessary required repairs. Te Developer shall be responsible for the cost associated with these repairs and the City will bill the Developer by written invoice within thirty (30) days of completion of the necessary repairs and Developer shall pay the invoice within thirty (30) days reimbursing the City.

7. Provision of Service. The City agrees, upon and after extending its water service and sewer service to the Development in accordance with Section (II)(1) above, to provide retail water and wastewater services to the Development. The City's represents and warrants to the Developer that the City has sufficient water supply and wastewater treatment plant capacity to serve the Development based upon the number of ESU's identified in Section (III)(1) below.

III. IMPACT FEE CALCULATION & PAYMENT

1. Impact Fee Calculation. The total impact fee for the Development is based on the number of equivalent service units ("**ESUs**") multiplied by the calculated per unit impact fee of $3,437.62. A single manufactured home space has an ESU of 1.0648. The Development has an overall site ESU of 891.24. The total impact fee for the Development is as follows (the "**Impact Fee**"):

891.24 * $3,437.62 = $ 3,063,744.45 Impact Fee

All Developer costs related to these utility line extensions and any proposed Development connections are included in the Impact Fee.

2. Impact Fee Payments. The Developer agrees to pay the City the Impact Fee as follows ("**Impact Fee Payments**"):

a. 50% within thirty (30) days after the Effective Date; and

b. 50% within thirty (30) days after City's completion of its water service and sewer service to the Development in accordance with Section (II)(1) above.

IV. ADDITIONAL PROVISIONS

1. Consent to Assignment. The Developer or Landowner may sell or transfer its rights and obligations under this Agreement only with the approval of and the written consent of the City, which consent will not be unreasonably withheld; provided, however, such restriction on the Developer's rights to sell or transfer its rights and obligations under this is subject to the Developer's right to assign as provided in Section (IV)(2) below.

2. Permitted Assignment. Any restrictions herein on the transfer or assignment of the Developer's interest or Landowner's interest in this Agreement shall not apply to and shall not prevent the assignment of this Agreement to either: (a) a lending institution, mortgagee, or other provider of capital in order to obtain financing for the Development or its successor or assign, or (b) an affiliate of the Developer (including, without limitation, Landowner). In no event, however, shall the City be obligated in any way to assume the Developer's financial obligations to any such aforementioned financial institution, mortgagee, or other provider of capital.

3. Assumption Agreement. Each transfer or assignment to which there has been consent, pursuant to Section (IV)(1) above, shall be by instrument in writing, in form reasonably satisfactory to the City, and shall be executed by the transferee or assignee who shall agree in writing for the benefit of the City, to be bound by and to perform the terms, covenants and conditions of this Agreement. Executed copies of such written assumption instrument shall be delivered to the City. Failure to first obtain, in writing, the City's consent as provided in Section (IV)(1) above, or failure to comply with the provisions herein contained shall operate to prevent any such transfer or assignment from becoming effective.

4. No Waiver. Except as set forth in Section (IV)(1) and Section (IV)(2) above, the receipt of services from an assignee of the Developer shall not be deemed a waiver of the covenant in this Agreement against assignment or an acceptance of the assignee or a release of the Developer from further observance or performance by the Developer of the covenants contained in this Agreement. No provision of this Agreement shall be deemed waived by the City unless such waiver is in writing and approved by the City Council of the City in the form of a duly passed ordinance.

5. No Third-Party Beneficiaries. There are no third-party beneficiaries intended to have rights enforceable under this Agreement.

6. Delays. The City agrees to commence and complete the extension of water services and sanitary sewer services in accordance with Section (II)(1) above. If completion of the extension of water services and sanitary sewer services to the Development is delayed by reason of Force Majeure, the provisions of Section (V)(5) below shall apply.

7. Applicable Law and Venue. The construction and validity of this Agreement shall be governed by the laws of the State of Texas without regard to conflicts of law principles. Venue shall be in Brazoria County, Texas.

8. Amendment. This Agreement may be amended only upon written amendment executed by the Parties hereto whose rights and liabilities under this Agreement are affected by such amendment, subject to the terms of this Agreement.

9. Reservation of Rights. To the extent not inconsistent with this Agreement, each Party reserves all rights, privileges, and immunities under applicable laws, including sovereign immunity, except to enforce any rights and remedies under this Agreement.

V. MATERIAL BREACH, NOTICE AND REMEDIES

1. Material Breach of Agreement.

(a) The Parties acknowledge and agree that any substantial deviation by the Developer from the material terms of this Agreement would frustrate the intent of this Agreement and, therefore, would be a material breach of this Agreement. By way of example, a substantial deviation from the material terms of this Agreement by the Developer would be the failure to pay any amounts due to the City as provided for herein.

(b) The Parties acknowledge and agree that any substantial deviation by the City from the material terms of this Agreement would frustrate the intent of this Agreement and, therefore, would be a material breach of this Agreement. By way of example, a substantial deviation from the material terms of this Agreement would be an attempt by the City to dissolve the Developer other than as provided for herein.

(c) In the event that a Party to this Agreement believes that another Party has, by act or omission, committed a material breach of this Agreement, the provisions of this Article V shall provide the sole remedies for such default, unless otherwise specifically provided herein.

2. Notice of Developer's Default.

(a) The City shall notify the Developer in writing of an alleged failure by the Developer to comply with a provision of this Agreement, which notice shall specify the alleged failure with reasonable particularity. The Developer shall, within thirty (30) days after receipt of such notice or such longer period of time as the City may specify in such notice, either cure such alleged failure or, in a written response to the City, either present facts and arguments in refutation or excuse of such alleged failure or state that such alleged failure will be cured and set forth the method and time schedule for accomplishing such cure.

(b) The City shall determine (i) whether a failure to comply with a provision has occurred; (ii) whether such failure is excusable; and (iii) whether such failure has been cured or will be cured by the Developer. The Developer shall make available and deliver to the City, if requested, any records, documents or other information necessary to make the determination without charge.

(c) In the event that the City determines that such failure has not occurred, or that such failure either has been or will be cured in a manner and in accordance with a schedule reasonably satisfactory to the City, or that such failure is excusable, such determination shall conclude the investigation.

(d) If the City determines that a failure to comply with a provision has occurred and that such failure is not excusable and has not been or will not be cured by the Developer in a manner and

in accordance with a schedule reasonably satisfactory to the City, then the City may pursue the remedies provided in Section V Paragraph 4 below.

3. Notice of City's Default.

(a) The Developer shall notify the City in writing of an alleged failure by the City to comply with a provision of this Agreement, which notice shall specify the alleged failure with reasonable particularity. The City shall, within thirty (30) days after receipt of such notice or such longer period of time as the Developer may specify in such notice, either cure such alleged failure or, in a written response to the Developer, either present facts and arguments in refutation or excuse of such alleged failure or state that such alleged failure will be cured and set forth the method and time schedule for accomplishing such cure.

(b) The Developer shall determine (i) whether a failure to comply with a provision has occurred; (ii) whether such failure is excusable; and (iii) whether such failure has been cured or will be cured by the City. The City shall make available and deliver to the Developer, if requested, any records, documents or other information necessary to make the determination without charge.

(c) In the event that the Developer determines that such failure has not occurred, or that such failure either has been or will be cured in a manner and in accordance with a schedule reasonably satisfactory to the Developer, or that such failure is excusable, such determination shall conclude the investigation.

(d) If the Developer determines that a failure to comply with a provision has occurred and that such failure is not excusable and has not been or will not be cured by the City in a manner and in accordance with a schedule reasonably satisfactory to the Developer, then the Developer may pursue the remedies provided in Section V, Paragraph 4.

4. Remedies.

(a) In the event of a determination by the City that the Developer has committed a material breach of this Agreement the City may, subject to the provisions of Section V, Paragraph 2, file suit in a competent jurisdiction in Brazoria County, Texas, and seek either (1) specific performance, (ii) injunctive relief, (iii) an action under the Uniform Declaratory Judgment Act, or (iv) termination of this Agreement, to the extent allowed by law.

(b) In the event of a determination by the Developer that the City has committed a material breach of this Agreement, the Developer may, subject to the provisions of Section V, Paragraph 3, file suit in a court of competent jurisdiction in Brazoria County, Texas, and seek (1) specific performance, (ii) injunctive relief, (iii) an action under the Uniform Declaratory Judgment Act, or (iv) termination of this Agreement, to the extent allowed by law.

(c) Neither Party shall be liable for any monetary damages of the other Party for any reason whatsoever, including punitive damages, exemplary damages, consequential damages or attorneys' fees.

5. Force Majeure. In the event any Party is rendered unable, wholly or in part, by Force Majeure to carry out any of its obligations under this Agreement, except the obligation to pay amounts owed or required to be paid pursuant to the terms of this Agreement, then the obligations of such Party, to the extent affected by such Force Majeure, to the extent provided in this section. As soon as reasonably possible after the occurrence of the Force Majeure relied upon, the Party whose contractual obligations are affected thereby shall give notice and full particulars of such Force Majeure to the other Party. The term "**Force Majeure**," as used herein, shall include acts of God, strikes, lockouts, or other industrial disturbances, acts of the public enemy or terrorists, orders of any kind of the government of the United States or the State of Texas or any civil or military authority, insurrections, riots, epidemics and pandemics, including, without limitation, the COVID-19 virus, landslides, lightning, earthquakes, fires, hurricanes, storms, floods, washouts, drought, arrests, restraint of government, civil disturbances, explosions, breakage or accidents to machinery, pipelines or canals, partial or entire failure of water supply resulting in an inability to provide water necessary for operation of the water and wastewater systems hereunder, delays in securing environmental approvals, delays in securing permits from Union Pacific Railroad, and any other inabilities of any Party, whether similar to those enumerated or otherwise, otherwise not within the control of the Party claiming such inability, which such Party could not have prevented by the exercise of due diligence and care, . The COVID-19 virus, among other things, is specifically acknowledged as a pandemic and an event of Force Majeure so long as the Premises remains subject to any national, state, county, or city emergency or disaster declaration. The Parties agree that any deadlines related to this Agreement shall be extended or tolled due to Force Majeure for a period of time equal to the lesser of: (a) time the Premises is subject to Force Majeure and (b) sixty (60) days.

Notice and Suspension of Obligations. Subject to Section 5 Force Majeure, if either Party is rendered unable, by reason of an event of Force Majeure, to perform, wholly or in part, any obligation set forth in this Agreement, then the obligations of the Party giving notice, so far as they are affected by such Force Majeure, will be suspended during the continuance of such Force Majeure, provided such Party gives notice and reasonably full particulars of such event as soon as practicable after the occurrence thereof. The Party experiencing an event of Force Majeure shall remedy such condition as soon as possible with all reasonable dispatch. Force Majeure will not excuse any obligation to make payment or to balance under this Agreement, unless the event of Force Majeure affects the ability of financial institutions generally to transfer funds in the normal course of business.

6. Beneficiaries. This Agreement shall bind and inure to the benefit of the City and the Developer, their successors and assigns, including any additional Developers created by division of the Developer.

7. Termination. In the event this Agreement is terminated as provided in this Agreement or is terminated pursuant to other provisions, or is terminated by mutual agreement of the Parties, the Parties shall promptly execute and file of record, as applicable, a document confirming the termination of this Agreement, and such other documents as may be appropriate to reflect the basis upon which such termination occurred.

8. Invalid Provisions. If any provision of this Agreement or the application thereof to any person or circumstance is prohibited by or invalid under applicable law, it shall be deemed modified to conform with the minimum requirements of such law, or, if for any reason it is not deemed so

modified, it shall be prohibited or invalid only to the extent of such prohibition or invalidity without the remainder thereof or any such other provision being prohibited or invalid. If all or any portion of this Agreement shall be declared void or unenforceable by any court of competent jurisdiction the Parties shall be released of their obligations herein to that extent.

9. Waiver. Any failure by a Party hereto to insist upon strict performance by the other Party of any provision of this Agreement shall not be deemed a waiver thereof or of any other provision hereof, and such Party shall have the right at any time thereafter to insist upon strict performance of any and all of the provisions of this Agreement.

10. Severability. If any part of this Agreement or its application to any person or circumstance is held by a court of competent jurisdiction to be invalid or unconstitutional for any reason, the Parties agree that they will amend or revise this Agreement as reasonably necessary to accomplish to the greatest degree practical the same purpose as the part determined to be invalid or unconstitutional, including, without limitation, amendments or revisions to the terms and conditions of this Agreement pertaining to or affecting the rights and authority of the Parties. If the Parties cannot agree on any such amendment or revision within 90 days of the final judgment of the trial court or any state appellate court that reviews the matter, then either Party may proceed in accordance with the procedures specified in this Agreement.

11. Entire Agreement. This Agreement contains the entire agreement of the Parties. There are no other agreements or promises, oral or written, between the Parties regarding the subject matter of this Agreement. This Agreement supersedes all other agreements between the Parties concerning the subject matter.

12. Further Documents. The Parties agree that at any time after execution of this Agreement, they will, upon request of another Party, execute and deliver such further documents and do such further acts and things as the other Party may reasonably request in order to effectuate the terms of this Agreement.

13. Notice. The Parties contemplate that they will engage in informal communications with respect to the subject matter of this Agreement. However, any formal notices or other communications ("Notice") required to be given by one Party to another by this Agreement shall be given in writing addressed to the Party to be notified at the address set forth below for such Party, (a) by delivering the same in person, (b) by depositing the same in the United States Mail, certified or registered, return receipt requested, postage prepaid, addressed to the Party to be notified; (c) by depositing the same with FedEx or another nationally recognized courier service guaranteeing "next day delivery," addressed to the Party to be notified, or (d) by sending the same by telefax with confirming copy sent by mail. Notice deposited in the United States mail in the manner herein above described shall be deemed effective from and after three (3) days after the date of such deposit. Notice given in any other manner shall be effective only if and when received by the Party to be notified. For the purposes of notice, the addresses of the Parties, until changed as provided below, shall be as follows:

City: City of Angleton
121 S. Velasco
Angleton, Texas 77515
Attn: City Secretary

With copy to: Judith El Masri
Randle Law Office LTD, LLP
820 Gessner, Suite 1570
Houston, Texas 77024

Developer: Holigan Development, LLC
Agent for Landowner MHCDV1 Angleton, LLC
14114 N. Dallas Parkway, Suite 265
Dallas, TX, 75254
Attn: Michael Holigan and Aaron Ketchand

With copy to: Winstead PC
600 Travis Street, Suite 5200
Houston, Texas 77002
Attn: Art Anderson, Esq.

The Parties shall have the right from time to time to change their respective addresses, and each shall have the right to specify as its address any other address within the United States of America by giving at least five (5) days written notice to the other Parties. If any date or any period provided in this Agreement ends on a Saturday, Sunday, or legal holiday, the applicable period for calculating the notice shall be extended to the first business day following such Saturday, Sunday or legal holiday.

[*the remainder of this page is intentionally blank*]

IN WITNESS WHEREOF, the Parties enter into this Agreement to be effective as of the Effective Date.

CITY OF ANGLETON:

By: _____
Jason Perez, Manager

ATTEST:

By: _____
Frances Aguilar, City Secretary

DEVELOPER:

HOLIGAN DEVELOPMENT, LLC
a Texas limited liability company

By: _____
Name: Michael Holigan
Title _____

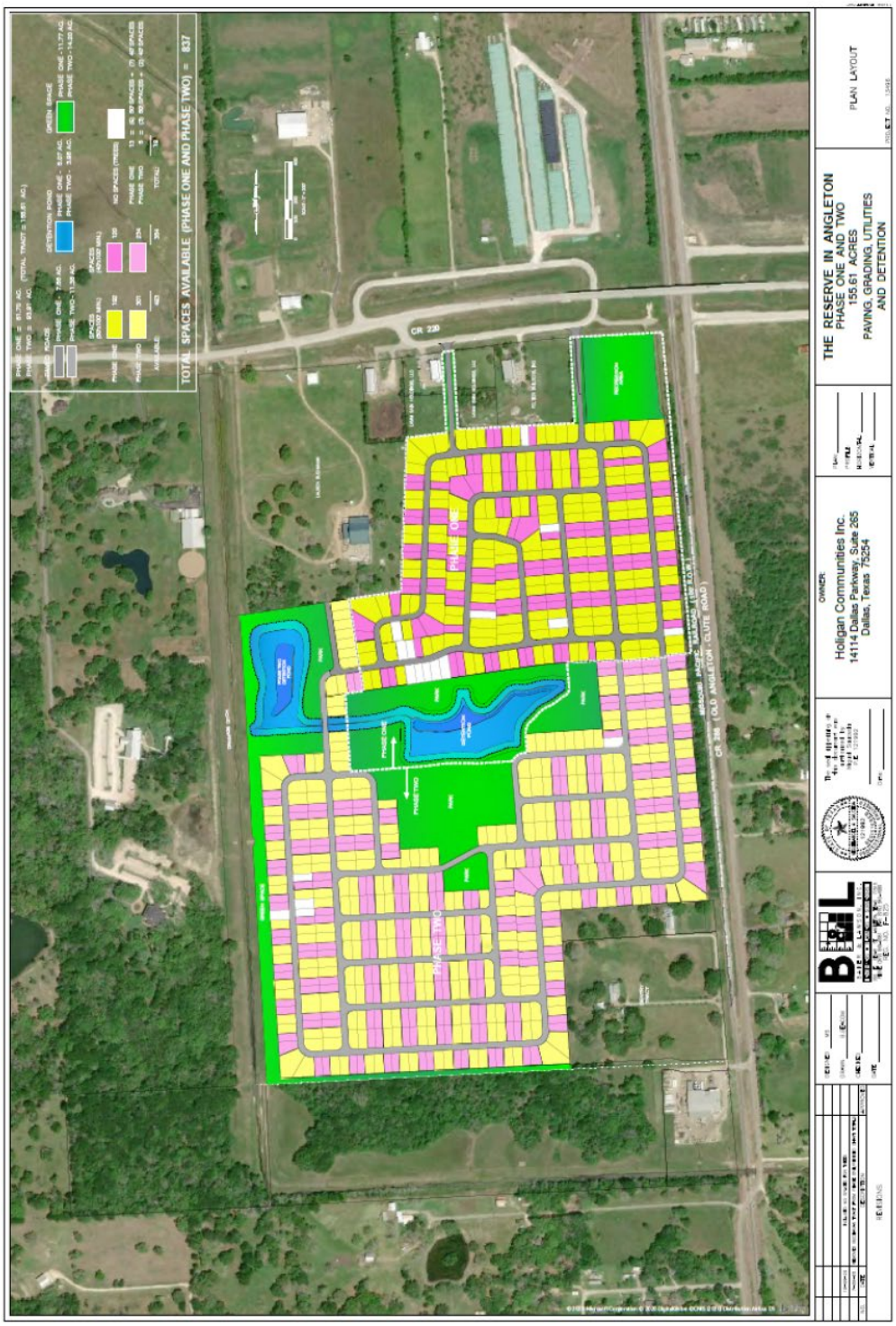
LANDOWNER:

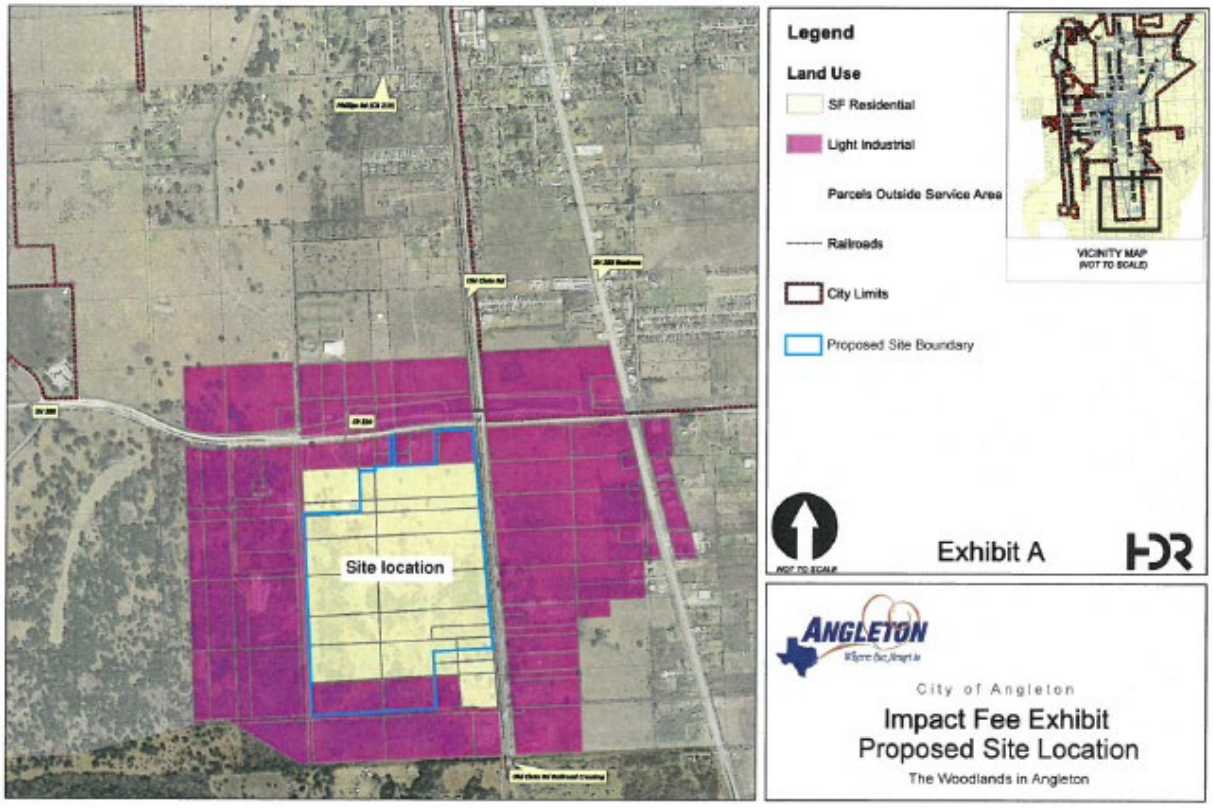
MHCDV1 ANGLETON, LLC
A Delaware Limited Liability Company

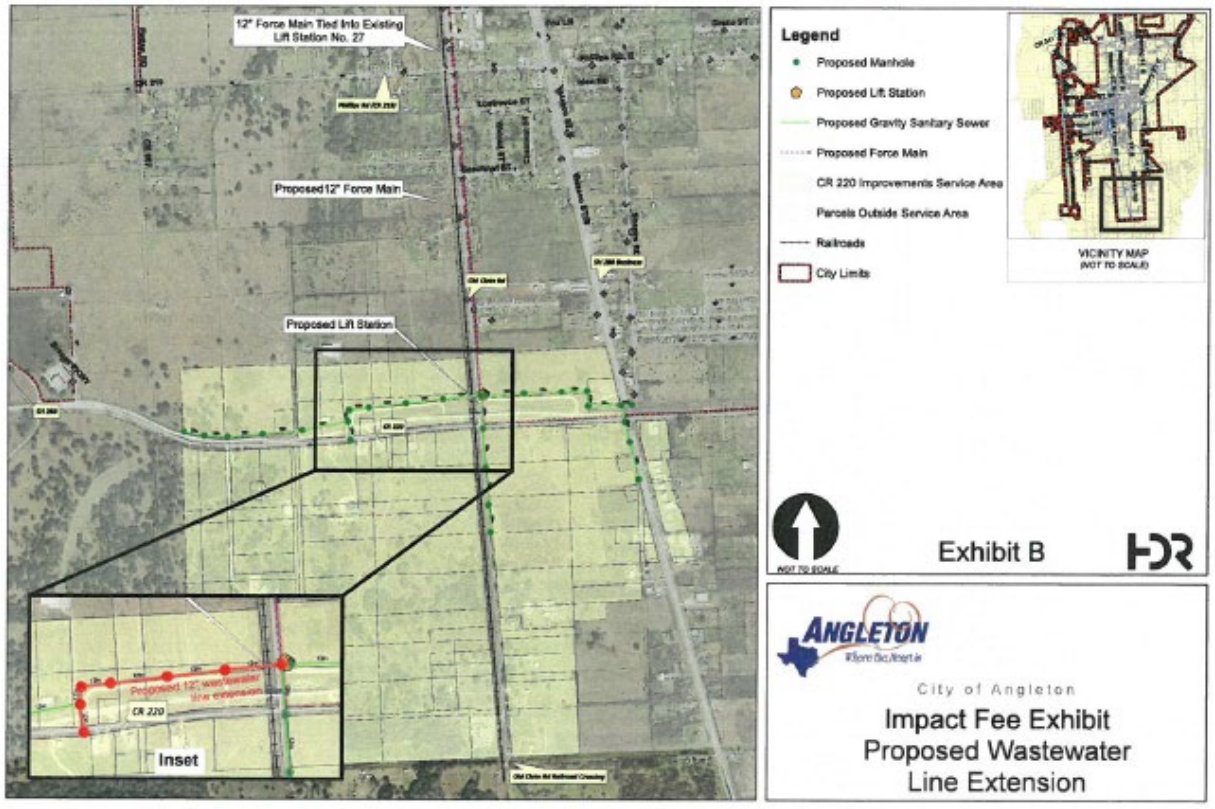
By: _____
Name: Michael Holigan
Title: _____

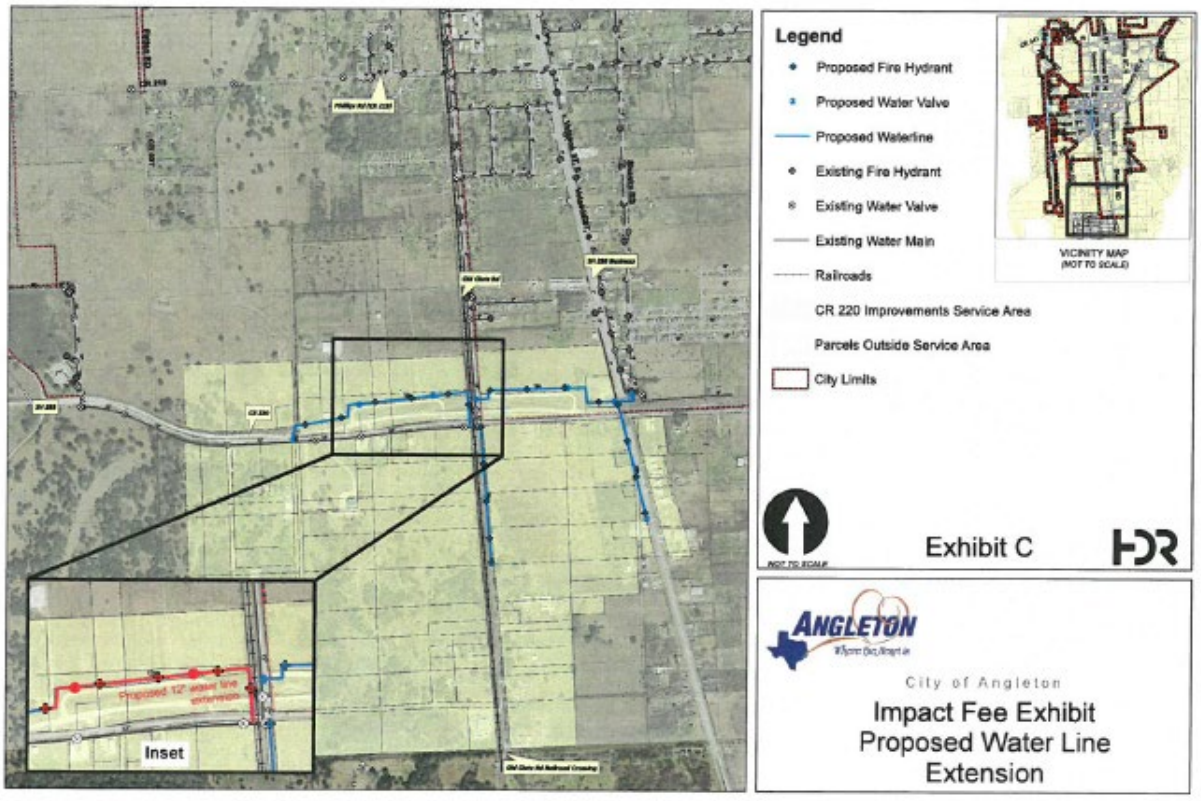
EXHIBIT “A”

EXHIBITS




Site location
Legend
Land Use
SF Residential
Light Industrial
Parcels Outside Service Area
Railroads
City Limits
Proposed Site Boundary
VICINITY MAP
(NOT TO SCALE)
Exhibit A
ANGLETON
City of Angleton
Impact Fee Exhibit
Proposed Site Location
The Woodlands in Angleton


12" Force Main Tied Into Existing Lift Station No. 27
Proposed 12" Force Main
Proposed Lift Station
Proposed 12" wastewater line extension
CR 220
Inset
Legend
Proposed Manhole
Proposed Lift Station
Proposed Gravity Sanitary Sewer
Proposed Force Main
CR 220 Improvements Service Area
Parcels Outside Service Area
Railroads
City Limits
VICINITY MAP
(NOT TO SCALE)
NOT TO SCALE
Exhibit B
ANGLETON
City of Angleton
Impact Fee Exhibit
Proposed Wastewater
Line Extension


Legend
Proposed Fire Hydrant
Proposed Water Valve
Proposed Waterline
Existing Fire Hydrant
Existing Water Valve
Existing Water Main
Railroads
CR 220 Improvements Service Area
Parcels Outside Service Area
City Limits
VICINITY MAP
(NOT TO SCALE)
Inset
Exhibit C
ANGLETON
City of Angleton
Impact Fee Exhibit
Proposed Water Line
Extension

THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: 6/8/2021

PREPARED BY: Chris Whittaker

AGENDA CONTENT: Discussion and possible action on a Letter of Intent with FMSbonds, Inc. for underwriting services & G-17 Disclosure.

AGENDA ITEM SECTION: Regular Agenda

BUDGETED AMOUNT: EnterTextHere **FUNDS REQUESTED:** EnterTextHere

FUND: EnterTextHere

EXECUTIVE SUMMARY:

The City is engaging FMSbonds, Inc. ("FMS") to serve as underwriter for future Public Improvement District financings. FMS is not a financial advisor or municipal advisor. As part of their services as underwriter, FMS may provide advice concerning the structure, timing, terms, and other similar matters concerning the issuance of special assessment revenue bonds. FMS is compensated only when and if bonds are ever issued.

RECOMMENDATION:

Staff recommends approval.

fmsbonds
Municipal Bond Specialists

May 10, 2021

Mr. Chris Whittaker
City Manager
City of Angleton
121 S Velasco
Angleton, TX 77515

Re: Letter of Intent for Underwriting Services & G-17 Disclosure

Dear Mr. Whittaker:

FMSbonds, Inc. ("FMS") has been engaged as the underwriter by the City of Angleton (the "City") for its forthcoming issuance of Special Assessment Bonds (the "Bonds"). We ask that you, as representative of the Issuer and Obligated Party within the meaning of SEC rules ("Issuer"), agree, and acknowledge by signing below:

- FMS has been engaged as the underwriter for the Bonds (the "Underwriter") and not as financial advisor or municipal advisor;
- As an Underwriter, FMS may provide advice to the City on the structure, timing, terms and other similar matters concerning the Bonds;
- The Issuer has reviewed Attachment I which contains Municipal Securities Rulemaking Board (MSRB) Rule G-17 disclosures;
- It is the present intention of the City that FMS will place the Bonds for the City, upon formal approval by the City, finalizing the structure of the Bonds, and the execution of a mutually agreed upon Bond Placement Agreement.
- Any advice, suggestions, or recommendations we may provide to the Issuer in connection with the structuring and issuance of the Bonds shall be part of our scope of services as Underwriter.
- The services we shall provide as Underwriter are limited in scope to the Bonds and in duration to completion of the underwriting of the Bonds.

Sincerely yours,

FMSbonds, Inc.

By: _____
Print Name: R.R. "Tripp" Davenport, III
Print Title: Director

Acknowledged and Agreed to by:

By: _____
Print Name: Mr. Chris Whittaker
Print Title: City Manager

Attachment I

MSRB G-17 Disclosure

The City has engaged FMSbonds, Inc. ("FMS") to serve as underwriter, and not as a financial advisor or municipal advisor, in connection with the issuance of the Bonds. As part of our services as underwriter, FMS may provide advice concerning the structure, timing, terms, and other similar matters concerning the issuance of the Bonds. Any such advice was provided by FMS as an underwriter and not as your financial advisor in this transaction.

Pursuant to the Notice, we are required by the MSRB to advise you that:

- MSRB Rule G-17 requires an underwriter to deal fairly at all times with both municipal issuers, delegated persons such as the Issuer and investors.
- The underwriter's primary role is to purchase the Bonds with a view to distribution in an arm's-length commercial transaction with the Issuer. As such, the underwriter has financial and other interests that differ from those of the Issuer.
- Unlike a municipal advisor, the underwriter does not have a fiduciary duty to the Issuer under the federal securities laws and are, therefore, not required by federal law to act in the best interests of the Issuer without regard to their own financial or other interests.
- The underwriter has a duty to purchase the Bonds from the Issuer at a fair and reasonable price, but must balance that duty with its duty to sell the Bonds to investors at prices that are fair and reasonable.
- As underwriter, we will review the disclosure document for the Bonds in accordance with, and as part of, our responsibilities to investors under the federal securities laws, as applied to the facts and circumstances of this transaction.[1]

FMS will be compensated by a fee and/or a fee that will be set forth in the bond purchase agreement to be negotiated and entered into in connection with the issuance of the Bonds. Payment or receipt of the underwriting fee or discount will be contingent on the closing of the transaction and the amount of the fee or discount may be based, in whole or in part, on a percentage of the principal amount of the Bonds. While this form of compensation is customary in the municipal securities market, it presents a conflict of interest since an underwriter may have an incentive to recommend a transaction that is unnecessary or to recommend that the size of a transaction be larger than is necessary. The Issuer acknowledges no such recommendation has been made by FMS.

Please note nothing in this letter is an expressed nor an implied commitment by us to provide financing or to purchase or place the Bonds or any other securities. Any such commitment shall

[1] Under federal securities law, an issuer of securities has the primary responsibility for disclosure to investors. The review of the disclosure document by the underwriters is solely for purposes of satisfying the underwriters' obligations under the federal securities laws and such review should not be construed by an issuer as a guarantee of the accuracy or completeness of the information in the disclosure document.

only be set forth in a bond purchase agreement or other appropriate form of agreement for the type of transaction undertaken by you.

Further, our participation in the transaction contemplated herein remains subject to, among other things, the execution of a bond purchase agreement (or other appropriate form of agreement), further internal review and approvals, satisfactory completion of our due diligence investigation and market conditions.

FMS is acting independently in seeking to act as an underwriter in the transactions contemplated herein and shall not be deemed for any purpose to be acting as an agent, joint venturer or partner of any other principal involved in the proposed financing. FMS assumes no responsibility, express or implied, for any actions or omissions of, or the performance of services by, the other underwriters in connection with the transactions contemplated herein or otherwise.

If you or any other Issuer representatives have any questions or concerns about these disclosures, please make those questions or concerns known immediately to FMS. In addition, Issuer should consult with its own financial, municipal, legal, accounting, tax and other advisors, as applicable, to the extent it deems appropriate. Depending on the final structure of the transaction that the City and FMS decide to pursue or if additional actual or perceived material conflicts are identified, we may be required to send you additional disclosures.

It is our understanding that you have the authority to bind the City with us, and that you are not a party to any conflict of interest relating to the subject transaction. If our understanding is incorrect, please notify FMS immediately.

The MSRB requires that we seek your acknowledgement that you have received this letter. Accordingly, please send me an email to that effect, or sign and return the enclosed copy of this letter to me at the address set forth above within five (5) business days of the date of this letter. Depending on the structure of the transaction that the Issuer decides to pursue, or if additional actual or perceived material conflicts are identified, we may be required to send you additional disclosures. At that time, we also will seek your acknowledgement of receipt of any such additional disclosures.

THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: 06/08/2021

PREPARED BY: Glenn LaMont, Megan Mainer, Martha Eighme, and Colleen Martin

AGENDA CONTENT: Discussion and possible actions on any of Governor Abbott's latest executive orders, Brazoria County's emergency declarations and impact on the City of Angleton and how to proceed with city business in the future.

AGENDA ITEM SECTION: Regular Agenda

BUDGETTED AMOUNT: N/A **FUNDS REQUESTED:** N/A

FUND: N/A

EXECUTIVE SUMMARY:

Staff would like City Council's advice and direction on latest policies and priorities on using the latest CARES Act funding. This is also an Opportunity for Council to ask questions on COVID-19 response. Topics include vaccination updates, funding, and personnel policies.

RECCOMENDATION:

Discussion, Questions and approval of the revised CARES Act spending plan.

THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: June 8, 2021

PREPARED BY: Lindsay Koskiniemi

AGENDA CONTENT: Informational update on Brazoria County Joint Airport Zoning Board

AGENDA ITEM SECTION: Regular Agenda

BUDGETED AMOUNT: N/A **FUNDS REQUESTED:** N/A

FUND: N/A

EXECUTIVE SUMMARY:

On May 26, 2021, Coffman Associates, consultant to the Texas Gulf Coast Regional Airport (LBX), hosted an information workshop on the airport layout plan and business plan that includes a comprehensive twenty-year capital improvement plan.

Updates to the plans include aviation demand forecasts to be reviewed and approved by Texas Department of Transportation Aviation Division (TxDOT) and the Federal Aviation Administration (FAA). In addition to aviation demand projections, the two-year long study evaluates capital needs including the airport's capabilities, timely planning for development and land use, facility needs, and other areas to ensure economic self-sufficiency.

A Planning Advisory Committee (PAC) has been comprised to review and comment on the study, however, any interested citizen is encouraged to provide comments and suggestions to the project team. Citizens can utilize the 'Comment' feature on this project website. Direct communication with the project managers via phone or email is also acceptable. The project managers are listed in the 'Contacts' section of this website.

The website can be accessed using the following link: https://lbx.airportstudy.net/

RECOMMENDATION:

Members of City Council are encouraged to review the study documents available on the airport study website and provide any comments to Coffman Associates no later than June 16, 2021.

TEXAS GULF COAST REGIONAL AIRPORT

BRAZORIA COUNTY

AIRPORT MASTER PLAN

Executive Summary

TEXAS GULF COAST REGIONAL AIRPORT
BRAZORIA COUNTY

The Texas Gulf Coast Regional Airport is owned and operated by Brazoria County, Texas. The airport was constructed in 1981 on 435 acres of property, half of which was donated by The Dow Chemical Company. The initial runway was 6,000 feet in length and was extended to 7,000 feet in 1995 primarily to accommodate regular charter flights operated by Dow Chemical for their employees. In order to fully accommodate these scheduled charter flights, the airport maintains a Federal Aviation Regulation (FAR) Part 139 commercial service certificate.

The greater Houston area suburbs have been growing rapidly, particularly toward the south and southwest in recent years. This master plan provides a blueprint for the airport to grow with the surrounding communities and the greater Houston area.

The airport is a general aviation reliever as designated by the Texas Department of Transportation – Aviation Division (TxDOT) and the Federal Aviation Administration (FAA). As a reliever, the airport is intended to accommodate general aviation aircraft such as business jets and turboprops that might otherwise utilize more congested Houston area commercial service airports.

Today, the airport supports nearly 100 based aircraft and experiences approximately 78,000 annual operations. There are numerous aviation related businesses that operate at the airport, including the Dow Chemical flight department, several helicopter transport companies, aircraft maintenance businesses, aircraft charter operators, and a popular restaurant. Airport amenities include:

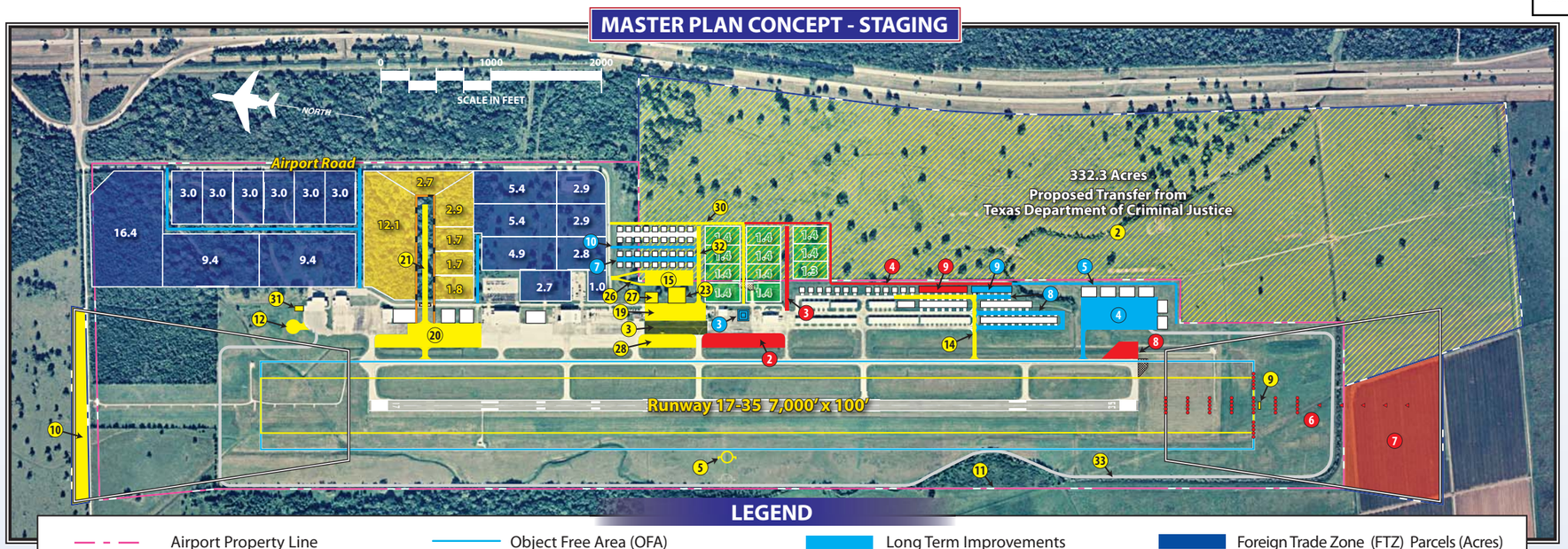
- Newly reconstructed 7,000-foot long concrete runway (completed summer 2010).
- FAR Part 139 Commercial Service Certificate
- A 146-acre Foreign Trade Zone with planned taxiway access.
- Advanced navigational aids including an ADS-B antenna.
- Category I instrument approach to Runway 17.
- GPS instrument approaches with both vertical and horizontal guidance to both runway ends.
- Developable property for aviation and non-aviation related businesses or hangars.
- Fixed base operator services including flight planning and pilot lounge.
- On-airport rental cars.

FORECAST SUMMARY

	ACTUAL	FORECASTS		
	2008	2014	2019	2029
ANNUAL OPERATIONS				
Air Carrier (Dow)	520	520	520	520
General Aviation				
Itinerant	45,831	50,000	57,000	74,000
Local	27,740	30,000	34,000	45,000
Military				
Itinerant	1,000	1,000	1,000	1,000
Local	--	--	--	--
Air Taxi (Itinerant)	2,890	2,980	3,080	3,480
Total Itinerant	**50,240**	**54,500**	**61,600**	**79,000**
Total Local	**27,740**	**30,000**	**34,000**	**45,000**
Total Operations	**77,981**	**84,500**	**95,600**	**124,000**
ENPLANEMENTS	**8,886**	**12,194**	**13,936**	**17,420**
BASED AIRCRAFT				
Single Engine	81	93	99	119
Multi-engine	5	5	6	7
Turboprop	2	3	4	6
Business Jet	1	2	3	6
Helicopter	8	6	7	10
Other	--	1	1	2
Total Based Aircraft	**97**	**110**	**120**	**150**
Instrument Approaches (AIAs)	NA	1,090	1,232	1,580

Study Process and Recommendations

The Airport Master Plan for the Texas Gulf Coast Regional Airport began in mid-2009 and was finalized in mid-2010. The airport has experienced growth in operations and based aircraft since its last full master plan in 2003. The FAA desires airports to update their master plans every five to seven years to account for changes in the local and national aviation economies. This study provided an opportunity for the airport to develop a long range (20-year) vision for airport development based on forecast growth. The overall goal of the plan is to provide systematic guidelines for the airport's maintenance, development, and operation.



SHORT TERM IMPROVEMENTS

2011
1. Environmental Documentation (Localizer, RPZ, TDCJ) - *NP*
2. Transfer In TDCJ Property (332 acres)
3. Mill/Overlay Middle Apron
4. Pavement Management Program - *NP*
5. Relocate Segmented Circle and Lighted Windcone
6. Master Drainage Plan - *NP*
7. Wildlife Assessment - *NP*
8. Annual RAMP Projects - *NP*

2012
9. Relocate Localizer
10. Acquire RPZ Land North (7.6 acres)
11. Wildlife Fence
12. Compass Rose
13. Replacement Aircraft Rescue Fire Fighting (ARFF) Truck - *NP*
14. T-hangar Taxilane (PH1)
15. Terminal Area Engineering, Architecture, Design (Projects #2, 16, 20)
16. Wastewater Installation to Existing South Airport Boundary - *NP*
17. Wastewater Installation to Ultimate South Airport Boundary - *NP*
18. Annual RAMP Projects - *NP*

2013
19. Construct Terminal Apron (PH1)
20. Expand North Apron
21. Extend Taxiway into Foreign Trade Zone (FTZ)
22. Waterline Installation to Existing South Airport Boundary - *NP*
23. Construct Conventional Hangar
24. Waterline Installation to Existing South Airport Boundary - *NP*
25. Annual RAMP Projects - *NP*

2014
26. Construct Terminal Loop Road and Parking Lot
27. Terminal Building
28. Construct Terminal Apron (PH2)
29. Annual RAMP Projects - *NP*

2015
30. Access Road (PH1)
31. Maintenance Building
32. Extend Taxiway Adjacent to Terminal Building (PH1)
33. Perimeter Service Road
34. Annual RAMP Projects - *NP*

INTERMEDIATE TERM IMPROVEMENTS

1. Environmental Documentation - *NP*
2. Construct Terminal Apron (PH3)
3. Extend Taxiway D for Parcel Development
4. Access Road (PH2) to Parcels
5. Utility Extensions (PH2) - *NP*
6. MALSR Runway 35
7. Acquire RPZ Land Runway 35 (22.4 acres)
8. Construct Hold Apron Runway 35
9. Construct T-hangars
10. Master Plan Update - *NP*
11. Annual RAMP Projects - *NP*

LONG TERM IMPROVEMENTS

1. Environmental Documentation - *NP*
2. Airport Traffic Control Tower (ATCT) Study - *NP*
3. Construct ATCT
4. Construct South Apron
5. Access Road (PH3) to South Apron
6. Utility Extensions (PH3) - *NP*
7. Extend Taxiway Adjacent to Terminal Building (PH2)
8. T-hangar Taxilane (PH2)
9. Construct T-hangars
10. Access Road (PH2) to Terminal Box Hangars
11. Annual RAMP Projects - *NP*

NP - Not Pictured

RAMP - Routine Airport Maintenance Program (TxDOT)

MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator

The master plan study was developed in three phases with a planning advisory committee (PAC) made up of community and airport stakeholders, including TxDOT, who reviewed draft phase reports during the process. Two well attended public information workshops were also held at the airport to involve the public and to present the major findings of the plan. With input from each of these constituencies, a final plan was put forth, along with a 20-year capital improvement program.

The final recommendations of the study provide for the following projects:

- Relocate the localizer antenna outside of the Runway Safety Area.
- Construct taxilanes to facilitate construction of additional aircraft storage hangars.
- Acquire approximately 332 acres of property from the Texas Department of Criminal Justice for future aviation related purposes and non-aviation revenue support.
- Extend municipal water and wastewater to the airport to facilitate economic growth.
- Construct a replacement airport terminal building.
- Develop a new terminal area and apron located more central to the runway system.
- Construct a new large conventional hangar for airport revenue generation and FBO operations.
- Add an approach lighting system to the Runway 35 end to potentially improve the instrument approach minimums.
- Construct an airport traffic control tower to improve the safety and efficiency of operations.
- Construct a new south end corporate aviation facility to include hangars and apron.
- Extend a taxiway into the Foreign Trade Zone to provide a unique aviation related business development opportunity.
- Acquire approximately seven acres north of the airport and approximately 22 acres to the south that fall under the runway protection zones.

In total, the program is estimated to cost $34.1 million over the 20-year planning period. Approximately $21.2 million is eligible for funding under the Federal Airport Improvement Program. The remaining $12.9 million would be the responsibility of the local airport sponsor. The local portion may include funding from state grants or from private entities.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

PROGRAM DESCRIPTION	PROJECT COST	FAA/TxDOT SHARE	LOCAL SHARE
TOTAL SHORT TERM PROGRAM (0-5 YEARS)	$21,054,000	$12,290,200	$8,763,800
TOTAL INTERMEDIATE PROGRAM (6-10 YEARS)	$5,987,000	3,766,300	$2,220,700
TOTAL LONG TERM PROGRAM (11-20 YEARS)	$7,045,000	$5,115,200	$1,929,800
TOTAL PROGRAM COSTS	$34,086,000	$21,172,000	$12,914,000

The primary issues and objectives upon which the Airport Master Plan is based will remain valid for many years. However, flexibility is built into the plan to allow the airport to respond to changing needs or compliance requirements. Some projects, such as hangar construction, should only be undertaken as demand indicates. Each year, the airport is required to submit an updated list of priority projects to TxDOT. The Airport Master Plan provides documentation and support for those projects identified in the capital improvement program.

The Brazoria County Commissioners' Court would like to thank the individuals and organizations who participated in the development of the Texas Gulf Coast Regional Airport Master Plan.

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TEXAS
GULF COAST
REGIONAL AIRPORT
BRAZORIA COUNTY

Draft Final ALP Update & Business Plan

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Introduction

The purpose of the Airport Layout Plan (ALP) Update and Business Plan is to provide the Texas Gulf Coast Regional Airport (LBX), the Texas Department of Transportation – Aviation Division (TxDOT), and the Federal Aviation Administration (FAA) with a clear vision of the necessary LBX improvements over the next 20 years. The report will also include an updated ALP drawing set, which is a drawing of the airport showing current and future conditions. The updates to the ALP set will focus on the facility changes that have occurred since the completion of the last master plan update in 2010 and on the development direction of planned future projects. This study also includes a business plan component. Specific objectives for this study include the following:

- Review the airport's planning, business, development, and staffing needs and recommend best implementation strategy for airport/FBO success and economic self-sufficiency;
- Review/update/initiate as needed – airport guiding documents in conformance with applicable FAA guidance and orders;
- Identify strategic initiatives for airport development, operation, and marketing;
- Identify potential partnering opportunities with area schools or other businesses to promote aviation education and business uses and opportunities;

- Develop strategic plan including updated/new vision and mission statements; and,
- Provide strategies to protect the airport from encroachment and incompatible land uses.

The ALP Update and Business Plan is being prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13A, *Airport Design*; AC 150/5070-6B, *Airport Master Plans*; and FAA ARP Standard Operating Procedure (SOP) 2.00 – Appendix A – ALP Review Checklist. The following paragraphs outline the study background, objectives, study elements, and process.

PROCESS

The Airport Layout Plan Update and Business Plan is prepared in a systematic fashion pursuant to the scope of services that was coordinated with the airport sponsor (Brazoria County) and TxDOT. The study includes the following elements:

ELEMENT 1 | Study Initiation – Development of the scope of services, budget, and schedule. A project website will also be set up to distribute project materials to the public. This element also includes conducting sessions with LBX staff to shape/update the airport's vision and mission statements.

ELEMENT 2 | Inventory of Existing Conditions – Inventory of facility and operational data and wind data. This step establishes existing airfield facility conditions and capacities and identifies existing environmental conditions at the airport.

ELEMENT 3 | Aviation Demand Forecasts – Aviation demand levels at the airport (based aircraft, operations, and air taxi demand) are forecasted to establish the existing and ultimate critical design aircraft. The forecasting approach utilizes the FAA's *Terminal Area Forecast* (TAF), as well as regional and local socioeconomic and aviation trends. The forecasts will ultimately be submitted to TxDOT for review and approval.

ELEMENT 4 | Facility Requirements and Alternatives – Determinations will be made for the airport's facility requirements for existing, short-term, intermediate-term, and long-term timeframes based upon both the critical aircraft and updated forecasts. Evaluation of various development alternatives to accommodate current and forecasted facility needs for airside and landside facilities.

ELEMENT 5 | Airport Plans and Land Use Compatibility – Airport layout plans will be developed to depict the recommended development concept. The drawings are developed to meet the requirements of FAA's Standard Operating Procedure (SOP), *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*, effective date October 1, 2013. The updated ALP set will be included as **Appendix B** to this study. The airport's noise exposure and land use compatibility will also be evaluated. An environmental overview will identify any potential environmental concerns that must be addressed prior to the implementation of the recommended development program.

ELEMENT 6 | Financial Management and Development Program – Development schedules and cost estimates will be prepared for the recommended concept, and potential federal and state aid for specific

projects will be identified. A five-year Capital Improvement Program (CIP) and financial analysis will be prepared to identify capital funds required by the Airport Commission to accomplish each proposed stage of improvements for the airport.

ELEMENT 7 | Final Drawings and Reports – Final report documentation will include a technical report (printed and digital formats) and full-size/full-color copies of report exhibits and drawings produced for the study.

ELEMENT 8 | Airport Business Plan – The business plan will explore various business planning elements, including airport operational review, airport guidance document review/updates, FBO analysis, and other airport operational considerations.

SWOT ANALYSIS

STRENGTHS, WEAKNESSES, OPPORTUNITIES and THREATS (SWOT)

The purpose of a SWOT analysis is to categorize actual and perceived strengths, weaknesses, opportunities, and threats. In performing the SWOT analysis, strengths and weaknesses are internal to the organization while opportunities and threats are external. The results of the SWOT analysis serve to document the planning team's understanding of the airport and the organization. The four components of the SWOT analysis are:

Strengths – internal items accomplished particularly well or unique assets of the airport or the organization, especially in comparison to competitive and comparable airports or organizations. Strengths need to be preserved, built on, and leveraged.

Weaknesses – internal items that: 1) are not accomplished particularly well; 2) hinder or prevent desired performance; or 3) are acutely lacking or need improvement. Weaknesses need to be addressed and remedied.

Opportunities – external items that could help realize the mission and vision for the airport. Opportunities may be identified by studying changes or trends within the industry, the marketplace, or the community. Opportunities need to be seized or capitalized on.

Threats – external items that could threaten the realization of the airport's mission and vision. As with opportunities, threats are typically identified by studying changes or trends within the industry and the local marketplace. Threats need to be managed, or if possible, eliminated.

The results of the SWOT analysis conducted with the study's Planning Advisory Committee (PAC) at the initiation of this project are presented below.

S Strengths

- Available land
- Airport fits Dow's model really well
- Airport location/highway accessibility
- Potential future transportation infrastructure/intramodality
- Elevation above sea level – competitive advantage over other areas
- FTZ designation
- Being in Houston area and all opportunity that brings
- Resource during emergency events
- Dow's presence and other businesses in region
- Great facilities (terminal, runway, hangars)
- Engaged stakeholders
- Easy airport to operate to/from for pilots
- Good coexistence between small operators and commercial operators
- Expanded utilities/infrastructure to accommodate future development
- Good restaurant
- Local representatives are very interactive with and supportive of the airport
- Location between two good, growing communities
- Part 139 certificated airport
- Municipal water on airport
- Great staff

W Weaknesses

- Flooding issues (entrance road)
- Lack of available space for MROs
- Entrance road needs to be improved for heavier traffic
- Need better understanding of local competition
- Lack of good signage/awareness of airport in community
- Lack of focused diversification
- Impression that airport is playground for rich
- Cost of constructing new facilities is higher
- Unawareness of economic benefit of airport
- Not many public events at airport
- Need for more public education on airport benefits

O Opportunities

- Capitalize when competition is not building new projects
- County-owned airport/FBO able to negotiate contracts with tenants directly
- Set specific tenant targets – don't compromise
- Able to determine permitting processes to the benefit of new development
- Demand for new hangar facilities – waiting list
- Able to move quickly with projects due to open collaboration with local jurisdictions/elected officials
- Supplemental AIP funding
- Continued investment by local jurisdictions in airport
- Regional workforce can support aviation-related industries at airport
- Promote airport strengths when pursuing business development
- Having a symbiotic relationship with companies in region
- Attracting DOD activities
- Development of jobs/tax base on 180+ acre parcel

T Threats

- Shrinking GA community/lack of pilots
- Stagnant federal funding program levels
- Falling behind competitive curve
- Increasing regulation/enforcement at federal and county level
- Lack of aviation interest from young generations
- Potential for hurricanes, tropical storms, flooding

Chapter 2
Forecasts of Aviation Demand

Facility planning requires a definition of demand that may be expected to occur during the useful life of the facility's crucial components. For LBX, this involves projecting aviation demand for a 20-year timeframe. In this report, forecasts of county registered aircraft, based aircraft, based aircraft fleet mix, annual airport operations, and forecasts of airport peaking characteristics are projected.

The forecasts generated may be used for a multitude of purposes, including facility needs assessments and environmental evaluations. The forecasts will be submitted to TxDOT for review and approval to ensure accuracy and reasonable projection of aviation activity. The intent of the projections is to enable the airport to make facility improvements to meet demand in the most efficient and cost-effective manner possible.

It should be noted that aviation activity can be affected by numerous outside influences on a local, regional, and national level. As a result, forecasts of aviation demand should be used only for advisory purposes. It is recommended that planning strategies remain flexible enough to accommodate any unforeseen facility needs.

FORECASTING APPROACH

Typically, the most accurate and reliable forecasting approach is derived from multiple analytical forecasting techniques. Analytical forecasting methodologies typically consist of regression analysis, trend analysis and extrapolation, market share or ratio analysis, and smoothing. Through the use of multiple forecasting techniques based upon each aviation demand indicator, an envelope of aviation demand projections can be generated.

Regression analysis can be described as a forecasting technique that correlates certain aviation demand variables (such as passenger enplanements or operations) with economic measures. When using regression analysis, the technique should be limited to relatively simple models containing independent variables for which reliable forecasts are available (such as population or income forecasts).

Trend analysis and extrapolation is a forecasting technique that records historical activity (such as airport operations) and projects this pattern into the future. Oftentimes, this technique can be beneficial when local conditions of the study area are differentiated from the region or other airports.

Market share or ratio analysis can be described as a forecasting technique that assumes the existence of a top-down relationship between national, regional, and local forecasts. The local forecasts are presented as a market share of regional forecasts, and regional forecasts are presented as a market share of national forecasts. Typically, historical market shares are calculated and used as a base to project future market shares.

Smoothing is a statistical forecasting technique that can be applied to historical data, giving greater weight to the most recent trends and conditions. Generally, this technique is most effective when generating short-term forecasts.

NATIONAL GENERAL AVIATION TRENDS

The long-term outlook for general aviation is stable, as growth at the high-end offsets continuing retirements at the traditional low end of the segment. The active[1] general aviation fleet is forecast to decrease in number between 2019 and 2040, declining from 212,335 to 210,380. While steady growth in both GDP and corporate profits results in continued growth of the turbine and rotorcraft fleets, the largest segment of the fleet – fixed-wing piston aircraft – continues to shrink over the forecast. Drivers of the decline in fixed-wing piston aircraft are unfavorable pilot demographics, overall increasing cost of aircraft ownership, availability of lower cost alternatives for recreational usage, coupled with new aircraft deliveries not keeping pace with aircraft retirements.

Despite a decrease in total active aircraft, the number of flight hours is projected to increase from 25.5 million hours in 2018 to 30.2 million by 2040. This growth in flight hours is a result of newer more sophisticated turbine fixed wing and rotorcraft aircraft flying more hours.

[1] An active aircraft is one that flies at least one hour during the year.

Exhibit 2A shows the primary general aviation demand indicators as forecast by the FAA.

GENERAL AVIATION AIRCRAFT FLEET MIX

For 2019, the FAA estimated there were 142,335 piston-powered aircraft in the national fleet. The total number of piston-powered aircraft in the fleet is forecast to decline by 1.0 percent annually from 2020-2040, resulting in 115,970 by 2040. This includes a decline of 1.0 percent annually for single engine pistons and 0.5 percent for multi-engine pistons.

Total turbine aircraft are forecast to grow at an annual growth rate of 1.8 percent through 2040. The FAA estimates there were 25,000 fixed-wing turbine-powered aircraft in the national fleet in 2019, and there will be 36,595 by 2040. This includes annual growth rates of 1.2 percent for turboprops and 2.2 percent for business jets.

Total helicopters are forecast to grow at an annual growth rate of 1.6 percent annually through 2040. The FAA estimates there were 10,165 helicopters in 2019, which are forecast to grow to 14,295 by 2040. This includes annual growth rates of 1.4 percent for piston helicopters and 1.7 percent for turbine helicopters.

The FAA also forecasts growth for experimental aircraft, light sport aircraft, and other types such as gliders and ultralight aircraft. Combining each of these aircraft types, there were 34,835 “other” aircraft in 2019 that are forecast to grow to 43,520 by 2040, for an annual growth rate of 1.1 percent.

GENERAL AVIATION OPERATIONS

The FAA also forecasts total operations based upon activity at control towers across the U.S. Operations are categorized as air carrier, air taxi/commuter, general aviation, and military.

General aviation operations, both local and itinerant, declined significantly as a result of the 2008-2009 recession and subsequent slow recovery. Through 2040, total general aviation operations are forecast to grow 0.29 percent annually. This includes annual growth rates of 0.33 percent for local general aviation operations and 0.26 percent for itinerant general aviation operations. Itinerant general aviation operations are expected to increase from 14.2 million in 2019 to 15.2 million in 2040. Local general aviation operations are expected to grow from 13.1 million in 2019 to 14.5 million in 2040.

Exhibit 2A presents the historical and forecast U.S. active general aviation operations at towered airports.

GENERAL AVIATION AIRCRAFT SHIPMENTS AND REVENUE

The 2008-2009 economic recession had a negative impact on general aviation aircraft production, and the industry has been slow to recover. Aircraft manufacturing declined for three straight years from 2008 through 2010. According to the General Aviation Manufacturers Association (GAMA), there is optimism

that aircraft manufacturing will stabilize and return to growth, which has been shown since 2011. **Table 2A** presents historical data related to general aviation aircraft shipments.

Worldwide shipments of general aviation airplanes have increased each of the last three years, with a total of 2,658 units delivered around the globe, compared to 2,268 units in 2016. Worldwide general aviation billings were also highest since 2014. In 2019, $23.515 billion in new general aviation aircraft were shipped as compared to $20.564 billion in 2018. North America continues to be the largest market for general aviation aircraft and leads the way in the manufacturing of piston, turboprop, and jet aircraft. The Asian-Pacific region is the second largest market for piston-powered and turboprop aircraft.

TABLE 2A
Annual General Aviation Airplane Shipments
Manufactured Worldwide and Factory Net Billings

YEAR	TOTAL	SEP	MEP	TP	J	NET BILLINGS ($MILLIONS)
2009	2,283	893	70	446	874	19,474
2010	2,024	781	108	368	767	19,715
2011	2,120	761	137	526	696	19,042
2012	2,164	817	91	584	672	18,895
2013	2,353	908	122	645	678	23,450
2014	2,454	986	143	603	722	24,499
2015	2,331	946	110	557	718	24,129
2016	2,267	890	129	582	666	20,432
2017	2,325	936	149	563	677	20,201
2018	2,443	954	185	601	703	20,564
2019	2,658	1,111	213	525	809	23,515

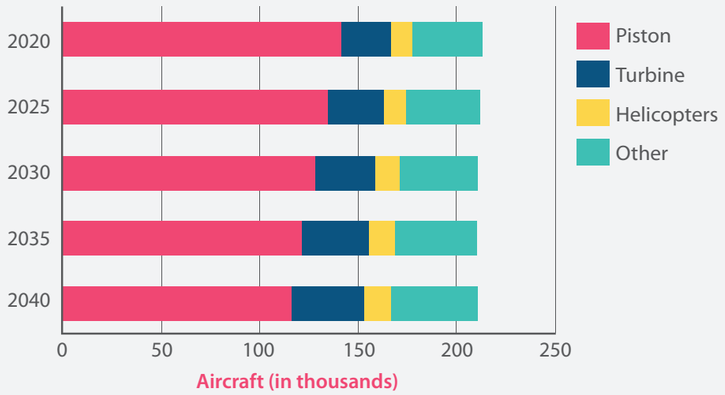
SEP - Single Engine Piston; MEP - Multi-Engine Piston; TP - Turboprop; J - Turbofan/Turbojet
Source: General Aviation Manufacturers Association, 2019 Databook

Business Jets: Business jet deliveries grew from 703 units in 2018 to 809 units in 2019, the most since 2009. The North American market accounted for 67.1 percent of business jet deliveries, which is a 2.0 percent increase in market share compared to 2018.

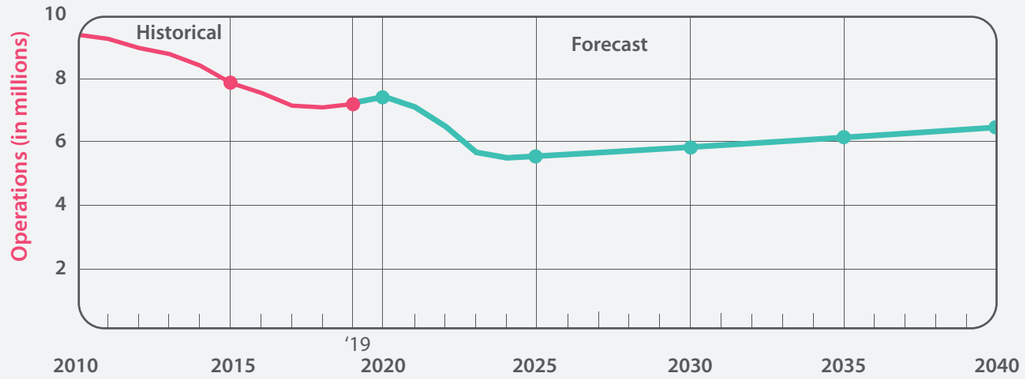
Turboprops: Turboprop shipments were down from 601 in 2018 to 525 in 2019. North America's market share of turboprop aircraft, however, increased by 0.5 percent in the last year. The Latin American and Middle East African markets also increased, while the European and Asian-Pacific markets decreased their market share.

Pistons: In 2019, piston airplane shipments grew to 1,111 units over 2018's shipment of 954 units. North America's market share of piston aircraft deliveries recovered from a 4.1 percent decline in 2018 with a 4.9 percent increase in 2019. The Asian-Pacific and Latin American markets experienced declines in market share during the past year.

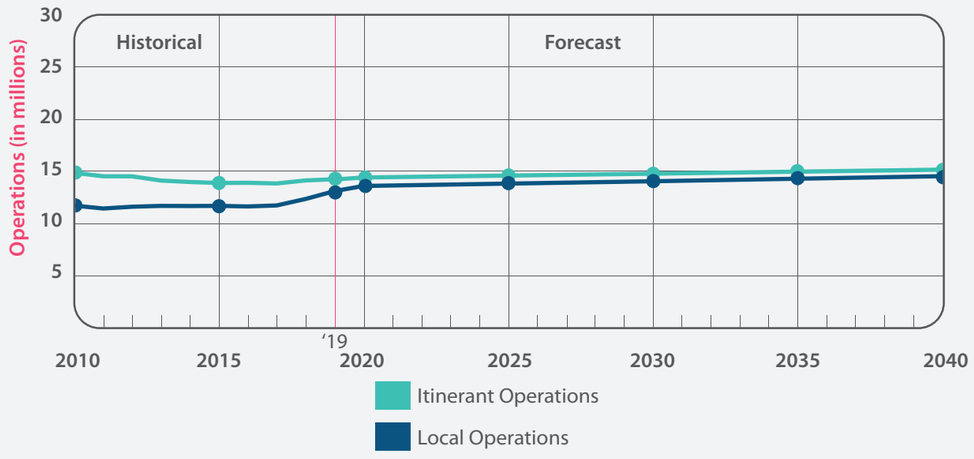
U.S. Active General Aviation Aircraft



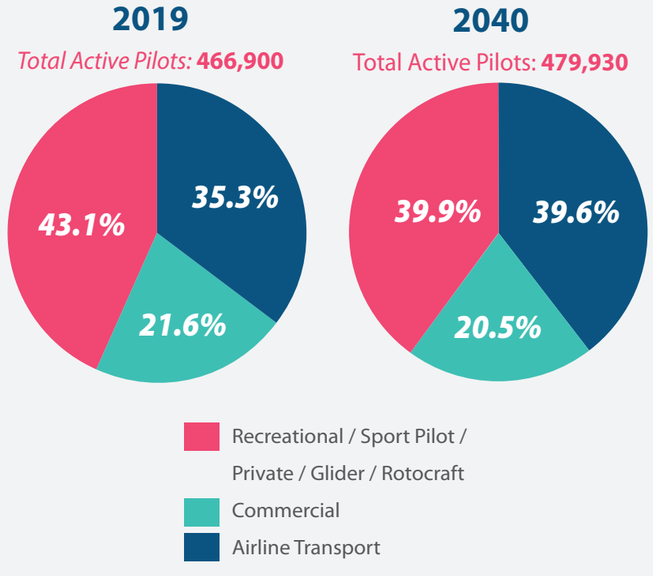
U.S. Air Taxi Operations



U.S. General Aviation Operations



Active Pilots By Certificate



*Excludes Student Pilot Certificates

Source: FAA Aerospace Forecasts FY2020-2040

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U.S. PILOT POPULATION

There were 664,565 active pilots certificated by the FAA at the end of 2019, including student pilot certificates. All pilot categories, except for private, rotorcraft only, and recreational only certificates, continued to increase. Except for student pilots and airline transport pilots (ATP), the number of active general aviation pilots is projected to decrease about 12,120 (down 0.2 percent annually) between 2019 and 2040. The ATP category is forecast to increase by 25,150 (up 0.7 percent annually). The FAA has suspended the student pilot forecast due to insufficient data.

RISKS TO THE FORECAST

While the FAA is confident that its forecasts for aviation demand and activity can be reached, this is dependent on several factors, including the strength of the global economy, security (including the threat of international terrorism), and oil prices. Higher oil prices could lead to further shifts in consumer spending away from aviation, dampening a recovery in air transport demand. Oil prices moved lower in 2019 to about $60 per barrel and lower still in early 2020 but are projected to gradually increase to $100 per barrel by 2040.

The rapid spread of the novel coronavirus (COVID-19) that began in early 2020 now presents a new risk without clear historical precedent. It is not clear at this point how the virus will affect aviation in the long-term; however, impacts have already been felt in 2020 and could carry over into 2021. The long-term impact of COVID-19 on the aviation industry will not be understood until the full spread or intensity of the human consequences, as well as the breadth and depth of possible economic fallout, is known.

AIRPORT SERVICE AREA FORECASTS

In determining aviation demand for an airport, it is necessary to identify the role of that airport. LBX is classified as a general aviation (GA) reliever airport in the NPIAS. As such, the primary role of the airport is to relieve GA traffic from the Houston area commercial service airports and to support GA activities of the local area. GA is a term used to describe a diverse range of aviation activities, which includes all segments of the aviation industry, except commercial air carriers and the military. GA is the largest component of the national aviation system and includes activities, such as pilot training, recreational flying, and the use of sophisticated turboprop and jet aircraft for business and corporate use.

The initial step in determining the GA demand for an airport is to define its service area. The airport service area is a generalized geographical area where there is a potential market for airport services, particularly based aircraft. Access to GA airports and transportation networks enter the equation to determine the size of a service area, as well as the quality of aviation facilities, distance, and other subjective criteria.

Typically, the service area for a Local GA airport can extend up to and even beyond 30 miles. The proximity and level of GA services are largely the defining factors when describing the GA service area. As shown in **Table 2B**, there are 10 public-use airports located within 30 nautical miles of LBX. Of the 10 airports, only three of them are within the *National Plan of Integrated Airports System* (NPIAS). Those that are not in the NPIAS have very limited facilities and generally serve only a few based aircraft. Bay City Regional Airport, the closest NPIAS airport to LBX, is in Matagorda County, west of Brazoria County. The other NPIAS airports in the region, Houston-Southwest and Pearland Regional, are both GA relievers within the City of Houston; however, Pearland Regional is located within the jurisdictional boundary of Brazoria County.

TABLE 2B
Airports Within 30 NM from LBX

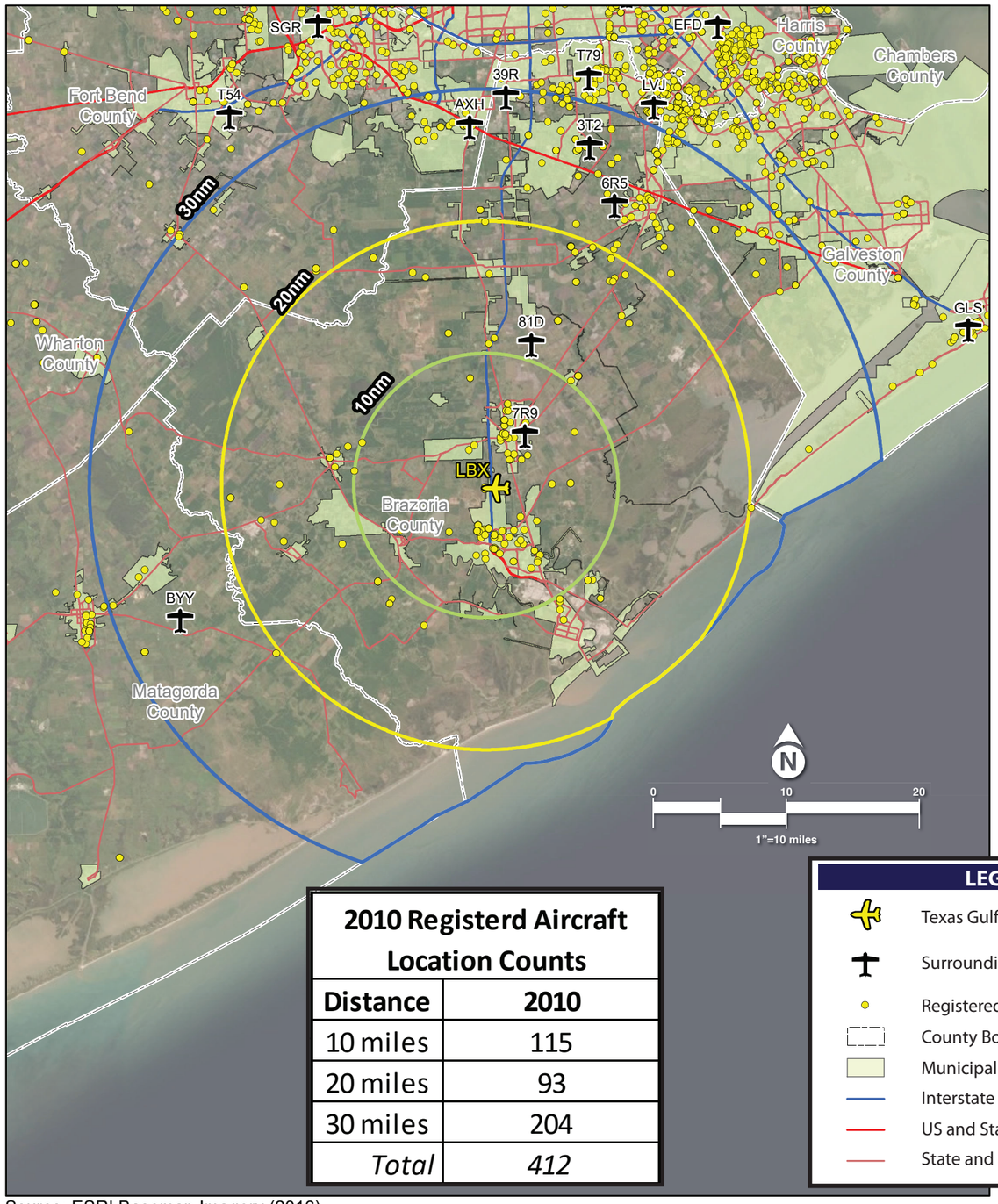
Airport	Nautical Miles/ Direction from LBX[1]	FAA Service Level[2]	Based Aircraft[1]	Annual Operations[1]	Longest Runway (ft.)[1]	Lowest Visibility Minimum[1]
Texas Gulf Coast Regional (LBX)	--	**Reliever**	**104**	**79,915**	**7,000**	**½-mile**
Bailes Airport (7R9)	4.7 nm NE	N/A	9	1,092	2,060	None
Flyin'Tiger Airport (81D)	9.7 nm NNE	N/A	6	1,768	2,261	None
Alvin Airpark Airport (6R5)	20.5 nm NNE	N/A	16	N/A	1,500	None
Bay City Regional Airport (BYY)	22.6 nm WSW	GA - Local	31	14,235	5,107	1-mile
Wolfe Air Park Airport (3T2)	23.3 nm NNE	N/A	75	16,060	2,910	None
Houston-Southwest Airport (AXH)	23.9 nm N	Reliever	25	42,705	5,002	1-mile
Flyin' B Airport (39R)	25.8 nm N	N/A	N/A	N/A	2,100	None
Pearland Regional Airport (LVJ)	27.3 nm NNE	Reliever	183	59,860	4,313	⅞-mile
Skyway Manor Airport (T79)	27.7 nm NNE	N/A	5	504	2,550	None
Lane Airpark Airport (T54)	29.8 nm NNW	N/A	7	1,976	3,200	None

Sources: [1]FAA Form 5010 Airport Master Record / basedaircraft.com; [2]NPIAS.

When discussing the GA service area, two primary demand segments need to be addressed. The first component is the airport's ability to attract based aircraft. Almost universally, aircraft owners choose to base at an airport nearer their home or business. Convenience is the most common reason for basing. **Exhibit 2B** depicts a 10-, 20-, and 30-nautical mile (nm) radius from LBX, which extends through the majority of Brazoria County, missing only the very northern portion. The exhibit also depicts registered aircraft within the region both in 2010 and in 2019. Most registered aircraft in both years are within the 20-30 nm ring, which includes the southern portion of the City of Houston. The number of registered aircraft in the 10 nm ring has dropped since 2010 from 115 to 81 in 2019.

The second demand segment to consider is itinerant aircraft operations. In most cases, itinerant aircraft operators will also elect to utilize airports nearer their intended destination. This, however, is highly dependent on the airport's capabilities to accommodate the aircraft operator. As a result, airports with better services and facilities are more likely to attract a larger portion of the region's itinerant aircraft operations.

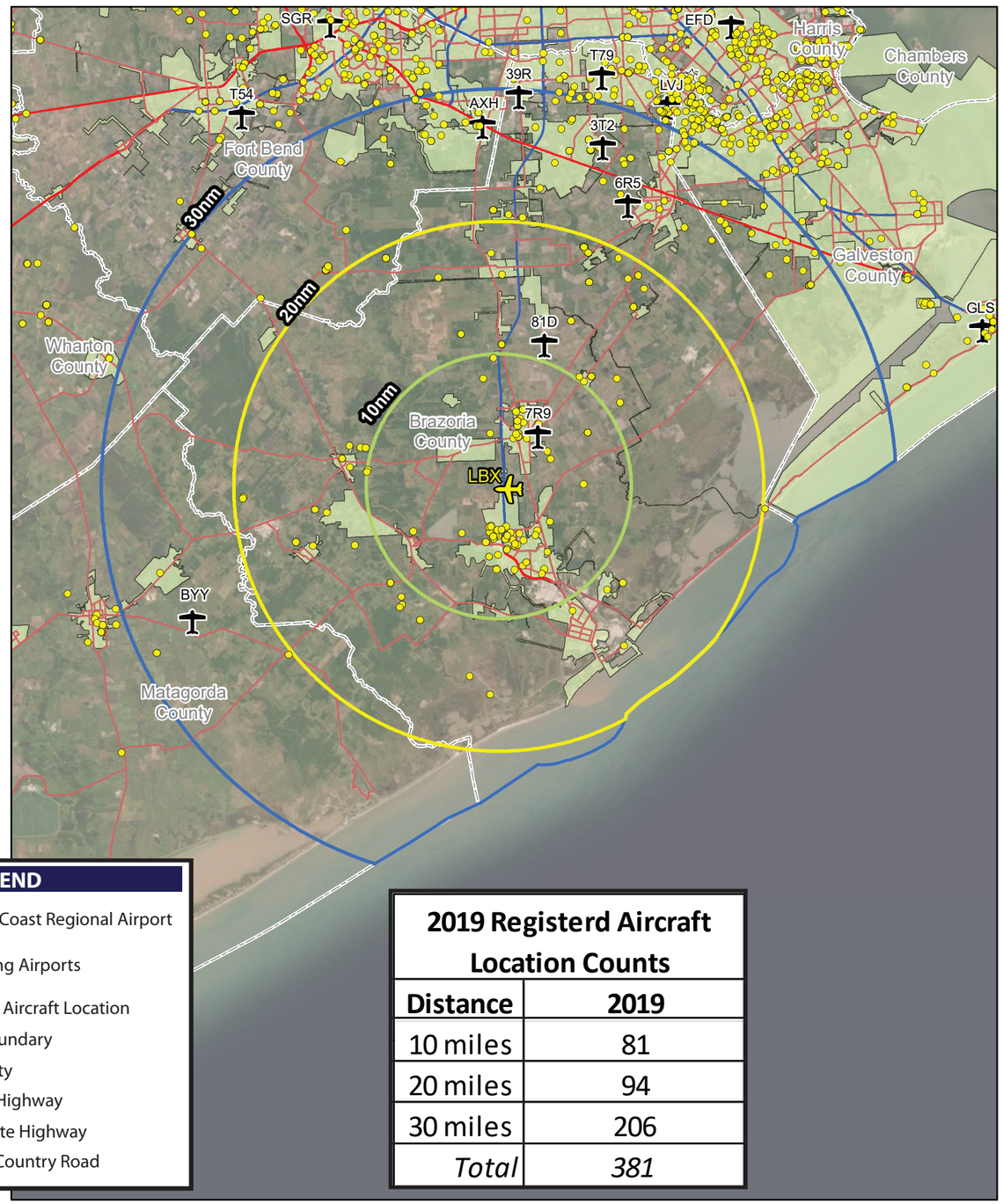
LBX has better available services and facilities compared to the other public-use airports in the region. It is centrally located within Brazoria County so it is the most convenient airport to most county-registered



2010 Registerd Aircraft Location Counts	
Distance	**2010**
10 miles	115
20 miles	93
30 miles	204
Total	*412*

LEGEND

- Texas Gulf Coast Regional Airport
- Surrounding Airports
- Registered Aircraft Location
- County Boundary
- Municipality
- Interstate Highway
- US and State Highway
- State and Country Road



2019 Registerd Aircraft Location Counts	
Distance	**2019**
10 miles	81
20 miles	94
30 miles	206
Total	*381*

Source: ESRI Basemap Imagery (2016),
FAA Registered Aircraft Database

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aircraft owners, except for the south Houston area, where Pearland Regional and Houston-Southwest would be more convenient. Since LBX has a longer runway, better instrument approach capabilities, and ample developable property for new hangars and amenities, it has the capability to compete with Pearland Regional and Houston-Southwest for based aircraft. For this reason, the entirety of Brazoria County is considered the core service area for the purposes of this study.

REGISTERED AIRCRAFT FORECAST

Figure 2A presents historical registered aircraft counts for Brazoria County from 1993 to 2019. Aircraft registrations have grown from a low of 287 in 1993 to reach their peak count of 448 in 2011. Since 2011, registrations have dropped to 334 in 2018 and then increased in 2019 to 342. The declining trend since 2011 is likely a result of the FAA's changed aircraft registration requirements that were issued in 2010. The FAA terminated the registration of all aircraft registered before October 1, 2010 over a three-year period and required re-registration to retain U.S. civil aircraft status. As a result, previously registered aircraft that may have been sold, scrapped/destroyed, or registered to multiple addresses were dropped from the database.

In 2019, the single-engine piston category represents by far the most registered aircraft in the service area with 274. However, there are now more jets and turboprops registered in the county than at any time in recent history. Helicopter registrations have fallen dramatically since the early 2000s when more than 60 were in the county. In 2019, there were 12 registered helicopters. Since 2000, registered aircraft in Brazoria County has grown at a -0.6 percent compound annual growth rate (CAGR). Applying this historic growth rate to the forecast period results in 305 registered aircraft by 2040.

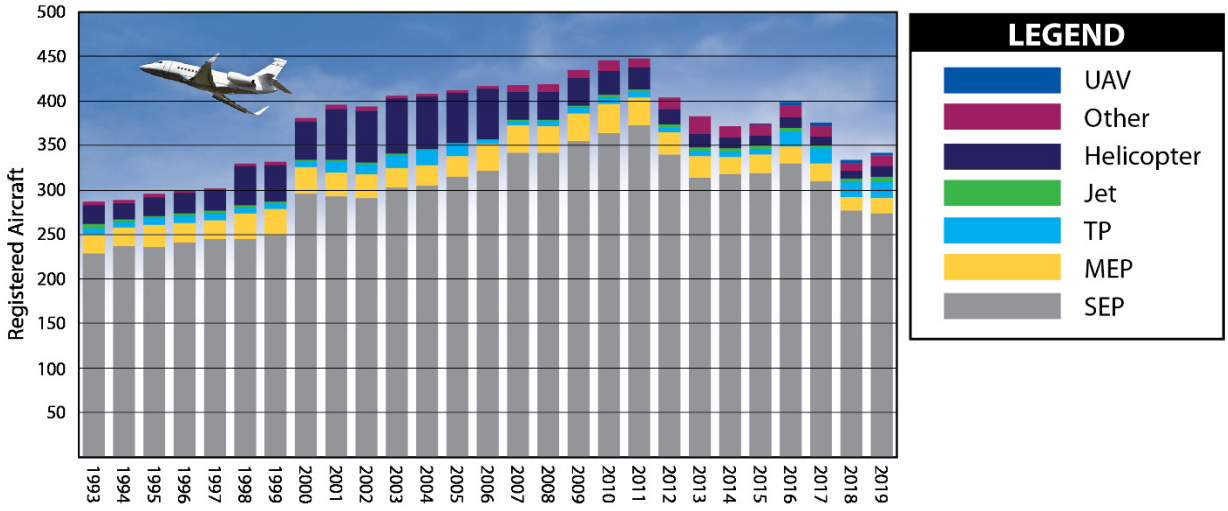


***FIGURE 2A** – Brazoria County Registered Aircraft History*

When projecting registered aircraft, it is helpful to calculate the service area's market share of the total active GA aircraft in the U.S. In conducting this market share analysis, comparison of the service area aircraft ownership trends against the nation's ownership trends can be carried out. The county's market share of U.S. active GA aircraft has fluctuated since 2000, increasing to a high of 0.203 percent in 2011, and then dropping down to 0.160 percent in 2019. Holding the 2019 market share constant through the forecast period results in a decreasing number of county registered aircraft by 2040. It was explained previously that the drop in registered aircraft in recent years is largely due to new FAA registration requirements. Furthermore, registrations grew from 2018 to 2019, so there is reason to believe that registrations have stabilized and could continue to grow again into the future. A return to average market share projection was prepared, which returns the county's market share to 0.183 percent, which is the average share since 2000. This projection results in 385 registered aircraft by 2040.

Population trends have also been used to analyze and project aircraft registrations within the service area. This projection method analyzes the service area population as a ratio of the historical registered aircraft per 1,000 residents. In 2019, there were 0.91 registered aircraft per 1,000 service area residents. The historic ratio has not fluctuated significantly as the average aircraft per 1,000 residents over the period was 1.3. Service area population is projected to continue a growth trend over the next 20 years, reaching 604,816 residents by 2040. A constant ratio projection maintaining the current ratio of 0.91 yields 552 registered aircraft in the service area by 2040. An increasing ratio projection was also prepared with the ratio returning to the historic average of 1.3. This projection results in 790 registered aircraft by 2040.

Several regression forecasts were also prepared, including single- and multi-variable regressions examining correlations between registered aircraft and the LBX service area population, employment, income, and gross regional product, and with U.S. active GA aircraft. None of the regressions produced a strong correlation (r^2 value over 0.9); therefore, they were not considered further. For comparison purposes, a time series growth trend projection was prepared, which results in 482 registered aircraft by 2040. Like the other regressions prepared, the correlation for the time series was well below 0.9.

The new registered aircraft projections result in a registered aircraft range of 305 to 790 by 2040. The constant and increasing ratio per capita projections likely overstate the growth potential since aircraft registrations typically do not keep pace with population growth. More likely is that registrations will return to the average market share, which reflects modest growth, especially compared to what is anticipated at a national level. For this reason, the return to average market share projection will be carried forward as the selected forecast. **Figure 2B** depicts each registered aircraft projection for comparison, along with the selected forecast.

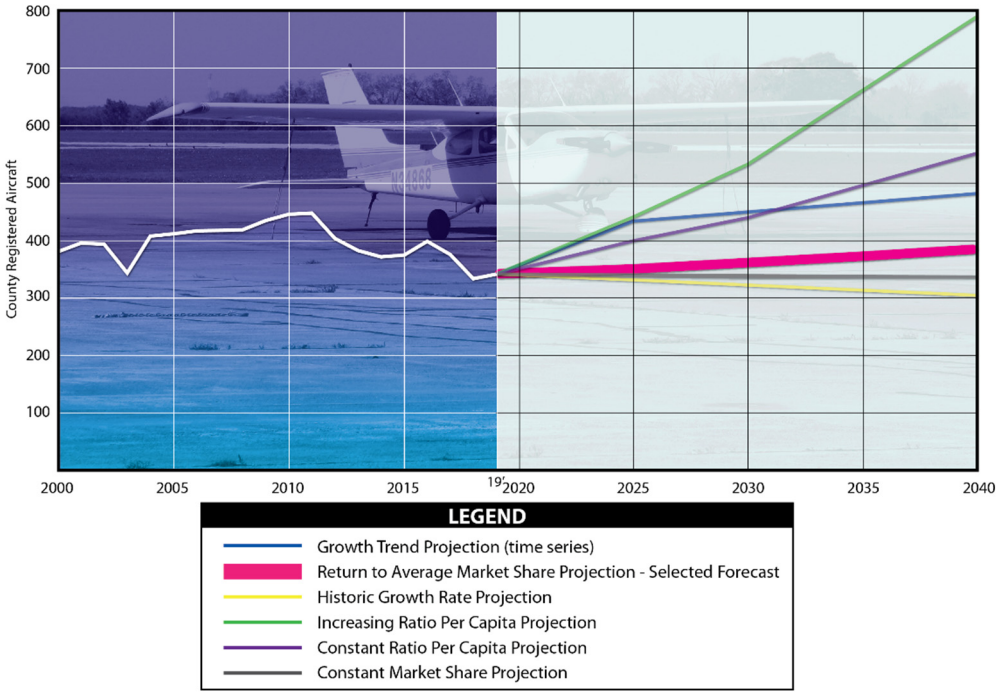


***FIGURE 2B** – Brazoria County Registered Aircraft Forecasts*

BASED AIRCRAFT FORECAST

The FAA, up until recently, did not require airports to report their based aircraft counts, nor did the FAA validate based aircraft levels at airports. However, in recent years, the FAA has established a based aircraft registry[2] so that more accurate based aircraft counts can be established and validated. On August 8, 2019, the FAA validated 23 based aircraft at LBX, based on 66 aircraft reported in its inventory. However, other records maintained by the airport reflect a 2019 based aircraft count of 104. With an aircraft storage capacity on the airport for well over 66 based airplanes and near 100 percent occupancy, it is more likely that 104 is reflective of the current count. Some based aircraft at LBX may also be based at other airports, which is not uncommon; however, for the purposes of facility planning, it is important to include all aircraft that regularly use and hangar at the airport, whether they are validated by the FAA or not. For this reason, this study will utilize 104 as the current based aircraft count.

Since historic based aircraft records have not been kept consistently, it is more difficult to piece together a historic trend. However, using data presented in previous planning studies, we can determine that based aircraft levels at LBX have ranged from a high of around 116 to a low of around 93. Since 2000, it is estimated that based aircraft have grown at a CAGR of 0.1 percent. Applying this historic trend to the forecast period results in near zero growth with 106 based airplanes in 2040.

Building upon the registered aircraft projections previously developed, market share analysis and trend line projection forecasting approaches were used to generate forecasts for the future LBX based aircraft.

[2] National Based Aircraft Inventory Program, accessed at: https://www.basedaircraft.com/Default.aspx?ReturnUrl=%2f

The airport's market share of county-registered aircraft in 2019 was 30.4 percent, which is above the historic average of 26.2 percent. Holding the current market share constant results in a total based aircraft count of 117 by 2040. To account for continued market share growth, an increasing market share projection was prepared, which results in 152 based aircraft by 2040.

Additional projections were prepared by examining the ratio of based aircraft to county population. In 2019, the ratio of based aircraft to 1,000 county residents was 0.28. This ratio has been declining over the years as population growth has outpaced based aircraft growth. Maintaining the current ratio constant through 2040 results in 168 based aircraft. An increasing ratio projection, which grows the ratio to the historic average of 0.34, results in 205 based aircraft by 2040.

The FAA's TAF for LBX reflects based aircraft growth to 130 by 2040; however, the base year count in the TAF is 71, which is 33 less than the current airport count. The TAF's projected CAGR of 3.1 percent, when applied to the current count, results in a projection of 190 based aircraft by 2040.

Similar to the registered aircraft, the constant and increasing ratio projections likely overstate the growth potential since population growth typically outpaces aircraft growth. Also, knowing that LBX currently maintains a hangar waiting list with 45 individuals listed, we can estimate that the historic growth trend, constant market share, and FAA TAF underestimate growth potential. For this reason, the increasing market share of county registrations, which anticipates an increase of 48 based aircraft by 2040, has been chosen as the selected forecast. This forecast accounts for the potential reflected in the hangar waiting list, as well as additional growth not accounted for in the waiting list. **Figure 2C** depicts the based aircraft forecasts for comparison, along with the selected forecast.

It should be noted that the selected planning forecast is based upon an unconstrained growth model. The ability for the airport to generate funding for aircraft hangars and capital improvement projects may be a limiting factor to based aircraft growth.

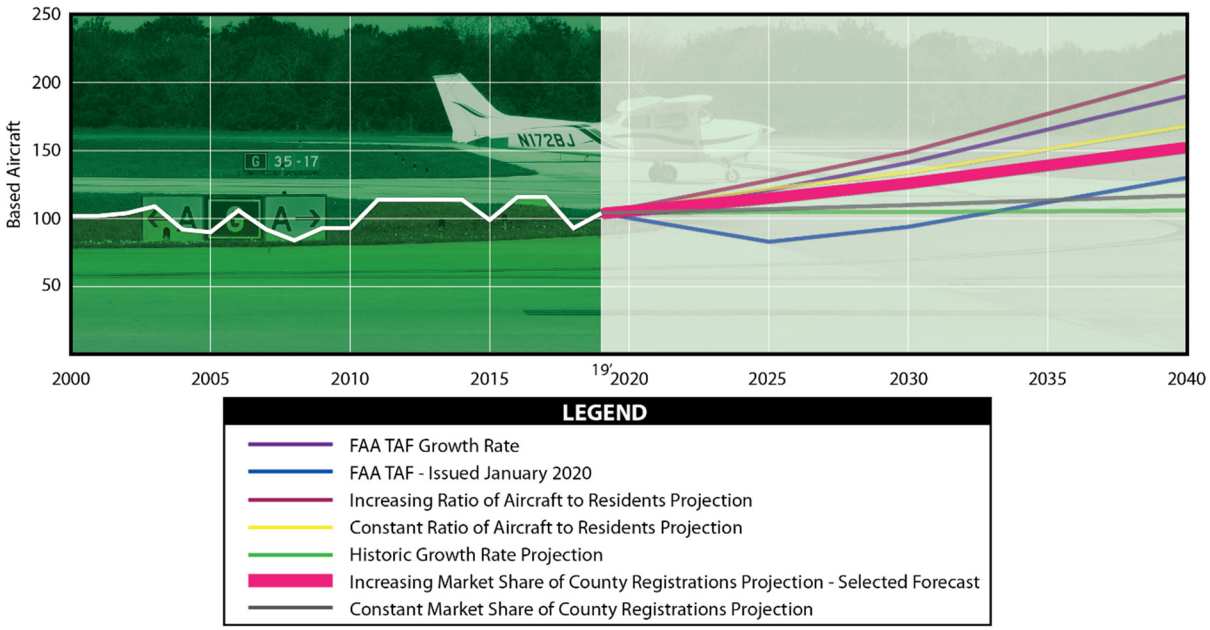


***FIGURE 2C** – Based Aircraft Forecasts*

BASED AIRCRAFT FLEET MIX

Given that the total number of aircraft based at the airport is projected to increase, it is important to have an idea of the type of aircraft expected to utilize the airfield. A forecast of the fleet mix will ensure that adequate facilities are planned to accommodate these aircraft in the future. The projection for the fleet mix of based aircraft was generated by comparing the existing fleet mix of based aircraft at LBX with the U.S. GA fleet trends.

The current fleet mix based at LBX consists of 86 single-engine piston aircraft, five multi-engine pistons, two jets, five helicopters, and six aircraft within the "other" category, which includes ultralights and gliders. The forecast for the active U.S. GA fleet shows increasing trends in larger, more sophisticated aircraft, including jets, turboprops, and helicopters. Piston aircraft are projected to decrease nationally over the next 20 years. Accounting for these national trends, a projected based aircraft fleet mix has been prepared and is detailed in **Figure 2D**. Growth is anticipated to include primarily new single-engine piston aircraft; however, there is potential for new based jets, turboprops, and helicopters.

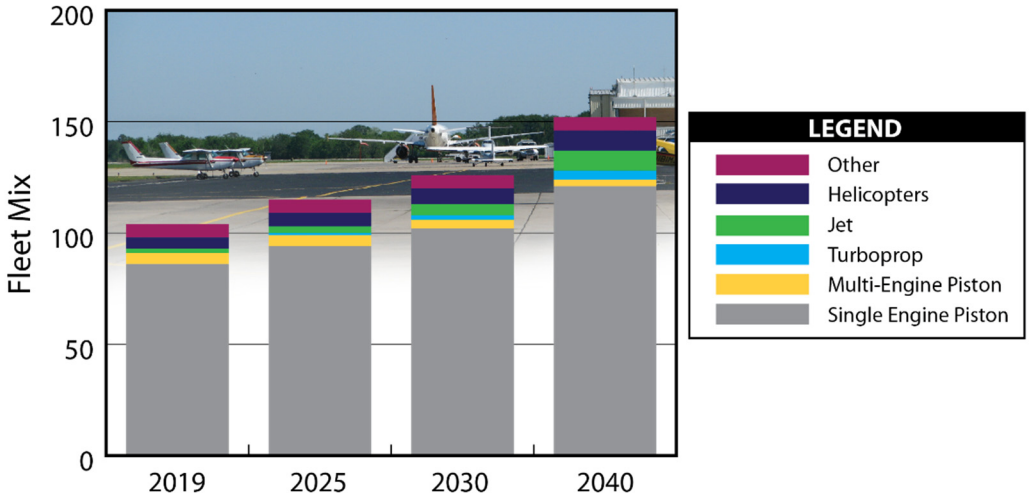


***FIGURE 2D** – Based Aircraft Fleet Mix Forecast*

GENERAL AVIATION OPERATIONS

General aviation operations are classified as either local or itinerant. A local operation is a take-off or landing performed by an aircraft that operates within sight of the airport, or which executes simulated approaches or touch-and-go operations at the airport. Generally, local operations are characterized by training operations. Itinerant operations are those performed by aircraft with a specific origin or destination away from the airport. Typically, itinerant operations increase with business and commercial use since business aircraft are not typically used for large-scale training activities.

As a non-towered airport, the airport and FAA rely on operational estimates as reported by the airport. According to the FAA TAF, there were 46,899 GA itinerant operations and 28,387 GA local operations in 2019 for a combined 75,286 GA operations. Both figures are up from older estimates dating back to 2008, which reflected 45,831 GA itinerant operations and 27,740 GA local operations.

Itinerant General Aviation Operations Forecast

Utilizing the operations counts provided in the FAA TAF, four forecasts of itinerant GA operations have been developed. The forecasts presented examine and/or manipulate variables, such as LBX's market share of national GA itinerant operations, forecast growth rates in the FAA's *Aerospace Forecast 2020-2040*, and operations per based aircraft (OPBA).

The first projection considers LBX maintaining its market share of total U.S. itinerant GA operations at a constant level. In 2019, LBX accounted for 0.3292 percent of U.S. itinerant operations. Maintaining this market share results in a projection of 49,930 itinerant GA operations by 2040. An increasing market share scenario, which increases market share slightly to 0.3501 percent by 2040, results in 53,100 annual GA itinerant operations.

Examining the ratio of itinerant GA OPBA shows that in 2019, LBX experienced 451 itinerant GA OPBA. If LBX should maintain this ratio as its based aircraft count grows over the forecast period, this would result in 68,500 annual GA itinerant operations by 2040. A second projection increases the OPBA to 475, resulting in 72,200 annual GA itinerant operations by 2040.

For comparison purposes, the FAA's TAF projection is also included. The FAA projects itinerant GA operations to reach 5,636 by 2038. The FAA TAF reflects a strong growth rate (2.3 percent CAGR) resulting in approximately 76,100 annual GA itinerant operations by 2040. The TAF reflects a growing market share and an increase in OPBA, both trends that seem likely considering the potential for new based aircraft, particularly more sophisticated turbine aircraft. For this reason, the TAF, which rounded to the nearest hundred, will be carried forward as the selected forecast.

Figure 2E depicts the GA itinerant operations projection for comparison, along with the selected forecast.

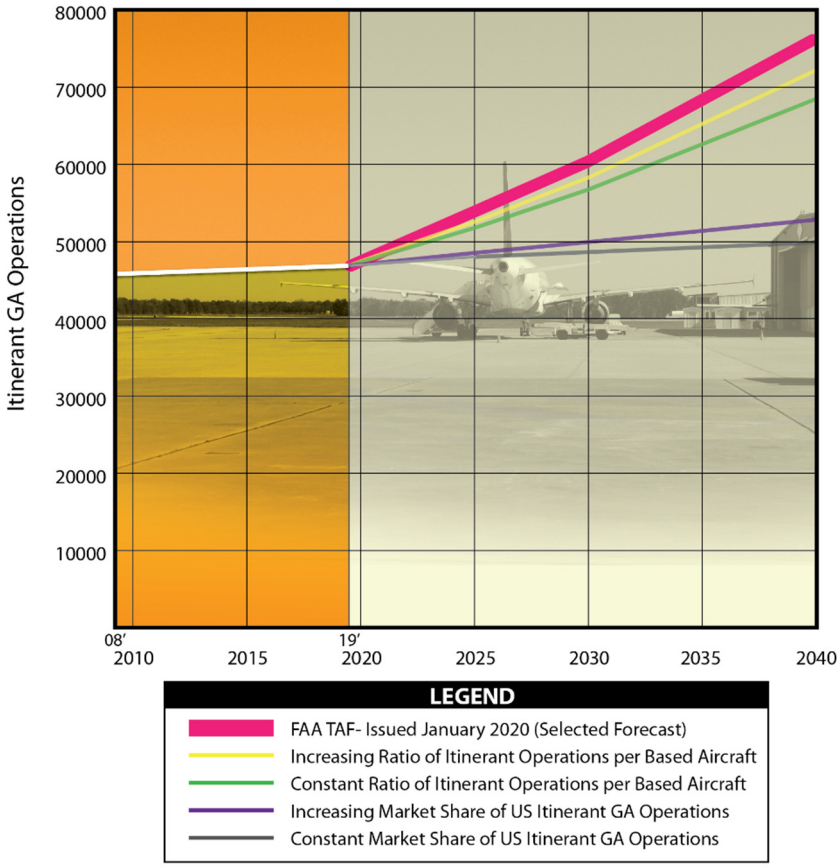


***FIGURE 2E** – Itinerant General Aviation Operations Forecasts*

Local General Aviation Operations Forecast

A similar methodology was utilized to generate a planning forecast for local GA operations. The first projection considers maintaining LBX's current market share of U.S. local GA operations constant at 0.2165 percent through the planning period, resulting in 31,500 operations by 2040. The second projection considers the potential to increase LBX's market share to 0.2815 percent by 2040, resulting in 40,900 annual operations.

LBX currently experiences 273 local GA OPBA. Maintaining this ratio constant through the planning period results in 41,500 annual operations by 2040. Increasing this ratio to 300 results in 45,600 annual local GA operations by 2040.

The FAA's TAF reflects growth up to 46,091 total annual local GA operations by 2040. The TAF figure appears to be overly aggressive considering that the future based aircraft fleet mix will include more turbine aircraft, which would not be conducting local operations to a significant degree. It is, therefore, more likely that the OPBA ratio will gradually decline. However, local GA operations should still experience some growth should their based aircraft levels rise. For this reason, the increasing market share of U.S. local GA operations projection will be carried forward as the selected forecast.

Figure 2F depicts the GA local operations projections for comparison, along with the selected forecast.

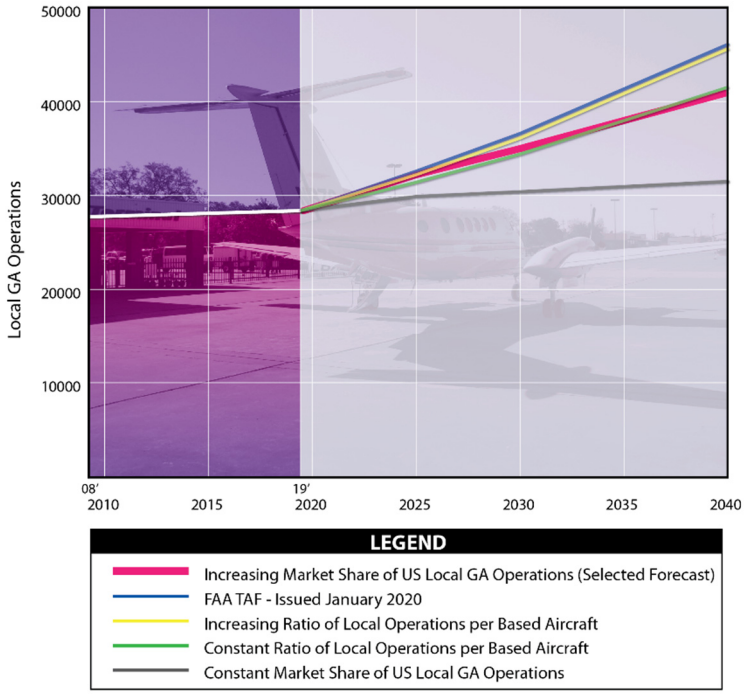


FIGURE 2F – Local General Aviation Operations Forecast

AIR TAXI OPERATIONS

Air taxi operations are those conducted by aircraft operating under FAR Part 135, otherwise known as "for-hire" or "on-demand" activity. Air taxi operations typically include commuter, air cargo, air ambulance, and many fractional ownership operations. Dow is the main contributor to air taxi operations at LBX transporting its employees to facilities in Saginaw, Michigan and Baton Rouge, Louisiana utilizing Bombardier CRJ700 aircraft with plans to transition to the CRJ900 in December 2020. Aside from Dow, LBX accommodates a variety of other air taxi operators, including small aircraft and helicopter charters.

Since ATCT counts are not available, flight plan records and the FAA TAF were utilized to establish a baseline count of air taxi operations at LBX. In 2019, there were an estimated 2,106 air taxi operations based on flight plans. This is lower than the estimated count utilized by the TAF, which reflects 2,890 annual air taxi operations and 520 annual air carrier operations. Air carrier operations are commercial flights conducted using aircraft with 60 or more passenger seats. However, based on the FAA's Traffic Flow Management System Counts (TFMSC), there have not been consistent air carrier operations at LBX since 2010 when Dow transitioned out of its Airbus aircraft to the CRJ700. For this reason, the TAF's air carrier operations estimate is not considered accurate and will not be counted among the air taxi operations baseline. Since flight plan records do not capture all air taxi operations, the TAF estimate of 2,890 is more likely to be closer to actual. Therefore, the TAF estimate of 2,890 air taxi operations will be utilized as the baseline.

Flight plan records for LBX show that between 2014 and 2019, air taxi operations held consistent year-to-year, varying only by about 370 operations from the maximum to minimum levels. An estimate of historic air taxi operations can be made by adjusting the baseline count per filed flight plan record. For example, in 2018, air taxi flight plans were 11 percent greater than in 2019, so the baseline of 2,890 is increased by 11 percent to arrive at an estimate of 3,210 air taxi operations.

The FAA TAF holds the current count of 2,890 air taxi operations flatlined over the forecast period. However, should economic conditions improve as projected in the local area, there is potential for air taxi operations growth. A forecast was prepared that reflects very modest growth at about a 1.3 percent CAGR, which results in 3,800 annual air taxi operations by 2040. **Figure 2G** depicts the selected air taxi forecast for LBX.

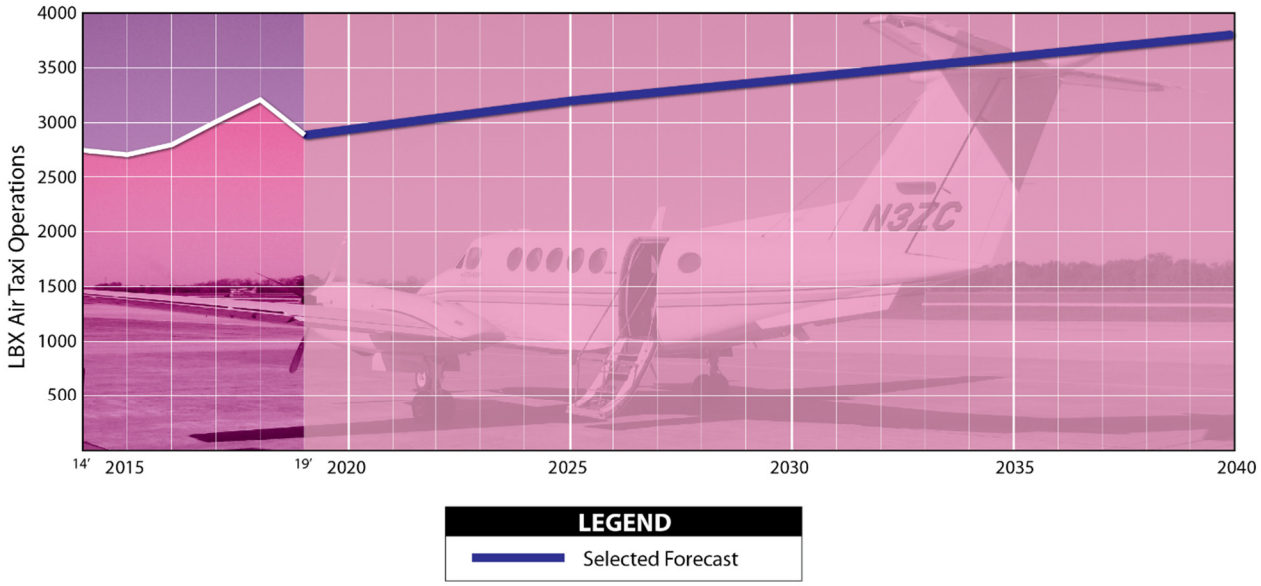


***FIGURE 2G** – Air Taxi Operations Forecast*

MILITARY OPERATIONS FORECAST

Military aircraft can and do utilize civilian airports across the country. The FAA TAF currently reflects 1,000 annual itinerant military operations at LBX. Forecasting of military activity is inherently difficult because of the national security nature of their operations and the fact that missions can change daily. Thus, it is typical for the FAA to utilize a flat-line number for military operations. For this planning study, military operations at LBX are forecasted to stay constant at 1,000 annual itinerant operations through 2040.

PEAK PERIOD FORECASTS

Peaking characteristics are an important aspect in generating airport capacity and facility requirements. It should be noted that because LBX does not have a control tower, the generalized peaking characteristics of other non-towered general aviation airports have been used for this study. The peaking periods used to develop the capacity analysis and facility requirements are described below.

- Peak Month – The calendar month in which traffic activity is highest.
- Busy Day – The busy day of a typical week in the peak month.
- Design Day – The average day in the peak month. This indicator is easily derived by dividing the peak month by the number of days in the month.
- Design Hour – The peak hour within the design day.

Based on filed flight plan data at LBX, the peak month is estimated at 10.1 percent of the annual operations. By 2040, the estimated peak month is projected to reach 12,270 operations. The design day is estimated by dividing the peak month by the average number of days in a month, and the busy day is calculated at 1.25 times the design day. The design hour is calculated at 15 percent of the design day. Peaking characteristics are summarized in **Table 2C**.

TABLE 2C
Peak Period Forecasts
Texas Gulf Coast Regional Airport

YEAR	2019	2025	2030	2040
Annual	**79,176**	**90,300**	**99,800**	**121,800**
Peak Month	7,970	9,090	10,050	12,270
Busy Day	328	374	413	504
Design Day	262	299	330	403
Design Hour	49	56	62	76

Source: Coffman Associates' analysis.

FORECAST SUMMARY

A summary of the selected forecasts is presented in **Figure 2H**. The FAA reviews the forecasts presented in this aviation planning studies for comparison to the *Terminal Area Forecast*. The forecasts are considered consistent with the TAF if they meet the following criteria:

- Forecasts differ by less than 10 percent in the 5-year forecast period, and 15 percent in the 10-year forecast period, or
- Forecasts do not affect the timing or scale of an airport project, or
- Forecasts do not affect the role of the airport as defined in the current version of FAA Order 5090.3, *Field Formulation of the National Plan of Integrated Airport Systems*.

	Forecast Summary			
	2019	2025	2030	2040
AIRCRAFT OPERATIONS				
Itinerant				
Air Carrier	0	0	0	0
Air Taxi	2,890	3,200	3,400	3,800
General Aviation	46,899	53,900	60,400	76,100
Military	1,000	1,000	1,000	1,000
Local				
General Aviation	28,387	32,200	35,000	40,900
Military	0	0	0	0
TOTAL OPERATIONS	79,176	90,300	99,800	121,800
PEAKING				
Peak Month	7,970	9,090	10,050	12,270
Busy Day	328	374	413	504
Design Day	262	299	330	403
Design Hour	49	56	62	76
BASED AIRCRAFT				
Single-Engine Piston	86	94	102	121
Multi-Engine Piston	5	5	4	3
Turboprop	0	1	2	4
Jet	2	3	5	9
Helicopter	5	6	7	9
Other	6	6	6	6
TOTAL BASED AIRCRAFT	*104*	*115*	*126*	*152*

***FIGURE 2H** – Forecast Summary*

If the forecasts exceed these parameters, they may be sent to FAA headquarters in Washington, D.C. for further review. **Table 2D** presents the direct comparison of the master planning forecasts with the TAF published in January 2020. The operations forecast is within FAA TAF tolerances; however, the based aircraft are outside the tolerance. The baseline count in the TAF is only 71, which is not consistent with the airport's current count of 104. It is recommended that the airport update its inventory count in the FAA's based aircraft registry, which should then ultimately be reflected in the TAF.

TABLE 2D
Forecast Comparison to the Terminal Area Forecast
Texas Gulf Coast Regional Airport

	BASE YEAR	FORECAST		
	2019	2025	2030	2040
Operations				
Master Plan Forecast	79,176	90,300	99,800	121,800
2020 FAA TAF	79,696	90,868	101,438	126,602
% Difference	0.7%	0.6%	1.6%	3.9%
Based Aircraft				
Master Plan Forecast	104	115	126	152
2020 FAA TAF	71	83	94	130
% Difference	37.7%	32.3%	29.1%	15.6%

CAGR: Average annual growth rate
TAF: Terminal Area Forecast (published January 2020)

CRITICAL DESIGN AIRCRAFT

The critical design aircraft is defined as an aircraft conducting at least 500 itinerant annual operations at an airport or the most regularly scheduled aircraft in commercial service. When planning for future airport facilities, it is extremely important to consider the demands of aircraft operating at the airport in the future. Caution must be exercised to ensure that short-term development does not preclude the long-term needs of the airport. Thus, it is important to strike a balance between the facility needs of aircraft currently operating at the airport and the facility needs of aircraft projected to operate at the airport.

AIRCRAFT CLASSIFICATION

The use of appropriate FAA design standards is generally based upon the characteristics of aircraft commonly using or expected to use the airport facilities. The design criteria used in the aircraft classification process are presented in **Exhibit 2C**. An airport's critical aircraft can be a single aircraft or a collection of multiple aircraft commonly using the airport that fit into a single aircraft category. The design aircraft or collection of aircraft is classified by three different categories: Aircraft Approach Category (AAC), Airplane Design Group (ADG), and Taxiway Design Group (TDG). The FAA Advisory Circular (AC) 150/5300-13A, *Airport Design,* describes the following classification systems and parameters.

Aircraft Approach Category (AAC): A grouping of aircraft based on a reference landing speed (V_{REF}), if specified, or if V_{REF} is not specified, 1.3 times stall speed (V_{SO}) at the maximum certificated landing weight. V_{REF}, V_{SO}, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. The AAC generally refers to the approach speed of an aircraft in landing configuration. The higher the approach speed is, the design standards become more restrictive. The AAC, depicted by letters A-E, represents the approach category and relates to the approach speed of the aircraft (operational characteristics). The AAC typically applies to runways and runway-related facilities, such as runway width, runway safety area (RSA), runway object free area (ROFA), runway protection zone (RPZ), and separation standards.

Airplane Design Group (ADG): The ADG, depicted by a Roman numeral I through VI, is a classification of aircraft which relates to the aircraft wingspan or tail height (physical characteristics). If the aircraft wingspan or tail height fall under two different classifications, the higher category is used. The ADG is used to establish design standards for taxiway safety area, taxiway obstacle free area (TOFA), taxilane object free area, apron wingtip clearance, and various other separation standards.

Taxiway Design Group (TDG): A classification of airplanes based on outer-to-outer main gear width (MGW) and cockpit to main gear (CMG) distance. The TDG relates to the dimensions of the under-carriage of the design aircraft. The taxiway design elements determined by the application of the TDG include the taxiway width, taxiway edge safety margin, taxiway shoulder width, taxiway fillet dimensions, and, in some cases, the separation distance between parallel taxiway/taxilanes. Other

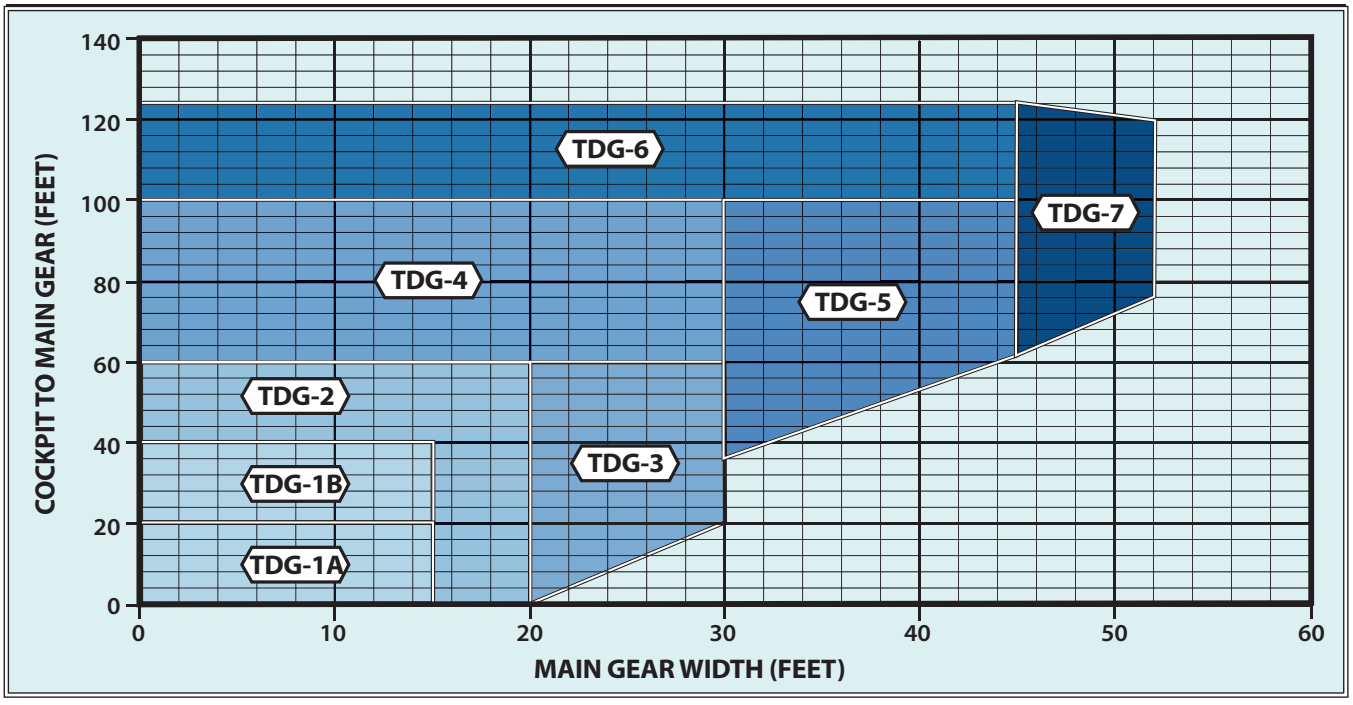
AIRCRAFT APPROACH CATEGORY (AAC)	
Category	**Approach Speed**
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

AIRPLANE DESIGN GROUP (ADG)		
Group #	**Tail Height (ft)**	**Wingspan (ft)**
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262

VISIBILITY MINIMUMS	
RVR* (ft)	**Flight Visibility Category (statute miles)**
VIS	3-mile or greater visibility minimums
5,000	Not lower than 1-mile
4,000	Lower than 1-mile but not lower than ¾-mile
2,400	Lower than ¾-mile but not lower than ½-mile
1,600	Lower than ½-mile but not lower than ¼-mile
1,200	Lower than ¼-mile

***RVR:** Runway Visual Range

TAXIWAY DESIGN GROUP (TDG)



Source: FAA AC 150/5300-13A, Airport Design

A-I

Aircraft	TDG
• Beech Baron 55	1A
• **Beech Bonanza**	**1A**
• Cessna 150, 172	1A
• Eclipse 500	1A
• Piper Archer, Seneca	1A

B-I

• **Beech Baron 58**	**1A**
• Beech King Air 90	1A
• Cessna 421	1A
• Cessna Citation CJ1 (525)	1A
• Cessna Citation 1(500)	2
• Embraer Phenom 100	1B

A/B-II *12,500 lbs. or less*

• **Beech Super King Air 200**	**2**
• Cessna 441 Conquest	1A
• Cessna Citation CJ2 (525A)	2
• Pilatus PC-12	1A

B-II *over 12,500 lbs.*

• Beech Super King Air 350	2
• Cessna Citation CJ3(525B), Bravo (550), V (560)	2
• **Cessna Citation CJ4 (525C)**	**1B**
• Cessna Citation Latitude/Longitude	1B
• Embraer Phenom 300	1B
• Falcon 10, 20, 50	1B
• Falcon 900, 2000	2
• Hawker 800, 800XP, 850XP, 4000	1B
• Pilatus PC-24	1B

A/B-III

• Bombardier Dash 8	3
• **Bombardier Global 5000, 6000, 7000, 8000**	**2**
• Falcon 6X, 7X, 8X	2

C/D-I

Aircraft	TDG
• **Lear** 25, 31, 45, 55, **60**	**1B**
• Learjet 35, 36 (D-I)	1B

C/D-II

• Challenger 600/604/ 800/850	1B
• Cessna Citation VII, X+	1B
• CRJ-700	2
• Embraer Legacy 450/500	1B
• ERJ-135, 140, 145	2
• **Gulfstream IV,** 350, 450 (D-II)	2
• Gulfstream G200/G280	1B
• Lear 70, 75	1B

C/D-III *less than 150,000 lbs.*

• Boeing 737-700, BBJ	3
• CRJ-900, 1000	2
• ERJ-170, 175, 190, 195	3
• Gulfstream V	2
• **Gulfstream** G500, 550, 600, **650 (D-III)**	**2**

C/D-III *over 150,000 lbs.*

• Airbus A319-100, 200	3
• **Boeing 737 -800,** 900, BBJ2 (D-III)	**3**
• MD-83, 88 (D-III)	4

C/D-IV

• Airbus A300-100, 200, 600	5
• Boeing 757-200	4
• **Boeing 767**-300, **400**	**5**
• MD-11	6

D-V

• Airbus A330-200, 300	5
• Airbus A340-500, 600	6
• Boeing 747-100 - 400	5
• Boeing 777-300	6
• **Boeing 787-8,** 9	**5**

Note: Aircraft pictured is identified in bold type.

taxiway elements, such as the taxiway safety area (TSA), taxiway/taxilane object free area (TOFA), taxiway/taxilane separation to parallel taxiway/taxilanes or fixed or movable objects, and taxiway/taxilane wingtip clearances are determined solely based on the wingspan (ADG) of the design aircraft utilizing those surfaces. It is appropriate for a taxiway to be planned and built to different taxiway design standards based on expected use.

Exhibit 2C presents the aircraft classification of common aircraft in operation today.

AIRPORT DESIGN AIRCRAFT

It is imperative to have an accurate understanding of what type of aircraft operate at the airport both now and in the future. The type of aircraft utilizing airport facilities can have a significant impact on numerous design criteria. Thus, an aircraft activity study by type and aircraft category can be beneficial in determining future airport standards that must be met to accommodate certain aircraft.

The FAA's Traffic Flow Management System Count (TFMSC) database captures an operation when a pilot files a flight plan and/or when flights are detected by the National Airspace System, usually via radar. It includes documentation of commercial traffic (air carrier and air taxi), general aviation, and military aircraft. Due to factors, such as incomplete flight plans, limited radar coverage, and VFR operations, TFMSC data does not account for all aircraft activity at an airport by a given aircraft type. However, the TFMSC does provide an accurate reflection of IFR activity. Operators of high-performance aircraft, such as turboprops and jets, tend to file flight plans at a high rate. **Exhibit 2D** presents the TFMSC operational mix at the airport for turboprops and jets since 2009. According to this data, operations at LBX within AAC C and ADG II have exceeded the 500 operations threshold each year since 2011, driven by Dow operations of the CRJ700. Annual operations within AAC D at LBX have never exceeded 74 operations over this period.

Dow has indicated that it intends to transition its LBX fleet to include two CRJ900s beginning in December 2020, which are C-III aircraft. Dow routinely conducts six daily operations at LBX so it is reasonable to assume the CRJ900 aircraft will conduct over 500 annual operations at LBX in the future.

AIRPORT DESIGN AIRCRAFT SUMMARY

The current aircraft approach category is "C." The current airplane design group is "II." The most active C-II airplane at LBX is the CRJ700, which is a TDG 2 aircraft. **Therefore, the current airport design aircraft is classified as C-II-2. Based on Dow's planned transition to the CRJ900 at LBX, the future airport design aircraft is identified as the CRJ900, which is C-III-2.** As a general aviation reliever, LBX's operations portfolio is anticipated to remain within the AAC A/B/C and ADG I/II/III categories. Operations for AAC D and ADG IV are not anticipated to exceed 500 annual operations in the future.

ARC	Aircraft Name	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
A-I	Cirrus Vision Jet	0	0	0	0	0	0	0	0	0	2	0
	Eclipse 400/500	0	3	3	16	4	27	14	1	4	6	11
	Epic Dynasty	0	2	0	0	0	0	0	2	0	0	0
	Kodiak Quest	0	0	1	0	0	0	0	0	0	0	0
	Lancair 4	3	0	0	0	0	0	0	0	0	0	0
	Lancair Evolution/Legacy	0	0	0	0	0	0	0	1	2	1	0
	Piper Malibu/Meridian	2	3	2	0	6	11	7	8	15	13	9
	Socata TBM 7/850/900	7	5	0	3	2	4	14	17	12	2	13
	TOTAL	12	13	6	19	12	42	35	29	33	24	33
A-II	Cessna Caravan	25	8	9	6	9	9	5	1	2	4	1
	De Havilland Twin Otter	7	3	4	4	2	2	0	1	0	0	0
	Pilatus PC-12	18	9	19	11	20	19	50	10	30	32	23
	TOTAL	50	20	32	21	31	30	55	12	32	36	24
B-I	Beechjet 400	0	0	33	10	21	10	13	7	8	4	2
	Cessna 425 Corsair	1	2	3	0	0	6	0	3	7	4	4
	Citation CJ1	4	51	31	34	28	27	7	6	22	19	12
	Citation I/SP	4	4	7	0	4	15	27	15	12	8	4
	Citation M2	0	0	0	0	0	0	0	0	10	40	24
	Citation Mustang	1	0	7	8	4	8	9	0	10	3	2
	Falcon 10	4	0	0	0	0	2	2	0	0	0	0
	King Air 90/100	123	32	47	50	49	79	44	17	39	34	23
	L-39 Albatross	0	0	0	0	1	1	0	0	1	0	0
	Mitsubishi MU-2	3	0	0	2	1	2	4	2	4	2	2
	Phenom 100	0	2	0	1	17	6	2	4	4	4	10
	Piaggio Avanti	2	1	2	4	0	0	0	2	3	1	0
	Piper Cheyenne	13	4	6	9	13	12	0	2	3	1	2
	Premier 1	0	1	0	0	4	0	5	0	8	3	6
	Rockwell Sabre 40/60	0	0	0	0	0	0	0	6	0	0	0
	Swearingen SJ-30	0	0	0	0	0	0	0	0	0	4	0
	T-6 Texan	0	0	2	0	1	1	0	0	0	0	0
	TOTAL	155	97	138	118	143	169	113	64	131	127	91
B-II	Aero Commander 1000 Series	0	4	0	0	0	0	0	0	0	0	0
	Aero Commander 690	0	1	3	3	3	3	2	0	2	1	2
	BAe Jetstream	0	0	0	0	0	0	0	0	0	1	0
	Beech 1900	735	381	296	0	0	0	0	0	2	0	0
	Cessna Conquest	1	1	1	2	6	8	2	4	4	11	10
	Challenger 300	0	0	2	4	4	8	4	14	12	4	13
	Citation CJ2/CJ3/CJ4	21	92	61	74	72	72	102	141	116	159	199
	Citation II/SP/Latitude	28	15	9	12	18	22	35	7	8	3	14
B-II	Citation V/Sovereign	13	5	27	14	12	37	80	91	47	57	50
	Citation X	2	0	6	6	6	24	4	8	4	2	0
	Citation XLS	12	8	15	16	12	34	46	53	38	38	9
	Dornier 328	0	0	0	0	0	1	0	4	0	0	0
	Falcon 20/50	57	44	51	46	75	41	35	37	37	12	8
	Falcon 2000	35	26	25	45	47	62	40	39	52	37	26
	Falcon 900	2	0	0	1	0	0	0	4	0	7	2
	King Air 200/300/350	168	67	67	82	51	71	80	113	92	58	64
	King Air F90	10	7	2	1	6	0	0	2	0	0	2
	Phenom 300	0	0	0	0	0	6	4	6	2	10	4
	Shorts Skyvan	0	0	1	0	1	1	0	0	0	0	0
	Swearingen merlin	1	7	4	1	11	17	18	14	1	9	9
	TOTAL	1,085	658	570	307	324	407	452	537	417	409	412
B-III	Bombardier Global Express	0	0	0	0	0	0	0	0	0	2	0
	CASA 235	0	0	0	0	0	0	11	12	6	15	13
	De Havilland Dash 8 Series	0	0	0	0	0	0	0	0	0	1	0
	TOTAL	0	0	0	0	0	0	11	12	6	18	13
C-I	BAe HS 125 Series	0	1	0	1	0	0	2	0	0	0	0
	Learjet 20 Series	5	4	0	0	0	0	0	0	0	0	0
	Learjet 31	2	4	0	2	6	4	4	0	2	3	2
	Learjet 40 Series	12	3	13	8	27	27	29	30	27	38	23
	Learjet 50 Series	4	0	3	0	0	0	0	0	0	0	0
	Learjet 60 Series	2	7	40	21	6	13	20	17	16	3	9
	Westwind II	2	1	83	35	13	12	17	0	4	2	11
	TOTAL	27	20	139	67	52	56	72	47	49	46	45
C-II	Beech Starship	0	0	0	0	0	0	0	0	2	0	0
	Bombardier CRJ 100/200/700	0	29	1,091	1,315	1,339	1,341	1,279	1,257	1,311	1,419	1,451
	Challenger 600/604	9	4	4	5	4	12	9	2	3	50	71
	Citation III/VI	0	2	42	52	12	8	3	4	7	4	3
	Embraer ERJ-135/140/145	4	6	0	2	2	2	0	20	0	0	1
	Gulfstream 100/150	11	1	7	5	4	2	4	29	10	4	0
	Gulfstream 280	0	0	0	0	4	4	4	5	1	6	8
	Gulfstream G-III	2	2	1	0	0	2	0	1	0	1	0
	Hawker 800 (Formerly Bae-125-800)	4	3	29	55	43	49	51	23	8	24	4
	Learjet 70 Series	0	0	0	0	0	0	4	2	6	12	10
	TOTAL	30	47	1,174	1,434	1,408	1,420	1,354	1,343	1,348	1,520	1,548
C-III	Airbus A319/320/321	345	156	0	0	0	0	0	0	0	0	0
	Boeing 737 (200 thru 700 series)	6	0	24	0	0	0	0	0	0	0	0
	Embraer EMB 170/175/190	0	0	0	0	0	0	0	0	6	0	0
	Mcdonnell Douglas DC-9	0	2	0	0	0	0	0	0	0	0	0

Source: FAA database **ARC** - Airport Reference Code

ARC	Aircraft Name	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
C-III	TOTAL	351	158	24	0	0	0	0	0	6	0	0
C-IV	Boeing C-17	2	0	0	0	0	0	0	0	0	0	0
	C-130 Hercules	0	0	0	0	0	0	3	0	1	0	3
	TOTAL	2	0	0	0	0	0	3	0	1	0	3
C-V	Airbus A350/360	0	1	0	0	0	1	1	0	0	0	0
	TOTAL	0	1	0	0	0	1	1	0	0	0	0
D-I	Learjet 35/36	2	0	6	8	1	4	4	4	6	2	0
	TOTAL	2	0	6	8	1	4	4	4	6	2	0
D-II	Gulfstream 200	2	5	8	0	0	0	4	1	4	5	4
	Gulfstream 450	2	0	16	6	20	14	16	25	11	2	5
	TOTAL	4	5	24	6	20	14	20	26	15	7	9
D-III	Boeing 737 800/900	0	1	0	0	0	0	0	0	0	0	0
	Gulfstream 500/600	3	2	4	16	2	13	6	44	51	57	38
	TOTAL	3	3	4	16	2	13	6	44	51	57	38

AIRPORT REFERENCE CODE (ARC) SUMMARY

ARC	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
A-I	12	13	6	19	12	42	35	29	33	24	33
A-II	50	20	32	21	31	30	55	12	32	36	24
B-I	155	97	138	118	143	169	113	64	131	127	91
B-II	1,085	658	570	307	324	407	452	537	417	409	412
B-III	0	0	0	0	0	0	11	12	6	18	13
C-I	27	20	139	67	52	56	72	47	49	46	45
C-II	30	47	1,174	1,434	1,408	1,420	1,354	1,343	1,348	1,520	1,548
C-III	351	158	24	0	0	0	0	0	6	0	0
C-IV	2	0	0	0	0	0	3	0	1	0	3
C-V	0	1	0	0	0	1	1	0	0	0	0
D-I	2	0	6	8	1	4	4	4	6	2	0
D-II	4	5	24	6	20	14	20	26	15	7	9
D-III	3	3	4	16	2	13	6	44	51	57	38
TOTAL	1,721	1,022	2,117	1,996	1,993	2,156	2,126	2,118	2,095	2,246	2,216

APPROACH CATEGORY (AC)

AC	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
A	62	33	38	40	43	72	90	41	65	60	57
B	1,240	755	708	425	467	576	576	613	554	554	516
C	410	226	1,337	1,501	1,460	1,477	1,430	1,390	1,404	1,566	1,596
D	9	8	34	30	23	31	30	74	72	66	47
TOTAL	1,721	1,022	2,117	1,996	1,993	2,156	2,126	2,118	2,095	2,246	2,216

DESIGN GROUP (DG)

DG	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
I	196	130	289	212	208	271	224	144	219	199	169
II	1,169	730	1,800	1,768	1,783	1,871	1,881	1,918	1,812	1,972	1,993
III	354	161	28	16	2	13	17	56	63	75	51
IV	2	0	0	0	0	0	3	0	1	0	3
V	0	1	0	0	0	1	1	0	0	0	0
TOTAL	1,721	1,022	2,117	1,996	1,993	2,156	2,126	2,118	2,095	2,246	2,216

RUNWAY DESIGN CODE

The RDC relates to specific FAA design standards that should be met in relation to a runway. The RDC takes into consideration the AAC, ADG, and the RVR. In most cases, the critical design aircraft will also be the RDC for the primary runway.

Runway 17-35 should be designed to accommodate the overall airport design aircraft, which has been identified as C-II-2 in the current condition and C-III-2 in the ultimate condition. The primary runway is 7,000 feet long, 100 feet wide, and has a Category I precision instrument approach with visibility minimums as low as ½-mile on 17 end. Based on the current activity, the applicable existing RDC is **C-II-2400**.

The future critical design aircraft for LBX is within the C-III category; therefore, the future RDC for Runway 17-35 is **C-III-2400**.

APPROACH AND DEPARTURE REFERENCE CODES

The approach and departure reference codes (APRC and DPRC) describe the current operational capabilities of each runway and the adjacent parallel taxiways, where no special operating procedures are necessary. Essentially, the APRC and DPRC describe the current conditions at an airport in runway classification terms when considering the parallel taxiway.

The parallel taxiway for Runway 17-35 is located 400 feet from the runway (centerline to centerline). Runway 17 has a CAT I precision instrument approach with ½-mile visibility minimums. **The APRC for Runway 17-35 is D/IV/2400 and D/V/2400 and its DPRC is D/IV and D/V.**

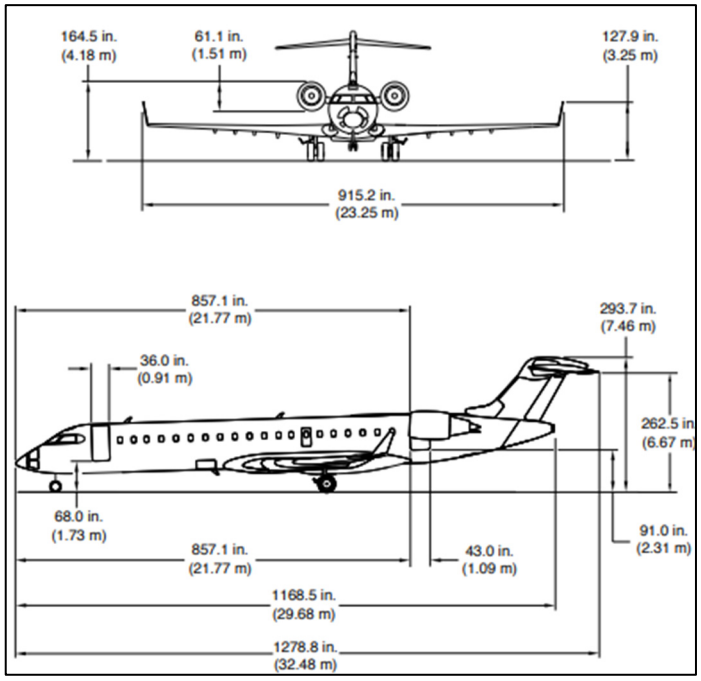
CRITICAL AIRCRAFT SUMMARY

Table 2E summarizes the airport and runway classification currently and in the future. The critical aircraft is now defined by those aircraft in ARC C-II and is expected to change to C-III in the future.

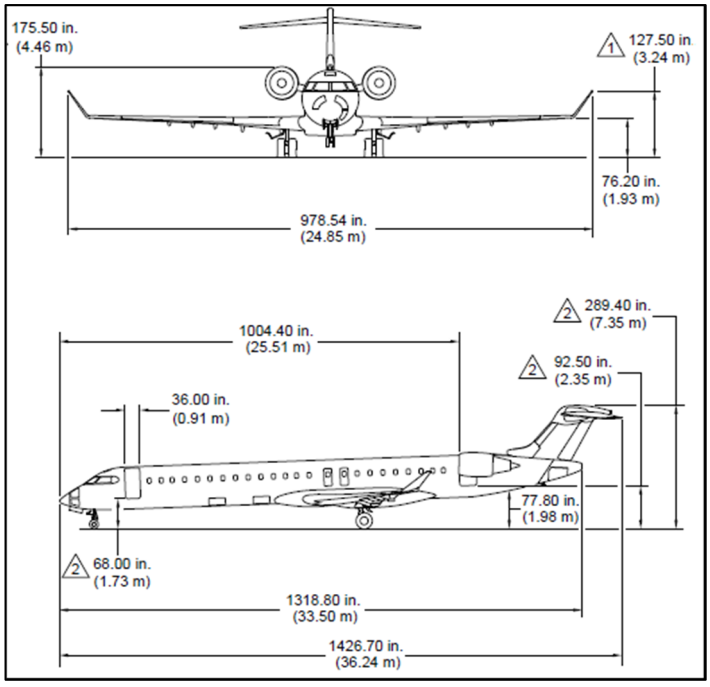
TABLE 2E
Airport and Runway Classifications
Texas Gulf Coast Regional Airport

	RUNWAY 17-35	
	Existing	**Ultimate**
Airport Reference Code (ARC)	C-II	C-III
Airport Design Aircraft	Bombardier CRJ700	Bombardier CRJ900
Runway Design Code (RDC)	C-II-2400	C-III-2400
Approach Reference Code (APRC)	D/IV/2400 & D/V/2400	D/IV/2400 & D/V/2400
Departure Reference Code (DPRC)	D/IV & D/V	D/IV & D/V
Taxiway Design Group (TDG)	2	2

Source: FAA AC 150/5300-13A, Airport Design; Coffman Associates analysis



Existing Critical Design Aircraft – Bombardier CRJ700



Ultimate Critical Design Aircraft – Bombardier CRJ900

Chapter 1
Inventory

AIRPORT BACKGROUND

LBX is owned and operated by Brazoria County. A community profile of Brazoria County is provided on **Exhibit 1A**. The Brazoria County Commissioner's Court consists of the County Judge and four elected Commissioners. The Commissioner's Court employs a full-time Aviation Director to oversee daily operations at the airport and manage the business aspects of the airport.

The airport is open to the public 24 hours a day, 365 days a year. Monday through Friday, the airport is attended by administrative staff from 6:30 a.m. to 6:30 p.m. On weekends, the airport is attended from 8:00 a.m. to 6:30 p.m. The airport publishes contact telephone numbers for pilots needing service after hours.

LBX is located in the south-central part of Brazoria County. It is situated approximately three miles north of the City of Lake Jackson and three miles south of the City of Angleton. The airport is approximately ½-mile to the west of Texas State Highway (SH) 288. SH 288 provides a direct link to Houston, approximately 45 miles to the north. The deepwater port of Freeport, Texas is located 15 miles to the south on the Gulf of Mexico. **Exhibit 1B** presents the regional location map for the airport.

The airport's current Airport Property Map indicates the airport is made up of 680.0792 acres, which includes properties owned in fee and easements. In December 2013, the State of Texas granted a deed without warranty for 183.174 acres of property from the Texas Department of Criminal Justice to Brazoria County. In the fall of 2019, Brazoria County dedicated this property to the airport. Therefore, the airport now consists of approximately 863.2532 acres.

LBX holds a Class IV Part 139 Airport Operating Certificate for commercial operations. The airport maintains an Airport Certification Manual, which was most recently revised and approved by the FAA on April 18, 2017. As a Class IV airport, LBX is certified to accommodate unscheduled large air carrier aircraft operations only.

AIRPORT ROLE

LBX is categorized within the FAA's *National Plan of Integrated Airport Systems* (NPIAS) as a reliever airport to the Houston commercial service airports. The NPIAS is a compilation of airports within the United States that are deemed important to national air transportation by the FAA. Airports included within the NPIAS are qualified for federal funding through the Airport Improvement Program (AIP).

The *Texas Airport System Plan* (TASP) further classifies LBX as a reliever airport. Within the TASP, reliever airports are FAA-designated as having the function of relieving congestion at commercial service airports and providing enhanced general aviation services to the communities they serve.

FOREIGN TRADE ZONE

The airport, being located within Brazoria County, is within foreign trade zone (FTZ) No. 149. The FTZ is designated to promote international trade and offer companies and importers a way to gain a financial edge in the global marketplace through reduction, deferral, or elimination of U.S. Customs duties.

FTZ No. 149 covers all of Brazoria and Fort Bend counties. Key customers utilizing the FTZ include Dow, Phillips 66, Axens North America Inc., Riviana Foods, Mammoet, Tenaris Global Services and DSM Nutritional Products.

The benefits of operating a business in an FTZ are primarily the reduction or elimination of duties or excise taxes on goods imported into the U.S. At a minimum, a U.S. importer could store a shipment in the FTZ and gradually import only what is needed, at the time it is needed, and thereby improve the company's cash flow by spreading the import duty over a longer period of time.

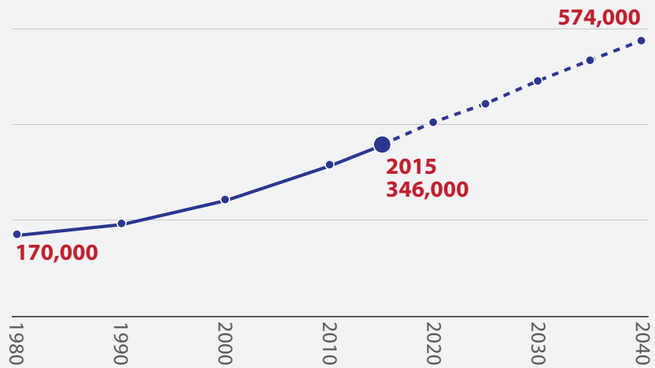
Brazoria County Boundaries

- Brazoria County
- Other counties
- Top 4 cities
- Major roads

County Seat: Angleton
Largest City: Pearland

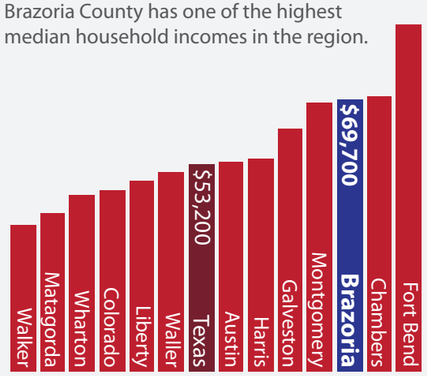
Population Growth Forecast

Brazoria County grew by 104% from 1980 to 2015 and is expected to reach 574,000 residents by 2040.



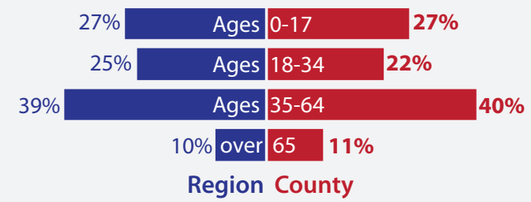
Median Household Income

Brazoria County has one of the highest median household incomes in the region.



Age

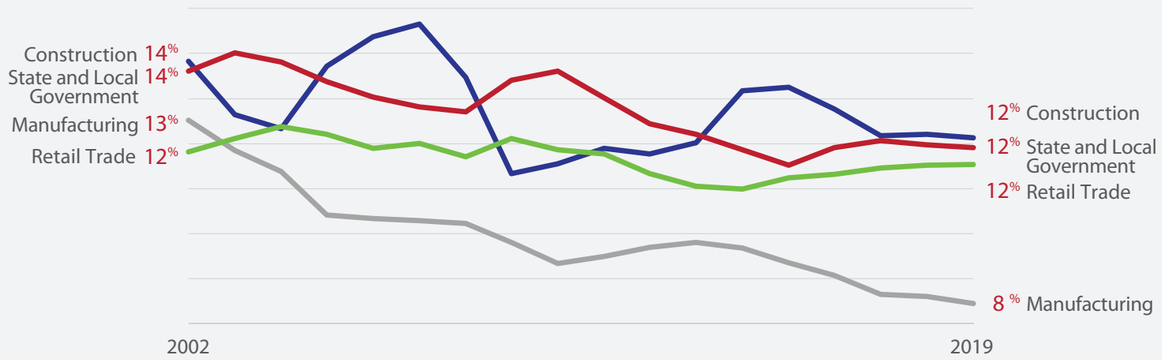
Brazoria County has a similar age profile as the region.



Source: 2017 Brazoria County Profile prepared by the Houston-Galveston Area Council; Updated by Coffman Associates to reflect data through 2019.

Top Industries by Percent of Overall Jobs

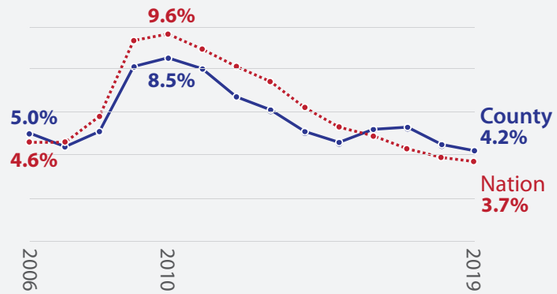
Employment in Brazoria County Diversified between 2002 and 2019. While each of the top industries declined as a percentage of overall jobs over that period, each industry experienced growth in total workers.



Source: The Complete Economic and Demographic Data Source, Woods & Poole Economics, 2019.

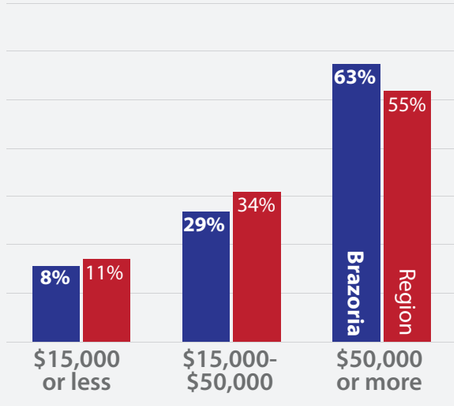
Unemployment Rate

Brazoria County's unemployment mirrors national trends, and was higher than the nation in 2019.



Earnings of Residents

Over 60% of Brazoria County residents earn more than $50,000 annually, a higher percentage than the region.

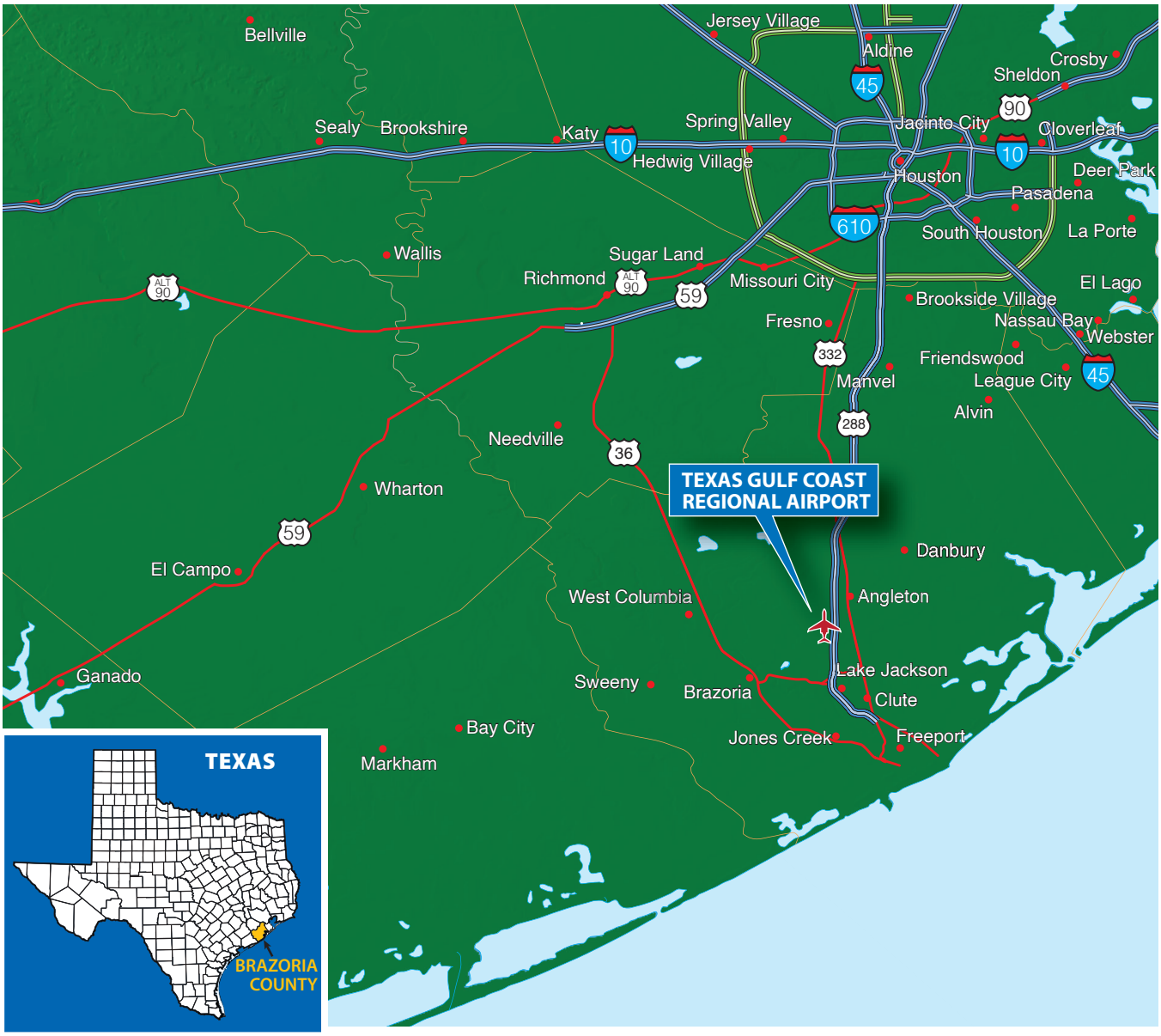


Source: 2017 Brazoria County Profile prepared by the Houston-Galveston Area Council; Updated by Coffman Associates to reflect data through 2019.

Major Employers in Brazoria County

- Alvin ISD
- Brazoria County
- Brazosport ISD
- Olin Corporation
- Pearland ISD
- Infinity Construction Services
- Performance Contractors
- Phillips 66
- Texas Department of Criminal Justice
- The Dow Chemical Company
- Wood Group

*This reflects the most up-to-date publicly available data and may not represent the current mix of major employers in the county.


Bellville
Jersey Village
Aldine
Crosby
Sheldon
Sealy
Brookshire
Katy
Spring Valley
Jacinto City
Cloverleaf
Hedwig Village
Houston
Deer Park
Pasadena
South Houston
La Porte
Wallis
Sugar Land
Richmond
Missouri City
El Lago
Brookside Village
Fresno
Nassau Bay
Webster
Friendswood
Manvel
League City
Alvin
Needville
Wharton
TEXAS GULF COAST REGIONAL AIRPORT
Danbury
El Campo
West Columbia
Angleton
Ganado
Sweeny
Brazoria
Lake Jackson
Clute
Bay City
Jones Creek
Freeport
Markham
TEXAS
BRAZORIA COUNTY

521
332
523
TEXAS GULF COAST REGIONAL AIRPORT
288
2004
288

AIRSIDE FACILITIES

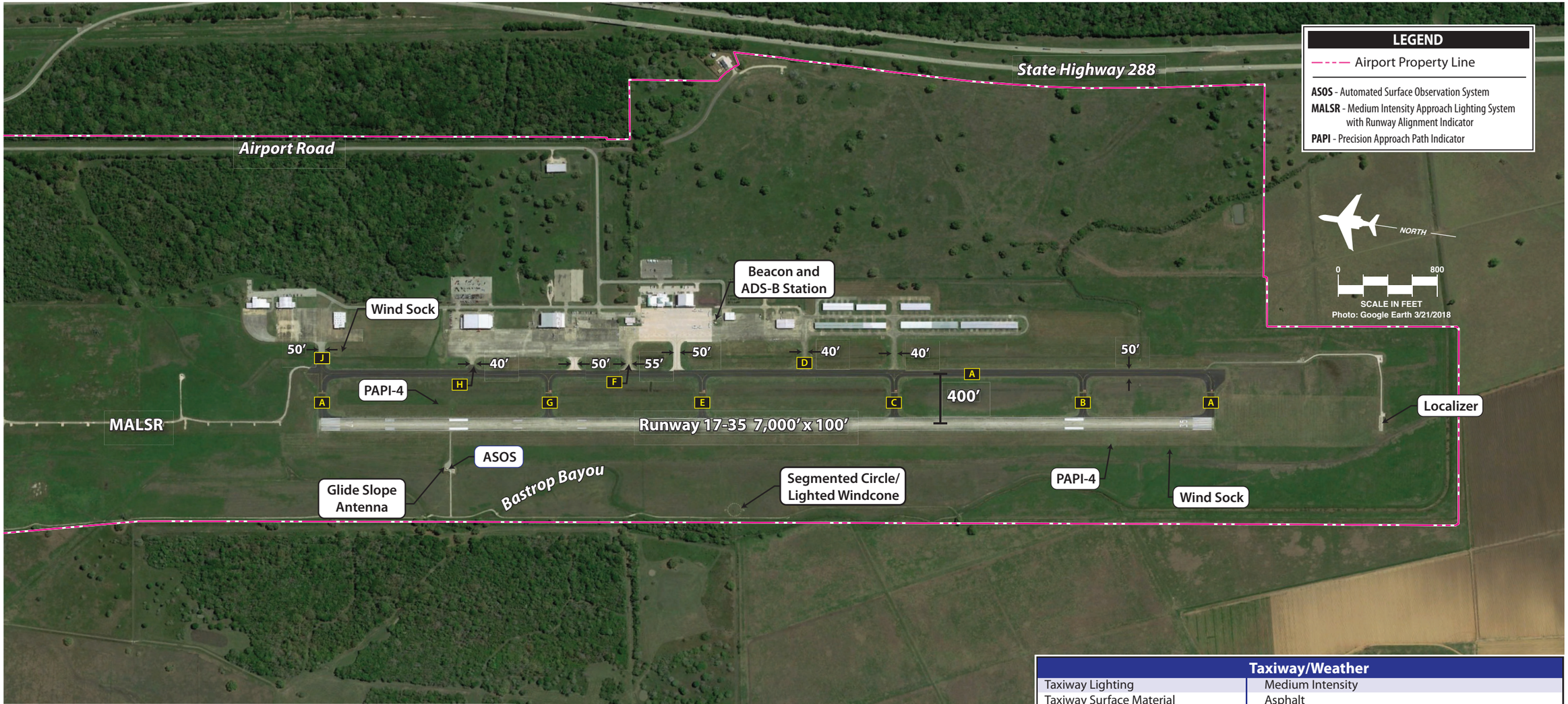
Airside facilities include runways, taxiways, airfield lighting, and navigational aids. Airside facilities are identified and summarized on **Exhibit 1C**. The condition of all airfield pavements, as described in a report prepared for TxDOT by Tom Freeman with the Texas A&M Transportation Institute, is depicted on **Exhibit 1D**. A brief description of the various airside facilities is provided below.

Runway 17-35 | The primary runway at LBX is 7,000 feet long and 100 feet wide constructed of grooved concrete. The runway was reconstructed in 2010 and, as of November 2019, is reported as being in good condition. The 2017 pavement condition report indicated the runway had a Pavement Condition Index (PCI) rating of 100, which is within the "Excellent" range. The runway is equipped with medium intensity runway lighting (MIRL), which were last replaced in 2009, and has precision approach path indicator (PAPI-4) visual approach aids at both ends, which were also last replaced in 2009. The Runway 17 end is equipped with precision markings and a medium intensity approach lighting system with runway alignment indicator lights (MALSR), which supports the Category I (CAT I) instrument landing system (ILS) approach. Runway 35 is equipped with non-precision markings, which support the RNAV (GPS) Localizer Performance with Vertical Guidance (LPV) approach. According to 10-years' worth of weather data collected from October 1998 through October 2009 from the on-site weather observation system, Runway 17-35 provides for 97.29 percent crosswind coverage at 10.5 knots and 99 percent or higher coverage for 13, 16, and 20 knot crosswind conditions.

Taxiways | The airfield is supported by a system of taxiways constructed of asphalt that are 50 feet wide and with strength ratings of 75,000 pounds single wheel loading (SWL) and 100,000 pounds dual wheel loading (DWL). Parallel Taxiway A extends the full length of the runway and has a separation distance of 400 feet from the runway centerline. Each entrance/exit taxiway from the runway to the parallel taxiway is equipped with holding position markings that are located 250 feet from the runway centerline. The entirety of the taxiway system is equipped with medium intensity taxiway lights (MITL), which were installed in 2002 and reflective yellow centerlines.

Airfield Beacon | The location of the airport at night is identified by a rotating beacon. A rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The rotating beacon at LBX is located near the center of the airport on the terminal area side east of Taxiway E and adjacent to the airport aircraft rescue and firefighting (ARFF) station. The beacon was installed in 1997.

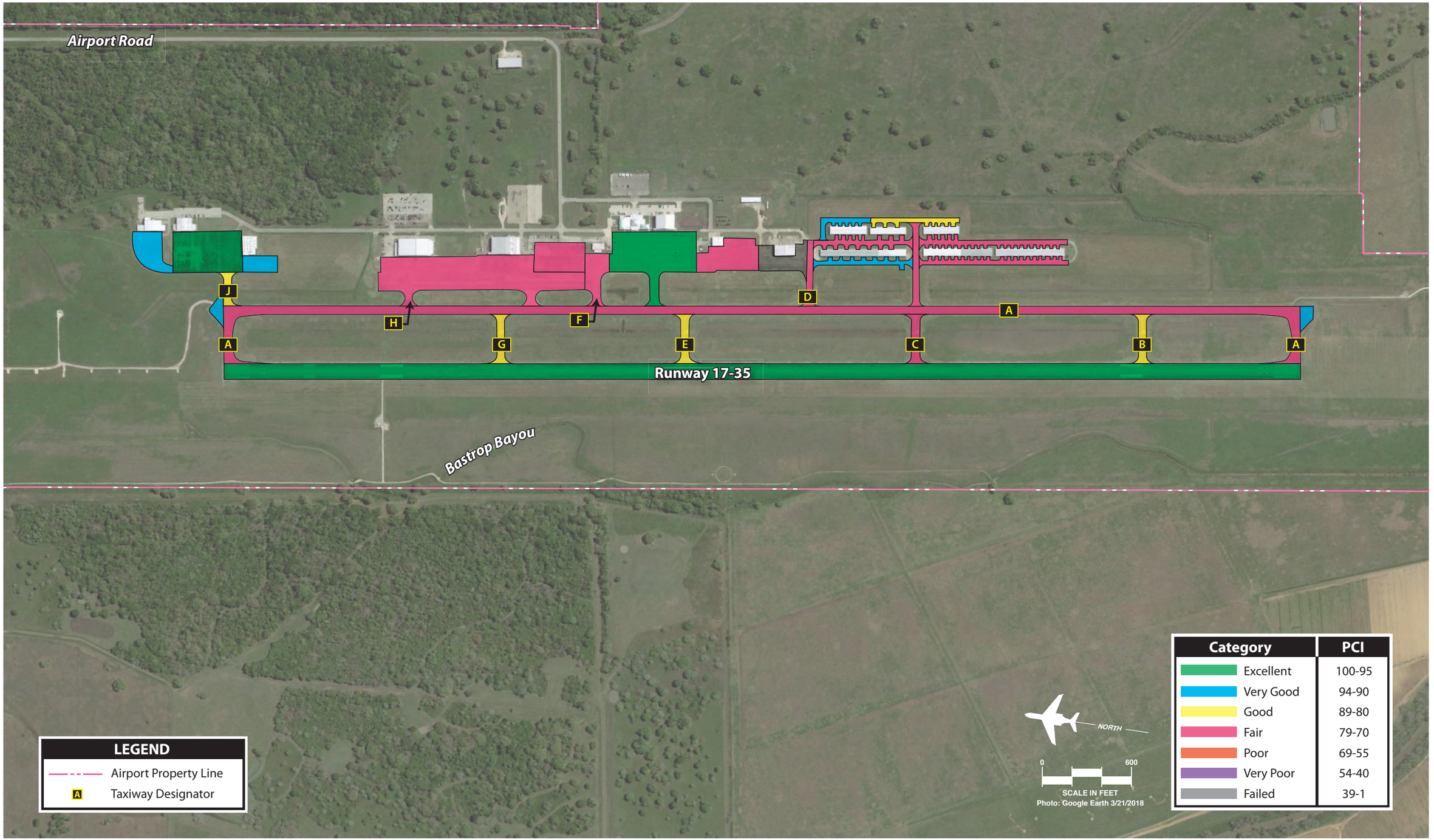
Weather Facilities | LBX is equipped with a lighted wind cone and segmented circle, located on the west side of the airfield near midfield. Supplemental lighted wind cones are located east of the Runway 17 threshold and west of the Runway 35 threshold. LBX is also equipped with an automated surface observation system (ASOS), which is owned and maintained by the FAA. The ASOS automatically records weather conditions, including wind speed, wind gusts, wind direction, temperature, dew point, altimeter setting, and density altitude. This information is then transmitted at regular intervals and is accessible to pilots. The ASOS equipment is located 350 feet west of the runway centerline and approximately 1,000 feet from the Runway 17 threshold. ASOS information can be accessed using frequency 119.925 MHz or by calling 1-979-849-3319.



Airside Facility Data	
Runway Designation	17-35
Runway Length (feet)	7,000
Runway Width (feet)	100
Runway Surface Material	Concrete/Grooved
Runway Markings	Precision (17) | Non-Precision (35)
Runway Edge Lighting	Medium Intensity
Runway Approach Lighting	MALSR (17) | None (35)
Runway Load Bearing Strength (pounds):	
Single Wheel Loading (SWL)	60,000
Dual Wheel Loading (DWL)	95,000
Dual Tandem Wheel Loading (DTWL)	120,000
Visual Approach Aids	Precision Approach Path Indicator-4 (17, 35)
Instrument Approach Procedures	ILS or LOC (17) | RNAV (GPS) (17, 35)

Taxiway/Weather	
Taxiway Lighting	Medium Intensity
Taxiway Surface Material	Asphalt
Taxiway Width (feet)	50
Taxiway, Taxilanes & Apron Lighting	Centerline Marking, Tie-down Area Marking
	Automated Surface Observation System (ASOS)
	Lighted Wind Cone
Weather and Navigational Aids	Airport Beacon
	Segmented Circle
	ADS-B Radio Station

ADS-B – Automatic Dependent Surveillance-Broadcast
GPS – Global Positioning System
ILS – Instrument Landing System
LOC – Localizer
MALSR – Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
RNAV – Area Navigation
Sources: Airnav.com, accessed November 2019; LBX Airport Master Plan, 2010.



Source: *Inventory Information Angleton/Lake Jackson/Brazoria County/Texas Gulf Coast Regional (LBX), November 21,2017.*

Navigational Aids | Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft operating near LBX include the very high frequency omnidirectional range (VOR) facility, non-directional beacon (NDB), and the global positioning system (GPS).

A VOR, in general, provides azimuth readings to pilots of properly equipped aircraft transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR/DME) to provide distance as well as direction information to the pilot. The Scholes VOR/DME, located 32.6 miles to the northeast, or the Hobby VOR/DME, located 34.2 miles to the north, can be utilized by pilots flying to or from LBX.

A non-directional beacon (NDB) is a radio transmitter that acts as a navigational aid. In contrast to other navigational aids, like the VHF omnidirectional range (VOR) and TACAN, the signal transmitted from the NDB does not include inherent directional information. The NBD signal can be received at much greater distances at lower altitudes and follow the curvature of the Earth to assist pilots. Pilots at LBX can utilize the Freep NDB located 5.1 nm north of the airport.

GPS is an additional navigational aid for pilots. GPS was initially developed by the United States Department of Defense for military navigation around the world. GPS differs from VOR in that pilots are not required to navigate using a specific ground-based facility. GPS uses satellites placed in orbit around the Earth that transmit electronic radio signals, which pilots of properly equipped aircraft use to determine altitude, speed, and other navigational information. With GPS, pilots can navigate directly to any airport in the country and are not required to navigate using a ground-based navigational facility.

LBX also is equipped with a Surveillance Broadcast Services (SBS) antenna, which automatically transmits to properly equipped aircraft the equivalent of ground-based radar coverage and real time local and regional weather information. The SBS radio station has three primary components. The first is the Traffic Information Service - Broadcast (TIS-B). This provides position reports of other aircraft in the area airspace. The second component is the Flight Information Service – Broadcast (FIS-B). This transmits geographical National Weather Service information, Temporary Flight Restrictions (TFRs), and special use airspace information. The third component is the Automatic Dependent Surveillance – Broadcast (ADS-B). The ADS-B provides surveillance and situational awareness simultaneously to pilots and air traffic control facilities. The ADS-B cockpit display will show heading, altitude, speed, aircraft category, call sign, and distance of area aircraft.

Instrument Approach Procedures | Instrument approach procedures are a series of predetermined maneuvers established by the FAA using electronic navigational aids that assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. Instrument procedures are defined as either precision, approach with vertical guidance (APV), or non-precision. Precision instrument approach aids provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above threshold (HATh) lower than 250 feet and visibility lower than ¾-mile. APVs also provide course alignment and vertical descent path guidance but have HAThs of 250 feet or more and visibility minimums of ¾-mile or greater. Non-precision instrument approach aids provide only course alignment information.

Instrument approach procedure capabilities are defined by visibility and cloud ceiling minimums. Visibility minimums define the horizontal distance the pilot must be able to see to complete the approach. Cloud ceilings define the lowest level a cloud layer (defined in feet above the ground) can be situated for the pilot to complete the approach. If the observed visibility or cloud ceilings are below the minimums prescribed for the approach, the pilot cannot complete the instrument approach.

LBX is currently equipped with a precision instrument landing system (ILS) approach to Runway 17 and two RNAV (Area Navigation) instrument approach procedures. **Table 1A** summarizes FAA-approved and published instrument approach procedures, including associated weather minimums for LBX.

TABLE 1A
Instrument Approach Procedures
Texas Gulf Coast Regional Airport

	Weather Minimums By Aircraft Type			
	Category A	Category B	Category C	Category D
Instrument Landing System (ILS) or Localizer (LOC) - Runway 17				
Straight-In ILS	225’/0.5-mile			
Straight-In LOC	340’/0.5-mile			
Circling	500’/1-mile		500’/1.5-mile	600’/2.0-mile
Area Navigation (RNAV) GPS – Runway 17				
LPV	282’/0.5-mile			
LNAV/VNAV	360’/0.75-mile			
LNAV	420’/0.5-mile			420’/1.0-mile
Circling	480’/1.25-mile	500’/1.25-mile	500’/1.5-mile	620’/2.0-mile
Area Navigation (RNAV) GPS – Runway 35				
LPV	275’/0.75-mile			
LNAV/VNAV	428’/1.5-mile			
LNAV	420’/1.0-mile			420’/1.25-mile
Circling	480’/1.5-mile	500’/1.5-mile		620’/2.0-mile

Aircraft categories are based on the approach speed of aircraft, which is determined as 1.3 times the stall speed in landing configuration as follows:
Category A: 0-90 knots (e.g., Cessna 172)
Category B: 91-120 knots (e.g., Beechcraft KingAir)
Category C: 121-140 knots (e.g., Canadair Challenger, Boeing 737)
Category D: 141-166 knots (e.g., Gulfstream IV, Boeing MD-88)
Category E: Greater than 166 knots (e.g., Certain large military or cargo aircraft)

Abbreviations:
GPS - Global Positioning System
LNAV/VNAV - A technical variant of GPS (Lateral, Vertical Navigation)
LPV – Localizer Performance with Vertical Guidance

Note: (xxx'/ x-mile) = Cloud ceiling height/Visibility minimum
Source: U.S. Terminal Procedures (Effective June 2020)

LANDSIDE FACILITIES

Landside facilities are the ground-based facilities that support the aircraft and pilot/passenger handling functions. These facilities typically include aircraft storage hangars, aircraft parking aprons, and support facilities, such as fuel storage, maintenance facilities, and roadway access. Landside facilities are identified on **Exhibit 1E**.

TERMINAL BUILDING

The focal point for landside facilities at LBX is the terminal building, located near midfield. The 10,937-square-foot terminal was constructed in 2013 and includes spaces for administrative offices, fixed base operator (FBO) services, aviation and car rental/lease space, utility closets, and a general public terminal/lobby and pilot's lounge. A conference room in the terminal can hold up to 75 people. The terminal layout is depicted on **Exhibit 1F**.

AIRCRAFT HANGARS

Hangar facilities at LBX are comprised of T-hangars and conventional hangars. LBX has six T-hangar facilities totaling 80 individual storage units and 104,417 square feet primarily for small piston aircraft. LBX has seven conventional hangars utilized by a variety of business and private entities totaling approximately 82,400 square feet of storage capacity. Combined, LBX has a total of approximately 186,817 square feet of aircraft storage hangar capacity. The various hangar facilities at LBX are detailed on **Exhibit 1E**.

AIRCRAFT PARKING APRONS

LBX has four distinct apron areas along the east side of the airfield depicted in **Figure 1A**. Combined, these aprons make up a total of approximately 90,000 square yards (sy) of pavement for aircraft parking and taxiing. The four aprons at LBX include the following:

- **North apron** - consists of 21,150 square yards (sy) of pavement and includes six helicopter parking positions, which are utilized by ERA Aviation. Four of the helicopter parking positions are equipped for "hot-fueling." The west edge of the apron is marked with 35-foot-wide taxilane markings.
- **Central apron** – consists of 39,387 sy of pavement and is utilized by Dow's hangar facility, the hangar occupied by Bristow, and the parking area immediately adjacent to the airport restaurant (Runway Café). The apron area adjacent to the Bristow hangar includes eight marked helicopter parking positions. The west edge of the apron is marked with 50-foot-wide taxilane markings.
- **Terminal apron** – located adjacent to the main terminal building, the terminal apron consists of approximately 16,243 sy of pavement. The apron has a 50-foot-wide west edge taxilane, which results in a usable depth of approximately 208 feet. As the focal point for transient aircraft, the

terminal apron often can be congested, particularly when a large jet is parked at the terminal building.

- **South apron** – often referred to as the south heliport, the south apron consists of approximately 13,223 sy of pavement. The airport's self-service fuel station is located on this apron, along with the airport's ARFF station and the south hangar. The pavement area in front of the hangar is often congested, particularly when aircraft being pulled out of the hangar completely block the taxilane route.

***FIGURE 1A** - LBX Aircraft Aprons*

MAINTENANCE BUILDING

The airport constructed a dedicated maintenance building (Maintenance Facility 1) located on the east side of Airport Road. This facility houses various airport equipment, including mowers. An additional maintenance facility (Maintenance Facility 2) is located within the airport's business park along Airport Road, which serves primarily as a maintenance shop.

FUEL STORAGE FACILITIES

There are two airport-owned fuel farms at LBX. The south apron fuel farm was built in 1981 and includes three 12,000-gallon underground storage tanks (two for Jet A and one for 100LL) and two 500-gallon tanks for diesel fuel. The 100LL tank are self-service equipped. The north apron fuel farm was built in 1982 and consists of two 10,000-gallon underground Jet A tanks (both fiberglass tanks). The airport also owns one additional 1,000-gallon steel storage tank for gasoline. The gasoline tank is used for the airport's private car rental and the other is used for aircraft maintenance purposes. The airport's FBO operation has three mobile refueler trucks, including two 3,000-gallon Jet A trucks and a 750-gallon 100LL truck, both of which are stored in the fuel farm.

Bristow owns its own 10,000-gallon above ground storage tank for Jet A fuel, which is located on the apron in front of its parking lot. Bristow's fuel is dispensed exclusively to its aircraft and is not available

Landside Facilities

Building #	Hangar/Facility	Square Footage	Year Built	Ownership	Notes
1	North Hangar A	10,540	2006	Brazoria County	Conventional Hangar
2	ERA Aviation	10,580	1999	Airport	Conventional Hangar
3	North Hangar B	6,900	1999	Airport	Conventional Hangar
4	Dow	20,000	1982	Dow	Conventional Hangar
5	Bristow	14,000	1981	Airport	Conventional Hangar
6	Runway Café	3,000	1981	Airport	Restaurant
7	Terminal Building	10,937	2013	Airport	
8	Community Hangar	11,200	2016	Airport	Conventional Hangar
9	Fire Station	4,500	2004	Airport	ARFF
10	Maintenance Facility 1	3,000	1997	Airport	Airport Maintenance Equipment Storage
11	South Hangar	9,180	1981	Airport	Conventional Hangar
12	A Hangar	24,975	1982	Airport	14 Unit T-Hangar
13	B Hangar	22,250	1982	Airport	20 Unit T-Hangar
14	C Hangar	22,250	1982	Airport	20 Unit T-Hangar
15	D Hangar	10,440	1997	Airport	6 Unit T-Hangar
16	E Hangar	11,650	1982	Airport	10 Unit T-Hangar
17	F Hangar	12,852	2007	Airport	10 Unit T-Hangar
18	Maintenance Facility 2	10,000	Unknown	Airport	Airport Maintenance Shop

1 Pilot's Lounge

2 Conference Room

3 Waiting Area (looking South)

4 Waiting Area (looking North)

5 Conference/Training Room

for public purchase. ERA Aviation has a 5,000 gallon above ground storage tank for Jet A fuel located near its hangar on the north apron. This fuel system is equipped to conduct "hot-fueling" of ERA's helicopters.

LBX has a total 100LL storage capacity of 12,750 gallons and Jet A storage capacity of 66,000 gallons. **Table 1B** presents a summary of the available fuel storage facilities at the airport.

TABLE 1B
Summary of Fuel Storage Containers
Texas Gulf Coast Regional Airport

Owner	Material Stored	Type of Container	Volume (gal)	Location	Secondary Containment
Airport	Gasoline	Steel tank	1,000	Private Car Rental	Steel (rectangular)
Airport	Jet A (2); 100LL (1)	Underground steel tanks	12,000 (ea)	South fuel farm	N/A
Airport	Diesel	Steel tank	500	South fuel farm	Double-walled tank
Airport	Diesel	Steel tank	500	South fuel farm	Double-walled tank
Airport	Jet A	Steel tank	1,000	Aircraft maintenance	N/A
Airport	Jet A (2)	Fiberglass tanks	10,000 (ea)	North fuel farm	N/A
Airport	Jet A (2)	Mobile refueler truck	3,000 (ea)	Stored in the fuel farm	Concrete curb
Airport	100LL	Mobile refueler truck	750	Stored in the fuel farm	Concrete curb
Bristow	Jet A	Above ground storage tank	10,000	Apron in front of parking lot	Fabricated steel on runners
ERA	Jet A	Above ground storage tank	5,000	North apron	N/A

N/A – Not available
Source: Spill Prevention, Control and Countermeasure Plan (SPCC) for LBX, November 2008

AIRCRAFT RESCUE AND FIREFIGHTING FACILITIES (ARFF)

For airports certificated by the FAA under Title 14 of the Code of Federal Regulations (CFR) Part 139, a minimum standard (ARFF Index) of firefighting equipment and personnel is required.

LBX ARFF Vehicle

The ARFF Index of an airport is based on the length of air carrier aircraft that utilize the airport for a minimum average of five daily departures. According to LBX's current ACM, the airport meets the requirements of ARFF Index A, which is based on the Canadair CL65, Fokker F28, and Airbus A319, each of which have lengths of less than 90 feet. The airport houses a dedicated ARFF vehicle with the following capacity: 2003 Titan HPR dual agent ARFF 1,500-gallon Water/Foam Dry Chemical and 500 pounds of dry

chemical Purple K and 150 pounds of Halotron. The ARFF vehicle is in poor condition with maintenance and reliability issues. The airport also has an auxiliary vehicle: a 1994 Boardman 750-gallon water, 750 GPM, Foam 150-gallon three percent ARFF, Dry Chemical, Purple K, 200 pounds at five pounds per second. The staff and line crew are all certified firefighters and are qualified to respond to an aircraft emergency.

The airport assures that the ARFF vehicle and qualified personnel are on duty no less than 15 minutes before and after an air carrier takeoff or landing. The ARFF vehicles are stored in the dedicated ARFF station, which is centrally located on the east ramp.

AUTOMOBILE PARKING

The primary access road is Airport Road (CR220B) and extends from State Highway 288. Vehicle parking lots at LBX are shown in **Figure 1B** and include the following:

- The terminal building has two dedicated lots on the west and east sides of Airport Road. The west terminal lot consists of 65 spaces and the east lot consists of 82 spaces. The terminal also has an employee lot immediately north of the facility with five spaces.
- The Dow hangar has 23 positions immediately north of the hangar and 150 public spaces to the east of Airport Drive. These are private parking lots utilized by Dow employees.
- The Bristow hangar has lots on both the west and east sides of Airport Road. The west Bristow lot has 80 spaces and the overflow lot on the east side has 179 spaces.
- The restaurant has approximately 13 spaces.
- There are approximately 55 additional parking spaces associated with individual hangars.

Combined, there are a total of 652 vehicle parking spaces at LBX, including public-use spaces at the terminal and private spaces at various tenant facilities.

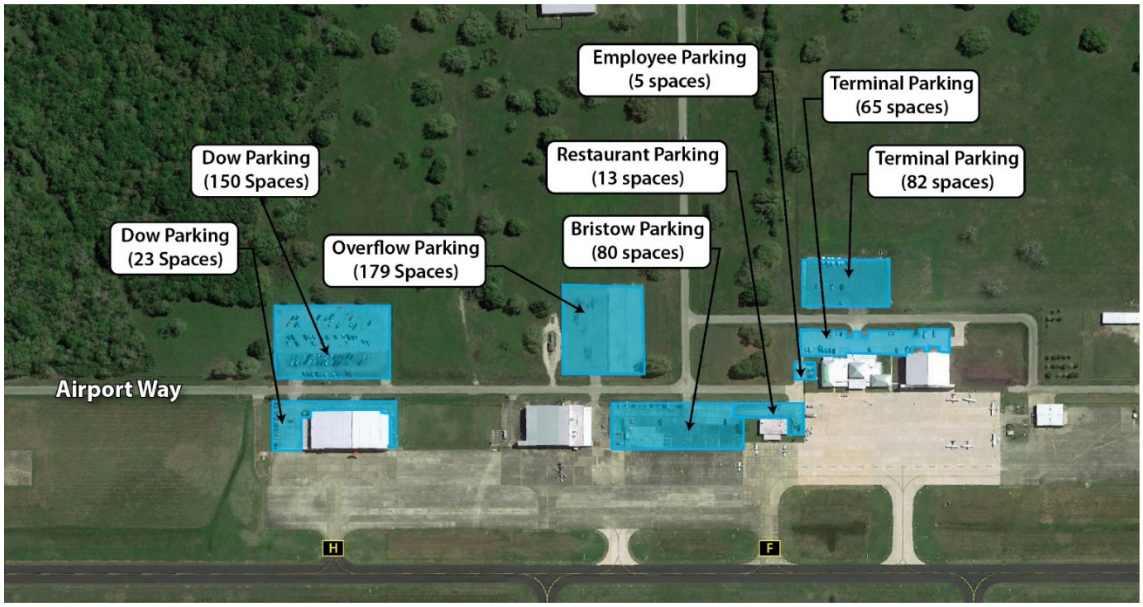


***FIGURE 1B** - LBX Vehicle Parking Lots (note: graphic excludes 55 spaces associated with individual hangars)*

SECURITY FENCING, CAMERAS, AND GATES

LBX's airfield perimeter is equipped with 6-foot-tall wildlife fencing on the north, west, and south sides of the airport. Fencing on the east side of the airport between the north and south gates, is six feet high wrought iron. The fence is in good condition.

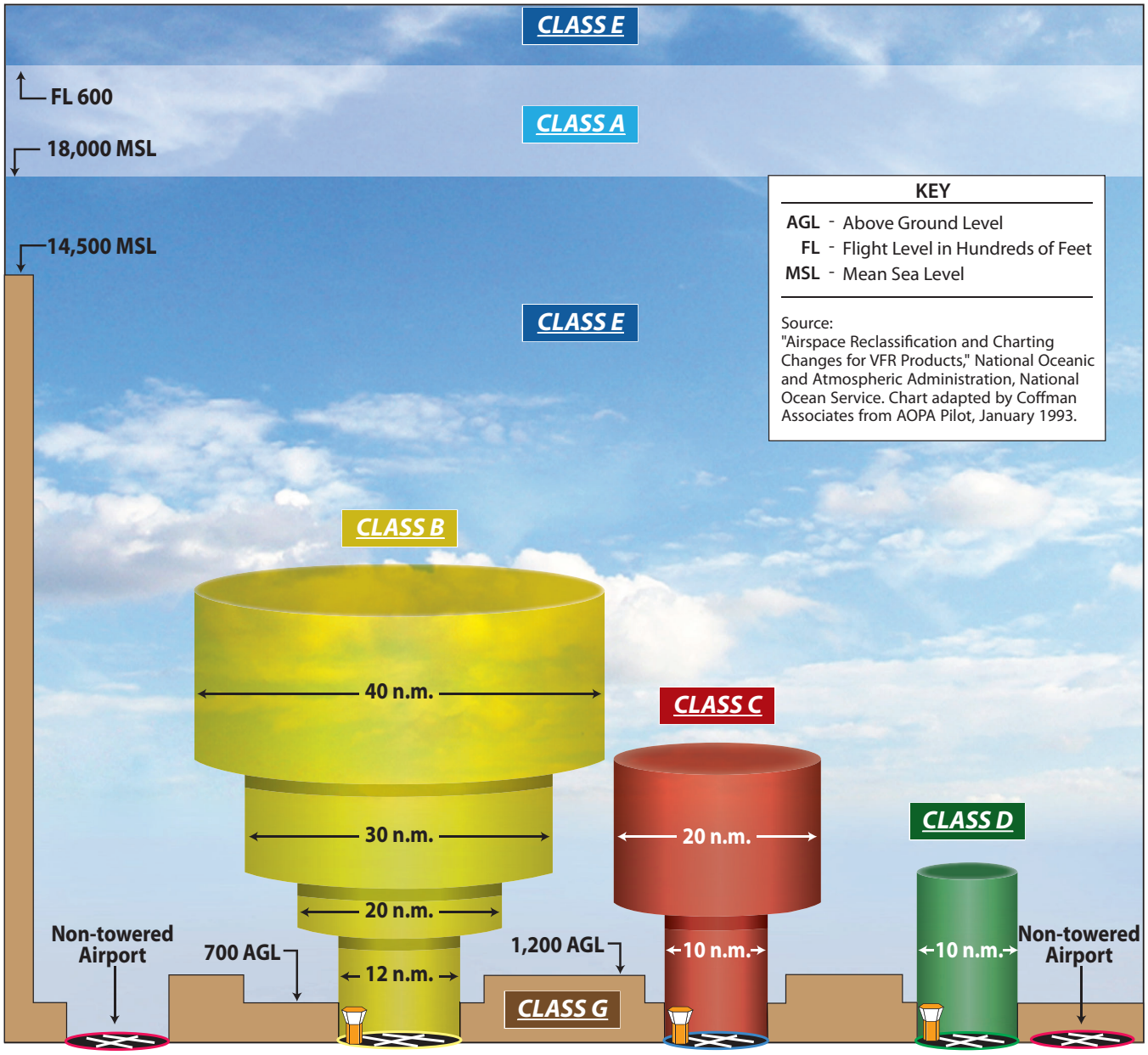
Just to the north of the Dow hangar, there is a gate across Airport Road that restricts access to the three hangars located in the north heliport area. These gates are opened by a card reader. This fencing extends south behind the Dow hangar, where there is another gate operated by Dow. On the south end of Airport Road, there is a second access gate crossing Airport Road leading to the T-hangar area. This gate is also operated by keyless card entry. There is an additional gate from Airport Road to the terminal apron that is also accessible via a keyless card.

There are security cameras at the airport. Both gates on Airport Road have cameras. There is an exterior terminal building camera and two interior cameras. There are an additional two security cameras in the T-hangar area.

LBX Perimeter Fencing and Gates

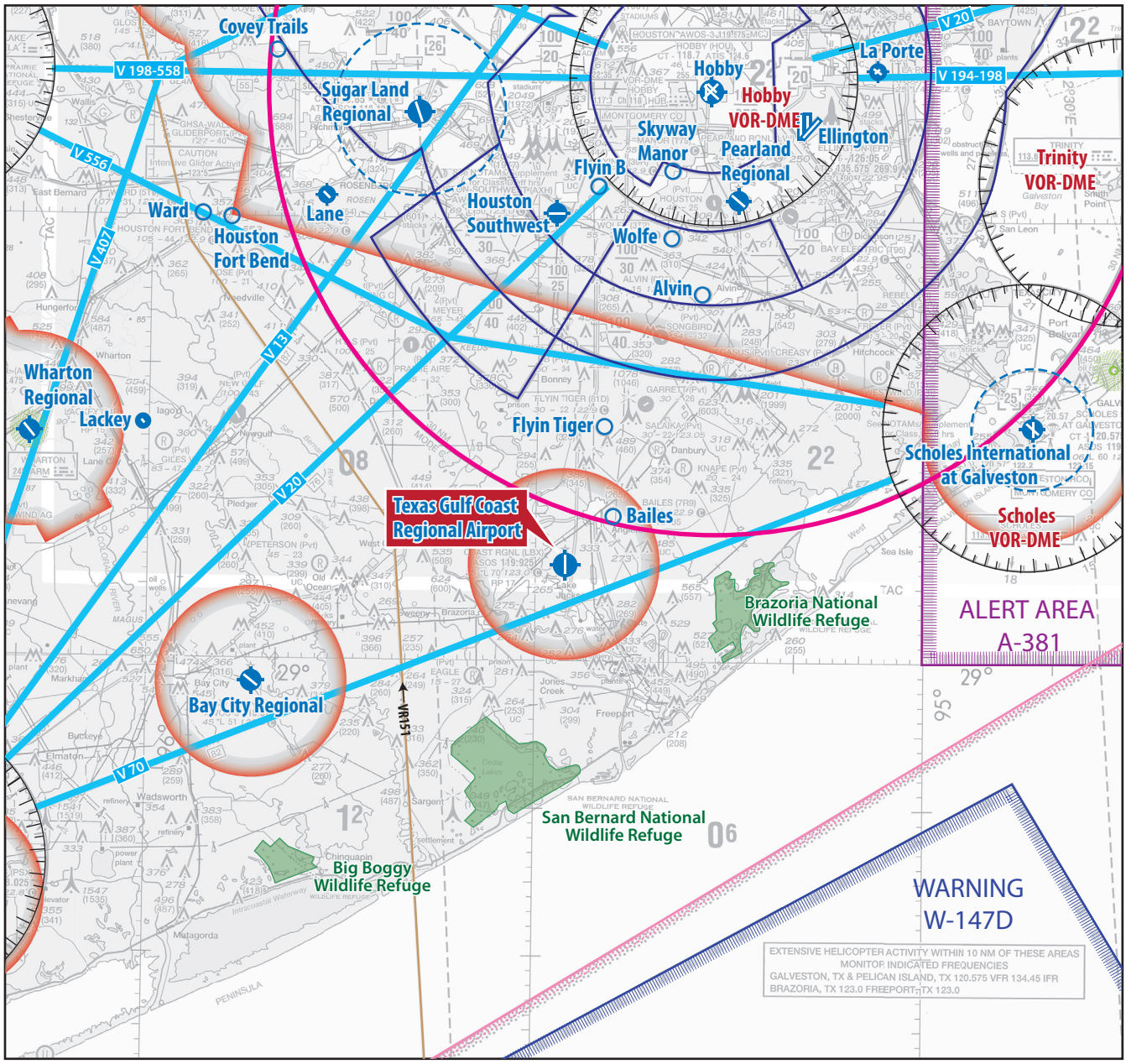
AIRSPACE CHARACTERISTICS

The airspace within the National Air Transportation System (NAS) is divided into six different categories or classes. These categories of airspace are made up of Classes A, B, C, D, E, and G airspace. Each class of airspace contains its own criteria that must be met in terms of required aircraft equipment, operating flight rules (visual or instrument flight rules), and procedures. Classes A, B, C, D, and E are considered controlled airspace, which requires pilot communication with the controlling agency prior to airspace entry and throughout operation within the designated airspace. Pilot communication procedures, required pilot ratings, and required minimum aircraft equipment vary depending upon the class of airspace, as well as the type of flight rules in use. The front side of **Exhibit 1G** depicts the various airspace classifications.



DEFINITION OF AIRSPACE CLASSIFICATIONS

CLASS A	Generally airspace above 18,000 feet MSL up to and including FL 600.
CLASS B	Generally multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports.
CLASS C	Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
CLASS D	Generally airspace from the surface to 2,500 feet AGL surrounding towered airports.
CLASS E	Generally controlled airspace that is not Class A, Class B, Class C, or Class D.
CLASS G	Generally uncontrolled airspace that is not Class A, Class B, Class C, Class D, or Class E.



LEGEND

- Airports with other than hard-surfaced runways
- Airports with hard-surfaced runways 1,500' to 8,069' in length
- Airports with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- VORTAC
- VOR-DME
- Compass Rose
- Wilderness Area
- Non-directional Radiobeacon (NDB)
- Class C Airspace (Mode C)
- Class D Airspace
- Class E Airspace to the surface
- Class E Airspace with floor 700' above surface
- Military Training Routes
- Victor Airways
- Alert Area and Military Operations Area
- Prohibited, Restricted, and Warning Areas
- ADIZ - Air Defense Identification Zone

Source: US Department of Commerce, National Oceanic and Atmospheric Administration; Houston, September 12, 2018

As shown on the back side of **Exhibit 1G**, LBX is located within Class E airspace extending from 700 feet above ground level (AGL) up to 18,000 feet mean sea level (MSL). The Class E airspace extends to a radius of 6.7 miles from the airport. Class G airspace extends from the surface to the base of overlying Class E airspace. In Class E airspace, aircraft conducting visual flights are not required to be in radio communications with air traffic control facilities.

Other airspace features within the vicinity of LBX, including Victor Airways, Alert and Warning Areas, Wildlife Refuges, and Military Training Routes (MTRs), are also depicted on the back side of **Exhibit 1G**.

AIRPORT TRAFFIC CONTROL

There is no airport traffic control tower at LBX; therefore, no formal terminal air traffic control services are available for aircraft landing or departing the airport. Aircraft operating in the airport vicinity are not required to file any type of flight plan or to contact any air traffic control facility unless they are entering airspace where contact is mandatory, such as the Class B airspace surrounding the Houston airports to the north. The CTAF is used by pilots to obtain airport information and to advise other aircraft of their position in the traffic pattern and their intentions.

LBX is located within the jurisdiction of the Houston Air Route Traffic Control Center (ARTCC). The Montgomery County FSS provides additional weather data and other pertinent information to pilots in the vicinity of the airport.

LOCAL OPERATING PROCEDURES

LBX is situated at 25.2 feet MSL. The standard traffic pattern altitude is 1,000 feet above the elevation of the airport surface (1,025 feet MSL). Runway 35 uses a left-hand traffic pattern. As such, aircraft within the local traffic pattern make a series of left turns when maneuvering for landing procedures. Runway 17 uses a right-hand traffic pattern, so aircraft make right turns when maneuvering for landing.

Because of the potential for congested airspace over the greater Houston area, the FAA has established a series of Standard Terminal Arrival (STAR) and Departure Procedures. The STAR is a preplanned air traffic control arrival procedure designed to provide for the transition from the enroute phase of a flight to an outer fix or an instrument approach fix in the terminal area. There are eight STARs and 19 Departure Procedures for use in the region.

ENVIRONMENTAL FEATURES

A review of the potential environmental impacts associated with proposed airport projects is an essential consideration in the planning process. The intent of this inventory is to identify potential environmental sensitivities or resources that might affect future improvements at the airport. The information contained in this section was obtained from internet resources, agency maps, and existing literature.

Research was done for each of the 14 environmental impact categories described within the FAA's Order 1050.1F, *Environmental Impacts: Policies and Procedures*. It was determined that the following resources are not present within the airport environs or cannot be inventoried:

- Resources Not Present
  - Coastal Resources (Coastal Barriers and Coastal Zones) – the airport is inland and not subject to any coastal restrictions.
  - *Department of Transportation Act*: Section 4(f) - no publicly owned land from a public park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance; or any land from a historic site of national, state, or local significance is present within the airport environs. The closest potential Section 4(f) resources to the airport site are city parks, located in local communities including Angleton and Lake Jackson.
  - Wild and Scenic Rivers – no Wild and Scenic Rivers or river segments on the Nationwide Rivers Inventory (NRI) are located in proximity to the airport. The closest Wild and Scenic River is the Saline Bayou River, located approximately 249 miles northeast of the airport. The closest river segment listed on the NRI is the Neches River, which is over 100 miles northeast of the airport.

- Resources that weren't inventoried
  - Energy Supply and Natural Resources
  - Light Emissions and Visual Impacts
  - Noise

The following sections provide a discussion of the remaining resource categories.

AIR QUALITY

The U.S. Environmental Protection Agency (EPA) adopted air quality standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for six criteria pollutants, which include: Ozone (O_3), Carbon Monoxide (CO), Sulfur Dioxide (SO_2), Nitrogen Oxide (NO), particulate matter (PM_{10} and $PM_{2.5}$), and Lead (Pb). Various levels of review apply within both the *National Environmental Policy Act* (NEPA) and permitting requirements. Potentially significant air quality impacts, associated with an FAA project or action, would be demonstrated by the project or action exceeding one or more of the NAAQS for any of the time periods analyzed.

Based on federal air quality standards, a specific geographic area can be classified as either an "attainment," "maintenance," or "non-attainment" area for each pollutant. The threshold for non-attainment designation varies by pollutant. Brazoria County is designated as a non-attainment area for 8-hour O_3 for 2008 (moderate non-attainment) and 2015 (marginal non-attainment) NAAQS standards. The county is in attainment for all other criteria pollutants.[1]

[1] U.S. Environmental Protection Agency Green Book (https://www3.epa.gov/airquality/greenbook/anayo_tx.html); September 2019.

BIOLOGICAL RESOURCES

Biotic resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within Section 7 of the *Endangered Species Act* (ESA). This Act was put into place to protect animal or plant species whose populations are threatened by human activities. Along with the FAA, the USFWS reviews projects to determine if a significant impact on protected species will result in the implementation of a proposed project. Significant impacts occur when the proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area.

According to the USFWS Information for Planning and Consultation (IPaC) website, there are 11 species that are listed as threatened, endangered, or candidate species in Brazoria County according to the ESA. In addition, the Texas Department of Wildlife and Parks lists 21 species that are considered by the State of Texas as threatened or endangered and have the potential to occur in Brazoria County. Nine of these species are also federally listed as noted in **Table 1C**.

It is unknown whether any of these species are present within the airport environs. However, several of these species, such as the turtle species, the opossum pipefish, and manatee, are marine species whose habitat is not present at the airport. Additional field investigations may be required to determine the presence of the remaining species at the airport.

TABLE 1C
Threatened or Endangered Species in Brazoria County, Texas

Common Name	Species	Federal Status	State Status
Mammals			
Rafinesque's big-eared bat	*Corynorhinus rafinesquii*		Threatened
West Indian Manatee	*Trichechus manatus*	Threatened	
Birds			
Bald eagle	*Haliaeetus leucocephalus*		Threatened
Black rail	*Laterallus jamaicenis*		Threatened
Piping plover	*Charadrius melodus*	Threatened	Threatened
Red knot	*Calidris canutus rufa*	Threatened	
Reddish egret	*Egretta rufescens*		Threatened
Swallow-tailed kite	*Elanoides forficatus*		Threatened
White-faced ibis	*Plegadis chihi*		Threatened
White-tailed hawk	*Buteo albicaudatus*		Threatened
Whooping crane	*Grus americana*	Endangered	Endangered
Wood stork	*Mycteria americana*		Threatened
Fish			
Opossum pipefish	*Microphis brachyurus lineatus*		Threatened

TABLE 1C (continued)
Threatened or Endangered Species in Brazoria County, Texas

Common Name	Species	Federal Status	State Status
Reptiles			
Alligator snapping turtle	*Macrochelys temminckii*		Threatened
Green sea turtle	*Chelonia mydas*	Threatened	Threatened
Hawksbill sea turtle	*Eretmochelys imbricata*	Endangered	Endangered
Kemp's ridley sea turtle	*Lepidochelys kempii*	Endangered	Endangered
Leatherback sea turtle	*Dermochelys coriacea*	Endangered	Endangered
Loggerhead sea turtle	*Caretta caretta*	Threatened	Threatened
Texas horned lizard	*Phrynosoma cornutum*		Threatened
Timber rattlesnake	*Crotalus horridus*		Threatened
Mollusks			
Smooth pimpleback	*Quadrula houstonensis*	Candidate	Threatened
Texas fawnfoot	*Truncilla macrodon*	Candidate	Threatened

Source: USFWS Information for Planning and Consultation (https://ecos.fws.gov/ipac/), September 2019; Texas Department of Wildlife and Parks' Rare, Endangered and Threatened Species of Texas (https://tpwd.texas.gov/gis/rtest/), September 2019.

Additional federal laws that may be applicable to the airport are the *Bald and Golden Eagle Protection Act* (BGEPA) and *Migratory Bird Treaty Act* (MBTA), prohibiting activities that would harm eagles and other migratory birds, their eggs, or nests. Birds protected under the BGEPA and MBTA may nest, winter, or migrate throughout the area, including those protected by the ESA. Under the requirements of the BGEPA and MBTA, all project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project. The IPaC report lists 50 migratory bird species that could be present within Brazoria County.

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. These laws may extend to past and future landowners of properties containing these materials. In addition, disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources. According to the EPA's *EJSCREEN*, there are no Superfund or brownfield sites within five miles of the airport.[2]

The Seabreeze Environmental Landfill, a solid waste facility, is located approximately 5.6 miles southeast of the airport.

FARMLAND

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and take into account the adverse effects of federal programs on the preservation of farmland, to consider appropriate alternative actions which could lessen adverse effects, and to assure that such federal programs are, to the extent practicable, compatible with state or local government programs and

[2] U.S. Environmental Protection Agency *EJSCREEN* (https://ejscreen.epa.gov/mapper/); September 2019.

policies to protect farmland. The FPPA guidelines developed by the U.S. Department of Agriculture (USDA) apply to farmland classified as prime, unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture.

Information obtained from the Natural Resource Conservation Service's (NRCS) Web Soil Survey indicate that soils indicative of important farmlands are present throughout the airport property. The soil at Texas Gulf Coast Regional Airport is classified as either "prime farmland," "prime farmland if drained," or "farmland of statewide importance." **Table 1D** below breaks down the percentage of each soil type and is depicted in **Exhibit 1H**.

TABLE 1D
Farmland Classification
Texas Gulf Coast Regional Airport – Brazoria County, TX

Farmland Classification	Acres of Farmland	Percent of Airport
Prime Farmland	446.7	57.8%
Prime Farmland if Drained	136.2	17.6%
Farmland of Statewide Importance	190.1	24.6%
Total	**773.1**	**100.0%**

Source: U.S. Department of Agriculture Natural Resources Conservation Service Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx); September 2019.

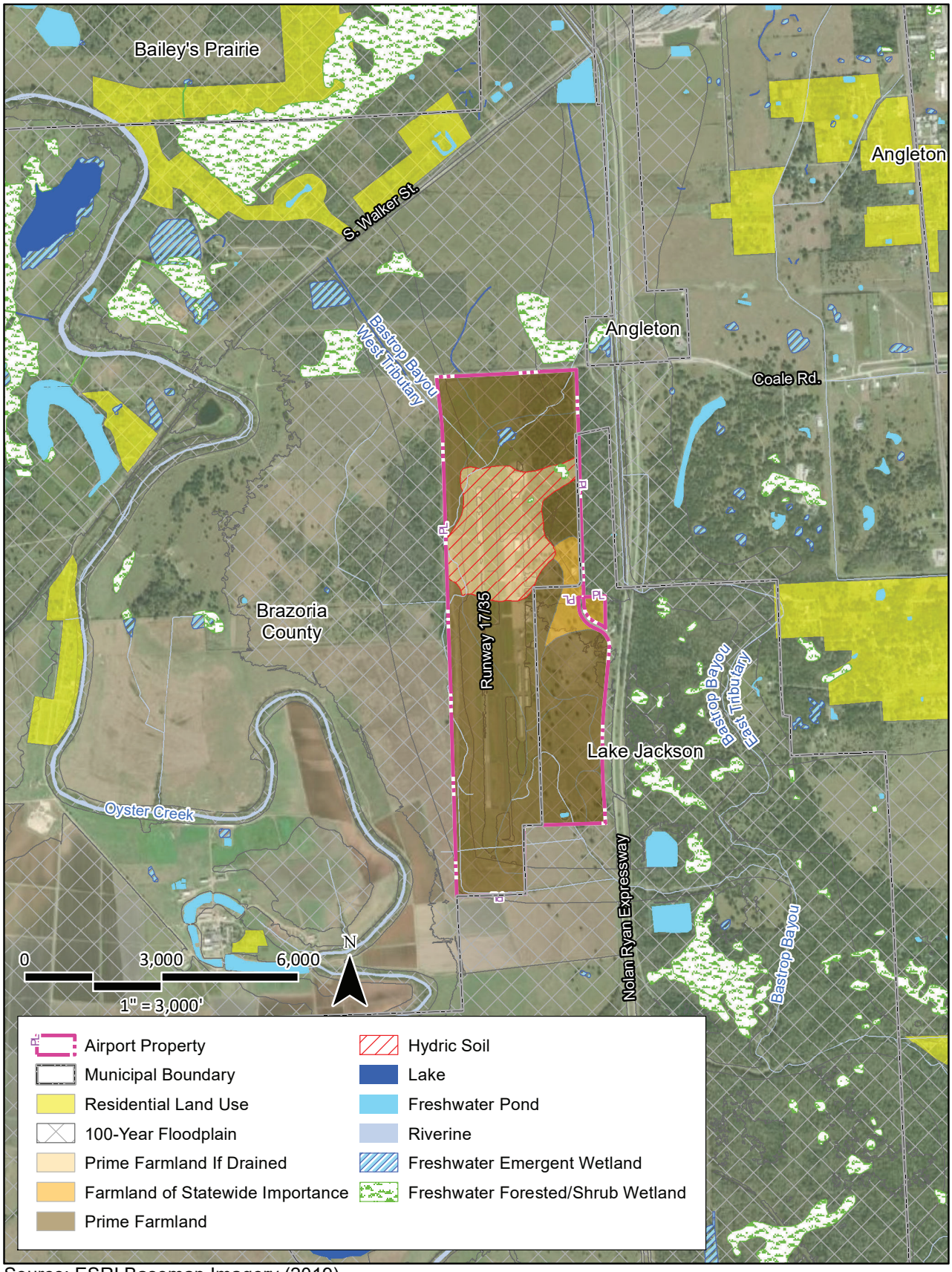
HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

The *National Historic Preservation Act* (NHPA) *of 1966*, as amended, the *Archaeological and Historic Preservation Act* (AHPA) *of 1974*, the *Archaeological Resources Protection Act* (ARPA), the *Native American Graves Protection and Repatriation Act* (NAGPRA) *of 1990*, the *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* protect historical, architectural, archaeological, and cultural resources. In Texas, the Texas Historical Commission has oversight on Texas laws and regulations regarding historical, architectural, archeological, and cultural resource laws and regulations.

A review of the Texas Historical Commission's online historical sites atlas indicates that no National Register of Historic Places (NRHP) properties are located within the airport vicinity.

LAND USE

As shown on **Exhibit 1H**, land uses surrounding Texas Gulf Coast Regional Airport consist primarily of undeveloped cropland and pastureland to the south, west, and north. To the northeast and southeast, much of the area is forested and undeveloped. Development within the immediate vicinity of the airport is sparse and limited to low-density residential and agricultural support land uses. Additional information regarding local land use plans can be found earlier in this chapter.



Source: ESRI Basemap Imagery (2019), U.S. Fish & Wildlife Service, U.S. Dept. of Agriculture, FEMA.

Compatible land use also addresses nearby features that could pose a threat to safe aircraft operations by attracting wildlife (e.g., landfills and ponds). The closest landfill to the airport is located approximately six miles east of the airport by road. Water bodies, including Oyster Creek, Club Lake, and the Brazoria Reservoir, are located approximately ¾-mile, 2 miles, and 3½-miles southwest of the airport, respectively.

SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment, such as population, employment, housing, and public services, might be affected by the proposed action and alternative(s).

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Fair treatment means that no group of people should bear a disproportionate share of the negative environmental consequences resulting from industrial, governmental, and commercial operations or policies. Meaningful Involvement[3] ensures that:

- People have an opportunity to participate in decisions about activities that may affect their environment and/or health;
- The public's contribution can influence the regulatory agency's decision;
- Their concerns will be considered in the decision-making process; and
- The decision-makers seek out and facilitate the involvement of those potentially affected.

Executive Order (E.O.) 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, directs federal agencies, as appropriate and consistent with that agency's mission, to make it a high priority to identify and assess environmental health and safety risks that could unduly affect children. Environmental health and safety risks include those which are attributable to products or substances that a child is likely to come into contact with or consume, such as air, food, drinking water, recreational waters, soil, or products they could be exposed to.

FAA Order 1050.1F specifically requires that a federal action causing disproportionate impacts to an environmental justice population (i.e., a low-income or minority population), be considered, as well as an evaluation of environmental health and safety risks to children. The EPA's *EJSCREEN* online tool was consulted regarding the presence of environmental justice areas within the airport environs. The population within five miles of the airport is approximately 42,000, of which 22 percent are considered low-income and 39 percent are considered a minority population. Likewise, according to *EJSCREEN*, five percent of the population is under the age of five within a five-mile radius of the airport.

[3] Requirements for meaningful public involvement by minority and low-income populations are addressed in Paragraph 2-5.2. b of FAA Order 1050.1F.

WATER RESOURCES

Wetlands. The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Wetlands can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), has a population of plants able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and soils that are saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).[4]

According to USFWS, which manages the National Wetlands Inventory on behalf of all federal agencies, freshwater emergent wetlands and riverines have been identified as wetlands on airport property; however, it is important to note that these areas were identified as wetlands based on a review of aerial photography from 2006 and may no longer be present. Based on information from the NRCS-WSS, approximately 22 percent of airport property contains hydric soils.

Floodplains. E.O. 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by the floodplains.

A review of the Federal Emergency Management Agency (FEMA) floodplain information indicates that 100-year floodplains associated with Oyster Creek and the Bastrop Bayou tributaries are present within the vicinity of the airport. According to the FEMA Flood Insurance Rate Map (FIRM) panel 48039C0605K (dated December 30, 2020) indicates a floodplain on airport property around the runway system, depicted on **Exhibit 1H**.

Surface Waters. The CWA provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, and regulate other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc.

Oyster Creek and a tributary to Bastrop Bayou are located west of the airport. Neither of these waters has been determined to be in violation of established water quality standards or classified as impaired.

[4] National Resources Conservation Service – U.S. Department of Agriculture (https://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/use/hydric/?cid=nrcs142p2_053961); September 2019.

Congress has mandated (under the CWA) the National Pollutant Discharge Elimination System (NPDES). This program addresses non-agricultural stormwater discharges. Through the use of NPDES permits, certain procedures are required to prevent contamination of water bodies from stormwater runoff. The EPA can delegate this permitting authority to individual states. In Texas, the Texas Commission on Environmental Quality (TCEQ) administers the Texas Pollution Discharge Elimination System (TPDES) program.

Texas Gulf Coast Regional Airport currently maintains a TPDES stormwater discharge multi-sector general permit for industrial activities (permit number TXR05Y094, effective November 29, 2008).

Groundwater. Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term aquifer is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces. The geological make-up of the area is comprised of semi-consolidated sand associated with the Coastal Lowlands aquifer system, which ranges along the Gulf Coast from the western Florida panhandle to the U.S./Mexico border.[5]

The Chicot Aquifer sole source aquifer is the nearest sole source aquifer to the airport and is located over 100 miles northeast of the airport.

[5] https://water.usgs.gov/ogw/aquifer/101514-wall-map.pdf

Chapter 3
Facility Requirements and Alternatives

As mentioned previously, components of an airport contain both airside and landside facilities. Airside facilities includes facilities that are related to the approach, departure, and ground movement of aircraft on the airport. Airside facility components encompass runways, taxiways, navigational approach aids, airport signage, marking, and lighting. Landside facilities are needed on an airport to foster the interface of air and ground transportation. Landside facility components include GA terminal facilities, aircraft hangars and tiedowns, aircraft parking aprons, automobile parking, and airport support facilities.

AIRFIELD DESIGN STANDARDS AND ALTERNATIVES

The FAA has established several imaginary surfaces to protect aircraft operational areas and keep them free from obstructions that could affect the safe operation of aircraft. These surfaces include the runway safety area (RSA), runway object free area (ROFA), runway obstacle free zone (ROFZ), and runway protection zone (RPZ).

It is important that the RSA, ROFA, ROFZ, and RPZ remain under direct ownership of the airport sponsor to ensure that these areas remain free of obstacles and can be readily accessed by maintenance and safety personnel. The airport should also own or maintain sufficient land use control over RPZs to ensure that the area remains obstacle free. Alternatives to owning RPZs include maintaining positive control through avigation easements or ensuring proper zoning measures are taken to maintain compatible land use.

As was previously stated, the existing RDC for LBX is C-II-2400 and the future RDC is C-III-2400. RSA, ROFA, ROFZ, and RPZ standards are the same for both RDCs so the discussion below will apply to both the existing and future conditions. **Exhibit 3A** depicts the applicable RDC C-II/III-2400 airfield safety areas at LBX.

RUNWAY SAFETY AREA (RSA)

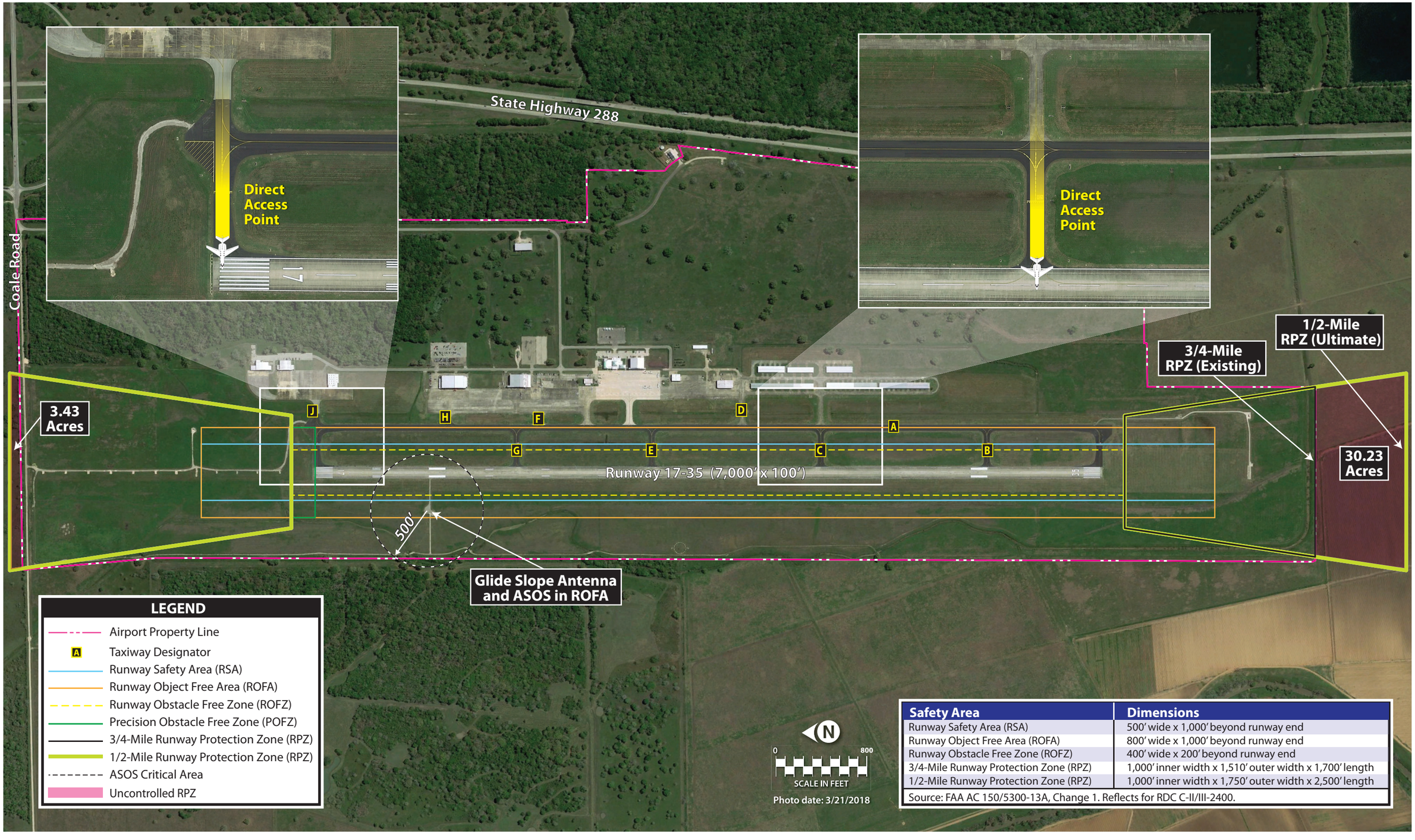
The RSA is an established surface surrounding a runway that is designed or prepared to increase safety and decrease potential damage if an aircraft undershoots, overshoots, or makes an excursion from the runway. The RSA is centered upon the runway centerline and its dimensions are based upon the established RDC. The FAA states within AC 150/5300-13A that the RSA must be cleared and graded and cannot contain hazardous surface variations. In addition, the RSA must be drained either by grading or storm sewers, capable of supporting snow removal, ARFF equipment, as well as the occasional passage of aircraft without damaging the aircraft. The RSA must remain free of obstacles, other than those considered fixed by function, such as runway lights.

The standard RSA dimensions for RDC C-II/III-2400 are 500 feet wide and extend 1,000 feet beyond each end of the runway. The existing condition at LBX meets the design standard. No RSA improvements are necessary.

RUNWAY OBJECT FREE AREA (ROFA)

The ROFA can be described as a two-dimensional surface area that surrounds all airfield runways. This area must remain clear of obstructions aside from those that are deemed “fixed-by-function,” such as runway lighting systems. This safety area does not have to be level or graded as the RSA does. However, the ROFA must be clear of any penetrations of the lateral elevation of the RSA. Much like the RSA, the ROFA is centered upon the runway centerline and its size is determined based upon the established RDC.

RDC C-II/III-2400 ROFA design standards measure 800 feet wide and extend 1,000 feet beyond the end of each runway. The glide slope antenna and ASOS equipment at LBX is located approximately 345 feet west of the runway centerline placing it within the ROFA. This equipment is not considered fixed-by-function and should be relocated outside the ROFA.



Safety Area	Dimensions
Runway Safety Area (RSA)	500' wide x 1,000' beyond runway end
Runway Object Free Area (ROFA)	800' wide x 1,000' beyond runway end
Runway Obstacle Free Zone (ROFZ)	400' wide x 200' beyond runway end
3/4-Mile Runway Protection Zone (RPZ)	1,000' inner width x 1,510' outer width x 1,700' length
1/2-Mile Runway Protection Zone (RPZ)	1,000' inner width x 1,750' outer width x 2,500' length

Source: FAA AC 150/5300-13A, Change 1. Reflects for RDC C-II/III-2400.

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The alternative reflected in **Figure 3A** shows relocating the glide slope antenna and the ASOS equipment farther to the west where it would be outside the ROFA.

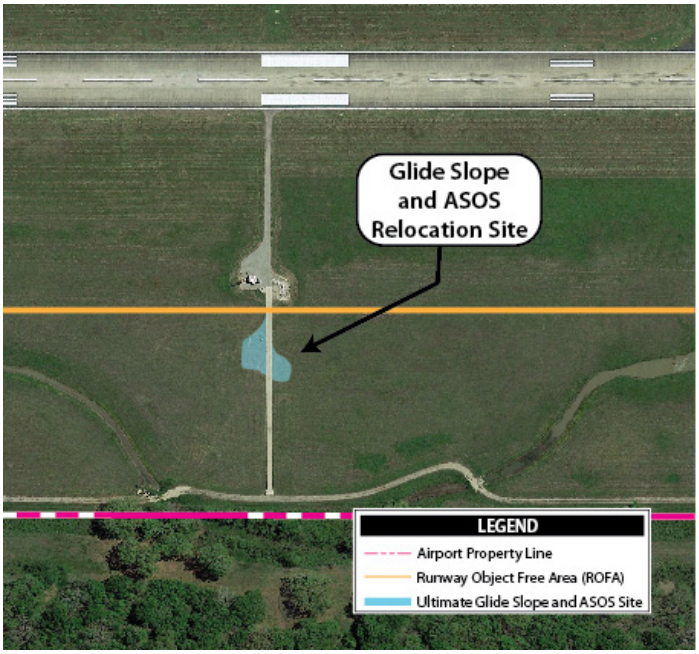


***FIGURE 3A** – Glide Slope and ASOS Relocation Alternative*

RUNWAY OBSTACLE FREE ZONE (ROFZ)

An ROFZ can be defined as a portion of airspace centered about the runway, and its elevation at any point is equal to the elevation of the closest point on the runway centerline. The function of the ROFZ is to ensure the safety of aircraft conducting operations by preventing object penetrations to this portion of airspace. Potential penetrations to this airspace also include taxiing and parked aircraft. Any obstructions within this portion of airspace must be mounted on frangible couplings and be fixed in its position by its function.

The ROFZ extends 200 feet past each end of the runway on the runway centerline. The ROFZ width for runways accommodating large aircraft is 400 feet, which applies at LBX. There are no known obstacles to the ROFZ.

RUNWAY PROTECTION ZONE (RPZ)

An RPZ is a trapezoidal area centered on the extended runway centerline beginning 200 feet from the end of the runway. This safety area has been established to protect the end of the runway from airspace penetrations and incompatible land uses. The RPZ is divided into two different portions: the central portion and the controlled activity area. The central portion of the RPZ extends from the beginning to the end of the RPZ, is centered on the runway centerline, and is the same width as the ROFA. The RPZ dimensions are based upon the established RDC and the visibility minimums serving the runway.

While the RPZ is intended to be clear of incompatible objects or land uses, some uses are permitted with conditions and other land uses are prohibited. According to AC 150/5300-13A, the following land uses are permissible within the RPZ:

- Farming that meets the minimum buffer requirements.
- Irrigation channels, as long as they do not attract birds.
- Airport service roads, as long as they are not public roads and are directly controlled by the airport operator.

- Underground facilities, as long as they meet other design criteria, such as RSA requirements, as applicable.
- Unstaffed navigational aids (NAVAIDs) and facilities, such as required for airport facilities that are fixed-by-function in regard to the RPZ.

Any other land uses considered within RPZ land owned by the airport sponsor must be evaluated and approved by the FAA Office of Airports. The FAA has published *Interim Guidance on Land Uses within a Runway Protection Zone* (September 27, 2012), which identifies several potential land uses that must be evaluated and approved prior to implementation. The specific land uses requiring FAA evaluation and approval include:

- Buildings and structures (residences, schools, churches, hospitals or other medical care facilities, commercial/industrial buildings, etc.).
- Recreational land uses (golf courses, sports fields, amusement parks, other places of public assembly, etc.).
- Transportation facilities (rail facilities, public roads/highways, vehicular parking facilities, etc.).
- Fuel storage facilities (above and below ground).
- Hazardous material storage (above and below ground).
- Wastewater treatment facilities.
- Above-ground utility infrastructure (i.e., electrical substations), including any type of solar panel installations.

The *Interim Guidance on Land within a Runway Protection Zone* states, "RPZ land use compatibility also is often complicated by ownership considerations. Airport owner control over the RPZ land is emphasized to achieve the desired protection of people and property on the ground. Although the FAA recognizes that in certain situations the airport sponsor may not fully control land within the RPZ, the FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses."

Currently, the RPZ review standards are applicable to any new or modified RPZ. The following actions or events could alter the size of an RPZ, potentially introducing an incompatibility:

- An airfield project (e.g., runway extension, runway shift).
- A change in the critical design aircraft that increases the RPZ dimensions.
- A new or revised instrument approach procedure that increases the size of the RPZ.
- A local development proposal in the RPZ (either new or reconfigured).

The dimensions of the existing approach and departure RPZs, as well as incompatibilities, are noted in **Table 3A**.

TABLE 3A
Runway Protection Zones (RPZ) Summary
Texas Gulf Coast Regional Airport

RPZ	TOTAL ACRES	AIRPORT OWNED ACRES	UNCONTROLLED ACRES	NOTES/INCOMPATIBILITIES
Runway 17 – Approach (½-mile)	78.914	75.484	3.43	Approximately 3.43 acres of the approach RPZ extends over Coale Road and non-airport-controlled property to the north.
Runway 17 – Departure	29.465	29.465	29.465	
Runway 35 – Approach (¾-mile)	48.978	48.978	0.0	The existing approach and departure RPZs are contained entirely within airport property. If the approach minimums are lowered from ¾-mile to ½-mile, the RPZ would increase in size and extend beyond airport property.
Runway 35 – Approach (½-mile)[Ultimate]	78.914	48.684	30.230	
Runway 35 – Departure	29.465	29.465	29.465	

Note: All RPZ acres are existing except where noted.
Source: Coffman Associates analysis.

The FAA recommends that an airport have ownership of the RPZ land where feasible, which could include outright fee simple ownership or an avigation easement. If an airport cannot fully control the entirety of the RPZ, the RPZ land use standards have recommendation status for that portion of the RPZ not controlled by the airport owner. This means that the FAA can require a change to the runway environment to properly secure the entirety of the RPZ. It is recommended that the airport acquire the RPZs in their entirety through either fee simple acquisitions or avigation easements. If either of these alternatives are not possible, the county should coordinate with the local municipalities on applying land use controls through zoning to ensure incompatible land uses are not allowed within the RPZs.

Figure 3B depicts the Runway 35 end alternative that considers ½-mile instrument approach minimums. This alternative would involve the airport installing a MALSR approach lighting system and acquiring 30.23 acres of property to protect the RPZ.

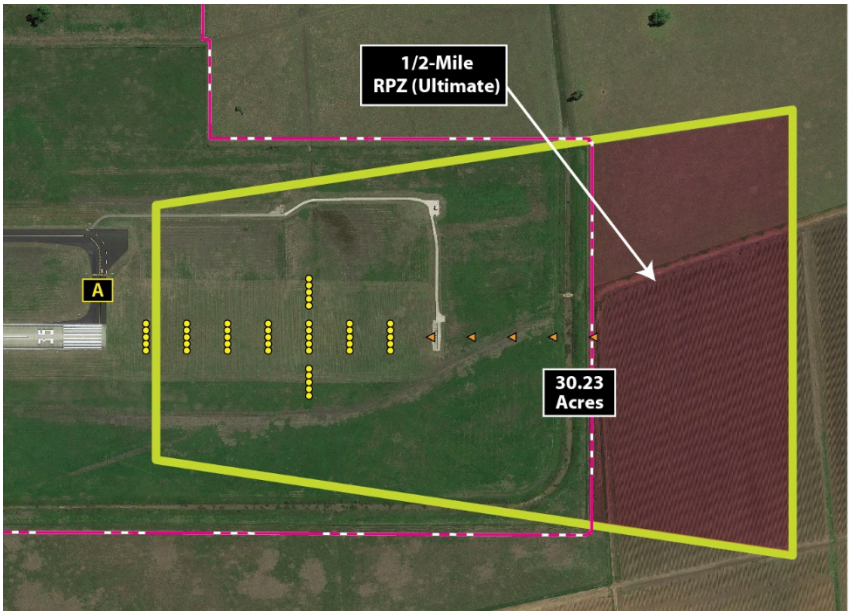


***FIGURE 3B** – Runway 35 ½-Mile RPZ with MALSR*

RUNWAY ORIENTATION

Currently, LBX has a single Runway 17-35 oriented in a north/south configuration. For the operational safety and efficiency of an airport, it is desirable for the runway to be oriented as close as possible to the direction of the prevailing wind. This reduces the impact of wind components perpendicular to the direction of travel of an aircraft that is landing or taking off.

FAA Advisory Circular 150/5300-13A, *Airport Design*, recommends that a crosswind runway be made available when the primary runway orientation provides for less than 95 percent wind coverage for specific crosswind components. The 95 percent wind coverage is computed on the basis of not exceeding a 10.5-knot (12 mph) component for ARC A-I and B-I; 13-knot (15 mph) component for ARC A-II and B-II; 16-knot (18 mph) component for ARC A-III, B-III, C-I through C-III, and D-I through D-III; and a 20-knot (23) component for ARC A-IV through E-VI.

Data collected from the on-site weather station at LBX provided observations for a continuous 10-year period from January 1, 2009 through December 31, 2018. A total of 120,636 all-weather observations of wind direction and other data points were made. **Exhibit 3B** presents the associated wind coverage.

In all-weather conditions, Runway 17-35 provides 97.88 percent coverage at 10.5 knots and 99 percent or higher at 13 through 20 knots. Since Runway 17-35 provides for more than 95 percent coverage at 10.5 knots, a crosswind runway is not warranted.

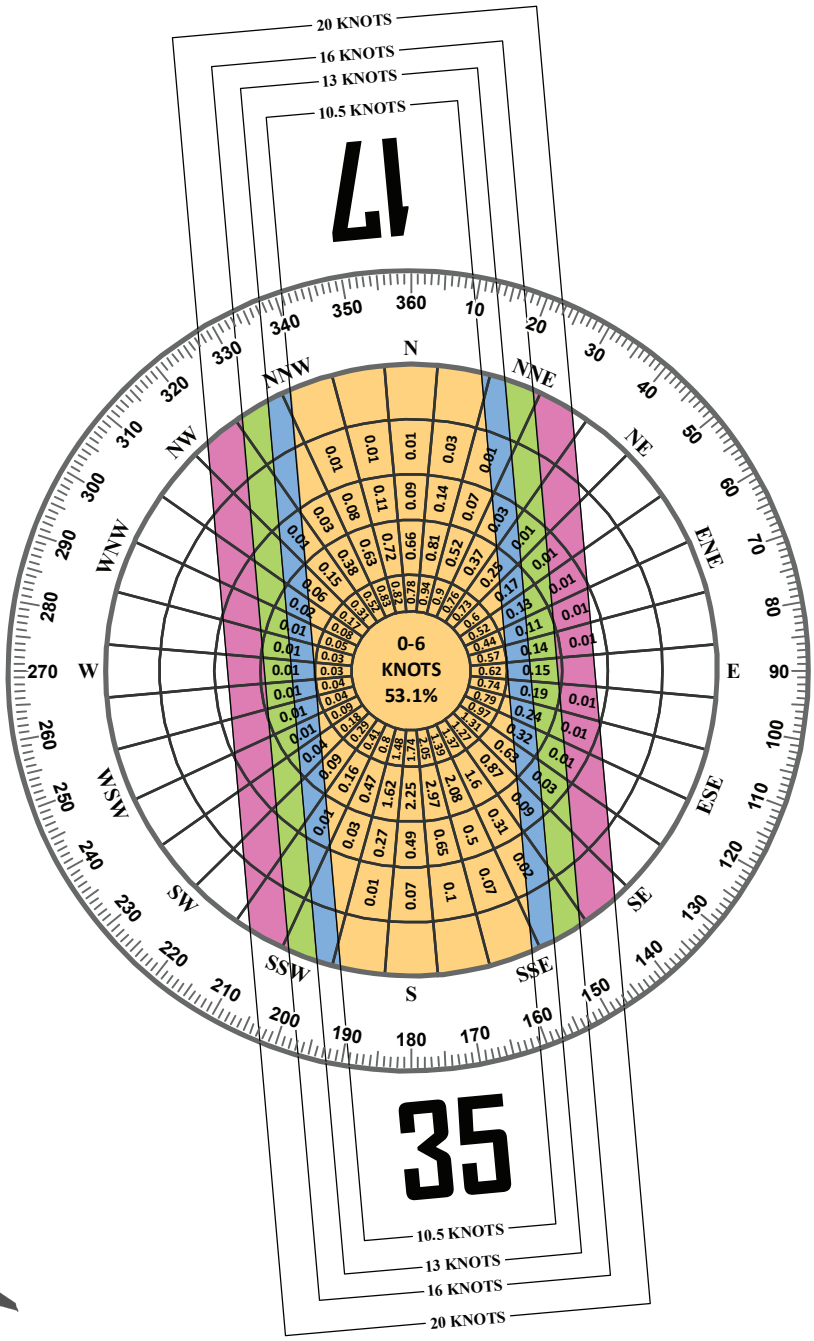
RUNWAY LENGTH REQUIREMENTS

Runway length requirements for an airport typically are based on factors, including airport elevation, mean daily maximum temperature of the hottest month, critical aircraft type expected to use the airport, and stage length of the longest non-stop trip destination.

Aircraft performance declines as each of these factors increase. Warmer summer temperatures and long stage lengths are the primary factors in determining runway length requirements, especially for turbine aircraft models. For calculating runway length requirements at LBX, the airport's elevation is 25.2 feet above MSL and the mean maximum temperature of the hottest month (August) is 92.1 degrees Fahrenheit (F).

Using the site-specific data described above, runway length requirements for the various classifications of aircraft that may operate at the airport were examined using FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*. The FAA runway analysis groups general aviation aircraft into several categories, reflecting the percentage of the fleet within each category. The runway design should be based upon the most critical aircraft (or group of aircraft) performing at least 500 annual itinerant operations.

ALL WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	97.88%	99.20%	99.90%	99.99%



NORTH

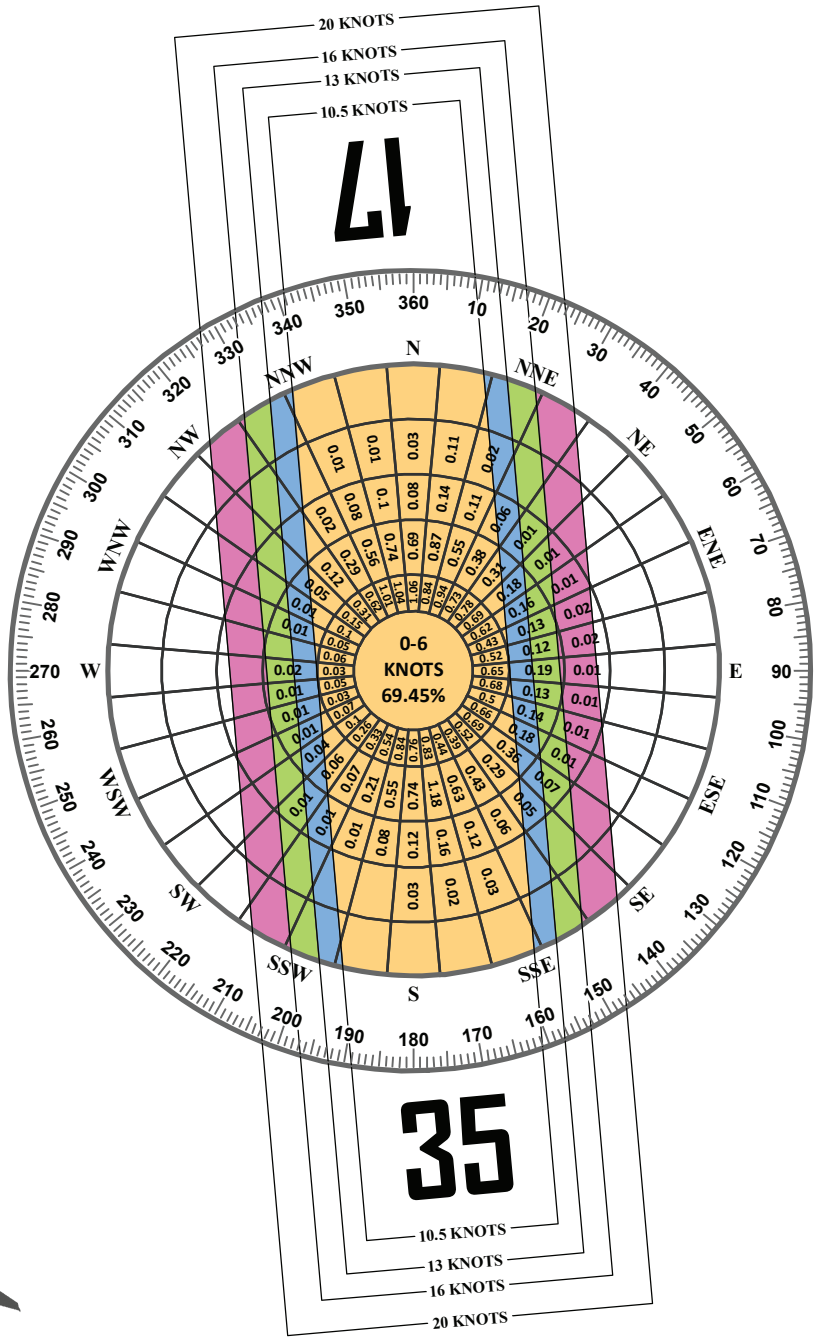
Magnetic Declination
02° 24' 00" East (December 2019)
Annual Rate of Change
00° 06' 00" West (December 2019)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Texas Gulf Coast Regional Airport
Angleton/Lake Jackson, TX

OBSERVATIONS:
120,636 All Weather Observations
Jan. 1, 2009 - Dec, 31 2018

IFR WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	98.25%	99.21%	99.85%	99.97%



NORTH

Magnetic Declination
02° 24' 00" East (December 2019)
Annual Rate of Change
00° 06' 00" West (December 2019)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Texas Gulf Coast Regional Airport
Angleton/Lake Jackson, TX

OBSERVATIONS:
21,618 IFR Observations
Jan. 1, 2009 - Dec, 31 2018

The first step in evaluating runway length is to determine general runway length requirements for most aircraft operating at the airport, which consists of small single-engine piston aircraft weighing less than 12,500 pounds.

Table 3B summarizes the FAA's generalized recommended runway lengths determined for LBX. FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, recommends that airports be designed to at least serve 95 percent of small airplanes. The advisory circular further defines the fleet categories as follows:

- **95 Percent of Small Airplane Fleet:** Applies to airports that are primarily intended to serve medium-sized population communities with a diversity of usage and a greater potential for increased aviation activities. This category also includes airports that are primarily intended to serve low-activity locations, small population communities, and remote recreational areas.

- **100 Percent of Small Airplane Fleet:** This type of airport is primarily intended to serve communities located on the fringe of a metropolitan area or a relatively large population community remote from a metropolitan area.

Based upon these calculations, Runway 17-35, at a length of 7,000 feet, currently exceeds runway length criteria for all small airplanes.

TABLE 3B
Small Airplane Runway Length Requirements
Texas Gulf Coast Regional Airport

AIRPORT AND RUNWAY DATA	
Airport elevation	25.2 feet
Mean daily maximum temperature of the hottest month	92.1° F
RUNWAY LENGTHS RECOMMENDED FOR AIRPORT DESIGN	
Small airplanes with less than 10 passenger seats	
95 percent of these small airplanes	3,200 feet
100 percent of these small airplanes	3,700 feet
Small airplanes with 10 or more passenger seats	4,200 feet

Source: FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design.*

TURBINE AIRCRAFT RUNWAY LENGTH ANALYSIS

Given that LBX is frequently used by, and should be planned to accommodate, an increasing number of turbine-powered aircraft, which have a greater impact on runway length needs, a turbine aircraft runway length analysis was conducted. This analysis included a variety of aircraft, such as the Beechcraft King Air family of turboprops; small- to mid-sized business jets, such as the Cessna Citation family of jets; and large business jets, such as the Gulfstream family of aircraft.

Table 3C provides a detailed runway length analysis for 46 of the most common business jet and turboprop aircraft in the national fleet. This data was obtained from Ultranav software, which computes operational parameters for specific aircraft based on flight manual data. The analysis includes the maximum takeoff weight (MTOW) allowable and the percent useful load from 60 percent to 100 percent. The figures are shaded in green or red based upon whether the length can be accommodated by the existing runway length at LBX, which is 7,000 feet.

This analysis shows that during the hottest periods of the year, Runway 17-35 is capable of accommodating all but the Gulfstream 200 at 90 percent useful load and all but seven aircraft at 100 percent useful load. This means that most business jets can takeoff at LBX at or near MTOW even during the hottest periods of the year.

Table 3D presents the runway length required for landing under three operational categories: Title 14 Code of Federal Regulations (CFR) Part 25, CFR Part 135, and CFR Part 91k. CFR Part 25 operations are those conducted by individuals or companies operating their own transport category aircraft. CFR Part 91k includes operations in fractional ownership, which utilize their own aircraft under direction of pilots specifically assigned to said aircraft. CFR Part 135 applies to all for-hire charter operations, including most fractional ownership operations. Part 91k and Part 135 rules regarding landing operations require operators to land at the destination airport within 60 percent of the effective runway length. Operators can increase the effective runway length requirement percentage to 80 percent if the operator has an approved destination airport analysis in the airport's program operating manual. The landing length analysis conducted accounts for both scenarios.

All business jets examined are capable of landing at LBX under dry runway conditions under Part 25 and the 80 or 60 percent rules. Only the Gulfstream 100 is incapable of landing in under 7,000 feet during wet runway conditions under the 80 percent rule. The average landing length for aircraft operating under the 60 percent rule during wet runway conditions is 6,800 feet. However, there are 17 aircraft that are unable to land at LBX in less than 7,000 feet under the 60 percent rule and wet runway conditions.

TABLE 3C
Turbine Aircraft Takeoff Length Requirements
Texas Gulf Coast Regional Airport

Aircraft Name	MTOW lbs.	TAKEOFF LENGTH REQUIREMENTS (feet) Useful Load				
		60%	70%	80%	90%	100%
Pilatus PC-12	9,921	1,960	2,114	2,276	2,445	2,621
King Air C90GTi	10,100	2,531	2,713	2,907	3,101	3,295
Citation CJ3	13,870	2,777	2,945	3,149	3,369	3,607
Citation Ultra	16,300	2,686	2,893	3,128	3,373	3,645
Citation I/SP	11,850	2,674	2,900	3,140	3,394	3,662
King Air 200 GT	12,500	3,281	3,376	3,475	3,578	3,684
Citation V (Model 560)	15,900	2,689	2,921	3,171	3,430	3,703
Citation Sovereign	30,300	3,344	3,369	3,449	3,659	3,897
King Air 350	15,000	3,271	3,403	3,553	3,779	4,070
Citation II (550)	13,300	2,907	3,187	3,481	3,788	4,109
Citation Encore	16,630	2,942	3,172	3,459	3,776	4,130
Citation 560 XL	20,000	3,225	3,466	3,716	3,986	4,278
Citation Bravo	14,800	3,243	3,471	3,726	4,027	4,357
Citation (525) CJ1	10,600	2,971	3,368	3,785	4,191	4,596
King Air 1900D	17,120	3,758	3,965	4,193	4,490	4,803
Premier 1A	12,500	3,767	4,047	4,339	4,647	4,976
Beechjet 400A	16,300	3,806	4,095	4,397	4,716	5,046
Lear 31A	17,000	3,495	3,771	4,078	4,416	5,363
Hawker 900 XP	28,000	4,306	4,419	4,679	5,070	5,505
Hawker 750	27,000	4,233	4,395	4,687	5,094	5,512
Hawker 4000	39,500	4,065	4,400	4,759	5,126	5,555
Citation VII	23,000	4,344	4,631	4,935	5,266	5,633
Lear 45	21,500	4,071	4,385	4,682	5,148	5,709
Gulfstream 300	72,000	4,057	4,497	4,817	5,245	5,721
Challenger 300	38,850	4,129	4,517	4,921	5,337	5,770
Gulfstream III	69,700	4,102	4,515	4,945	5,391	5,854
Falcon 900EX	49,200	3,990	4,410	4,870	5,380	5,870
Citation X	35,700	4,244	4,585	5,017	5,468	5,927
Gulfstream IV	74,600	4,395	4,753	5,169	5,667	5,954
Falcon 50 EX	41,000	4,176	4,606	5,064	5,848	5,998
Gulfstream 450	74,600	4,238	4,655	5,107	5,596	6,126
Global 5000	92,500	4,176	4,636	5,117	5,620	6,145
Falcon 7X	70,000	4,178	4,620	5,096	5,607	6,153
Falcon 2000	35,800	4,526	4,892	5,237	5,649	6,348
Gulfstream 100	24,650	4,605	5,099	5,640	6,176	6,707
Gulfstream II/IISP	65,500	5,097	5,477	5,890	6,335	6,813
Lear 60	23,500	4,898	5,312	5,769	6,271	6,833
Global Express	98,000	4,559	5,097	5,664	6,258	6,879
Gulfstream 550	91,000	4,392	4,982	5,628	6,238	6,955
Hawker 1000	31,000	4,990	5,550	6,150	6,780	7,029
Global XRS	98,000	4,559	5,097	5,664	6,258	7,084
Challenger 601	45,100	4,680	5,200	5,770	6,400	7,110
Embraer 135	49,604	5,079	5,694	6,213	6,444	7,121
Hawker 800 (Non-T/R)	27,400	4,902	5,407	5,949	6,530	7,151
Lear 55	21,500	5,037	5,584	6,179	6,823	7,521
Gulfstream 200	35,450	5,098	5,701	6,361	7,076	7,936
Average Takeoff Length		**3,900**	**4,300**	**4,600**	**5,000**	**5,500**

Runway length calculation assumptions: 25' MSL field elevation; 92.1° F ambient temperature; 0.0% runway grade.
MTOW – Maximum takeoff weight
O/L= Out of limits for calculation
Source: Ultranav software

TABLE 3D
Turbine Aircraft Landing Length Requirements
Texas Gulf Coast Regional Airport

Aircraft Name	MLW lbs.	LANDING LENGTH REQUIREMENTS (feet)					
		Dry Runway Condition			Wet Runway Condition		
		Part 25	80% Rule	60% Rule	Part 25	80% Rule	60% Rule
King Air 200 GT	12,500	1,185	1,481	1,975	N/A	N/A	N/A
King Air C90GTi	9,600	1,489	1,861	2,482	N/A	N/A	N/A
Pilatus PC-12	9,921	2,767	3,459	4,612	N/A	N/A	N/A
King Air 350	15,000	2,784	3,480	4,640	N/A	N/A	N/A
Citation II (550)	12,700	2,358	2,948	3,930	3,420	4,275	5,700
Citation I/SP	11,350	2,363	2,954	3,938	2,717	3,396	4,528
Challenger 300	33,750	2,608	3,260	4,347	4,998	6,248	8,330
Hawker 750	23,350	2,654	3,318	4,423	3,984	4,980	6,640
Hawker 900 XP	23,350	2,654	3,318	4,423	3,870	4,838	6,450
Global 5000	78,600	2,673	3,341	4,455	3,074	3,843	5,123
Global Express	78,600	2,673	3,341	4,455	3,074	3,843	5,123
Global XRS	78,600	2,673	3,341	4,455	3,074	3,843	5,123
Embraer 135	40,785	2,683	3,354	4,472	3,075	3,844	5,125
Falcon 10	17,640	2,761	3,451	4,602	3,175	3,969	5,292
Citation Sovereign	27,100	2,769	3,461	4,615	3,456	4,320	5,760
Gulfstream 550	75,300	2,773	3,466	4,622	4,865	6,081	8,108
Lear 45	19,200	2,798	3,498	4,663	3,527	4,409	5,878
Hawker 1000	25,000	2,859	3,574	4,765	3,889	4,861	6,482
Citation (525) CJ1	9,800	2,880	3,600	4,800	3,899	4,874	6,498
Citation CJ3	12,750	2,902	3,628	4,837	3,953	4,941	6,588
King Air 1900D	16,765	2,903	3,629	4,838	3,339	4,174	5,565
Hawker 800 (Non-T/R)	23,350	2,910	3,638	4,850	3,750	4,688	6,250
Citation Encore	15,200	2,912	3,640	4,853	4,399	5,499	7,332
Citation III	19,000	2,919	3,649	4,865	4,077	5,096	6,795
Falcon 7X	62,400	2,921	3,651	4,868	3,359	4,199	5,598
Falcon 50 EX	35,715	2,926	3,658	4,877	3,365	4,206	5,608
Citation Ultra	15,200	2,952	3,690	4,920	4,330	5,413	7,217
Lear 31A	16,000	2,984	3,730	4,973	4,177	5,221	6,962
Citation V (Model 560)	15,200	2,993	3,741	4,988	4,391	5,489	7,318
Gulfstream 100	20,700	3,038	3,798	5,063	5,831	7,289	9,718
Citation VII	20,000	3,069	3,836	5,115	4,126	5,158	6,877
Citation (525A) CJ2	11,500	3,097	3,871	5,162	4,508	5,635	7,513
Falcon 2000	33,000	3,126	3,908	5,210	3,595	4,494	5,992
Hawker 4000	33,500	3,137	3,921	5,228	3,608	4,510	6,013
Gulfstream II/IISP	58,500	3,166	3,958	5,277	3,641	4,551	6,068
Gulfstream III	58,500	3,179	3,974	5,298	3,655	4,569	6,092
Gulfstream 300	66,000	3,181	3,976	5,302	3,659	4,574	6,098
Lear 35A	15,300	3,223	4,029	5,372	4,512	5,640	7,520
Gulfstream 450	66,000	3,260	4,075	5,433	5,430	6,788	9,050
Challenger 601	36,000	3,321	4,151	5,535	3,986	4,983	6,643
Premier 1A	11,600	3,334	4,168	5,557	4,256	5,320	7,093
Citation 560 XL	18,700	3,337	4,171	5,562	5,290	6,613	8,817
Lear 55	18,000	3,373	4,216	5,622	5,397	6,746	8,995
Citation Bravo	13,500	3,426	4,283	5,710	5,368	6,710	8,947
Gulfstream 200	30,000	3,448	4,310	5,747	3,965	4,956	6,608
Lear 60	19,500	3,568	4,460	5,947	4,767	5,959	7,945
Citation X	31,800	3,629	4,536	6,048	5,098	6,373	8,497
Gulfstream IV	66,000	3,634	4,543	6,057	4,180	5,225	6,967
Falcon 900EX	44,500	3,669	4,586	6,115	4,219	5,274	7,032
Beechjet 400A	15,700	3,672	4,590	6,120	5,377	6,721	8,962
Average Landing Length		**2,900**	**3,700**	**4,900**	**4,100**	**5,100**	**6,800**

Runway length calculation assumptions: 25' MSL field elevation; 92.1° F ambient temperature; 0.0% runway grade.
MLW – Maximum Landing Weight; N/A – Not Applicable
Source: Ultranav software

COMMERCIAL AIRCRAFT

Runway length needs for commercial aircraft must factor the local operating conditions described above and the load carried. The aircraft load is dependent upon the payload of passengers and/or cargo, plus the amount of fuel it has on board. For departures, the amount of fuel varies depending upon the length of non-stop flight or trip length.

Currently, the only commercial passenger aircraft routinely operating at LBX is the CRJ700, operated by Dow. For the purposes of this study, additional commercial aircraft were included in the analysis, including the Airbus A319/A320, the new generation of Boeing 737 aircraft, and the CRJ900 and Embraer 170. **Table 3E** presents the runway takeoff length needs for these commercial jet aircraft utilizing each aircraft's operating manual and adjusting for the mean maximum temperature of 92 degrees F.

This analysis shows that all the commercial aircraft can takeoff from LBX when operating at or below 60 percent useful load. Only the Boeing 737-900 series is incapable of taking off at 70 and 80 percent useful loads. At 90 percent useful load, the Boeing 737-700 and 737-800 are also incapable of operating at LBX during the hottest periods of the year. **The existing and ultimate critical design aircraft (CRJ700 and CRJ900) both can takeoff on a 7,000-foot long runway at MTOW.**

TABLE 3E
Commercial Aircraft Takeoff Length Requirements
Texas Gulf Coast Regional Airport

Aircraft Name	MTOW lbs.	TAKEOFF LENGTH REQUIREMENTS (FEET)				
		Useful Load				
		60%	70%	80%	90%	100%
A319	145,505	4,000	4,100	4,200	4,300	4,600
A320	157,630	4,100	4,500	5,000	5,500	6,000
CRJ700	75,000	4,200	4,600	4,800	5,400	5,800
CRJ900	82,500	4,900	5,600	6,000	6,600	7,000
EMB 170	79,344	3,600	4,000	4,200	4,700	5,300
B737-800	174,200	5,300	6,100	6,400	7,200	8,300
B737-700	154,500	5,000	6,100	6,700	8,300	10,300
B737-900	174,200	6,200	7,100	8,200	9,200	10,200

Runway length calculation assumptions: 25' MSL field elevation; 92.1° F ambient temperature; 0.0% runway grade.
MTOW - Maximum Takeoff Weight
Source: Aircraft Planning Manuals adjusted for maximum ambient temperature of 92° F.

RUNWAY LENGTH SUMMARY

The available runway length of 7,000 feet can accommodate most aircraft currently and forecasted to operate at LBX, including small aircraft and larger business jets and commercial aircraft, including the existing and ultimate critical design aircraft. Only during the hottest periods of the year and at payloads that are not routinely reached are certain aircraft limited in their ability to takeoff or land at LBX. These are rare conditions that would not dictate a need to plan for additional runway length. For this reason, the existing runway should be maintained at its current length of 7,000 feet.

RUNWAY WIDTH

The width of Runway 17-35 was examined to ensure compliance with FAA runway design standards assigned for the RDC. Runway 17-35 is 100 feet wide, which meets the RDC C-II-2400 standard. The RDC C-III-2400 standard width is also 100 feet wide for critical design aircraft with a MTOW of less than 150,000 pounds. The CRJ900, which is the future critical design aircraft, has a MTOW of 82,500 pounds dictating a future runway width standard of 100 feet. Therefore, Runway 17-35 should maintain its current width for the duration of the planning period.

RUNWAY PAVEMENT STRENGTH

Airport pavement strength is very important as it must be able to withstand repeated operations by aircraft of significant weight. The strength rating of a runway does not preclude aircraft weighing more than the published strength rating from using the runway. All federally obligated airports must remain open to the public, and it is typically up to the pilot of the aircraft to determine if a runway can support their aircraft safely. An airport sponsor cannot restrict an aircraft from using the runway simply because its weight exceeds the published strength rating. On the other hand, the airport sponsor has an obligation to properly maintain the runway and protect the useful life of the runway, typically for 20 years. According to the FAA publication, *Airport/Facility Directory*, "Runway strength rating is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures." The directory goes on to say that those aircraft exceeding the pavement strength should contact the airport sponsor for permission to operate at the airport.

The current pavement rating of Runway 17-35 is 60,000 pounds for aircraft with a single-wheel main landing gear configuration (SWL); 95,000 pounds for aircraft with dual-wheel main gear (DWL); and 120,000 pounds for aircraft with dual-tandem wheel main gear (DTWL). These strengths are adequate to accommodate the aircraft that routinely operate at LBX. The CRJ700, which is the current critical design aircraft, has a MTOW of 75,000 pounds on DWL main gear and the CRJ900, the future critical design aircraft, has a MTOW of 82,500 pounds on DWL main gear. Therefore, no additional pavement strength is recommended.

TAXIWAY DESIGN CONSIDERATIONS

The taxiway system of an airport is primarily to facilitate aircraft movements to and from the runway system. While some taxiways are constructed to simply provide access from the apron to the runway, other taxiways are constructed to increase the allowable frequency of aircraft operations as air traffic increases.

FAA AC 150/5300-13A, Change 1, *Airport Design*, provides guidance on recommended taxiway and taxi-lane layouts to enhance safety by avoiding runway incursions. A runway incursion is defined as "any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft."

The taxiway system at LBX generally provides for the efficient movement of aircraft; however, AC 150/5300-13A, Change 1, *Airport Design*, provides recommendations for taxiway design. The following is a list of the taxiway design guidelines and the basic rationale behind each recommendation:

1. **Taxi Method**: Taxiways are designed for "cockpit over centerline" taxiing with pavement being sufficiently wide to allow a certain amount of wander. On turns, sufficient pavement should be provided to maintain the edge safety margin from the landing gear. When constructing new taxiways, upgrading existing intersections should be undertaken to eliminate "judgmental oversteering." This is where the pilot must intentionally steer the cockpit outside the marked centerline in order to assure the aircraft remains on the taxiway pavement.

2. **Steering Angle**: Taxiways should be designed such that the nose gear steering angle is no more than 50 degrees, the generally accepted value to prevent excessive tire scrubbing.

3. **Three-Node Concept**: To maintain pilot situational awareness, taxiway intersections should provide a pilot with a maximum of three choices of travel. Ideally, these are right- and left-angle turns and a continuation straight ahead.

4. **Intersection Angles**: Design turns to be 90 degrees wherever possible. For acute-angle intersections, standard angles of 30, 45, 60, 120, 135, and 150 degrees are preferred.

5. **Runway Incursions**: Design taxiways to reduce the probability of runway incursions.
   - *Increase Pilot Situational Awareness*: A pilot who knows where he/she is on the airport is less likely to enter a runway improperly. Complexity leads to confusion. Keep taxiway systems simple using the "three node" concept.
   - *Avoid Wide Expanses of Pavement*: Wide pavements require placement of signs far from a pilot's eye. This is especially critical at runway entrance points. Where a wide expanse of pavement is necessary, avoid direct access to a runway.
   - *Limit Runway Crossings*: The taxiway layout can reduce the opportunity for human error. The benefits are twofold – through simple reduction in the number of occurrences, and through a reduction in air traffic controller workload.
   - *Avoid "High Energy" Intersections*: These are intersections in the middle third of runways. By limiting runway crossings to the first and last thirds of the runway, the portion of the runway where a pilot can least maneuver to avoid a collision is kept clear.
   - *Increase Visibility*: Right-angle intersections, both between taxiways and runways, provide the best visibility. Acute-angle runway exits provide greater efficiency in runway usage but should not be used as runway entrance or crossing points. A right-angle turn at the end of a parallel taxiway is a clear indication of approaching a runway.
   - *Avoid "Dual Purpose" Pavements*: Runways used as taxiways and taxiways used as runways can lead to confusion. A runway should always be clearly identified as a runway and only a runway.

- *Indirect Access*: Do not design taxiways to lead directly from an apron to a runway. Such configurations can lead to confusion when a pilot typically expects to encounter a parallel taxiway.
- *Hot Spots*: Confusing intersections near runways are more likely to contribute to runway incursions. These intersections must be redesigned when the associated runway is subject to reconstruction or rehabilitation. Other hot spots should be corrected as soon as practicable.

6. **Runway/Taxiway Intersections**:
   - *Right Angle*: Right-angle intersections are the standard for all runway/taxiway intersections, except where there is a need for an acute-angled exit. Right-angle taxiways provide the best visual perspective to a pilot approaching an intersection with the runway to observe aircraft in both the left and right directions. They also provide optimal orientation of the runway holding position signs so they are visible to pilots.
   - *Acute Angle*: Acute angles should not be larger than 45 degrees from the runway centerline. A 30-degree taxiway layout should be reserved for high-speed exits. The use of multiple intersecting taxiways with acute angles creates pilot confusion and improper positioning of taxiway signage. The construction of high-speed exits is typically only justified for runways with regular use by jet aircraft in approach categories C and above.
   - *Large Expanses of Pavement*: Taxiways must never coincide with the intersection of two runways. Taxiway configurations with multiple taxiway and runway intersections in a single area create large expanses of pavement, making it difficult to provide proper signage, marking, and lighting.

7. **Taxiway/Runway/Apron Incursion Prevention**: Apron locations that allow direct access into a runway should be avoided. Increase pilot situational awareness by designing taxiways in such a manner that forces pilots to consciously make turns. Taxiways originating from aprons and forming a straight line across runways at mid-span should be avoided.
   - *Wide Throat Taxiways*: Wide-throat taxiway entrances should be avoided. Such large expanses of pavement may cause pilot confusion and make lighting and marking more difficult.
   - *Direct Access from Apron to a Runway*: Avoid taxiway connectors that cross over a parallel taxiway and directly onto a runway. Consider a staggered taxiway layout that forces pilots to make a conscious decision to turn.
   - *Apron to Parallel Taxiway End*: Avoid direct connection from an apron to a parallel taxiway at the end of a runway.

The existing taxiway system at LBX consists of full-length parallel Taxiway A at a separation distance of 400 feet from the Runway 17-35 centerline. Taxiway A is 50 feet wide, which meets TDG 3 standards. Taxiways J and C are considered direct-access points to the runway. Taxiway J directly accesses the runway from the north apron and Taxiway C directly accesses the runway from the T-hangar area to the south. The airfield alternatives will consider staggering these taxiway layouts to force pilots to make turns before entering the runway.

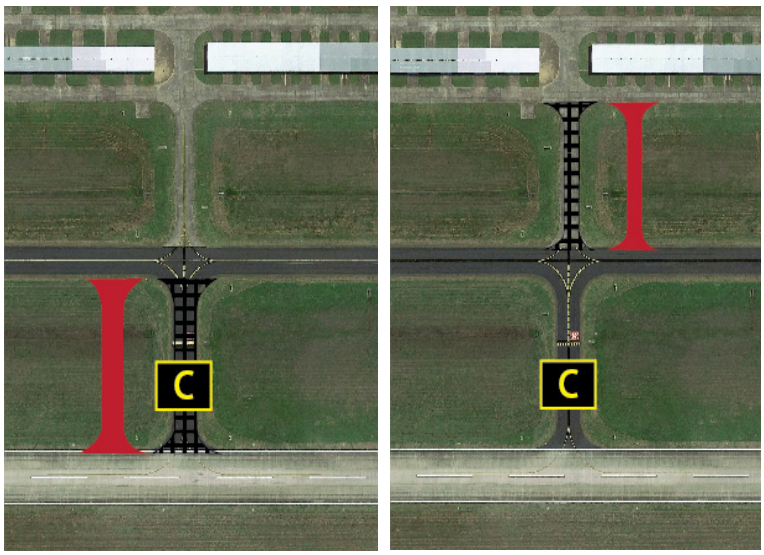


***FIGURE 3C** – Taxiway C Direct-Access Alternatives*

Figures 3C and 3D depict potential corrections to Taxiways J and C to mitigate the direct-access conditions. For Taxiway J, a no-taxi island can be added to the north apron that would force aircraft to make a 90-degree turn prior to entering the taxiway. For Taxiway C, the alternative considers relocating either Taxiway C or the taxilane pavement so that the connection is off-set, which would force an aircraft to make a turn. The alternative shows Taxiway C pavement being relocated to the north or the taxilane pavement being relocated to the south; however, relocations in the opposite direction are also a feasible alternative as long as the end result is an off-set alignment that would force a turn prior to entering the runway from the hangar area.

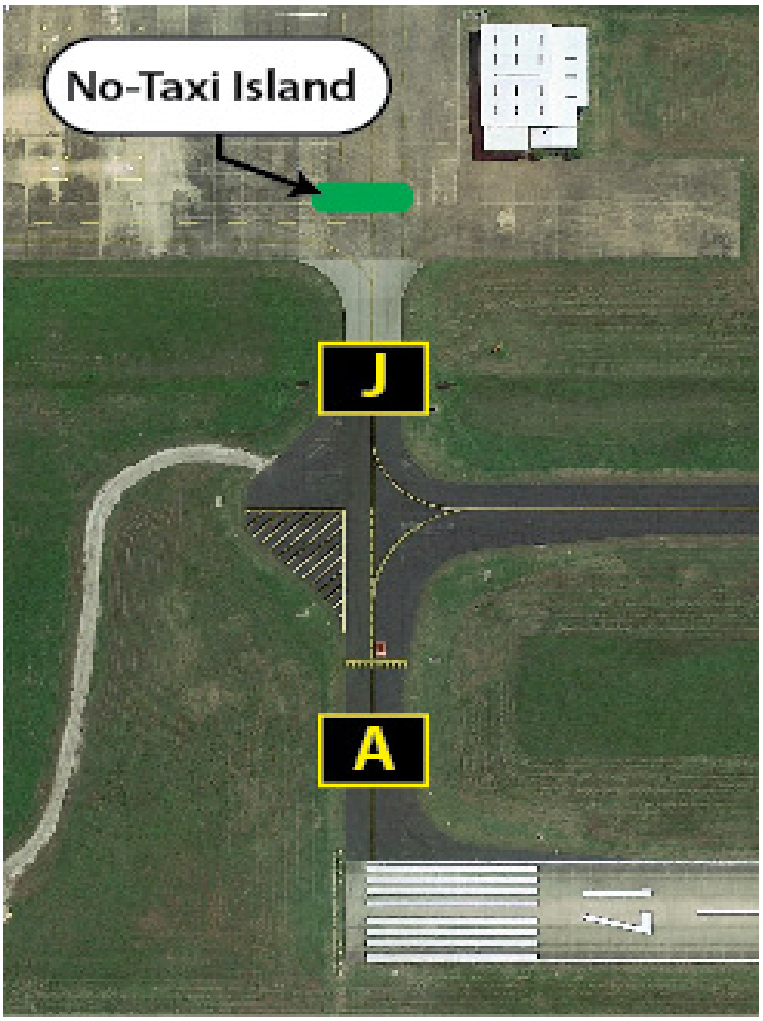


***FIGURE 3D** – Taxiway J No-Taxi Island Alternative*

Figure 3E depicts the taxiway object free area (TOFA) based upon TDG II standards. Like the ROFA, TOFAs should be cleared of objects and parked aircraft except for objects needed for air navigation or aircraft ground-maneuvering purposes. The TOFA associated with Taxiway A and the connecting taxiways are clear of obstructions.

***FIGURE 3E** – Taxiway Object Free Area (TOFA)*

Taxiway fillets are the curved pavement areas at intersections that allow aircraft to make turns while maintaining the prescribed taxiway edge safety margin (TESM). Fillet design is based on the applicable TDG, which is TDG 2 for existing and future conditions at LBX. Based on AC 150/5300-13A, all but the connecting taxiways at the ends of the runway need to be improved to meet fillet standards. **Figure 3F** depicts those areas on the airfield where fillet pavement needs to be added.

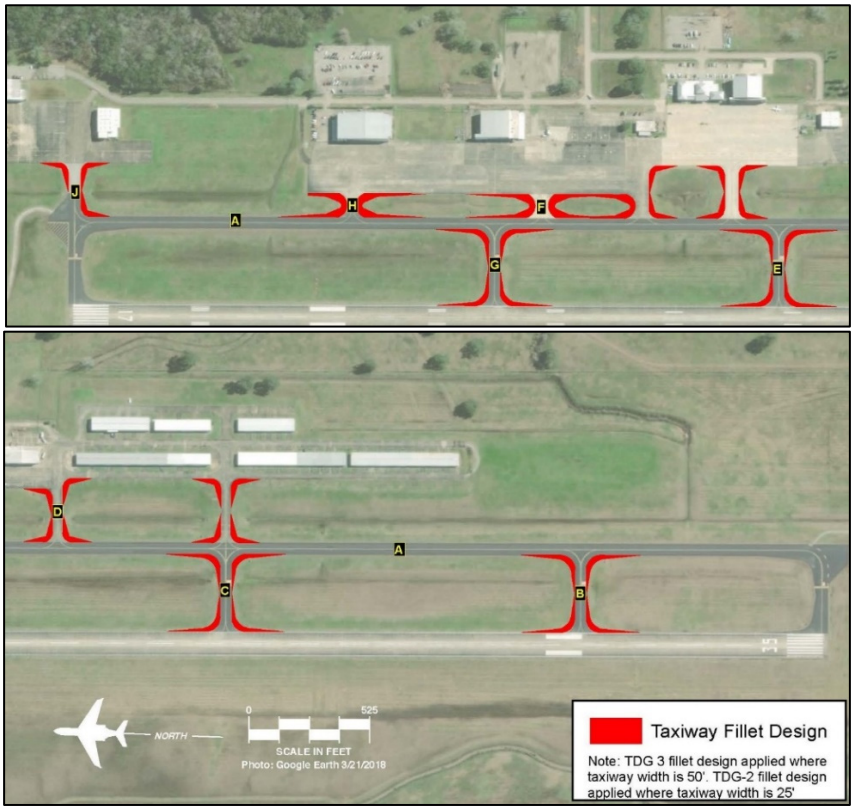


***FIGURE 3F** – Taxiway Fillet Improvements*

INSTRUMENT APPROACH CONSIDERATIONS

Approach minimums should be as low as practical considering possible safety and financial constraints. The best approach minimums practical will ultimately allow aircraft to operate in reduced visibility conditions, while increasing the operational safety and airport capacity.

LBX currently has a CAT I ILS approach to Runway 17 and RNAV (GPS) approaches to both runway ends. The CAT I ILS and the RNAV approaches to Runway 17 provide visibility minimums down to ½-mile and the RNAV approach to Runway 35 provides minimums down to ¾-mile. The ILS system includes a glide slope antenna located approximately 340 feet west of the runway centerline and 1,000 feet south of the Runway 17 threshold. The ILS localizer antenna is located approximately 1,300 feet south of the Runway 35 end. As was previously discussed, the glide slope antenna is located within the ROFA and should be relocated.

Previous planning efforts recommended pursuing ½-mile visibility minimums to Runway 35. With the RNAV approach in place, an approach lighting system (ALS), such as a medium intensity approach lighting system with runway alignment indicator lights (MALSR), should be considered for Runway 35 to achieve ½-mile minimums. Achieving lower minimums to Runway 35 will make the airport more accessible during poor visibility conditions when prevailing winds are out of the north. Wind data collected at the airport over a 10-year period indicates that north winds dictating the use of Runway 35 (excluding calm wind conditions) occur approximately 40 percent of the time.

VISUAL APPROACH AIDS

In most instances, the landing phase of any flight must be conducted in visual conditions. To provide pilots with visual guidance information during landings to the runway, electronic visual approach aids are commonly provided at airports. Currently, both ends of the runway are equipped with a precision approach path indicator (PAPI-4) system. The PAPI-4 systems are appropriate for the type of activity at LBX and should be maintained.

Runway end identification lights (REILs) are flashing lights located at the runway threshold that facilitate rapid identification of the runway end at night and during poor visibility conditions. REILs provide pilots with the ability to identify the runway thresholds and distinguish runway end lighting from other lighting on the airport and in the approach areas. The FAA indicates that REILs should be considered for all lighted runway ends not planned for a more sophisticated approach lighting system. Since Runway 17 is already equipped with a MALSR and Runway 35 is planned to be equipped with a MALSR, REILs are not recommended for either runway end.

AIRFIELD MARKING, LIGHTING, AND SIGNAGE

Runway 17 is marked with precision runway markings, which is consistent with the available instrument approach capabilities of the runway. Runway 35 is equipped with non-precision markings, which is consistent with the available approach capabilities; however, if ½-mile approach minimums are achieved, the markings should be updated to precision by adding touchdown zone markings.

RDC C-II-2400 design standards require a separation distance of at least 250 feet from the runway centerline to aircraft holding position markings. Holding positions are markings on taxiways leading to runways, which provide for adequate runway clearance for holding aircraft. Currently, all taxiways are marked with holding position markings at runway intersections located 250 feet from the runway centerline, which meet the design standard.

Runway and taxiway lighting systems serve as a primary means of navigation in reduced visibility and nighttime operations. Currently, Runway 17-35 is equipped with MIRL, a common runway lighting system, that can be activated via a pilot-controlled system. The taxiway system at LBX is equipped with medium intensity taxiway lighting (MITL). These systems are adequate and should be maintained.

Airfield signage serves as another means of navigation for pilots. Airfield signage informs pilots of their location on the airport, as well as directs them to major airport facilities, such as runways, certain taxiways, and aprons. Currently, the airport is equipped with location and directional signage. This signage system is adequate and should be maintained.

WEATHER FACILITIES

LBX is equipped with a lighted wind cone and segmented circle approximately 675 feet west of the runway centerline near midfield. Wind cones provide pilots with information about wind conditions, and a segmented circled provides traffic pattern information to pilots. LBX also has an on-site Automated Surface Observation System (ASOS), which provides on-site weather conditions for pilots. The ASOS equipment is owned by the FAA. As was previously discussed, the ASOS equipment at LBX is located within the ROFA and should be relocated.

LANDSIDE FACILITY REQUIREMENTS

Components included within this section include general aviation terminal facilities, aircraft hangars and tiedowns, aircraft parking aprons, automobile parking, and airport support facilities.

TERMINAL BUILDING AND PARKING REQUIREMENTS

The terminal facilities typically located on GA airports provide space for a variety of activities, as well as pilot services. The 10,937-square-foot (sf) terminal building is the focal point for general aviation activity at LBX, especially for transient operators.

To estimate terminal facility needs, the number of itinerant passengers expected to use the terminal building during the design hour are taken into consideration. The terminal area space requirements are based upon the allocation of a range of designated sf per design hour itinerant passenger. Identifying the number of design hour passengers is achieved by simply multiplying the number of itinerant design hour operations by the number of passengers expected on the aircraft. The applied square footage

requirements can range between 90 and 125 square feet per design hour itinerant passenger. For the purposes of this study, industry standards of 125 square feet per design hour itinerant passenger were applied. Current and projected terminal building requirements can be viewed in **Table 3F**.

TABLE 3F
General Aviation Terminal Services Requirements
Texas Gulf Coast Regional Airport

	AVAILABLE	SHORT-TERM	INTERMEDIATE -TERM	LONG-TERM	NEEDED CAPACITY
Itinerant Operations					
Design Hour Operations		36	40	50	
Multiplier		2.0	2.5	3.0	
Design Hour Passengers		72	100	150	
Total Building Space (sf)	**10,937**	**9,000**	**12,500**	**18,800**	**+7,863**

Source: Coffman Associates analysis.

To calculate demand for the terminal facility, design hour itinerant operations are estimated at 15 percent of the busy day itinerant operations occurring at LBX. Given that most aircraft operating at the airport can accommodate multiple passengers, a multiplier of 2.0, growing to 3.0 over the planning period, was utilized for the calculation to reflect greater terminal facility space required as both itinerant passengers and operations potentially increase. This is a reasonable multiplier as most general aviation aircraft do not operate at full capacity on a regular basis.

When considering the sf provided by the terminal building, the analysis shows that additional space is needed for GA terminal services by the intermediate- and long-term periods. It should be mentioned that owners of based aircraft may also use the terminal facilities provided. In addition, future facilities at the airport may generate an increased amount of itinerant traffic and more terminal area may be desired as a result. While there is a dedicated terminal building at LBX, some GA terminal services can also be met by specialty aviation service operators (SASOs) and their facilities. For example, if the airport were to add a dedicated aircraft maintenance/repair station SASO or another fuel provider, some itinerant activity could end up utilizing those SASO facilities rather than the terminal building.

AIRCRAFT STORAGE HANGAR REQUIREMENTS

Utilization of hangar space varies as a function of local climate, security, and owner preferences. The trend in GA aircraft, whether single or multi-engine, is toward more sophisticated (and, consequently, more expensive) aircraft. Therefore, many aircraft owners prefer enclosed hangar space to outside tiedowns.

There are a variety of aircraft storage options typically available at airports, including T-hangars, linear box hangars, executive/box hangars, and bulk storage conventional hangars. T-hangars are intended to accommodate one small single engine piston aircraft or, in some cases, one multi-engine piston aircraft. T-hangars are so named because they are in the shape of a “T,” providing a space for the aircraft nose and wings, but no space for turning the aircraft within the hangar. Similar to the T-hangar style is the

linear box hangar. Linear box hangars typically provide storage for a single aircraft and can be nested with multiple individual linear box hangars. Unlike the T-hangar, linear box hangars enable the user to store aircraft in many ways. LBX has 80 individual T-hangar units providing 104,417 sf of storage capacity.

The next type of aircraft hangar common for storage of general aviation aircraft is the executive/box hangar. Executive/box hangars typically provide a larger space, generally with an area between 2,500 and 6,000 square feet. This type of hangar can provide for maneuverability within the hangar, can accommodate more than one aircraft, and may have a small office and utilities.

Conventional hangars are the large, clear span hangars typically located facing the main aircraft apron at airports. These hangars provide for bulk aircraft storage and are often utilized by airport businesses, such as an FBO and/or SASOs. Conventional hangars are generally larger than executive/box hangars and can range in size from 6,000 square feet to more than 20,000 square feet. Conventional hangar aircraft storage capacity at LBX totals 82,400 sf.

Typical Conventional Hangar

Typical T-Hangar

Planning for future aircraft storage needs is based on typical owner preferences and standard sizes for hangar space. For determining future aircraft storage needs, a planning standard of 1,200 square feet per based aircraft is utilized for T-hangars. For conventional hangars, a planning standard of 3,000 square feet is utilized for turboprop aircraft; 6,000 square feet is utilized for business jet aircraft; and 1,500 square feet is utilized for helicopter storage needs.

The demand for aircraft storage hangars is dependent upon the number and type of aircraft expected to be based at the airport in the future. For planning purposes, it is necessary to estimate hangar requirements based upon forecast operational activity. Future hangar requirements are presented in **Table 3G**.

As detailed in the table, it is estimated that there is approximately 186,817 sf of hangar storage space currently available at LBX. There is currently one vacant conventional hangar with a capacity of 6,900 sf. It is anticipated that some of the short-term need in the conventional hangar category will be met by this vacant facility. Over the course of the planning period, an additional 104,183 sf of hangar capacity is projected, including dedicated space for an aircraft maintenance/service provider.

TABLE 3G
Aircraft Storage Requirements
Texas Gulf Coast Regional Airport

		FUTURE REQUIREMENTS			
	Available	Short-Term Need	Intermediate-Term Need	Long-Term Need	Needed Capacity
Based Aircraft	104	115	126	152	+48
Hangar Area Requirements					
T-hangar Units	80	88	95	113	+33
T-hangar Area (sf)	104,417	114,000	122,000	143,000	+38,583
Conventional/Executive Hangar Area:					
Aircraft Storage (sf)	82,400	85,000	100,000	129,000	+46,600
Service Hangar (sf)	0	14,400	15,800	19,000	+19,000
Total Hangar Area (sf)	186,817	213,400	237,800	291,000	+104,183

Construction of aircraft storage space should be determined and phased to maximize existing demand. Construction can be undertaken by the airport sponsor or by a private developer, either of which will contribute to fulfilling the overall need at the airport. The landside alternatives will consider a variety of hangar types, sizes, and layouts that could meet the identified future need.

AIRCRAFT APRON REQUIREMENTS

A parking apron should provide for the number of locally based aircraft that are not stored in hangars, as well as transient aircraft and those used for air taxi and training activities. To determine required aircraft apron space, an industry planning standard of 650 sy per piston aircraft, 800 sy per itinerant piston aircraft, and 1,600 sy for large turboprop and jet aircraft was applied.

The existing terminal apron, which has an area of approximately 16,243 square yards (sy), is undersized, particularly when multiple business jets are parked. The limited terminal apron depth makes it particularly difficult to maneuver longer jets. For planning purposes, during peak conditions, it is assumed the terminal apron will be utilized more heavily by turboprop and jet aircraft, with additional transient apron areas dedicated to smaller piston-driven aircraft. The forecast results in a need for 34,957 sy of additional transient apron space at LBX.

For tenant apron space, this includes all aprons for existing tenants and for small piston-powered aircraft that base at the airport but do not have hangar space. Based on an evaluation of existing apron space (excluding the terminal apron), it is estimated that the available tenant apron space has a utilization rate of about 79 percent. Because of this, the short-term period shows that the available capacity exceeds demand. However, by the intermediate- and long-term periods, demand exceeds available capacity with an overall need for an additional 13,240 sy.

Future aircraft parking apron requirements are presented in **Table 3H**.

TABLE 3H
Aircraft Apron Parking Requirements
Texas Gulf Coast Regional Airport

		APRON REQUIREMENTS			
	Available	Short-Term Need	Intermediate-Term Need	Long-Term Need	Needed Capacity
Transient Apron Space (sy)					
Terminal Apron (sy)		19,200	20,800	24,000	
Additional Transient Apron (sy)		19,200	21,600	27,200	
Total Transient Apron (sy)	*16,243*	*38,400*	*42,400*	*51,200*	+34,957
Tenant Apron Space (sy)					
Tenant Apron (sy)	73,760	69,000	78,000	87,000	+13,240
Total Apron Area (sy)	***90,003***	***107,400***	***120,400***	***138,200***	***+48,197***

VEHICLE PARKING REQUIREMENTS

Total vehicle parking at LBX consists of 652 spaces, distributed by 152 spaces for the terminal building and 500 additional spaces at the various tenant facilities.

Future parking demands have been determined based on an evaluation of the estimated existing and future itinerant traffic, as well as industry standards, which consider 15 percent of based aircraft at the airport requiring a parking space. Spaces counted under the terminal category include spaces for employees and rental car ready/return. The available terminal space capacity is slightly less than the long-term need of 160 spaces. It is assumed that the tenant lots, particularly those tenants with overflow lots do on occasion reach capacity. So, the tenant space need identified for each planning period is based on the handling of 10 percent of itinerant passengers at LBX. As shown in **Table 3J**, LBX should consider additional vehicle parking spaces over the planning period.

TABLE 3J
Vehicle Parking Requirements
Texas Gulf Coast Regional Airport

		FACILITY REQUIREMENTS			
	Available	Short-Term Need	Intermediate-Term Need	Long-Term Need	Needed Capacity
Terminal Spaces	152	77	107	160	+8
Tenant Spaces	500	507	517	532	+32
Total Parking Spaces	652	584	624	692	+40

SUPPORT REQUIREMENTS

Various facilities that do not logically fall within classifications of airfield, terminal building, or general aviation areas have also been identified. These other areas provide certain functions related to the overall operation of the airport and include ARFF and fuel storage.

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)

The ARFF building at LBX has an area of 4,500 sf and was built in 2004. It is centrally located on the airfield's east side, providing quick access to all areas of the airfield. The ARFF building's position on the apron is a prime location for a revenue generating facility such as an aircraft hangar so consideration in the alternatives will include relocating the ARFF building.

LANDSIDE ALTERNATIVES

The landside facility requirements outlined several facility needs at LBX. Primarily, future landside needs are focused on adding hangar storage capacity, vehicle parking capacity, and additional GA terminal space. Three landside alternatives were developed to examine potential landside facility layouts for the future. It is estimated that approximately 42 acres of the available 90 acres of property on the east side of the runway with immediate accessibility to the airfield have been developed into an aviation-related use. This leaves approximately 53 percent of aviation-use property available for development. This is more than enough space to meet the long-term landside aviation needs for LBX. For this reason, the landside alternatives focus future development within these available spaces. The remainder of airport property on the east side will be subject to a separate land development evaluation. The west side of the airfield will continue to be reserved for aeronautical purposes and is not considered for future landside development.

Hangar and facility development take on a variety of sizes corresponding with several different intended uses. Commercial GA activities are essential to providing the necessary services on an airport. This includes privately owned businesses (FBOs/SASOs) involved with, but not limited to, aircraft rental and flight training, aircraft charters, aircraft maintenance, line service, and aircraft fueling. In addition, forecasted needs for airport parking and terminal facilities were also discussed.

LANDSIDE DEVELOPMENT ALTERNATIVE 1

Landside Alternative 1 reflects many of the same features that were included in the recommended development concept from the 2010 Master Plan. The alternative is depicted on **Exhibit 3C** and includes:

- Seven conventional hangars ranging in size from 8,000 sf to 10,000 sf. Six of these would be located on or between the central apron and north apron. Another conventional hangar would be located next to the community hangar on the terminal apron. The north and central aprons would be joined by adding approximately 13,200 sy of new pavement.
- 33 2,500-sf box hangars. Four would be located between the Dow and Bristow facilities and would include a common apron area with the remainder located along the east side of the existing T-hangar area.
- One 5,625-sf box hangar located adjacent to the ARFF building.
- 72 new T-hangar units providing approximately 87,175 sf of T-hangar capacity.

- Expansion of the terminal apron adding approximately 21,150 sy of apron pavement.
- Relocation of the ARFF building to the east of its current location allowing for the development of a revenue generating hangar facility.
- Reservation of the far south end of the landside area, totaling approximately 17 acres, for the development of a large-scale SASO, such as an aircraft manufacturer or maintenance/ repair/overhaul (MRO).
- Relocation of the airport's restaurant building to the east of the current location allowing for the expansion of the terminal apron.

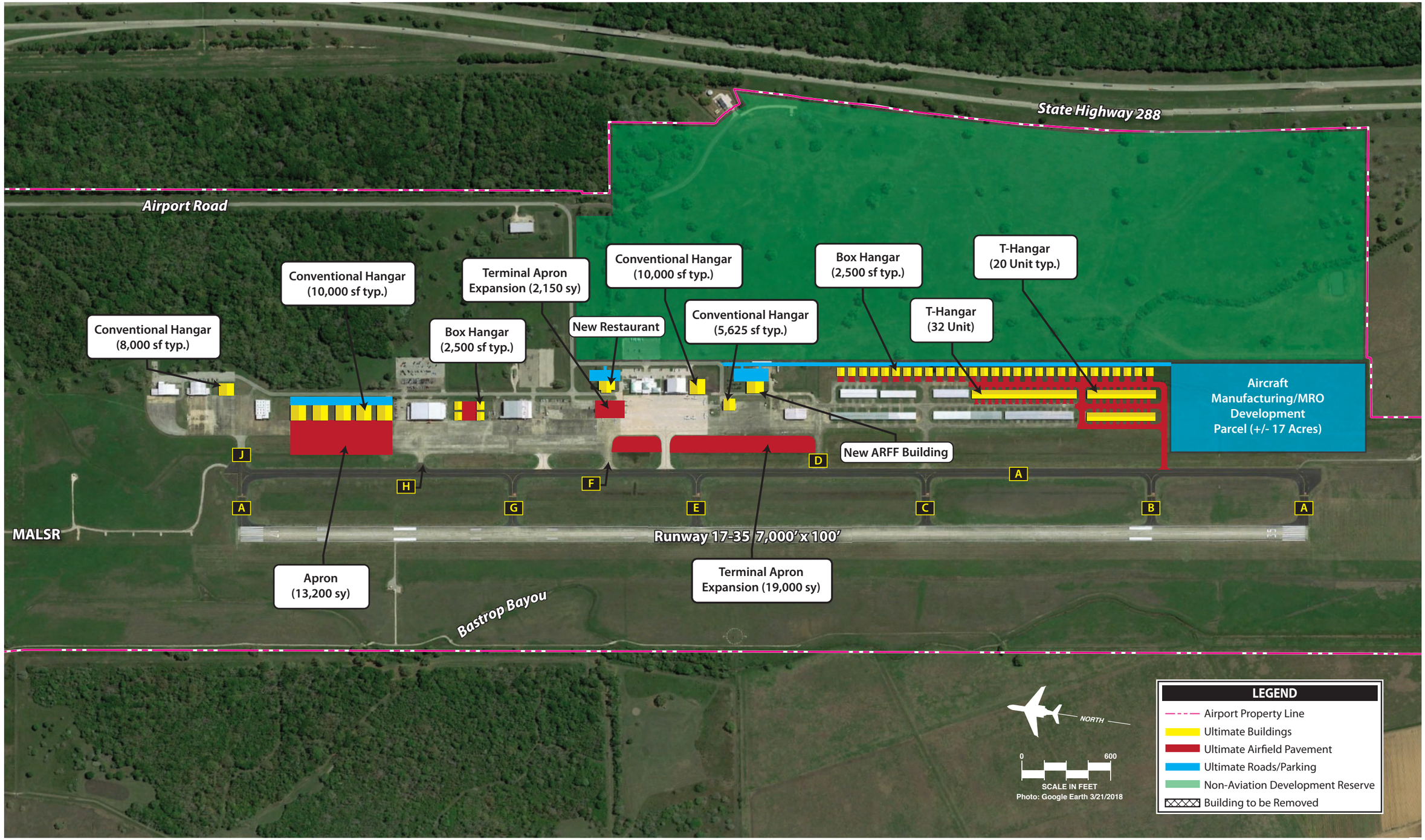
In total, this alternative includes approximately 243,300 sf of new hangar capacity and 34,350 sy of new apron pavement. Vehicle access and parking would be made available to the south side area by extending Airport Road to the south. The arrangement of hangar facilities in this alternative maintains the existing order of having smaller aircraft storage to the south of the terminal with larger aircraft facilities to the north of the terminal, which is advantageous as it provides segregation for the variety of users at the airport.

LANDSIDE DEVELOPMENT ALTERNATIVE 2

As depicted on **Exhibit 3D**, this alternative features:

- Eight new conventional hangars ranging in size from 8,000 sf to 10,000 sf. Two of these hangars would be located between the Dow and Bristow facilities with another located on the north apron. The remaining hangars would be located on the south side of the landside area with an adjacent 31,000 sy of new apron pavement. These hangars could become the focus for a new SASO complex.
- 72 new T-hangar units providing approximately 87,175 sf of T-hangar capacity.
- Expansion of the terminal apron adding approximately 21,150 sy of pavement.
- Relocation of the ARFF building to a site immediately south of the community hangar on the terminal apron. This location would provide for quick response to incidents on the terminal apron and is still centrally located on the airfield.
- Reservation of land between the north and central aprons, totaling approximately six acres, for the development of a large-scale SASO, such as an aircraft manufacturer or MRO.
- Relocation of the airport's restaurant building to the east of the current location allowing for the expansion of the terminal apron.

In total, this alternative includes approximately 155,175 sf of new hangar capacity and 52,150 sy of new apron pavement. This alternative would result in more of a mixed-use layout with low-activity areas, such as the T-hangars, next to a planned SASO complex. Additionally, the space reserved for a large-scale SASO is considerably smaller than the previous alternative and would potentially be restrictive in attracting a developer.


State Highway 288
Airport Road
Conventional Hangar (8,000 sf typ.)
Conventional Hangar (10,000 sf typ.)
Box Hangar (2,500 sf typ.)
Terminal Apron Expansion (2,150 sy)
New Restaurant
Conventional Hangar (10,000 sf typ.)
Conventional Hangar (5,625 sf typ.)
Box Hangar (2,500 sf typ.)
T-Hangar (32 Unit)
T-Hangar (20 Unit typ.)
Aircraft Manufacturing/MRO Development Parcel (+/- 17 Acres)
New ARFF Building
J
H
F
D
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A
G
E
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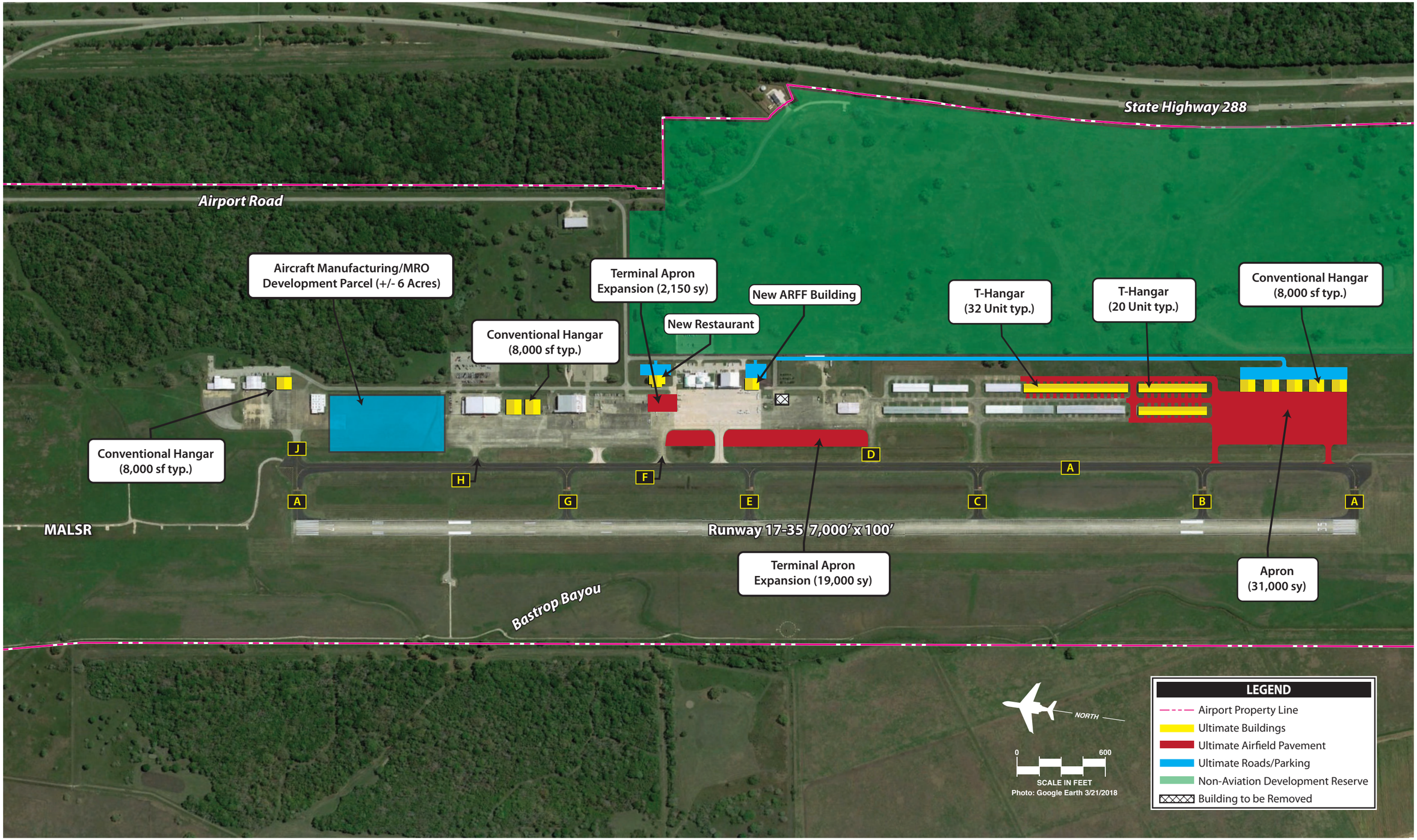
MALSR
Runway 17-35 7,000' x 100'
Apron (13,200 sy)
Terminal Apron Expansion (19,000 sy)
Bastrop Bayou
NORTH
0
600
SCALE IN FEET
Photo: Google Earth 3/21/2018
LEGEND
Airport Property Line
Ultimate Buildings
Ultimate Airfield Pavement
Ultimate Roads/Parking
Non-Aviation Development Reserve
Building to be Removed


State Highway 288
Airport Road
Aircraft Manufacturing/MRO Development Parcel (+/- 6 Acres)
Terminal Apron Expansion (2,150 sy)
New ARFF Building
New Restaurant
Conventional Hangar (8,000 sf typ.)
T-Hangar (32 Unit typ.)
T-Hangar (20 Unit typ.)
Conventional Hangar (8,000 sf typ.)
Conventional Hangar (8,000 sf typ.)
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MALSR
Runway 17-35 7,000' x 100'
Terminal Apron Expansion (19,000 sy)
Apron (31,000 sy)
Bastrop Bayou
NORTH
0
600
SCALE IN FEET
Photo: Google Earth 3/21/2018
LEGEND
Airport Property Line
Ultimate Buildings
Ultimate Airfield Pavement
Ultimate Roads/Parking
Non-Aviation Development Reserve
Building to be Removed

LANDSIDE DEVELOPMENT ALTERNATIVE 3

Alternative 3 does not include any new conventional hangars or apron pavement with the assumption being that some of the layouts in previous alternatives would be incorporated to support future hangar and apron development needs. Instead, the focus in this alternative was on an alternative layout for small hangars to the south and the utilization of property to the east of the flight-line for aviation-related development. Depicted on **Exhibit 3E**, this alternative features:

- 36 3,600-sf box hangars located at the south end of the landside area.
- 32 new T-hangar units totaling approximately 37,675 sf of new storage capacity.
- Expansion of the terminal apron adding approximately 21,150 sy of pavement.
- Relocation of the ARFF building to a site immediately south of the Dow hangar. Dow is the most active air taxi operation with the largest seating capacity at LBX. In this location the ARFF equipment could respond immediately to any incident at the Dow apron. This location is further to the north and so is less ideally located to respond to incidents on the terminal apron and areas to the south.
- Reservation of land totaling approximately 30 acres, for the development of a large-scale SASO, such as an aircraft manufacturer. Development of this site with airfield access would require the extension of a taxilane from Taxiway A to the east and across Airport Road. This would cut off access to the north apron facilities, so a new access road connecting the north apron facilities to Airport Road is included.

In total, this alternative includes approximately 167,275 sf of new hangar capacity and 21,150 sy of new apron pavement.

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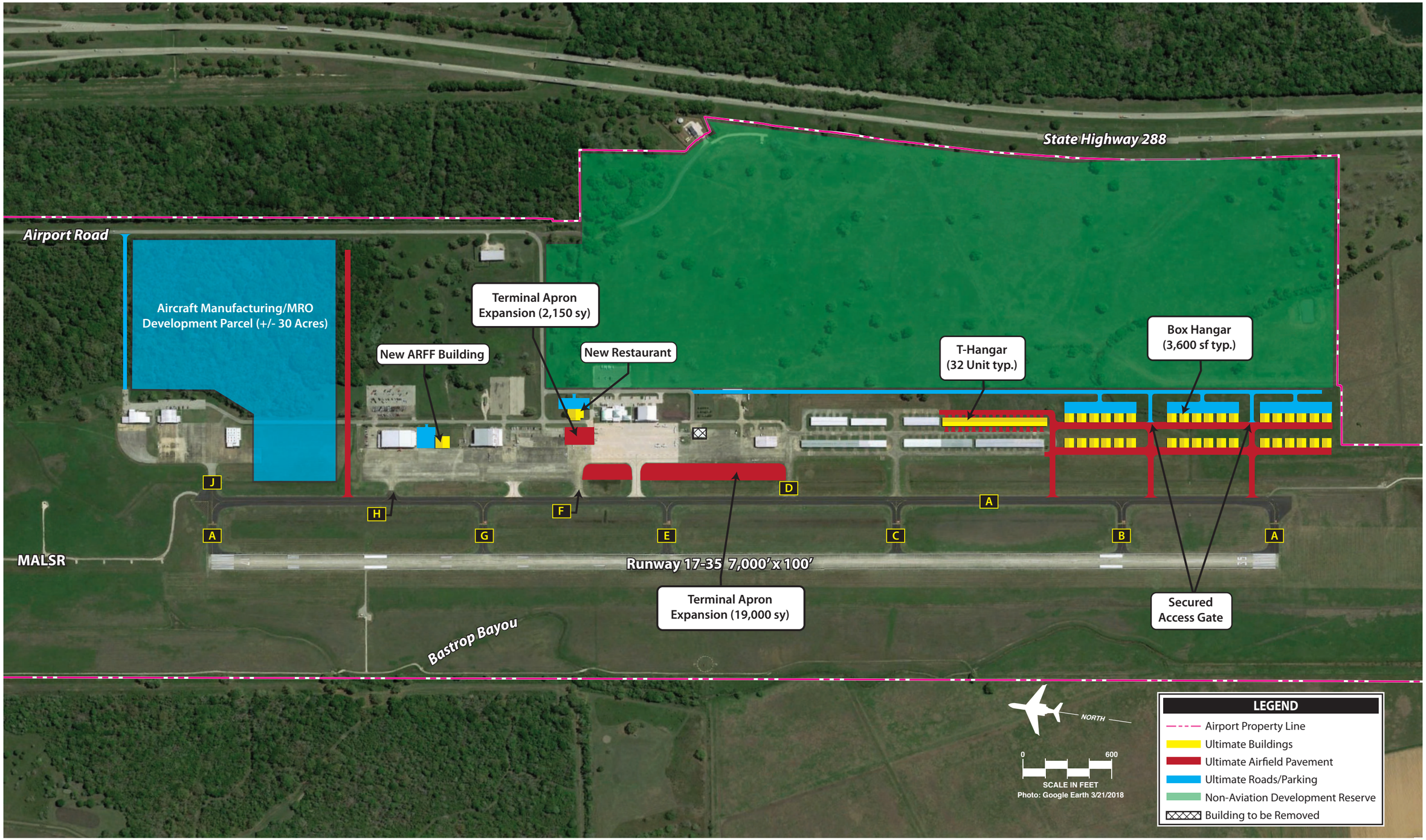
State Highway 288
Airport Road
Aircraft Manufacturing/MRO Development Parcel (+/- 30 Acres)
Terminal Apron Expansion (2,150 sy)
New ARFF Building
New Restaurant
T-Hangar (32 Unit typ.)
Box Hangar (3,600 sf typ.)
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MALSR
Runway 17-35 7,000' x 100'
Terminal Apron Expansion (19,000 sy)
Secured Access Gate
Bastrop Bayou
NORTH
0
600
SCALE IN FEET
Photo: Google Earth 3/21/2018
LEGEND
Airport Property Line
Ultimate Buildings
Ultimate Airfield Pavement
Ultimate Roads/Parking
Non-Aviation Development Reserve
Building to be Removed

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Chapter 5
Capital Improvement Program

Now that the specific needs and improvements for Texas Gulf Coast Regional Airport (LBX) have been established, the next step is to determine a realistic schedule and the associated costs for implementing the recommended development concept. The capital program considers the interrelationships among the projects to determine an appropriate sequence of projects, while remaining within reasonable fiscal constraints.

This section will examine the overall cost of each item in the capital program. The CIP, programmed by years, has been developed to cover the first five years of the plan. The remaining projects are grouped into intermediate (years 6-10) and long-term (years 11+) planning horizons. More detailed information is provided for the five-year horizon, with less detail provided for the longer planning periods. By utilizing planning horizons instead of specific years for intermediate- and long-term development, Brazoria County will have greater flexibility to adjust capital needs as demand dictates. **Table 5A** summarizes the key milestones for each of the three planning horizons.

A key aspect of this planning document is the use of demand-based planning milestones. The short-term planning horizon contains items of highest need and/or priority. As short-term horizon activity levels are reached, it will then be time to program for the intermediate term based upon the next activity milestones. Similarly, when the intermediate-term milestones are reached, it will be time to program for the long-term activity milestones.

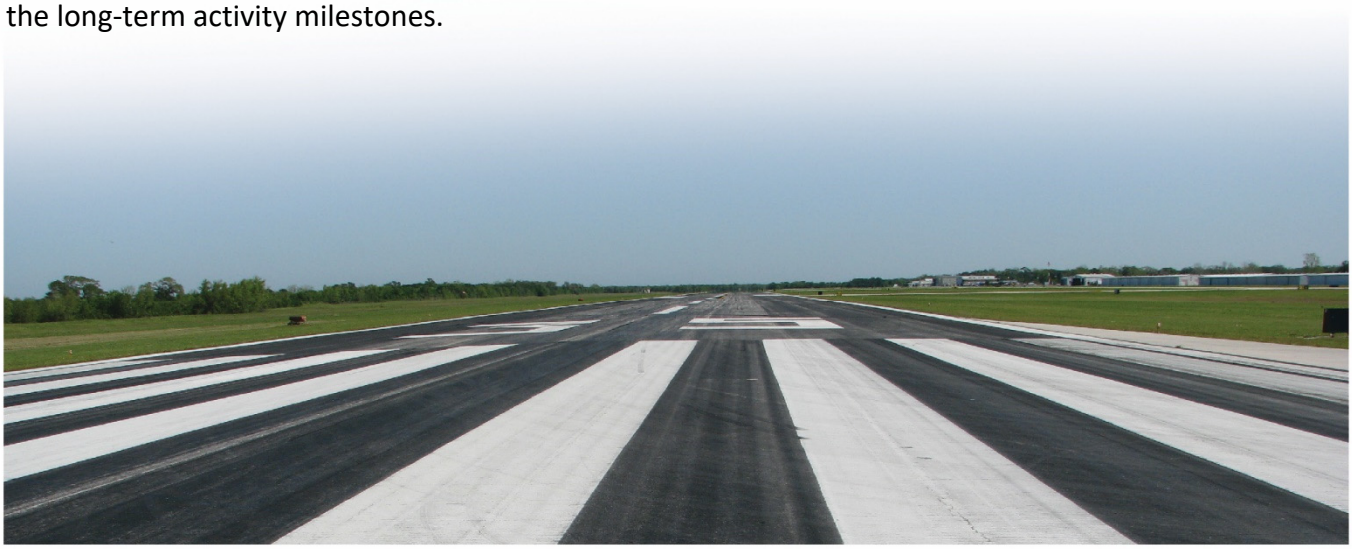


TABLE 5A
Planning Horizon Activity Levels
Texas Gulf Coast Regional Airport

	Base Year	Short-Term	Intermediate-Term	Long-Term
BASED AIRCRAFT				
Single Engine Piston	86	94	102	121
Multi-Engine Piston	5	5	4	3
Turboprop	0	1	2	4
Jet	2	3	5	9
Helicopter	5	6	7	9
Other	6	6	6	6
TOTAL BASED AIRCRAFT	104	115	126	152
ANNUAL OPERATIONS				
Itinerant				
General Aviation	46,899	53,900	60,400	76,100
Air Taxi	2,890	3,200	3,400	3,800
Military	1,000	1,000	1,000	1,000
Total Itinerant	**50,789**	**58,100**	**64,800**	**80,900**
Local				
General Aviation	28,387	32,200	35,000	40,900
Military	0	0	0	0
Total Local	**28,387**	**32,200**	**35,000**	**40,900**
TOTAL OPERATIONS	**79,176**	**90,300**	**99,800**	**121,800**

Many development items included in the recommended concept will need to follow demand indicators, which essentially establish triggers for key improvements. For example, the plan includes the development of new aircraft hangars. Growth in based aircraft is the trigger for these projects. If growth slows or does not occur as projected, new hangar development can be delayed. As a result, the capital expenditures will be undertaken as needed, which leads to a responsible use of capital assets. Some development items do not depend on demand, while other projects are necessary to enhance the safety of the airport, maintain existing infrastructure, or meet FAA design standards. These types of projects are typically associated with day-to-day operations and should be monitored and identified by airport management regardless of changes in demand indicators.

Because of economic realities, few airports are constructing hangars on their own and are relying on private developers instead. In some cases, private developers can keep construction costs lower which, in turn, lowers the monthly lease rates necessary to amortize a loan. The airport sponsor's responsibility related to new hangars can be to provide public access taxiways, typically in conjunction with AIP and/or TxDOT development grants. These taxiways are then able to be utilized by hangar tenants for aircraft access to the runway/taxiway system.

Given that this is a conceptual document, implementation of the capital projects should only be undertaken after further refinement of their design and costs through architectural or engineering analyses. Moreover, some projects may require additional infrastructure improvements (i.e., drainage improvements, extension of utilities, etc.) that may increase the estimated cost of the project or increase the timeline for completion.

Once a list of necessary projects was identified and refined, project-specific cost estimates were prepared by C&S Engineers. The cost estimates also include design, construction administration, and contingencies that may arise on the project. Capital costs presented here should be viewed only as "order-of-magnitude" estimates subject to further refinement during design. Nevertheless, they are considered sufficient for planning purposes. As previously stated, each project should only be undertaken after further refinement of their design and costs through detailed architectural or engineering analyses.

Table 5B presents the proposed 20-year CIP for LBX. Two things must be considered. First, the proposed CIP is a point-in-time analysis which will change annually based on actual demand and changing needs. Second, an estimate of grant (federal and/or TxDOT) funding eligibility has been included, although actual funding is not guaranteed. For projects that are eligible for federal/state funding, Airport Improvement Program (AIP)/TxDOT grants provide up to 90 percent of the total project cost. The remaining 10 percent, or more, of project costs are funded locally by Brazoria County. Other projects, such as fuel farm development, are typically not eligible for AIP grants (outside of non-primary entitlements) or would rank low on the priority scale. As a result, these projects should be planned for local funding or funding through specific TxDOT programs.

The FAA and TxDOT each utilize a national priority rating system to help objectively evaluate potential airport projects. Projects are weighted toward safety, infrastructure preservation, meeting design standards, and capacity enhancement. These entities will participate in the highest priority projects before considering lower priority projects, even if a lower priority project is considered a more urgent need by the local sponsor. Nonetheless, the project should remain a priority for the airport, and funding support should continue to be requested in subsequent years.

As detailed in the CIP, many of the projects listed are eligible for federal or state funding. Obviously, demand and justification for these projects must be provided prior to a grant being issued. **Exhibit 5A** graphically depicts the development staging by overlaying each project onto the aerial photograph of LBX.

Some projects identified in the CIP will require environmental documentation. The level of documentation necessary for each project must be determined in consultation with TxDOT. There are three major levels of environmental review to be considered under NEPA that include CatExs, EAs, and EISs. Each level requires more time to complete and more detailed information. Guidance on what level of documentation is required for a specific project is provided in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. The Environmental Overview presented in the previous chapter addresses NEPA and provides an evaluation of various environmental categories for LBX.

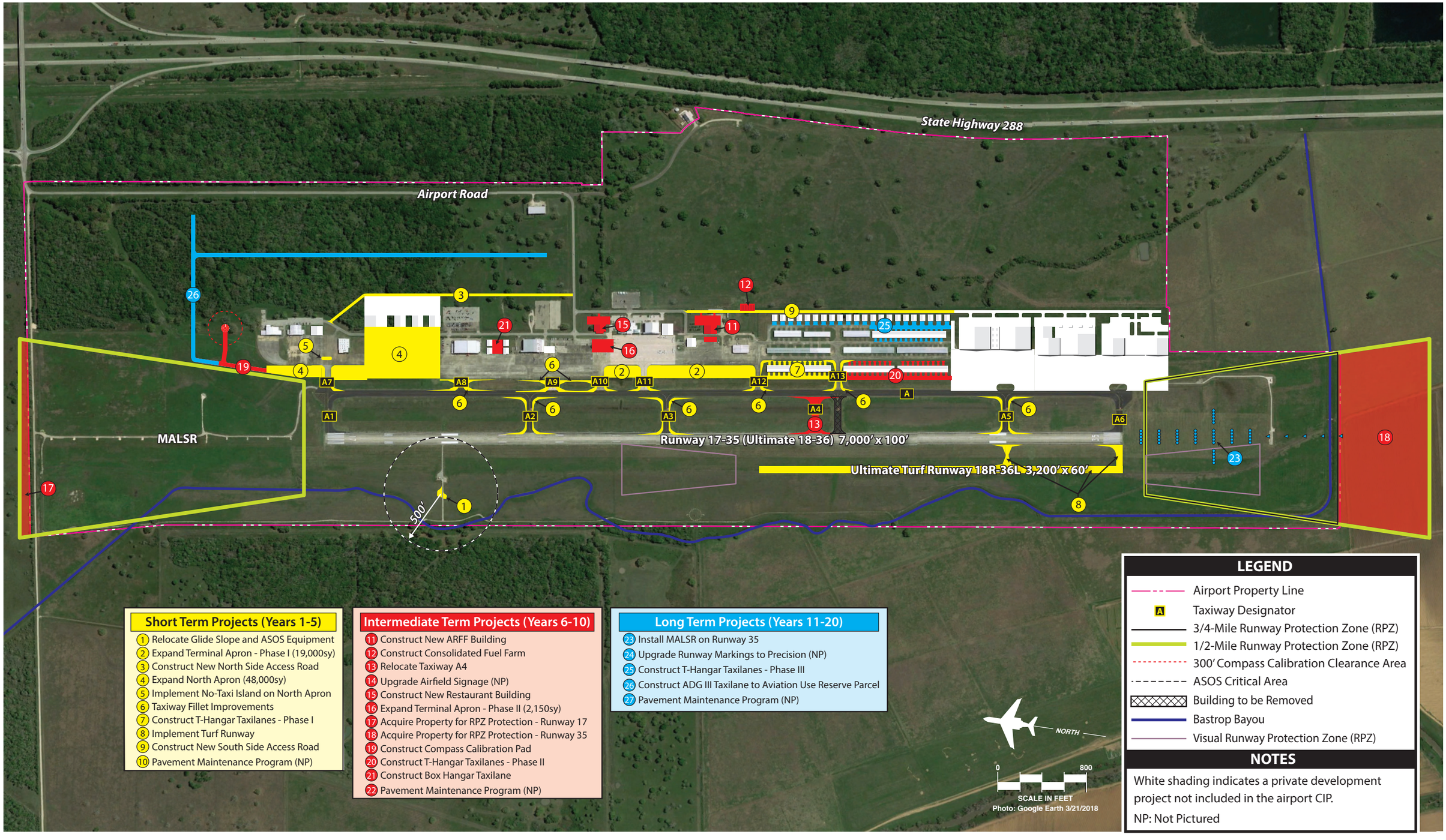
The following sections will describe in greater detail the projects identified for the airport over the next 20 years. The projects are grouped based upon a detailed evaluation of existing and projected demand, safety, rehabilitation needs, and local priority. While the CIP identifies the priority ranking of the projects, the list should be evaluated and revised on a regular basis. It is also important to note that certain projects, while listed separately for purposes of evaluation in this study, could be combined with other projects during time of construction/implementation.

TABLE 5B
Capital Improvement Program
Texas Gulf Coast Regional Airport

				FUNDING PLAN	
FY	**PROJECT #**	**PROJECT DESCRIPTION**	**ESTIMATED COST**	**AIP/TXDOT**	**AIRPORT SPONSOR**
Short-Term Projects					
2022	1	Relocate Glide Slope and ASOS Equipment	$300,000	$270,000	$30,000
2022	2	Expand Terminal Apron - Phase I (19,000sy)	$5,450,000	$4,905,000	$545,000
2023	3	Construct New North Side Access Road	$1,400,000	$0	$1,400,000
2023	4	Expand North Apron (48,000sy)	$13,500,000	$12,150,000	$1,350,000
2023	5	Implement No-Taxi Island on North Apron	$75,000	$67,500	$7,500
2024	6	Taxiway Fillet Improvements	$3,750,000	$3,375,000	$375,000
2025	7	Construct T-Hangar Taxilanes - Phase I	$520,000	$468,000	$52,000
2026	8	Implement Turf Runway	$2,100,000	$0	$2,100,000
2026	9	Construct New South Side Access Road	$2,600,000	$0	$2,600,000
N/A	10	Pavement Maintenance Program	$2,500,000	$2,250,000	$250,000
Intermediate-Term Projects					
FY2027-2031	11	Construct New ARFF Building	$4,000,000	$3,600,000	$400,000
	12	Construct Consolidated Fuel Farm	$1,700,000	$0	$1,700,000
	13	Relocate Taxiway A4	$1,400,000	$1,260,000	$140,000
	14	Upgrade Airfield Signage	$550,000	$495,000	$55,000
	15	Construct New Restaurant Building	$3,100,000	$0	$3,100,000
	16	Expand Terminal Apron - Phase II (2,150sy)	$850,000	$765,000	$85,000
	17	Acquire Property for RPZ Protection - Runway 17	$46,000	$41,400	$4,600
	18	Acquire Property for RPZ Protection - Runway 35	$403,000	$362,700	$40,300
	19	Construct Compass Calibration Pad	$250,000	$225,000	$25,000
	20	Construct T-Hangar Taxilanes - Phase II	$760,000	$684,000	$76,000
	21	Construct Box Hangar Taxilane	$700,000	$630,000	$70,000
	22	Pavement Maintenance Program	$2,500,000	$2,250,000	$250,000
Long-Term Projects					
FY2032+	23	Install MALSR on Runway 35	$1,650,000	$1,485,000	$165,000
	24	Upgrade Runway Markings to Precision	$75,000	$67,500	$7,500
	25	Construct T-Hangar Taxilanes - Phase III	$560,000	$504,000	$56,000
	26	Construct ADG III Taxilane to Aviation Use Reserve Parcel	$7,000,000	$6,300,000	$700,000
	27	Pavement Maintenance Program	$5,000,000	$4,500,000	$500,000
		Short-Term CIP Subtotal	**$32,195,000**	**$23,485,500**	**$8,709,500**
		Intermediate-Term CIP Subtotal	**$16,259,000**	**$10,313,100**	**$5,945,900**
		Long-Term CIP Subtotal	**$14,285,000**	**$12,856,500**	**$1,428,500**
		Total CIP	***$62,739,000***	***$46,655,100***	***$16,083,900***

SHORT-TERM PROGRAM

The short-term projects are those anticipated to be needed in years zero through five of the 20-year CIP. The list of projects is further divided into yearly timeframes and are prioritized based on LBX's needs. Projects related to safety and preservation generally have the highest priority. The short-term program considers 10 projects for the planning period. The following provides a detailed breakdown of each project.



Short Term Projects (Years 1-5)

1. Relocate Glide Slope and ASOS Equipment
2. Expand Terminal Apron - Phase I (19,000sy)
3. Construct New North Side Access Road
4. Expand North Apron (48,000sy)
5. Implement No-Taxi Island on North Apron
6. Taxiway Fillet Improvements
7. Construct T-Hangar Taxilanes - Phase I
8. Implement Turf Runway
9. Construct New South Side Access Road
10. Pavement Maintenance Program (NP)

Intermediate Term Projects (Years 6-10)

11. Construct New ARFF Building
12. Construct Consolidated Fuel Farm
13. Relocate Taxiway A4
14. Upgrade Airfield Signage (NP)
15. Construct New Restaurant Building
16. Expand Terminal Apron - Phase II (2,150sy)
17. Acquire Property for RPZ Protection - Runway 17
18. Acquire Property for RPZ Protection - Runway 35
19. Construct Compass Calibration Pad
20. Construct T-Hangar Taxilanes - Phase II
21. Construct Box Hangar Taxilane
22. Pavement Maintenance Program (NP)

Long Term Projects (Years 11-20)

23. Install MALSR on Runway 35
24. Upgrade Runway Markings to Precision (NP)
25. Construct T-Hangar Taxilanes - Phase III
26. Construct ADG III Taxilane to Aviation Use Reserve Parcel
27. Pavement Maintenance Program (NP)

LEGEND

- Airport Property Line
- A — Taxiway Designator
- 3/4-Mile Runway Protection Zone (RPZ)
- 1/2-Mile Runway Protection Zone (RPZ)
- 300' Compass Calibration Clearance Area
- ASOS Critical Area
- Building to be Removed
- Bastrop Bayou
- Visual Runway Protection Zone (RPZ)

NOTES

White shading indicates a private development project not included in the airport CIP.

NP: Not Pictured

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Project #1: Relocate Glide Slope and ASOS Equipment
Description: The glide slope antenna and automated surface observation system (ASOS) equipment are currently located within the Runway Object Free Area (ROFA) boundary and should be relocated to eliminate them as obstructions. The plan involves moving the equipment to the west outside the ROFA boundary.
Cost Estimate: $300,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #2: Expand Terminal Apron - Phase I (19,000sy)
Description: The terminal apron needs to be expanded to accommodate larger business jet parking and circulation of all aircraft parking at the terminal building.
Cost Estimate: $4,905,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #3: Construct New North Side Access Road
Description: A new north side access road extending from Airport Road approximately 350 feet north of the current road will provide for more depth of a planned apron expansion and new hangars while maintaining access to the existing north side facilities.
Cost Estimate: $1,400,000
Funding Eligibility: Local – 100 percent

Project #4: Expand North Apron (48,000sy)
Description: This project expands and connects the north apron with the central apron and supports new hangar development and aircraft parking and circulation.
Cost Estimate: $13,500,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #5: Implement No-Taxi Island on North Apron
Description: Existing Taxiway J (ultimate Taxiway A7) provides direct access from an apron area to the runway and is considered non-standard geometry. Painting no-taxi island markings on the apron will force pilots to make a turn prior to entering the runway, which can mitigate the potential for a runway incursion.
Cost Estimate: $75,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #6: Taxiway Fillet Improvements
Description: The connecting taxiways on the airfield need additional pavement added to meet FAA Taxiway Design Group (TDG) 2 fillet standards. This new pavement will make it easier/safer for aircraft to turn at the intersections.
Cost Estimate: $3,750,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #7: Construct T-Hangar Taxilanes - Phase I
Description: This project constructs new taxilane pavement to support the development of a new 20-unit T-hangar on the south side of the airfield.
Cost Estimate: $520,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #8: Implement Turf Runway
Description: The airport plans to develop a new turf runway on the southwest side of the airfield to support smaller aircraft operations. The turf runway will be designated Runway 18R-36L and have a length of 3,200 feet and a width of 60 feet. This project will grade and stabilize the turf and install concrete end markers to denote the runway ends. Two paved connecting taxiways will also be constructed to provide access to the runway.
Cost Estimate: $2,100,000
Funding Eligibility: Local – 100 percent

Project #9: Construct New South Side Access Road
Description: This project extends Airport Road from the terminal area south to provide access to future hangar development areas as well as a new aircraft rescue and firefighting (ARFF) facility and consolidated fuel farm.
Cost Estimate: $2,600,000
Funding Eligibility: Local – 100 percent

Project #10: Pavement Maintenance Program
Description: The airport will continually need to perform routine airfield pavement maintenance for its runways, taxiways, and apron areas to ensure the surfaces are in a safe and functional condition. This project is a placeholder for this work that should be performed on an as-needed basis.
Cost Estimate: $2,500,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

SHORT-TERM PROGRAM SUMMARY

The short-term CIP includes projects that enhance the overall safety, efficiency, and maintenance of the airfield, while also implementing landside improvements. The total investment necessary for the short-term CIP is approximately $32.2 million. Of the total short-term program, approximately $23.5 million is eligible for state or federal funding assistance. The remaining $8.7 is to be provided through airport or local funding outlets.

INTERMEDIATE-TERM PROGRAM

The intermediate-term projects are those that are anticipated to be necessary in years six through 10 of the CIP. These projects are not tied to specific years for implementation; instead, they have been prioritized so that airport management has the flexibility to determine when they need to be pursued based on current conditions. It is not unusual for certain projects to be delayed or advanced based on changing conditions, such as funding availability or changes in the aviation industry. This planning

horizon includes 12 projects for the five-year timeframe as listed on **Table 5B** and depicted on **Exhibit 5A**. The following section includes a description of each project.

Project #11: Construct New ARFF Building
Description: The existing ARFF building is in poor condition and should be upgraded to meet the need for ARFF equipment storage and office space for staff. A new ARFF building is planned southeast of the existing location along with a new vehicle parking lot and expanded apron pavement to provide easy access to the airfield.
Cost Estimate: $4,000,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #12: Construct Consolidated Fuel Farm
Description: The airport has two separated fuel farms on the airfield. It is desired to consolidate the fuel farms into a single location for easier monitoring and maintenance. The fuel farm will consist of multiple above ground storage tanks with appropriate spill-prevention control measures incorporated.
Cost Estimate: $ $1,700,000
Funding Eligibility: Local – 100 percent

Project #13: Relocate Taxiway A4
Description: Existing Taxiway C (ultimate Taxiway A4) provides direct access from a hangar area to the runway, which is considered non-standard geometry. This project offsets the connector between the runway and parallel taxiway to the north to force pilots to make a turn prior to entering the runway to mitigate the potential for a runway incursion.
Cost Estimate: $1,400,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #14: Upgrade Airfield Signage
Description: This project replaces existing airfield signage with LED signs that have lower operating and maintenance costs. The new signage system will also reflect the ultimate taxiway designations to meet FAA Engineering Brief 89 nomenclature standards.
Cost Estimate: $550,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #15: Construct New Restaurant Building
Description: The existing restaurant building is planned to be demolished to make way for an expansion of the terminal apron. As a result, a new restaurant building will be constructed to the east of the existing building so that it is in-line with the terminal building. The project will include an associated vehicle parking lot.
Cost Estimate: $3,100,000
Funding Eligibility: Local – 100 percent

Project #16: Expand Terminal Apron - Phase II (2,150sy)
Description: This project expands the terminal apron on the site of the existing restaurant to provide more aircraft parking and circulation capacity.
Cost Estimate: $850,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #17: Acquire Property for RPZ Protection - Runway 17
Description: This project acquires approximately 3.43 acres of the Runway 17 RPZ to provide airport control and to prevent incompatible development that might affect runway approach/departure surfaces.
Cost Estimate: $46,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #18: Acquire Property for RPZ Protection - Runway 35
Description: This project acquires approximately 30.23 acres of property on the south side of the airport for the future protection of the Runway 35 RPZ should it be improved with an instrument approach providing down to ½-mile visibility minimums. Sponsor ownership of this property will ensure protection from incompatible development that might affect runway approach/departure surfaces.
Cost Estimate: $403,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #19: Construct Compass Calibration Pad
Description: A compass calibration pad is planned on the north side of the airfield to provide a location for aircraft operators to calibrate their compass equipment.
Cost Estimate: $250,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #20: Construct T-Hangar Taxilanes - Phase II
Description: This project expands taxilane pavement on the south side of the airfield to support the development of two new 20-unit T-hangars.
Cost Estimate: $760,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #21: Construct Box Hangar Taxilane
Description: This project constructs new taxilane pavement that would provide common access to four new box hangar development parcels on the central apron.
Cost Estimate: $700,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #22: Pavement Maintenance Program
Description: The airport will continually need to perform routine airfield pavement maintenance for its runways, taxiways, and apron areas to ensure the surfaces are in a safe and functional condition. This project is a placeholder for this work that should be performed on an as-needed basis.
Cost Estimate: $2,500,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

INTERMEDIATE-TERM PROGRAM SUMMARY

The total costs associated with the intermediate-term program are estimated at $16.3 million. Of this total, approximately $10.3 million could be eligible for state or federal funding, and the airport or local share is projected at $5.9 million.

LONG-TERM PROGRAM

The long-term planning horizon considers five projects for the 10+ year period. The improvements are listed in **Table 5B** and depicted on **Exhibit 5A**.

Project #23: Install MALSR on Runway 35
Description: To achieve instrument approach capabilities with minimums down to ½-mile on Runway 35, an approach lighting system is planned to be installed. In this case, a medium intensity approach lighting system with runway alignment lights (MALSR) is required to achieve these minimums.
Cost Estimate: $1,650,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #24: Upgrade Runway Markings to Precision
Description: If ½-mile visibility minimums are achieved on Runway 35, the pavement markings will need to be upgraded from non-precision to precision.
Cost Estimate: $75,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #25: Construct T-Hangar Taxilanes - Phase III
Description: This project extends taxilane pavement on the south side of the airfield in support of a new 32-unit T-hangar facility as well as for potential new box hangar development.
Cost Estimate: $560,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #26: Construct ADG III Taxilane to Aviation Use Reserve Parcel
Description: New taxilane pavement that meets Airplane Design Group (ADG) III standards is planned to extend from the north apron to the north, then turn east and then south to serve as a common access point to support new hangar development.
Cost Estimate: $7,000,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

Project #27: Pavement Maintenance Program
Description: The airport will continually need to perform routine airfield pavement maintenance for its runways, taxiways, and apron areas to ensure the surfaces are in a safe and functional condition. This project is a placeholder for this work that should be performed on an as-needed basis.
Cost Estimate: $5,000,000
Funding Eligibility: FAA/TxDOT – 90 percent / Local – 10 percent

LONG-TERM PROGRAM SUMMARY

The total costs associated with the long-term program are estimated at $14.3 million. Of this total, approximately $12.9 million could be eligible for state or federal funding. The airport or local matching share is projected at $1.4 million.

CAPITAL IMPROVEMENT PROGRAM SUMMARY

The list of projects needed to accomplish the vision for LBX has been prioritized and cost estimates developed. Projects considered for the short-term planning horizon (years 0-5) have been divided into yearly increments. Projects considered for the intermediate (years 6-10) and long term (years 11-20+) have been prioritized and grouped together. The grouping of projects is necessary to provide the needed flexibility for the airport to make adjustments as necessary. Therefore, the list of projects and the prioritization of the projects can and likely will change in the future due to the availability of funds and changing priorities.

The total CIP proposes approximately $62.7 million in airport development needs. Of this total, approximately $46.7 million could be eligible for state or federal funding assistance. The airport or local funding estimate for the proposed CIP is approximately $16.1 million. The airport and/or local funding estimate is largely driven by the construction costs for projects that are not typically eligible for federal/state funding assistance, including a new turf runway, new access roads, a new restaurant building, and fuel farm. The CIP serves as a road map of airport improvements to help guide the Brazoria County and TxDOT.

CAPITAL IMPROVEMENT FUNDING SOURCES

There are generally four sources of funds used to finance airport capital development projects: airport revenues, revenue/general obligation bonds, federal/state/local grants, and passenger facility charges (PFCs), which are reserved for commercial service airports. Access to these sources of financing varies widely among airports, with some large airports maintaining substantial cash reserves and most small commercial service and general aviation airports often requiring subsidies from their sponsors (local and state governments) to fund operating expenses and to finance modest improvements.

Financing capital improvements at LBX will not rely solely on the financial resources of Brazoria County. Capital improvement funding is available through various grant-in-aid programs on the federal and state levels. While more federal funding could be available during some years, the CIP for this study was developed with project phasing to appropriately space projects. The following discussion outlines key sources of funding potentially available for capital improvements at the airport.

FEDERAL GRANTS

Over the years, federal legislation has established various grant-in-aid programs to develop and maintain a system of public-use airports across the United States. The purpose of this system and its federally based funding is to maintain national defense and to promote interstate commerce. Recent legislation affecting federal funding was enacted on February 17, 2012 and was titled, the *FAA Modernization and Reform Act of 2012*. The law authorized FAA appropriations (AIP) at $3.35 billion for fiscal years 2012 through 2015. In 2016, Congress passed legislation (H.R. 636, *FAA Extension, Safety, and Security Act of 2016*) amending the law to expire on September 30, 2017. Subsequently, Congress passed a bill (H.R. 3823, *Disaster Tax Relief and Airport and Airway Extension Act of 2017*) authorizing appropriations to the FAA through March 31, 2018, and the *Consolidated Appropriations Act, 2018*, extended FAA's funding and authority through September 30, 2018. In October 2018, Congress passed legislation entitled, *FAA Reauthorization Act of 2018*, which will fund the FAA's AIP at $3.35 billion annually until 2023.

Several projects identified in the CIP are eligible for FAA funding through the AIP, which provides entitlement funds to airports based, in part, on their annual enplaned passengers and pounds of landed cargo weight. Additional AIP funds, designated as discretionary, may also be used for eligible projects based on the FAA's national priority system. Although the AIP has been reauthorized several times and the funding formulas have been periodically revised to reflect changing national priorities, the program has remained essentially the same. Public-use airports that serve civil aviation, like LBX, may receive AIP funding for eligible projects, as described in FAA's *Airport Improvement Program Handbook.* The airport must fund the remaining project costs using a combination of other funding sources, as discussed further below.

Eligible airports, which include those in the *National Plan of Integrated Airport Systems* (NPIAS), such as LBX, can apply for airport improvement grants. **Table 5C** presents the approximate distribution of the AIP funds as described in FAA Order 5100.38D, Change 1, *Airport Improvement Program Handbook*, issued February 26, 2019. Currently, the airport is eligible to apply for grants which may be funded through several categories.

Funding for AIP-eligible projects is undertaken through a cost-sharing arrangement in which the FAA share varies by airport size and is generally 75 percent for large and medium hub airports and 90 percent for all other airports. As a nonprimary general aviation airport, LBX is eligible for AIP funding for up to 90 percent of AIP-eligible projects. In exchange for this level of funding, the airport sponsor is required to meet various grant assurances, including maintaining the improvement for its useful life, usually 20 years.

AIP funds are sourced from the Aviation Trust Fund, which was established in 1970 to provide funding for aviation capital investment programs (aviation development, facilities and equipment, and research and development). The Aviation Trust Fund also finances the operation of the FAA and is funded by user fees, including taxes on airline tickets, aviation fuel, and various aircraft parts.

TABLE 5C
Federal AIP Funding Distribution

FUNDING CATEGORY	PERCENT OF TOTAL	FUNDS*
Apportionment/Entitlement		
Passenger Entitlements	27.01%	$904,840,000
Cargo Entitlements	3.50%	$117,250,000
Alaska Supplemental	0.67%	$22,450,000
Nonprimary Entitlements	12.01%	$402,340,000
State Apportionment	7.99%	$267,670,000
Carryover	22.85%	$765,480,000
Small Airport Fund		
Small Hubs	2.33%	$78,060,000
Nonhubs	4.67%	$156,450,000
Nonprimary (GA and Reliever)	9.33%	$312,560,000
Discretionary		
Capacity/Safety/Security/Noise	4.36%	$146,060,000
Pure Discretionary	1.45%	$48,580,000
Set Asides		
Noise and Environmental	3.37%	$112,900,000
Military Airports Program	0.39%	$13,070,000
Reliever	0.06%	$2,010,000
Totals	**100.00%**	**$3,350,000,000**

* FAA *Modernization and Reform Act of 2018*
AIP: Airport Improvement Program
Source: FAA Order 5100.38D, Change 1, Airport Improvement Program Handbook

Apportionment (Entitlement) Funds

AIP provides funding for eligible projects at airports through an apportionment (entitlement) program. Primary commercial service airports receive a guaranteed minimum level of federal assistance each year, based on their enplaned passenger levels and Congressional appropriation levels. A primary airport is defined as any commercial service airport enplaning at least 10,000 passengers annually. If the threshold is met, the airport receives $1 million annually in entitlement funds. Other entitlement funds are distributed to cargo service airports, states and insular areas (state apportionment), and Alaska airports.

Non-primary airports included in the NPIAS, such as LBX, can receive up to $150,000 each year in nonprimary entitlement (NPE) funds. These funds can be carried over and combined for up to four years, thereby allowing for completion of a more expensive project.

States also receive a direct apportionment based on a federal formula that takes into account area and population. For the State of Texas, TxDOT distributes these funds for projects at various airports throughout the state.

Small Airport Fund

If a large or medium hub commercial service airport chooses to institute a passenger facility charge (PFC), which is a fee of up to $4.50 on each airline ticket for funding of capital improvement projects, then their apportionment is reduced. A portion of the reduced apportionment goes to the small airport fund. The small airport fund is reserved for small-hub primary commercial service airports, nonhub commercial service airports, reliever, and general aviation airports. As a general aviation airport, LBX is eligible for funds from this source.

Discretionary Funds

In some cases, airports face major projects that will require funds in excess of the airports' annual entitlements. Thus, additional funds from discretionary apportionments under AIP become desirable. The primary feature about discretionary funds is that they are distributed on a priority basis. The priorities are established by the FAA, utilizing a priority code system. Under this system, projects are ranked by their purpose. Projects ensuring airport safety and security are ranked as the most important priorities, followed by maintaining current infrastructure development, mitigating noise and other environmental impacts, meeting standards, and increasing system capacity.

It is important to note that competition for discretionary funding is not limited to airports in the State of Texas or those within the FAA Southwest Region. The funds are distributed to all airports in the country and, as such, are more difficult to obtain. High priority projects will often fare favorably, while lower priority projects will often not receive discretionary grants.

Set-Aside Funds

Portions of AIP funds are set-asides designed to achieve specific funding minimums for noise compatibility planning and implementation, select former military airfields (Military Airports Program), and select reliever airports. As a general aviation airport, LBX is not eligible for this funding category.

FAA Facilities and Equipment (F&E) Program

The Airway Facilities Division of the FAA administers the Facilities and Equipment (F&E) Program. This program provides funding for the installation and maintenance of various navigational aids and equipment of the national airspace system. Under the F&E program, funding is provided for FAA airport traffic control towers (ATCTs), enroute navigational aids, on-airport navigational aids, and approach lighting systems.

While F&E still installs and maintains some navigational aids, on-airport facilities at general aviation airports have not been a priority. Therefore, airports often request funding assistance for navigational aids through AIP and then maintain the equipment on their own.[1]

[1] Guidance on the eligibility of a project for federal AIP grant funding can be found in FAA Order 5100.38D, *Airport Improvement Program Handbook*, which can be accessed at: http://www.faa.gov/airports/aip/aip_handbook/media/AIP-Handbook-Order-5100-38D

STATE FUNDING PROGRAMS

The State of Texas participates in the federal State Block Grant Program. Under this program, the FAA annually distributes general aviation state apportionment and discretionary funds to TxDOT which, in turn, distributes grants to airports within the state. In compliance with TxDOT's legislative mandate that it "apply for, receive, and disburse" federal funds for general aviation airports, TxDOT acts as the agent of the local airport sponsor. Although these grants are distributed by TxDOT, they contain all federal obligations.

The State of Texas also distributes funding to general aviation airports from the Highway Trust Fund as the Texas Aviation Facilities Development Program. These funds are appropriated each year by the state legislature. Once distributed, these grants contain state obligations only.

The establishment of a CIP for the state entails first identifying the need, then establishing a ranking or priority system. Identifying all state airport project needs allows TxDOT to establish a biennial program and budget for development costs. The currently approved TxDOT CIP, *Aviation Capital Improvement Program 2021-2023*, assumed that approximately $19 million in annual federal AIP grants, plus $24 million earmarked for non-primary entitlements, $10 million in annual federal discretionary funding, and $15 million in state funds, would be available.

The TxDOT biennial program sets a project priority system established by the Texas Transportation Commission in order to make the best use of limited state and federal airport development funds. **Table 5D** presents the priority objectives and their associated description, listed in order of importance.

TABLE 5D
TxDOT Project Priorities

PRIORITY OBJECTIVE	DESCRIPTION
Safety	Projects needed to make the facility safe for aircraft operations.
Preservation	Projects to preserve the functional or structural integrity of the airport.
Standards	Improvements required to bring the airport up to design standards for current user aircraft.
Upgrade	Improvements required to allow the airport to accommodate larger aircraft or longer stage lengths.
Capacity	Expansion required to accommodate more aircraft or higher activity levels.
New Access	A new airport providing new air access to a previously unserved area.
New Capacity	A new airport needed to add capacity or relieve congestion at other area airports.

Source: TxDOT *Capital Improvement Program 2021-2023*

Each project for the airport must be identified and programmed into the state CIP and compete with other airport projects in the state for federal and state funds. In Texas, airport development projects that meet TxDOT's discretionary funds' eligibility requirements can receive 90 percent funding from the AIP State Block Grant Program. Eligible projects include airfield and apron facilities. Historically, revenue-generating improvements, such as fuel facilities, utilities, and hangars, have not been eligible for AIP funding. However, FAA funding legislation has historically provided an allowance of NPE funds to be utilized for hangar or fuel farm construction if all other airfield needs have been addressed.

The availability of grant funds can fluctuate from year to year. Typically, an airport can expect a grant to cover several projects in one grant cycle. The next grant opportunity may not arise for a couple of years thereafter. This cycle occurs because TxDOT must administer grants for more than 300 airports and has relatively limited resources. As a result, local budgeting for future capital improvements should consider sporadic grant availabilities.

Routine Airport Maintenance Program (RAMP)

TxDOT has established the RAMP to help general aviation airports maintain and, in some instances, construct new facilities. The program was initially designed to help airports maintain airside and landside pavements but has since been expanded to include construction of new facilities. RAMP is an annual funding source in which TxDOT will provide a 50 percent funding match for projects up to $100,000. **Table 5E** outlines the projects that are eligible under RAMP. It should be noted that several of the projects listed in the airport's proposed CIP are also eligible for RAMP funding.

TABLE 5E
Eligible Work Items
Routine Airport Maintenance Program

AIRSIDE MAINTENANCE
Pavement crack seal
Pavement slurry seal/Fog seal/Rejuvenator
Pavement markings
Pavement failure repairs
Drainage maintenance
Sweeping
Herbicide application
Replacement bulbs/lamps for airside lights and approach aids
Repair/maintenance of beacon, lighting, and approach aids
AWOS part replacement
LANDSIDE MAINTENANCE (after airside has been addressed)
Repair/maintenance of vehicle parking
Hangar/terminal painting and repairs - airport-owned facilities only
Security camera systems
Game-proof or security fencing and gates
Access roads for AWOS installations
Navigational aids purchase and installation
AWOS NADIN Interface charges
Airport entrance signs and landscaping
Repair of fuel systems - airport-owned
Storm Water Pollution Prevention Plans and Spill Prevention Control & Countermeasure Plans
CAPITAL IMPROVEMENT PROJECTS
New public vehicle parking areas
New entrance roads and hangar access roads
Aircraft wash racks
Aircraft parking aprons
Small general aviation terminal buildings
Drainage improvements
Extension of runway lighting systems
Beacon/tower replacements
Water wells, sewer lines, and septic systems
Preparation of FAA Form 7460-1 for RAMP projects

Source: TxDOT

Other State Airport Programs

TxDOT also provides a funding mechanism for terminal building and ATCT improvements. TxDOT has funded terminal building construction on a 50/50 basis, up to a $1.0 million total project cost. It should be noted that TxDOT has recently considered upgrading the total cost allowance on a case-by-case basis.

TxDOT also funds the construction of up to two ATCTs statewide each year. TxDOT has improved the program so that ATCT funding could be provided on a 90/10 basis, up to a total construction cost of $1.67 million.

LOCAL FUNDING

The balance of project costs, after consideration has been given to grants, must be funded through local resources. A goal for any airport is to generate enough revenue to cover all operating and capital expenditures, if possible. There are several local financing options to consider when funding future development at airports, including airport revenues, issuance of a variety of bond types, leasehold financing, implementing a customer facility charge (CFC), pursuing non-aviation development potential, and collecting from special events. These strategies could be used to fund the local matching share or complete a project if grant funding cannot be arranged. Below is a brief description of the most common local funding options.

Airport Revenues

An airport's daily operations are conducted through the collection of various rates and charges. These airport revenues are generated specifically by airport operations. There are restrictions on the use of revenues collected by the airport. All receipts, excluding bond proceeds or related grants and interest, are irrevocably pledged to the punctual payment of operating and maintenance expenses, payment of debt service for as long as bonds remain outstanding, or for additions or improvements to airport facilities.

All airports should establish standard basis rates for various leases. All lease rates should be set to adjust to a standard index, such as the consumer price index (CPI), to assure that fair and equitable rates continue to be charged into the future. Many factors will impact what the standard lease rate should be for a particular facility or ground parcel. For example, ground leases for aviation-related facilities should have a different lease rate than for non-aviation leases. When airports own hangars, a separate facility lease rate should be charged. The lease rate for any individual parcel or hangar can vary due to availability of utilities, condition, location, and other factors. Nonetheless, standard lease rates should fall within an acceptable range.

Bonding

Bonding is a common method to finance large capital projects at airports. A bond is an instrument of indebtedness of the bond issuer to the bond holders, thus a bond is a form of loan or IOU. While bond terms are negotiable, typically the bond issuer is obligated to pay the bond holder interest at regular intervals and/or repay the principal at a later date.

Leasehold/Third Party Financing

Leasehold or third-party financing refers to a developer or tenant financing improvements under a long-term ground lease. The advantage of this arrangement is that it relieves the airport of the responsibility of having to raise capital funds for the improvement. As an example, a hangar developer might consider constructing hangars and charging fair market lease rates, while paying the airport for a ground lease. A fuel farm can be undertaken in the same manner, with the developer of the facility paying the airport a fuel flowage fee.

Many airports use third party funding when the planned improvements will primarily be used by a private business or other organization. Such projects are not ordinarily eligible for federal funding. Projects of this kind typically include hangars, fixed based operator facilities, fuel storage, exclusive aircraft parking aprons, industrial aviation use facilities, non-aviation office/commercial/industrial developments, and other similar projects. Private development proposals are considered on a case-by-case basis. Often, airport funds for infrastructure, preliminary site work, and site access are required to facilitate privately developed projects on airport property.

Non-Aviation Development

In addition to generating revenue from traditional aviation sources, airports with excess land can permit compatible non-aviation development. Generally, an airport will extend a long-term lease for land not anticipated to be needed for aviation purposes in the future. The developer then pays the monthly lease rate and constructs and uses the compatible facility. LBX has approximately 183 acres of property planned for non-aviation development. It should be noted that each individual proposed non-aviation development must be reviewed and approved by the FAA and TxDOT.

Special Events

Another common revenue-generating option is permitted use of airport property for temporary or single events. Airports can also permit portions of their facility to be utilized for non-aviation special events, such as car shows or video production of commercials. This type of revenue generation must be approved by the FAA.

IMPLEMENTATION OF THE PLAN

To implement the findings of this study, it is key to recognize that planning is a continuous process and does not end with approval of this document. The airport should implement measures that allow them to track various demand indicators, such as based aircraft, hangar demand, and operations. The issues that this study is based on will remain valid for a number of years. The primary goal is for LBX to best serve the air transportation needs of the region, while striving toward greater economic self-sufficiency.

The actual need for facilities is best established by activity levels rather than a specified date. For example, projections have been made as to when additional hangars and apron space may be needed at the airport. In reality, the timeframe in which the development is needed may be substantially different. Actual demand may be slower to develop than expected. On the other hand, high levels of demand may establish the need to accelerate development. Although every effort has been made in this planning process to conservatively estimate when facility development may be needed, aviation demand will dictate the timing of facility improvements.

In addition, numerous projects have been identified that will not depend on increased demand. These include enhancing airfield geometry and addressing existing safety area incompatibilities.

The value of this study is keeping the issues and objectives at the forefront of the minds of managers and decision-makers. In addition to adjustments in aviation demand, when to undertake the improvements recommended in this study will impact how long the plan remains valid. The format of this plan reduces the need for formal and costly updates by simply adjusting the timing of project implementation. Updating can be done by Brazoria County, thereby improving the plan's effectiveness.

In summary, the planning process requires the County to consistently monitor the progress of the airport in terms of aircraft operations, based aircraft, and peaking characteristics. Analysis of aircraft demand is critical to the timing and need for new airport facilities. The information obtained from continually monitoring airport activity will provide the data necessary to determine if the development schedule should be accelerated or decelerated.

Chapter 4
Recommended Concept

The airport master plan for Texas Gulf Coast Regional Airport (LBX or Airport) has progressed through a systematic and logical process with a goal of formulating a recommended 20-year development plan. The process began with an evaluation of existing and future operational demand which aided in creating an assessment of future facility needs. Those needs were then used to develop alternative facility plans to meet projected needs. Each step in the planning process has included the development of draft working papers which were presented and discussed at previous Planning Advisory Committee (PAC) meetings.

In the previous chapter, several development alternatives were analyzed to explore options for the future growth and development of LBX. The development alternatives have been refined into a single recommended concept for the master plan. This chapter describes, in narrative and graphic form, the recommended direction for the future use and development of LBX.

The recommended concept provides the ability to meet the disparate needs of the array of general aviation businesses and operators at LBX. The goal of this plan is to ensure the airport can continue to serve, and even improve, in the primary role of serving as the region's premiere general aviation service platform. The plan has also been specifically tailored to support existing and future growth of all forms of potential aviation activity as the demand materializes.

The recommended master plan concept, as shown on **Exhibit 4A**, presents a long-term configuration for the airport, which preserves and enhances the role of the airport while meeting FAA design standards. The phased implementation of the recommended development concept will be presented in the next chapter. The following subsections describe the key details of the recommended development concept.

AIRSIDE CONCEPT

The airside plan generally considers those improvements related to the runway, taxiway system, navigational aids, and lighting systems.

DESIGN STANDARDS

The FAA has established design criteria to define the physical dimensions of runways and taxiways, as well as the imaginary surfaces surrounding them, to enhance the safe operation of aircraft at airports. These design standards also define the separation criteria for the placement of landside facilities.

As discussed previously, the design criteria primarily center on the airport's critical design aircraft. The critical aircraft is the most demanding aircraft, or family of aircraft, which currently, or are projected to, conduct 500 or more operations (takeoffs and landings) per year at the airport. Factors included in airport design are an aircraft's wingspan, approach speed, tail height and, in some cases, the instrument approach visibility minimums for each runway. The FAA has established the Runway Design Code (RDC) to relate these design aircraft factors to airfield design standards. The most restrictive RDC is also considered the overall Airport Reference Code (ARC).

While airfield elements, such as safety areas, must meet design standards associated with the applicable RDC, landside elements can be designed to accommodate specific categories of aircraft. For example, an airside taxiway must meet taxiway object free area (TOFA) for all aircraft types using the taxiway, while the taxilane to a T-hangar area only needs to meet width standards for smaller single and multi-engine piston aircraft expected to utilize the taxilane.

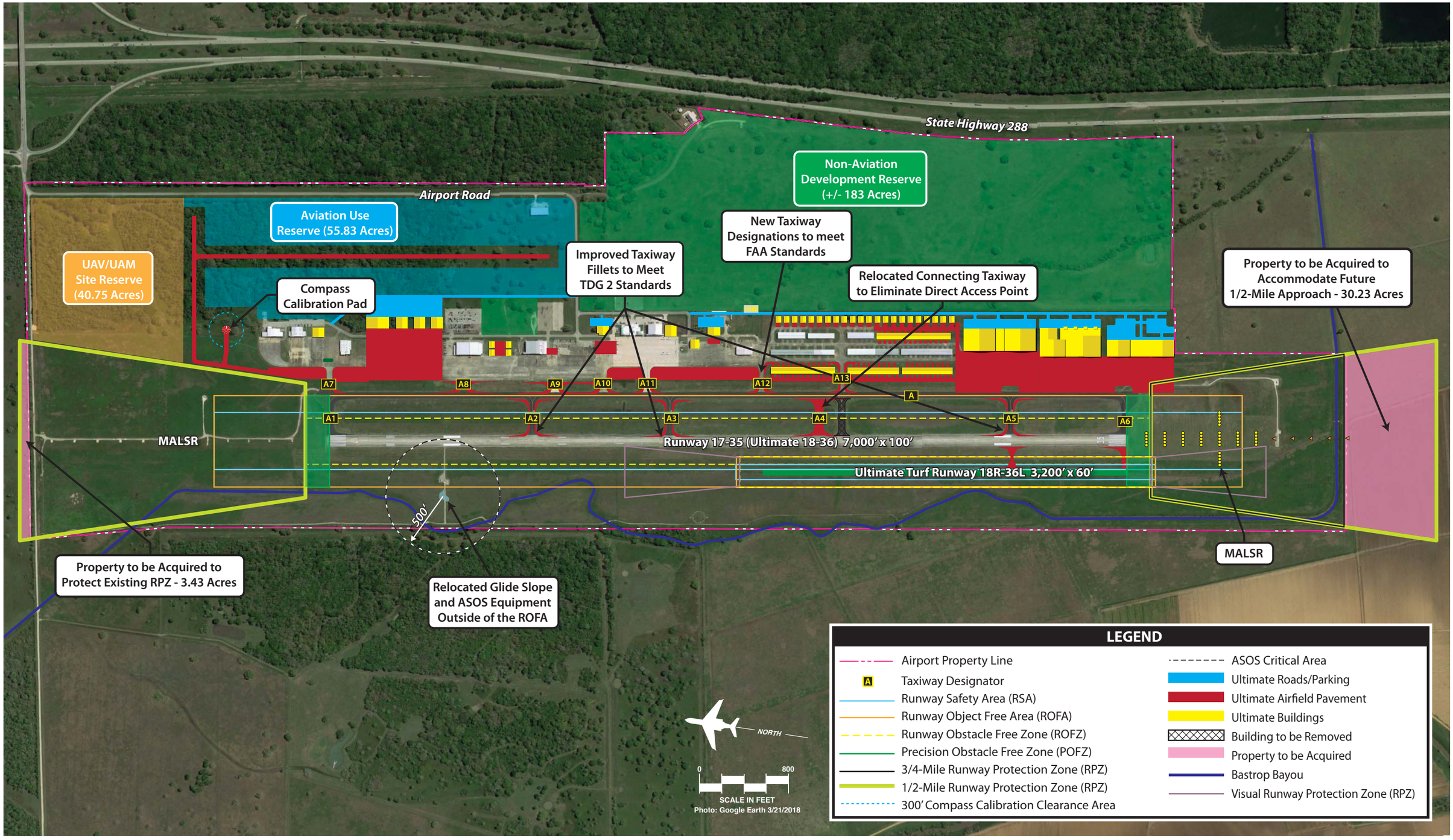
The applicable RDC and critical design aircraft for LBX in the existing and future conditions, as established in Chapter Two, are summarized in **Table 4A**.

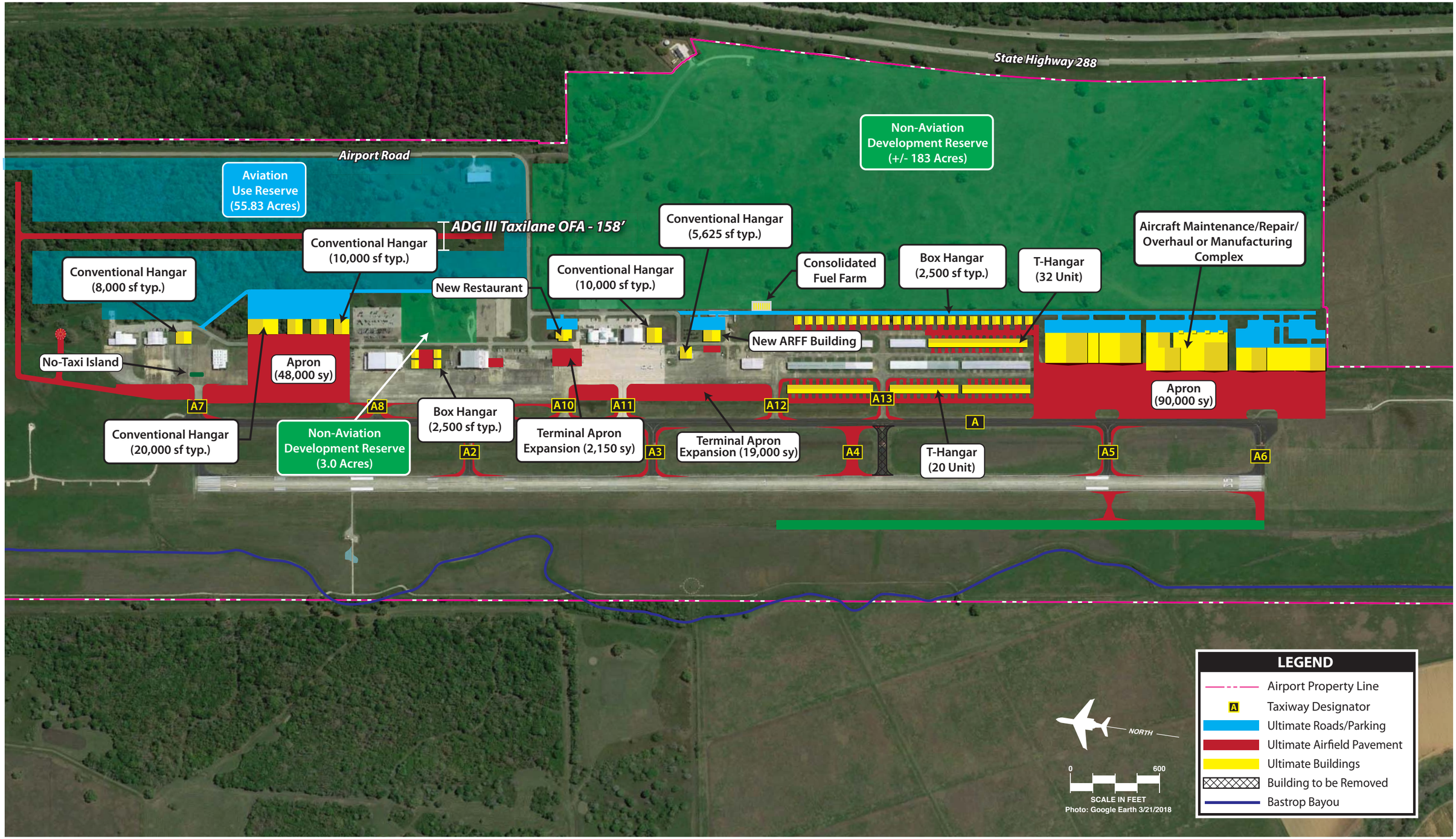
TABLE 4A
Airfield Design Parameters
Texas Gulf Coast Regional Airport

RUNWAY	CRITICAL DESIGN AIRCRAFT	RDC	APRC	DPRC	TDG
Existing					
17-35	Bombardier CRJ700	C-II-2400	D/IV/2400 & D/V/2400	D/IV & D/V	2
Ultimate					
18L-36R	Bombardier CRJ900	C-III-2400	D/IV/2400 & D/V/2400	D/IV & D/V	2
Turf 18R-36L	Piper Super Cub	A-I(small)-VIS	N/A	N/A	1A

RDC – Runway Design Code
APRC – Approach Reference Code
TDG – Taxiway Design Group
DPRC – Departure Reference Code

Source: FAA AC 150/5300-13A, Change 1, *Airport Design*


State Highway 288
Airport Road
Non-Aviation Development Reserve (+/- 183 Acres)
Aviation Use Reserve (55.83 Acres)
UAV/UAM Site Reserve (40.75 Acres)
Compass Calibration Pad
Improved Taxiway Fillets to Meet TDG 2 Standards
New Taxiway Designations to meet FAA Standards
Relocated Connecting Taxiway to Eliminate Direct Access Point
Property to be Acquired to Accommodate Future 1/2-Mile Approach - 30.23 Acres
A7
A8
A9
A10
A11
A12
A13
A
A1
A2
A3
A4
A5
A6
MALSR
Runway 17-35 (Ultimate 18-36) 7,000' x 100'
Ultimate Turf Runway 18R-36L 3,200' x 60'
500'
MALSR
Property to be Acquired to Protect Existing RPZ - 3.43 Acres
Relocated Glide Slope and ASOS Equipment Outside of the ROFA
NORTH
0
800
SCALE IN FEET
Photo: Google Earth 3/21/2018
LEGEND
Airport Property Line
Taxiway Designator
Runway Safety Area (RSA)
Runway Object Free Area (ROFA)
Runway Obstacle Free Zone (ROFZ)
Precision Obstacle Free Zone (POFZ)
3/4-Mile Runway Protection Zone (RPZ)
1/2-Mile Runway Protection Zone (RPZ)
300' Compass Calibration Clearance Area
ASOS Critical Area
Ultimate Roads/Parking
Ultimate Airfield Pavement
Ultimate Buildings
Building to be Removed
Property to be Acquired
Bastrop Bayou
Visual Runway Protection Zone (RPZ)


State Highway 288
Airport Road
Non-Aviation Development Reserve (+/- 183 Acres)
Aviation Use Reserve (55.83 Acres)
ADG III Taxilane OFA - 158'
Conventional Hangar (10,000 sf typ.)
Conventional Hangar (8,000 sf typ.)
New Restaurant
Conventional Hangar (10,000 sf typ.)
Conventional Hangar (5,625 sf typ.)
Consolidated Fuel Farm
Box Hangar (2,500 sf typ.)
T-Hangar (32 Unit)
Aircraft Maintenance/Repair/ Overhaul or Manufacturing Complex
New ARFF Building
No-Taxi Island
Apron (48,000 sy)
Apron (90,000 sy)
A7
A8
A10
A11
A12
A13
A
Conventional Hangar (20,000 sf typ.)
Non-Aviation Development Reserve (3.0 Acres)
Box Hangar (2,500 sf typ.)
Terminal Apron Expansion (2,150 sy)
Terminal Apron Expansion (19,000 sy)
T-Hangar (20 Unit)
A2
A3
A4
A5
A6
NORTH
0
600
SCALE IN FEET
Photo: Google Earth 3/21/2018
LEGEND
Airport Property Line
Taxiway Designator
Ultimate Roads/Parking
Ultimate Airfield Pavement
Ultimate Buildings
Building to be Removed
Bastrop Bayou

PRIMARY RUNWAY 17-35 (FUTURE RUNWAY 18L-36R)

- **Runway Designation** – A runway's designation is based upon its magnetic headings, which are determined by the magnetic declination for the area. The magnetic declination in the area of LBX is 2° 16'E[1] changing by 0° 7' W per year. The primary runway is oriented north/south with a true heading of 180°/360°. Adjusting for magnetic declination, the current magnetic heading of the runway is 178°/358°. As a result, Runway 17-35 should be re-designated as Runway 18-36. This re-designation should be coordinated with the FAA to ensure all appropriate publications are updated and new runway end designation markings can be incorporated concurrent with a future pavement rehabilitation project.

- **Runway Dimensions** - The primary runway is currently 7,000 feet long and 100 feet wide. These dimensions sufficiently accommodate the existing and ultimate fleet mix of aircraft using LBX including the critical design aircraft. Therefore, no change in the primary runway's dimensions is planned.

- **Pavement Strength** – Runway 17-35 is currently strength rated for up to 60,000 pounds for single wheel loading aircraft (SWL), 95,000 pounds for dual wheel loading aircraft (DWL), and 120,000 pounds for dual tandem wheel loading aircraft (DTWL). These strengths adequately accommodate the existing and ultimate fleet mix of aircraft operating at LBX.

- **Instrument Approach Procedures** – Runway 17 is equipped with an instrument landing system (ILS) approach and both runway ends have RNAV (GPS) approaches. Runway 17 has a Category I (CAT I) ILS with minimums down to 200-foot cloud ceilings and visibility down to ½-mile. Runway 35 RNAV minimums are set at 250-foot cloud ceilings and visibility minimums of ¾-mile. The plan includes the installation of a medium intensity approach lighting system with runway alignment indicator lights (MALSR) on Runway 35 in support of achieving ½-mile visibility minimums in the future. The FAA is phasing out the use of ILS equipment, so the future approach is assumed to utilize GPS technology.

- **Runway Protection Zones (RPZs)** – The Runway 17 approach RPZ encompasses 78.914 acres, 3.43 acres of which is property uncontrolled by the airport located north of Coale Road. The plan includes acquiring this property either via fee simple acquisition or through an avigation easement so that the property may be protected from incompatible development. The Runway 35 RPZ currently encompasses 48.978 acres, which is contained entirely on airport property. Once ½-mile minimums are achieved on Runway 35, the RPZ will increase to encompass 78.914 acres with approximately 30.23 acres extending beyond airport property. To protect from incompatible development in the RPZ, the plan includes the acquisition of the adjoining property that is encompassed by the ultimate ½-mile RPZ.

[1] Source: NOAA, 04/30/2019.

- **Runway Object Free Area (ROFA)** – The primary runway's ROFA is 800 feet wide centered on the runway and extending 1,000 feet beyond each runway end. The glide slope antenna and automated surface observation system (ASOS) equipment is currently located within the ROFA boundary and are considered obstructions. The plan includes relocating this equipment to the west outside the ROFA.

- **Visual Approach Aids/Lighting** – Runways 17 and 35 are equipped with four light precision approach path indicator (PAPI-4) systems. These systems are adequate and no new approach aids or lighting systems are recommended.

FUTURE PARALLEL TURF RUNWAY 18R-36L

- **Runway Dimensions** – The planned parallel turf runway measures 3,200 feet long and 60 feet wide. At these dimensions, the turf runway will be capable of safely accommodating 95 percent of small aircraft. The runway is planned to provide an alternative to the paved runway surface, which can attract small aircraft, particularly those with tailwheel-type landing gear. The turf runway will include 60 foot wide by 10 feet long concrete threshold markers painted white. The boundary of the turf runway will be denoted with low mass cones or frangible reflectors located outside of the RSA.

- **Runway Orientation** – The turf runway will be located parallel to the primary runway at a separation distance of 305 feet. At this distance, the runways will not be able to be used simultaneously. Pilots will be responsible for communicating via the airport's CTAF frequency to ensure proper aircraft separation is maintained.

- **Instrument Approach Procedures** – Turf runways typically are not equipped with instrument approach capabilities. As such, the turf runway at LBX is planned to be a visual-only runway.

- **Safety Areas** – As an RDC A-I (small aircraft exclusive)-VIS runway, the runway safety area (RSA) would have a width of 120 feet and a length beyond the runway end of 240 feet. The ROFA would be 250 feet wide and extending 240 feet beyond the runway end. The runway obstacle free zone (OFZ) would also be 250 feet wide extending 200 feet beyond the runway end, which accommodates small aircraft with approach speeds of 50 knots or more.

- **Runway Protection Zones** – The RPZs for both ends of the turf runway encompass 8.035 acres and would remain within the airport's property boundary.

- **Visual Approach Aids/Lighting** – No visual approach or lighting aids are planned for the turf runway.

TAXIWAYS

The critical design aircraft associated with primary Runway 17-35 dictate that the taxiway system at LBX should meet taxiway design group (TDG) 2 standards. Taxiway A and its associated connectors currently meet or exceed TDG 2 standards, which sets a taxiway width standard of 35 feet; however, most of the taxiway system does not meet current taxiway fillet design standards. The recommended development concept exhibit, shown on **Exhibit 4A**, identifies those areas on the taxiway system that are planned for fillet improvements to meet TDG 2 standards. Two new taxiways, which would meet TDG 1A standards, are planned to connect between the existing runway and the planned turf runway. These are located at the south side of the runway to avoid providing runway crossings in the middle.

The taxiway system also has two non-standard direct-access points from apron areas to the runway. These points are at Taxiway J (ultimate A7), and Taxiway C (ultimate A4). A no-taxi island is planned to be installed on Taxiway J to force pilots to turn prior to entering the runway while Taxiway C is planned to be relocated to the north to offset the taxiway route from the T-hangar area, thus eliminating the direct-access route. The purpose of these projects is to make pilots more aware of their location on the airfield to reduce the potential for runway incursions.

Taxiway Nomenclature

Current taxiway designations at LBX do not meet FAA Engineering Brief (EB) 89, *Taxiway Nomenclature Convention* standards. According to the EB, stub taxiways associated with a parallel taxiway should be designated with a letter and number, such as A1, A2, A3, etc., beginning with the northernmost stub for north/south taxiways and starting with the westernmost stub for east/west taxiways. Ultimate taxiway designations that meet the EB standards are identified on **Exhibit 4A**.

LANDSIDE CONCEPT

The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated general aviation needs, while also optimizing operational efficiency and land use. Achieving these goals yields a development scheme which segregates functional uses while maximizing the airport's revenue potential. The back of **Exhibit 4A** presents the planned landside developments for the airport.

Several potential layouts were presented in the previous chapter; however, the recommended layout depicted is a compilation of the alternatives presented.

All landside development, such as new hangar construction, should occur only as dictated by demand. The recommended development concept is intended to be used strictly as a guide for LBX staff when considering new developments.

GENERAL AVIATION

The recommended concept accommodates growth in all segments of general aviation (GA) including new facilities for aviation-related businesses (fixed base operators [FBOs] and specialty aviation service operators [SASOs]), private aircraft owners/operators, and the potential for a large-scale aircraft manufacturing or maintenance/repair/overhaul (MRO) station.

Terminal Area – The core terminal area has several planned projects to better accommodate itinerant aircraft, particularly larger business jet aircraft. The terminal apron is planned to be expanded by 19,000 square yards (sy), which extends the apron west between the apron and Taxiway A between Taxiways A10, A11, and A12. This added apron will make it easier for larger business jets to maneuver on the terminal apron and provide more aircraft parking space. An additional 2,150 sy terminal apron expansion is planned on the site of the existing restaurant building, which will be relocated to a new building to the east, immediately north of the terminal building. A new fuel farm is also planned along an extension of Airport Road southeast of the terminal area. The fuel farm will consist of a series of above-ground storage tanks properly equipped with spill-prevention. New fuel tanks should be at least 12,000 gallons in total capacity so that it can accept a full refueler tanker. Two new conventional hangars—one 10,000 square feet (sf) and another 5,625 sf—are planned for the terminal area, one of which will take the place of the existing ARFF building and the other will fill in an undeveloped parcel immediately south of the community hangar.

North Side – On the north side, an apron expansion of 48,000 sy is planned to accommodate new conventional hangars in support of aviation-related businesses, including a new MRO operator. The construction of the apron will require the development of a new access road further to the east to provide access to the existing north apron hangars, as well as a new parking lot supporting the new hangars. There is adequate space available for five new conventional hangars ranging in size from 10,000 sf to 20,000 sf. Four smaller 50’ x 50’ box hangars are planned between the Bristow and Dow facilities with a common taxilane between them. An additional project on the north side is the construction of a compass calibration pad, which allows for aircraft to ensure magnetic compasses are calibrated correctly. The calibration pad shown on the development concept exhibit is 70 feet in diameter and is painted with a series of 12 radials (one radial every 30 degrees, beginning with magnetic north) with non-metallic paint. The calibration pad includes a 300-foot-radius clearance area within which no buildings or items containing magnetic materials can be located. A new taxilane meeting ADG III standards is planned to extend from the north apron turning east and extending south into a 55.83-acre parcel that is reserved for future aviation use.

A 40.75-acre parcel at the far north end of the airport is reserved for potential development in relation to the emerging commercial unmanned aerial vehicle (UAV)/urban air mobility (UAM) and vertical take-off and landing (VTOL) facilities. UAM facilities are anticipated to be developed increasingly in the next 5 to 10 years in support of on-demand rapid passenger and cargo transportation utilizing small, electric aircraft. LBX’s location approximately 45 miles south of downtown Houston makes it a potential candidate for a UAM site serving both the south side of Greater Houston and the Texas Gulf Coast region. The type of facilities needed are not known at this point and will be dependent on the type of UAVs and their needed launch and recovery systems. A UAM facility would likely include multiple launch/recovery sites, UAV storage facilities, a terminal facility for accommodating passengers/cargo, a fixed administrative facility, mobile operations center, fuel storage facilities/electric charging stations, wind cones, segmented circle, magnetic wind rose, and self-driving vehicle parking.

South Side – The area south of the terminal is planned for more hangar development that is focused on accommodating smaller aircraft. New hangars include T-hangar structures totaling 92 new individual storage units, and 22 individual 2,500 sf box hangars. Development of these new hangars will require extensions to existing taxilanes that meet TDG 1A standards. At the far south end of the airfield, a 30-acre parcel is reserved for a large-scale operation that could include aircraft manufacturing or an MRO complex. The facilities depicted on the development concept exhibit are conceptual and include a 90,000 sy apron, many large hangar/building complexes, and adjoining parking lots accessible from the extended Airport Road.

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) STATION

The existing ARFF station, located on the terminal apron south of the terminal building, is planned to be relocated to a site along Airport Road southeast of the current location. A new ARFF station will provide adequate storage of all ARFF equipment and modern features and amenities for staff. The proposed site for the new ARFF station is near the runway center point, allowing for quick response times for airfield emergencies. Its proximity to the terminal also allows for quick responses to terminal area emergencies.

NON-AVIATION DEVELOPMENT RESERVE

This section describes reserving portions of airport property for non-aviation uses. Generally, airport property is subject to Airport Improvement Program (AIP) grant assurances; therefore, LBX will need to request a release of these properties of federal obligations by the FAA. Once a release of federal obligation is issued by the FAA, LBX would be able to lease or sell these certain properties to support revenue diversification and generation. The FAA Reauthorization Act of 2018, Section 163 changed how the FAA's Office of Airport's staff reviews and considers the release of airport property for non-aviation uses. The section focuses FAA's review and approval of Airport Layout Plans (ALPs) to those portions of the ALP that materially impact the safe and efficient operation of airports; the safety of people and property on the ground adjacent to the airport; and the value of prior Federal investments to a significant extent. In effect, this new guidance is intended to ease the process of gaining FAA approval of land releases.

Airports often have property that is inaccessible to the airfield and, therefore, offers limited utility for aviation operations. These areas are typically reserved for other non-aviation related uses that provide an opportunity to diversify and expand revenue streams for the airport.

The recommended concept includes reserving approximately 183 acres of property from Airport Road east to State Highway 288 for non-aviation development. The remainder of airport property can sufficiently meet the aviation-use needs for the airport for the 20-year planning period and beyond, giving the airport the opportunity to attract commercial and industrial tenants and diversify its revenue base. This property is separated from the airfield by a planned extension to Airport Road that would restrict the ability to provide airfield access.

LAND USE COMPATIBILITY

Land use planning in the area surrounding LBX occurs through regulatory and non-regulatory means. The primary regulatory tool for directing land use is the zoning ordinance, which limits the type, size, and density of land uses in various locations. Examples of land use types include residential, commercial, industrial, and agricultural. Non-regulatory means of land use controls include the comprehensive or strategic land use plan. These documents can be adopted for the greater municipality or for specific areas.

It is important to note the distinction between primary land use concepts used in evaluating development with the airport environs and existing land use, comprehensive plan, and zoning land use. Existing land use refers to property improvements as they *exist today,* according to county records.

The comprehensive plan land use map identifies the *projected or future* land use, according to the goal and policies of the locally adopted comprehensive plan. This document guides future development within the city and county planning area and provides the basis for zoning designations.

Zoning identifies the type of land use *permitted* on a given piece of property, according to the city and county zoning ordinances and maps. Local governments are required to regulate the subdivision of all lands within their corporate limits. Zoning ordinances should be consistent with the general plan, where one has been prepared. In some cases, the land use prescribed in the zoning ordinance or depicted in the general plan may differ from the existing land use.

The following sections describe the applicable land use policies for the area within the vicinity of Texas Gulf Coast Regional Airport. Specifically, these sections pertain to the lands within the 65 DNL noise contours and the FAA Title 14 Code of Federal Regulations (CFR) Part 77 Approach Surface out to one mile from the end of the runways. For the purposes of this analysis, a study area consisting of a one-mile buffer from each runway end was established, incorporating 6,058.6 acres and including the airport. The airport encompasses approximately 680 acres, or 11.2 percent of the study area.

EXISTING LAND USE

Texas Gulf Coast Regional Airport is located within unincorporated Brazoria County; however, the airport is bordered by Lake Jackson along the southern and eastern boundary and the City of Angleton at the northwest corner of the airport. Located approximately one mile northwest of the airport is the Village of Bailey's Prairie, a small incorporated residential community. Primary land uses immediately surrounding the airport is comprised of low-intensity development of rural residential and agricultural. Access to the airport is by Brazoria County Airport road, via the Nolan Ryan Freeway and Coale Road.

The downtown business district for the City of Lake Jackson is approximately 3.4 miles south of the airport's southern boundary.

EXTRATERRITORIAL JURISDICTION

Section 42.021, Texas Local Government Code, defines the Extraterritorial Jurisdictions (ETJ) as unincorporated areas outside a city's municipality which is contiguous to the corporate boundaries of that municipality.[2] Under Texas Code, a city's long-range planning jurisdiction is extended into the ETJ to ensure the most appropriate and beneficial use of land, water, and other natural resources are consistent with the public interest. Additionally, Texas code allows a city the right to exercise subdivision review of development plans within the ETJ. In other words, when a development application is submitted within the ETJ, the city will also have an opportunity to review and comment on the project.

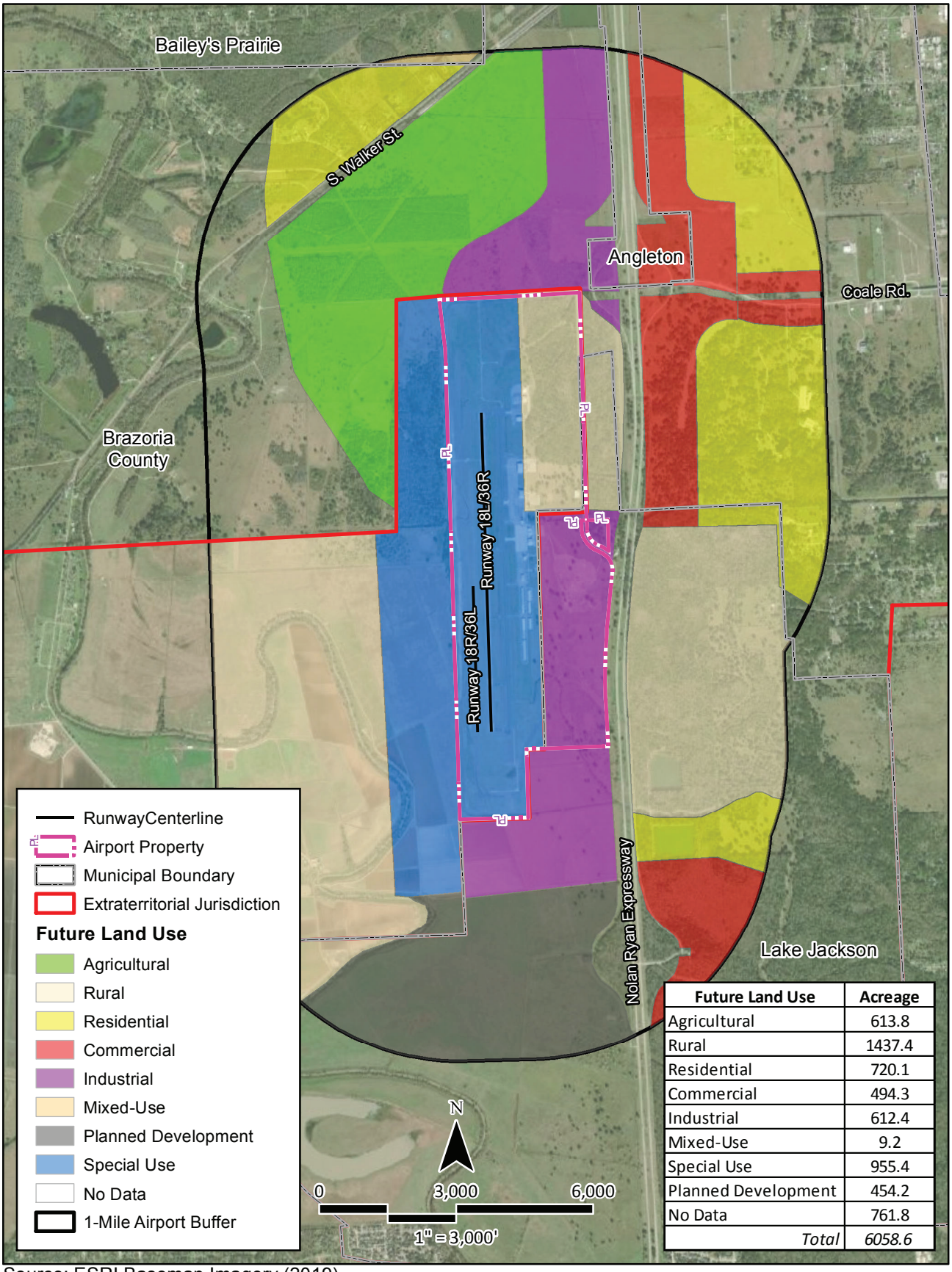
Texas Gulf Coast Regional Airport is located between Lake Jackson and Angleton, two incorporated jurisdictions with ETJs. Pursuant to a 1974 City of Lake Jackson ordinance, the airport is located within the City of Lake Jackson's ETJ, as depicted on **Exhibit 4B**.

COMPREHENSIVE PLAN

The comprehensive plan is a general policy document used by government agencies to identify and describe a community or region's characteristics, articulate goals and policies, and explore alternative plans for future growth, which, in turn, guides the development of subdivision regulations and zoning ordinances to carry out the plan's goals. Often, municipalities include goals and policies for their airports in their comprehensive plans, which are typically derived from an airport master plan. Comprehensive plans can be a resource for local decision-makers during the development process or to address long-term capital improvements. Because the study area includes land within unincorporated Brazoria County, City of Lake Jackson, City of Angleton, and Village of Bailey's Prairie, the available comprehensive plans are reviewed below. It should be noted that neither Brazoria County nor Village of Bailey's Prairie have adopted comprehensive plans. For those parcels under the county's jurisdiction that are within the ETJ, future land uses regarding the airport are discussed in the Lake Jackson Comprehensive Plan.

For the purpose of this study, specific future land use classifications in the jurisdictions around Texas Gulf Coast Regional Airport have been recategorized into generalized future land use designations. **Table 4B** represents the future land use classifications for each jurisdiction and how the land use classifications fit into a generalized future land use category.

[2] State of Texas Title 2, Subtitle C, Chapter 42 *Extraterritorial Jurisdiction of Municipalities* (https://statutes.capitol.texas.gov/Docs/LG/htm/LG.42.htm)



Future Land Use	Acreage
Agricultural	613.8
Rural	1437.4
Residential	720.1
Commercial	494.3
Industrial	612.4
Mixed-Use	9.2
Special Use	955.4
Planned Development	454.2
No Data	761.8
Total	*6058.6*

Source: ESRI Basemap Imagery (2019),
City of Angelton, City of Lake Jackson

TABLE 4B
Generalized Classification of Future Land Use Districts

Generalized Zoning Category	City of Lake Jackson	City of Angleton
Agricultural	NA	Agricultural
Rural	Rural	NA
Residential	Suburban Residential	Single-Family Residential
Commercial	Suburban Commercial	Office/Retail, Commercial
Industrial	Industrial – Light	Industrial/Commercial
Mixed-Use	NA	Office/Retail/Multi-Family Residential
Planned Development	Planned Development	NA
Special Use	Special Use	NA

Sources: Lake Jackson, TX Department of Engineering; City of Angleton, TX Development Services Department; Coffman Associates Analysis

As shown on **Exhibit 4B** and summarized in **Table 4B**, land use classifications within the study area include rural, residential, commercial, industrial, mixed-use, planned development, and special use.

Lake Jackson

The most current comprehensive plan for the City of Lake Jackson, titled *Lake Jackson Comprehensive Master Plan*, was adopted in 2016. The city's comprehensive plan addresses land use, mobility, environmental and open space, and plan implementation for the county for a 20-year timeframe.[3] The following future land use designations are located within the study area and are applicable to both the City of Lake Jackson and Brazoria County within the ETJ: rural, suburban residential, neighborhood conservation, general residential, planned development, general commercial, special use, and light industrial.

The comprehensive plan identifies the airport and surrounding environs immediately east and west of the airport located within the Lake Jackson ETJ. The following future land uses are located both within the corporate limits of Lake Jackson and the ETJ:

Rural: The Rural land use designation is intended to preserve rural character with agricultural land uses or low-density, large lot residential.

Suburban Residential: This land use permits typical single-family residential development patterns found in urban environments.

Neighborhood Conservation: The Neighborhood Conservation district is allocated to those neighborhoods which have mostly built out and are stable, and no change in development patterns are anticipated or desired.

[3] City of Lake Jackson, TX Lake Jackson Comprehensive Master Plan (June 6, 2016) (https://www.lakejackson-tx.gov/27/City-Government)

General Residential: The General Residential district is intended for single-family residential detached dwellings with urban densities.

Planned Development: Planned Development is intended to for large tracts of land where the community aspires to achieve master planned development with a variety of uses appropriate for the Planned Unit Development zoning designation.

Suburban Commercial: The Suburban Commercial zoning designation has reduced site coverage and increased green space, decreasing the dependency of auto transportation, and generally excluding auto-oriented uses.

Special Use: The Special Use district is intended for public and quasi-public uses with unique land use needs (such as the airport or correctional facility) that warrant special consideration to preserve a community asset or other community high-value use.

Light Industrial: This land use is intended for warehousing, light manufacturing or assembly, retail sales, or heavy commercial uses.

City of Angleton

The City of Angleton's comprehensive plan, *Angleton Comprehensive Plan Update (2004)*, serves as the blueprint for the city's development, guiding growth for an approximate 15- to 20-year time frame. As previously mentioned, the City of Angleton also has an ETJ which borders the northern property line of the airport. The following land uses, described below, are within the study area under the City of Angleton jurisdiction: agricultural, single-family residential, commercial, office/retail, office/retail/multi-family residential, and commercial/industrial.

Agricultural: The Agricultural land use is generally those uses associated with rural character. Uses may include large-lot residential or small-scale commercial/industrial activity.

Single-Family Residential: Single-family residential is generally detached, one-family homes, and may permit places of worship, schools, and neighborhood parks.

Office/Retail: This land use is reserved for the highly desirable commercial spaces along State Highway 288 and serves to buffer low-density residential from arterial traffic.

Commercial: The Commercial land use is intended to promote heavier commercial uses.

Office/Retail/Multi-Family: This land use category allows for a mix of uses along major transportation corridors or as a transition to areas of low-intensity use.

Commercial/Industrial: The Commercial/Industrial land use is intended for those parcels which can benefit from either a commercial or light-industrial use.

As shown on **Exhibit 4B** and summarized in **Table 4C**, rural land use accounts for approximately 24 percent (1,437.4 acres) of the future land use in the study area. The special use designation is the second most abundant future land use in the study area at 15.8%. Other future land uses include rural, commercial, industrial, mixed use, and planned development. Approximately 12.6 percent of the study area does not have a future land use designation, identified as "No Data," which is due to the absence of a comprehensive plan for Brazoria County. Those parcels around the airport under Lake Jackson's ETJ are included in the *Lake Jackson Comprehensive Master Plan*.

TABLE 4C
General Future Land Use Classifications
Study Area Summary

LAND USE DESIGNATION	ACREAGE	PERCENT OF STUDY AREA[1]
Texas Gulf Coast Regional Airport	680.0	11.2%
Agricultural	613.8	10.1%
Rural	1,437.4	23.7%
Residential	720.1	11.9%
Commercial	494.3	8.2%
Industrial	612.4	10.1%
Mixed-Use	9.2	0.2%
Planned Development	454.2	7.5%
Special Use	955.4	15.8%
No Data	761.8	12.6%
Study Area Total	**6,058.6**	**100.0%**

[1] Percentage totals may differ slightly due to rounding of numbers.

Sources: Lake Jackson, TX Department of Engineering; City of Angleton, TX Development Services Department; Coffman Associates Analysis.

ZONING

Used in conjunction with subdivision regulations and an essential tool to achieve goals and policies outlined in the comprehensive plan, zoning regulations divide land into districts, or zones, and regulate land use activities in those districts, specify permitted uses, intensity and density of each use, and the bulk sizes of each building. Traditional zoning ordinances separate land into four basic uses: residential, commercial (including office), industrial, and agricultural. The City of Jackson Lake created sub-categories under each basic land use that are based on intensity, density, and community impact.

Brazoria County

According to a statement issued by the Assistant County Engineer posted on the Brazoria County website, the county does not exercise land use controls and does not have adopted zoning ordinances within

the unincorporated areas of the county. Incorporated jurisdictions may regulate land use within the unincorporated county through their ETJ.[4]

It should be noted approximately 93 percent of the property within the study area is labeled as "No Data." A large amount of property around the airport is under the county land use jurisdiction and, as previously noted, the county does not have a zoning ordinance, accounting for the large percentage of land identified as "No Data" in **Table 4C**.

City of Lake Jackson

Chapter 110, Article III of the City of Lake Jackson *Code of Ordinances* outlines the zoning classifications used to regulate the general growth of the city. Only one zoning district is within the airport study area, which is Single-Family Residential (R-1). According to zoning ordinance, the R-1 district is a highly restricted land use mainly comprised is individual homes. The R-1 district allows golf courses and parks with the approval of a conditional use permit.

City of Angleton

The northern portion of the land use study area encroaches into the City of Angleton along the Nolan Ryan Expressway. There are two zoning districts under the City of Angleton jurisdiction within the study area, Commercial – General (C-G) and Planned Development (PD). The C-G district is intended to reflect the existing and future areas of large-scaled pedestrian and auto-oriented commercial development located along major arterials. The C-G district is planned for a wide variety of retail and commercial development, public uses, or recreation. Residential uses are prohibited in the Commercial-General district.

The PD district is intended to accommodate innovative development plans not permitted in other zoning districts. Integrated development with parks, retail/commercial or service centers, mixed residential development, or a mix of each is proposed by a single owner or combination of developers. Greater flexibility is offered in the PD district to create superior site design and enhanced amenities.

Village of Bailey's Prairie

A small portion of the study area encroaches into a small, eight-square-mile, incorporated jurisdiction northeast of the airport that affects approximately five parcels. These parcels are zoned PUD-1, or Planned Use Development without Mobile Homes. The PUD-1 is intended to develop large tracts of land and to allow for flexibility and creativity in developments. The PUD-1 permits uses such as single-family residential, off-street parking, farming, ranching, and stock and recreational ponds. Other uses permitted in the PUD-1 include oil and gas mining and exploration.

[4] Brazoria County Policies – *Building Codes, Certificates of Occupancy, and Land Use Zoning Ordinances* (version dated December 18, 2018) (https://www.brazoriacountytx.gov/departments/engineering/subdivision-regulations/policies)

SUBDIVISION REGULATIONS

Subdivision regulations are legal devices employed to administer the division of land into two or more lots, parcels, or sites for the building and location, design, and installation of supporting infrastructure. The subdivision regulations are one of two instruments commonly employed to carry out the goals and policies outlined in the comprehensive plan.

Subdivision regulations can be used to specify requirements for airport-compatible land development by requiring developers to plat and develop land to minimize noise impacts or reduce noise exposure to new development. Subdivision regulations can also be used to protect the airport proprietor from litigation for noise impacts at a later date. The most common requirement is the dedication of a noise or avigation easement to the airport sponsor by the land developer as a condition of the development approval. Easements typically authorize overflights of property, with noise levels attendant to such operations.

Brazoria County Subdivision Regulations

The Brazoria County *Subdivision Regulations* address subdivision regulations for the county both within and beyond the ETJ.[5] For those parcels located within an ETJ, such as the airport, the property owner and/or developer is required to also comply with the appropriate city's ETJ.

These regulations do not address subdivision standards in relation to the airport.

City of Lake Jackson

The City of Lake Jackson subdivision regulations are included in Chapter 90 of the City of Lake Jackson Code of Ordinances.[6] According to the regulations, there are no specific procedures relating to airport land use compatibility through the subdivision process.

City of Angleton

The subdivision regulations for the City of Angleton were most recently updated in October 2018.[7] According to those regulations, there are no specific procedures relating to airport land use compatibility through the subdivision process.

[5] Brazoria County *Subdivision Regulations* (October 24, 2006) (https://www.brazoriacountytx.gov/departments/engineering/subdivision-regulations/policies)
[6] City of Lake Jackson, TX Code of Ordinances. Chapter 90 – *Subdivisions* (https://library.municode.com/tx/lake_jackson/codes/code_of_ordinances?nodeId=PTIICOOR_CH90SU_ARTIIPL_S90-37AMPL)
[7] City of Angleton, TX Code of Ordinances. Chapter 23 – *Land Development Code*, Article II, *Subdivision and Development Design*. (https://library.municode.com/tx/angleton/codes/code_of_ordinances?nodeId=COORANTE)

Village of Bailey's Prairie

The Zoning Ordinance of Village of Bailey's includes subdivision standards for parcel development.[8] According to the regulations, there are no specific procedures relating to airport land use compatibility through the subdivision process.

Study Area Land Use Summary

Using zoning maps available from both the City of Lake Jackson, City of Angleton, and the Village of Bailey's Prairie the zoning districts within the study area are summarized in **Table 4D** and depicted on **Exhibit 4C**.

TABLE 4D
Zoning Classification
Study Area Summary

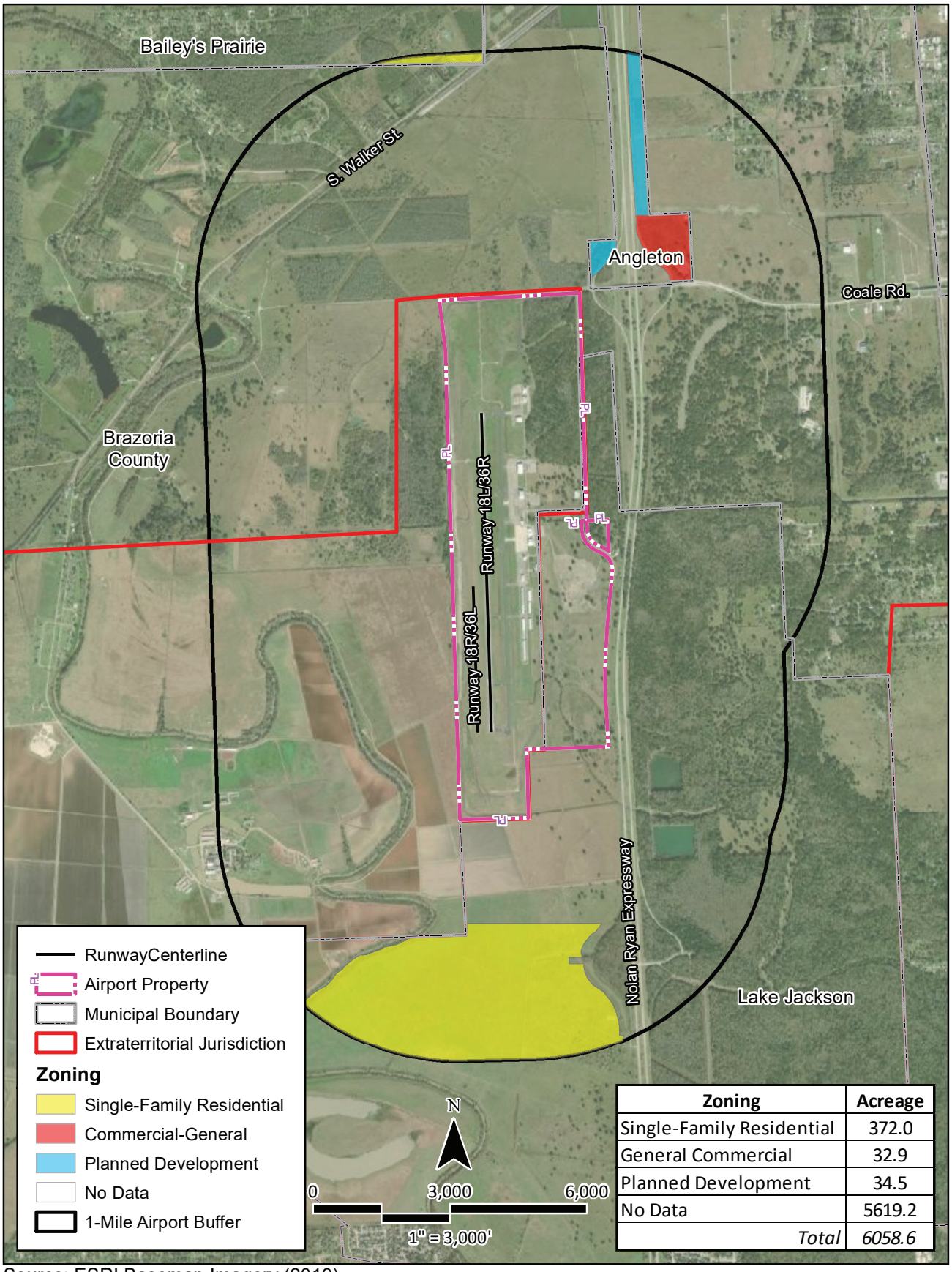
Zoning District	Acreage	Percent of Study Area[1]
Texas Gulf Coast Regional Airport	680.0	11.2%
City of Lake Jackson		
Single-Family Residential (R-1)	361.5	6.0%
Lake Jackson Subtotal	**361.5**	**6.0%**
City of Angleton		
Commercial – General (C-G)	32.9	0.5%
Planned Development (P-D)	34.5	0.6%
Angleton Subtotal	**67.4**	**1.1%**
Village of Bailey's Prairie		
Single-Family Residential without Mobile Homes (PUD-1)	10.5	0.2%
Village of Bailey's Prairie Subtotal	**10.5**	**0.2%**
No Data	**5,619.2**	**92.7%**
Study Area Total	**6,058.6**	**100.0%**

[1] Percentage totals may differ slightly due to rounding of numbers.

Sources: Lake Jackson, TX Department of Engineering; City of Angleton, TX Development Services Department; Village of Bailey's Prairie; Coffman Associates Analysis

Single-Family Residential accounts for approximately six percent of the study area, solely located in the City of Lake Jackson south of the airport. Other land uses include Commercial – General and Planned Development under the City of Angleton jurisdiction, and are both less than one percent of the study area. A majority of the study area is not zoned, identified as "No Data," which is due to the absence of a zoning ordinance for Brazoria County. Some parcels around the airport under Lake Jackson's jurisdiction are not zoned.

[8] Village of Bailey's Prairie. *Zoning Ordinance of the Village of Bailey's Prairie*. Ordinance 19903, March 26, 1990



Zoning	Acreage
Single-Family Residential	372.0
General Commercial	32.9
Planned Development	34.5
No Data	5619.2
Total	*6058.6*

Source: ESRI Basemap Imagery (2019),
City of Angelton, City of Lake Jackson

Table 4E summarizes the minimum lot areas, maximum density in Floor Area Ratio (FAR)[9] unless otherwise noted, and maximum height, known as bulk standards, for each zoning district within the study area. Bulk standards are not available from the Village of Bailey's Prairie.

TABLE 4E
Zoning Ordinance Summary
Bulk Standards

ZONING DISTRICT	MINIMUM LOT AREA	MAXIMUM DENSITY (FAR)[1, 4]	MAXIMUM HEIGHT (FEET)
Lake Jackson			
Single-Family Residential (R-1)	15,000 sf[2]	30%	35 ft[3] or 2 ½ Stories
Angleton			
Commercial – General (C-G)	10,000 sf	80% of impervious surface	80 ft or 8 stories
Planned Development (P-D)	Determined with plan submittal	Determined with plan submittal	Determined with plan submittal

[1] FAR – Floor Area Ratio
[2] sf – square feet
[3] ft – feet
[4] The floor area ratio (FAR) is defined as the "floor area of a main building or building on a lot, divided by the lot area." City of Angleton, *Code of Ordinances* Chapter 28, Article III, Section 28-112 Definitions. (https://library.municode.com/tx/angleton/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTIIIZODI_S28-62LADEOVDI)

Sources: Lake Jackson, TX Department of Engineering; City of Angleton, TX Development Services Department; Coffman Associates Analysis

BUILDING CODE

Building codes provide minimum standards to safeguard life, limb, health, and public welfare by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all buildings and structures. Building codes may be required to provide sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

Both the City of Lake Jackson and Brazoria County adopted the 2018 International Building Code (IBC) into their local ordinances; however, the IBC does not address aircraft noise attenuation, nor are additional local building standards requiring additional interior soundproofing.[10, 11]

[9] The Floor Area Ratio (FAR) is defined as the "floor area of a main building or building on a lot, divided by the lot area." City of Angleton, *Code of Ordinances* Chapter 28, Article III, Section 28-112 Definitions. (https://library.municode.com/tx/angleton/codes/code_of_ordinances?nodeId=PTIICOOR_CH28ZO_ARTIIIZODI_S28-62LADEOVDI)
[10] City of Lake Jackson, TX Code of Ordinances. Chapter 14 – *Building and Building Regulations* (https://library.municode.com/tx/lake_jackson/codes/code_of_ordinances?nodeId=PTIICOOR_CH14BUBURE)
[11] Cunningham, Jan. Brazoria County Floodplain Clerk and Building Permit Information. April 5, 2021 phone call with Kriks, M with Coffman Associates, Inc.

The City of Angleton currently follows the Uniform Building Code, 2015, adopted into the city code in 2019.[12] The city does have noise standards prohibiting noise exceeding 85 decibels 50 feet from the property line for a prolonged period of time. However, these standards address general land use and are not specific to airport land uses or aircraft.

NON-COMPATIBLE DEVELOPMENT ANALYSIS

Areas with the potential for non-compatible development, when compared to the noise exposure contours and height restrictions within the Part 77 approach surfaces out to one mile, have been evaluated. Further discussion of these areas can be found in Chapter One. This was accomplished by evaluating city-adopted land use plans and zoning designations for those parcels encompassed by the noise contours to determine if noise-sensitive land uses could be developed in those areas. Both the noise contours and height restrictions within the Part 77 approach surface area are addressed below.

Noise Exposure Contours

The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The purpose of the noise model is to produce noise exposure contours that are overlain on a map of the airport and vicinity to graphically represent aircraft noise conditions. When compared to land use, zoning, and general plan maps, the noise exposure contours may be used to identify areas that are currently or have the potential to be exposed to aircraft noise.

To achieve an accurate representation of an airport's noise conditions, the noise model uses a combination of industry-standard information and user-supplied inputs specific to the airport. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft which commonly operate at Texas Gulf Coast Regional Airport. As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different noise levels. The most common way to spatially represent the noise levels emitted by an aircraft is a noise exposure contour.

Airport specific information, including runway configuration, flight paths, aircraft fleet mix, runway use distribution, local terrain and elevation, average temperature, and numbers of daytime and nighttime operations, are also used in modeling inputs.

Based on assumptions provided by the user, the noise model calculates average 24-hour aircraft sound exposure within a grid covering the airport and surrounding areas. The grid values, representing the DNL at each intersection point on the grid, signify a noise level for that geographic location. To create the noise contours, an isoline (similar to those on a topographic map) is drawn connecting points of the same DNL noise value. In the same way that a topographic contour represents the same elevation, the noise contour identifies areas of equal noise exposure.

[12] City of Angleton, TX Code of Ordinances. Chapter 5 – *Building and Building Regulations* (https://library.municode.com/tx/angleton/codes/code_of_ordinances?nodeId=PTIICOOR_CH5BUBURE); Ordinance 3-13-2019, March 2019.

DNL is the metric currently accepted by the FAA, U.S. Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as an appropriate measure of cumulative noise exposure. These three agencies have each identified the 65 DNL noise contour as the threshold of incompatibility.

The guidelines summarized on **Exhibit 4D** indicate that all land uses are acceptable in areas below 65 DNL. Per 14 CFR Part 150, residential land uses without acoustical treatment, mobile homes, and transient lodging are incompatible at or above the 65 DNL threshold. The exhibit notes that homes of standard construction and transient lodging may be considered compatible where local communities have determined these uses are permissible; however, acoustic treatment of these structures is recommended to meet noise level reduction thresholds when comparing the outdoor noise level to the indoor noise level. Schools and other public use facilities are also generally considered to be incompatible with noise exposure above 65 DNL. As with residential development, communities can make a policy decision that these uses are acceptable with appropriate sound attenuation measures. Hospitals and nursing homes, places of worship, auditoriums, and concert halls are structures which are generally compatible if measures to achieve noise level reduction are incorporated into the design and construction of structures. Outdoor music shells and amphitheaters are not compatible and should be prohibited within the 65 DNL noise contour. Additionally, agricultural uses and livestock farming are generally considered compatible except for related residential components of these uses, which should incorporate sound attenuation measures.

Noise exposure contours were prepared for Texas Gulf Coast Regional Airport for a baseline condition (2019) and a long-range condition (2040) based on the operational forecasts presented in Chapter Two. The resulting contours are shown on **Exhibit 4E** and **Exhibit 4F**. As shown on the exhibits, the 70 and 75 DNL noise contours remain entirely on airport property in both the baseline and long-range forecast. As depicted on **Exhibit 4E** denoting baseline conditions, the DNL 65 dB noise exposure level is mostly contained on airport property, with exception to a small area west of the Runway 17 end. While the long-range forecast condition shown on **Exhibit 4F** is projected to remain mostly on airport property, there is an exception to a small area along the western property line, west of Runways 18L-36R and 18R-36L identified on **Exhibit 4F**. The future condition reflects the proposed turf runway and proposed renumbering of the existing runway, re-designating Runway 17-35 to Runway 18L-36R. Based on aerial photography, non-airport land encompassed by the 65 DNL noise exposure contour is undeveloped grassland adjacent to the airport, within unincorporated Brazoria County.

Brazoria County Airport Compatible Land Use Ordinance

The Brazoria County-Angleton-Lake Jackson Joint Airport Zoning Board passed a land use ordinance to address noise levels generated by the airport ("Compatible Land Use Ordinance").[13] The Airport Zoning Board recognized airport operations can disrupt activities and affect the welfare, use, and enjoyment of land occupants. In response, the board passed the Compatible Land Use Ordinance and established the

[13] Texas Gulf Coast Regional Airport (1990). *Brazoria County Airport Compatible Land Use Zoning Ordinance* (http://www.fly-lbx.org/page/AirportZoning)

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N[1]	N[1]	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N[1]	N[1]	N[1]	N	N
Public Use						
Schools	Y	N[1]	N[1]	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y[2]	Y[3]	Y[4]	Y[4]
Parking	Y	Y	Y[2]	Y[3]	Y[4]	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y[2]	Y[3]	Y[4]	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y[2]	Y[3]	Y[4]	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						
Manufacturing, general	Y	Y	Y[2]	Y[3]	Y[4]	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y[6]	Y[7]	Y[8]	Y[8]	Y[8]
Livestock farming and breeding	Y	Y[6]	Y[7]	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y[5]	Y[5]	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally-determined land uses for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise compatible land uses.

See other side for notes and key to table.

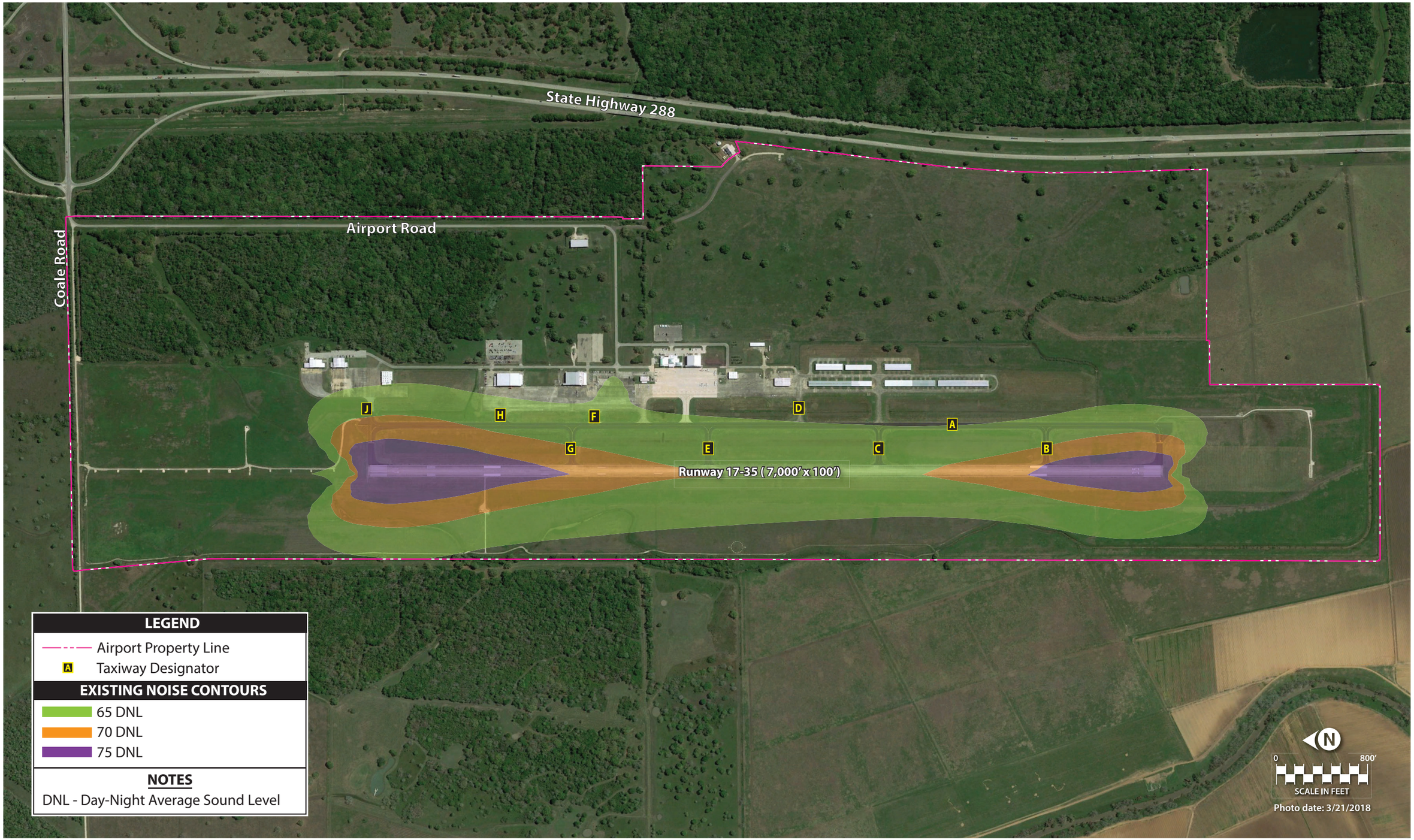
KEY

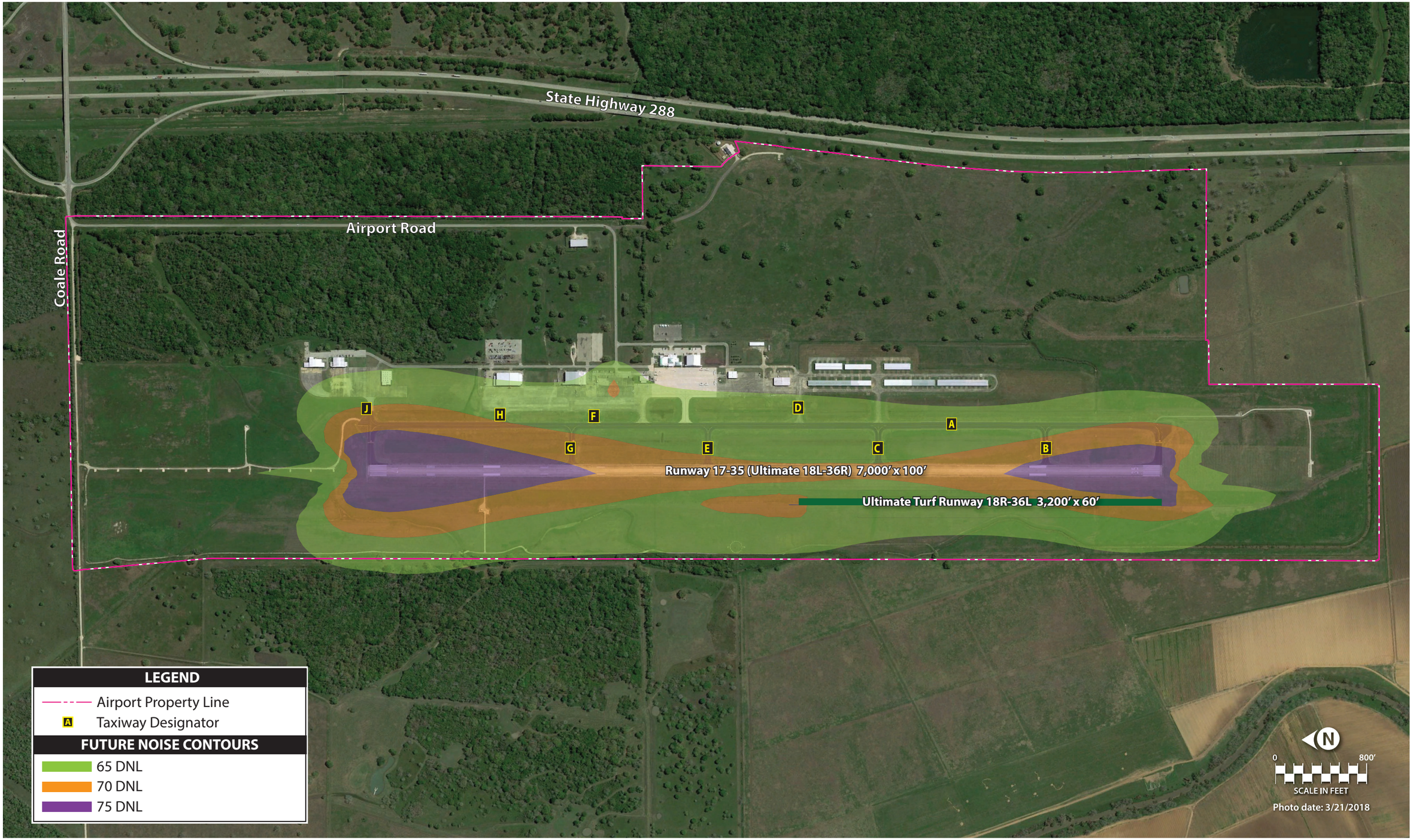
Y (Yes)	Land Use and related structures compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor-to-indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
25, 30, 35	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB, respectively, should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide an NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require an NLR of 25.
7. Residential buildings require an NLR of 30.
8. Residential buildings not permitted.

Source: ***14 CFR Part 150***, Appendix A, Table 1.


State Highway 288
Airport Road
Coale Road
J
H
F
D
A
G
E
C
B
Runway 17-35 (7,000' x 100')
LEGEND
Airport Property Line
A Taxiway Designator
EXISTING NOISE CONTOURS
65 DNL
70 DNL
75 DNL
NOTES
DNL - Day-Night Average Sound Level
N
0
800'
SCALE IN FEET
Photo date: 3/21/2018


State Highway 288
Airport Road
Coale Road
J
H
F
D
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G
E
C
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Runway 17-35 (Ultimate 18L-36R) 7,000' x 100'
Ultimate Turf Runway 18R-36L 3,200' x 60'
LEGEND
Airport Property Line
A Taxiway Designator
FUTURE NOISE CONTOURS
65 DNL
70 DNL
75 DNL
N
0
800'
SCALE IN FEET
Photo date: 3/21/2018

Controlled Compatible Land Use Area ("Development Zone"), a diamond-shaped area around the airport intended to reduce these impacts on land occupants within a defined area. The Development Zone is identified on **Exhibit 4G**.

The following uses are prohibited in the Development Zone:

- All residential land uses
- Educational facilities (except for aviation-related education)
- Hospitals
- Nursing homes
- Convalescent and rehabilitative care

In addition to prohibited uses previously listed, no land or water uses are permitted in the Development Zone that create electrical interference with navigational signals or radio communications between the airport and aircraft. Other prohibited uses include those which could create glare or other visual hazards, wildlife strikes, or impair visibility.

The Compatible Land Use Ordinance is administered and enforced by the Commissioners' Court of Brazoria County.

Height Restrictions

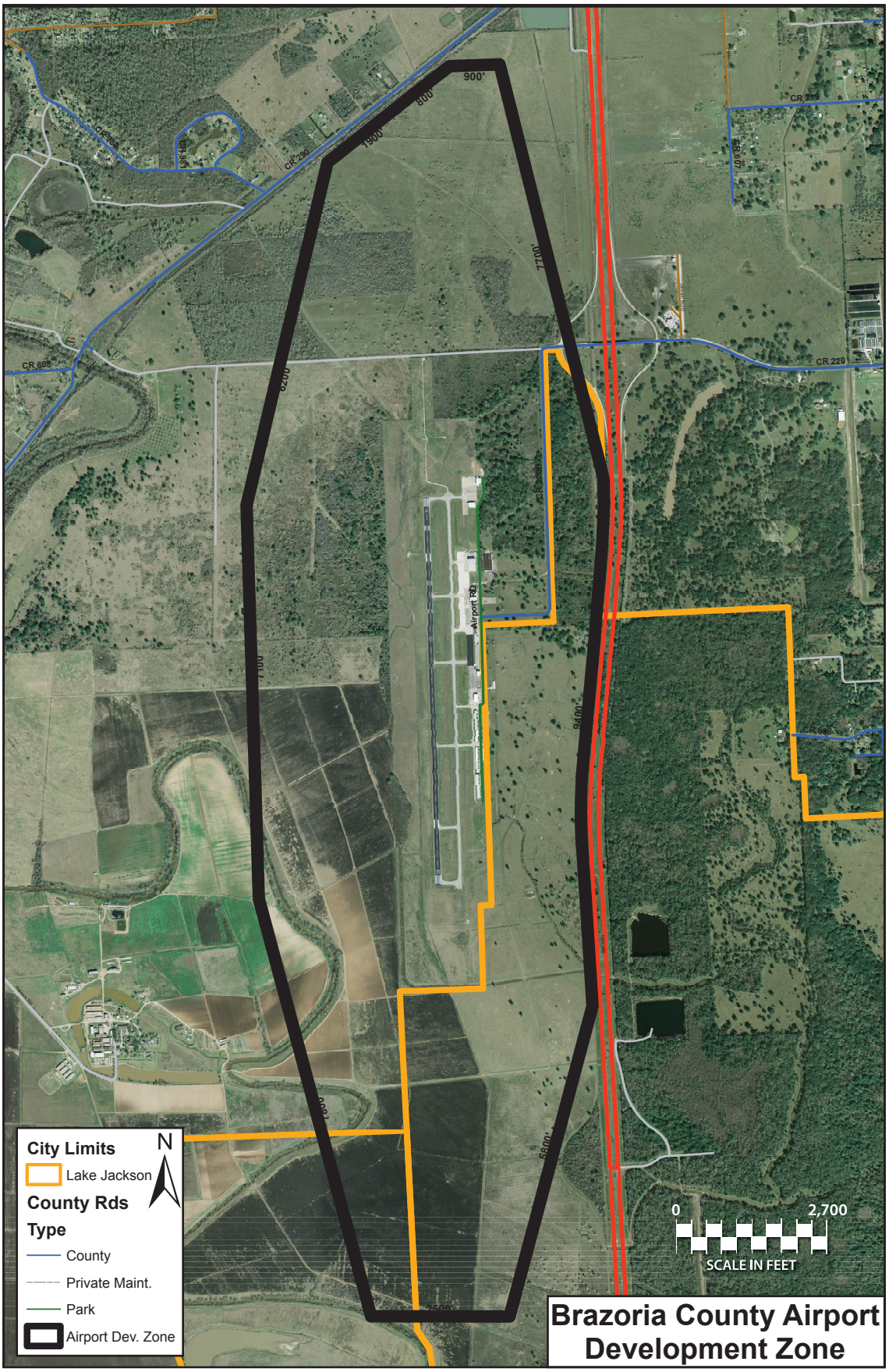
Using a similar process to the non-compatible development analysis for noise contours, the zoning and future land use within the Part 77 approach surface area out to one mile from the end of the runways were evaluated. The comprehensive plans for both City of Lake Jackson and the City of Angleton do not specify height limitations for future land uses. However, the comprehensive plan sets the policy for future land use within the approach surface areas. As depicted on **Exhibit 4H**, the future land use within the approach surface areas outside of the airport boundary include industrial, agricultural, special use, and planned development.

As identified on **Exhibit 4J**, areas within the Part 77 approach surface area out to one mile of the runway ends are zoned single-family residential, located south of the airport in the City of Lake Jackson. Other parcels in the approach surface are not zoned. As noted in **Table 4E** above, the maximum height limit for single-family residential districts is 35 ft, or two-and-one-half stories.

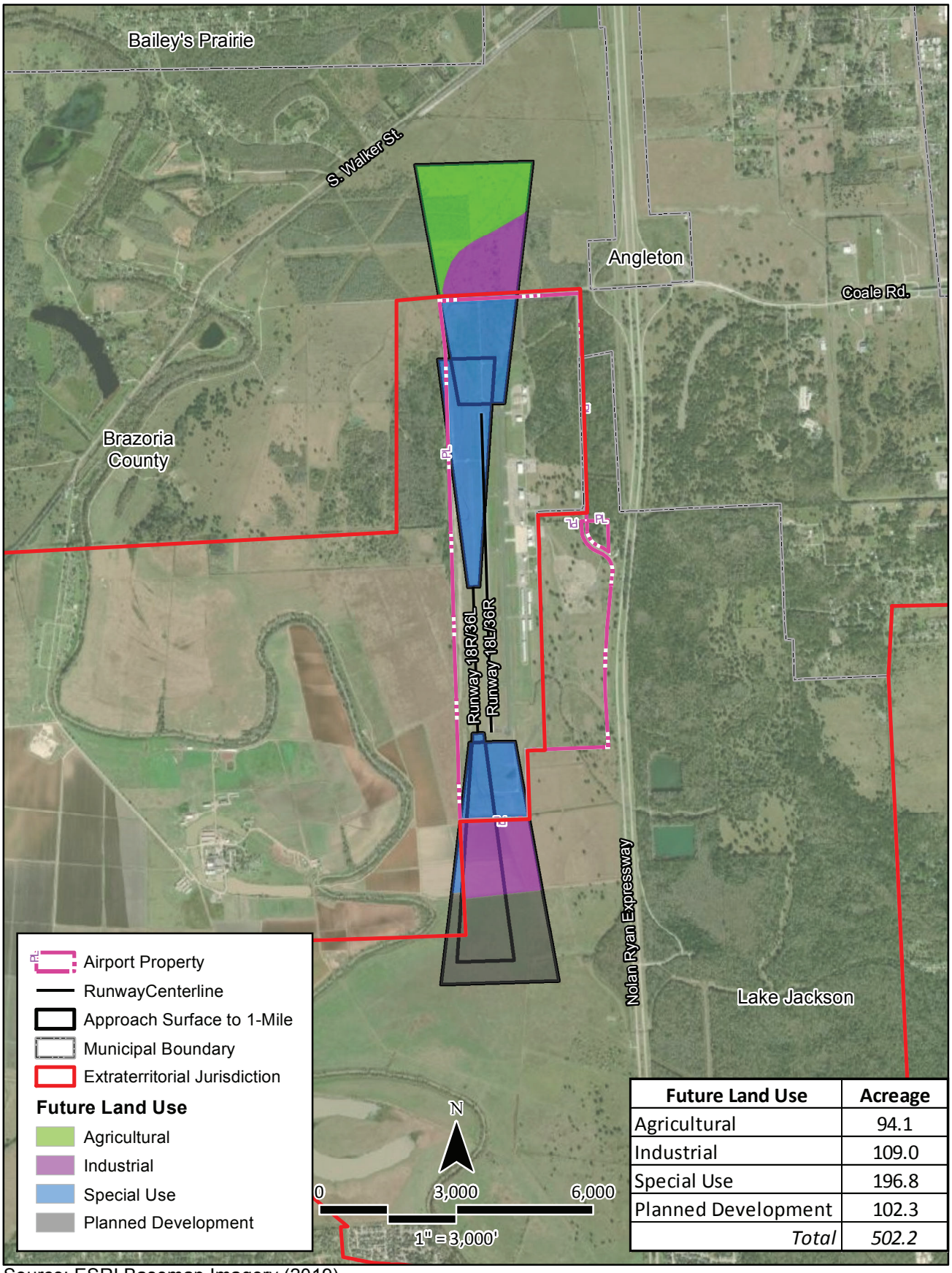
Brazoria County Airport Hazard Zoning Ordinance

In 1979, the Brazoria County-Angleton-Lake Jackson Joint Airport Zoning Board passed a hazard zoning ordinance ("Airport Zoning Act"),[14] intended to prevent obstructions or air hazards within the vicinity of the airport. The Airport Zoning Act is based on the approach zone, transition zone, horizontal zone, and conical zone of the airport, and prohibits any structure from being erected, altered, maintained, or allowed to grow in excess of the height limit of any zone. The zones are determined by protected airspace approved by the FAA and are listed below:

[14] Texas Gulf Coast Regional Airport (1979). *Airport Hazard Zoning Ordinance* (http://www.flylbx.org/page/AirportZoning)

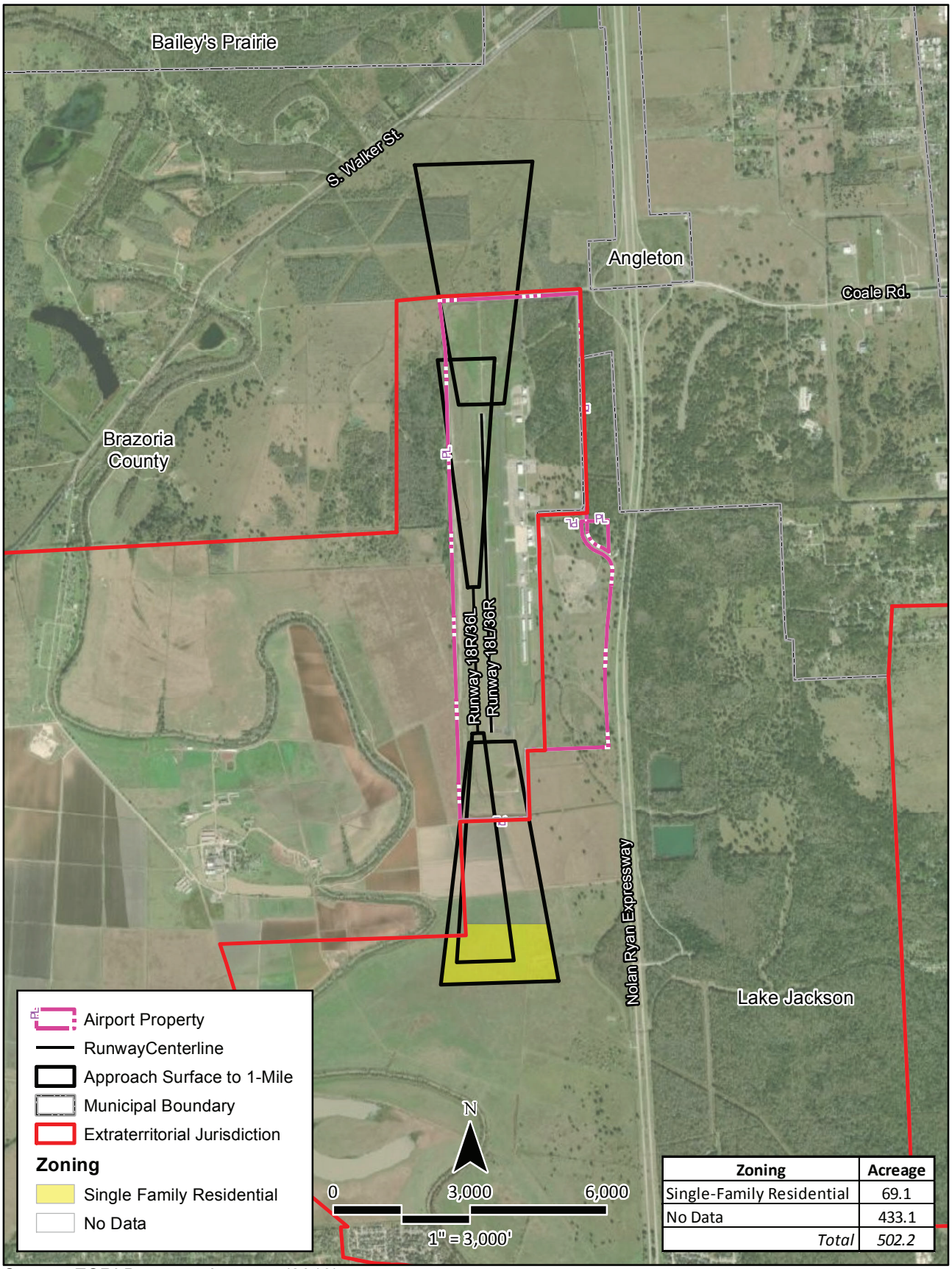


Source: Brazoria County-Angleton-Lake Jackson Joint Airport Board (1990)



Future Land Use	Acreage
Agricultural	94.1
Industrial	109.0
Special Use	196.8
Planned Development	102.3
Total	*502.2*

Source: ESRI Basemap Imagery (2019),
City of Angelton, City of Lake Jackson



Zoning	Acreage
Single-Family Residential	69.1
No Data	433.1
Total	*502.2*

Source: ESRI Basemap Imagery (2019),
City of Angelton, City of Lake Jackson

- **Approach Zone.** The approach zones are unique to each of the runway ends.
  - *Runway 17*: Beginning at the end of the primary surface, protected airspace starts at one foot in height for each 50 horizonal feet and extends up to 10,200 feet from the runway end. Then, rising one foot in height for each 40 horizontal feet and extending to 40,000 feet from the end of the runway.
  - *Runway 35*: Starting from the runway end, the protected airspace is one foot in height for each 34 horizontal feet, extending to 10,200 feet from the end of the runway.

- **Transition Zone.**
  - *Runway 17*: The transition zone for Runway 17 is one foot in height for every seven feet outward, starting at the primary surface and extending to a height of 150 feet above the airport elevation. Then, the transition zone is one foot for every seven feet outward and extends to the intersection of the conical surface.
  - *Runway 35*: The transition zone for Runway 35 is one foot in height for every seven feet outward, starting at the primary surface and extending to a height of 150 feet above the airport elevation.

- **Horizonal Zone.** The horizontal zone is 150 feet above the airport elevation.

- **Conical Zone.** The conical zone is one foot in height for each 20-horizontal feet, beginning at the outside boundary of the horizontal zone, starting at 150 feet above the airport's elevation and extending to a height of 350 feet.

The Airport Zoning Act is administered and enforced by the Commissioners' Court of Brazoria County.

Texas Department of Transportation *State of Texas Airport Compatibility Guidelines*

In 2003, the Texas Department of Transportation (TxDOT) composed the *State of Texas Airport Compatibility Guidelines*[15] (TxACG) to ensure local officials address land use compatibility concerns between the airport and surrounding environs. Part of assuring land use compatibility is establishing noise abatement measures, including facility or operational changes. The TxACG addresses both noise and structure height compatibility within the airport environs.

Noise compatibility standards outlined the TxACG adhere to land use recommendations from the FAA based on the DNL levels. Similar to FAA's 14 Code of Federal Regulations (CFR) Part 150 guidelines, all land uses below the 65 DNL are considered compatible; however, above the 65 DNL contour, residential land uses, and places of assembly are no longer compatible without interior sound attenuation. When feasible, residential uses should be prohibited within the 65 DNL contour and should under no circumstances be permitted within the 75 DNL contour.

[15] Texas Department of Transportation *State of Texas Airport Compatibility Guidelines* (January 2003)

In 1987 the State of Texas passed the Airport Zoning Act (AZA)[16] in an effort to "prevent the creation of an airport hazard," which grants municipalities the ability to adopt, administer, and enforce airport hazard area zoning regulations for airports within their jurisdictions.[17] The AZA recommends local regulations specify permitted land uses, regulate the type of structures, and restrict the height of structures and objects of natural growth to prevent the creation of an obstruction to flight operations or air navigation.

The TxACG encourages local municipalities to adopt an airport hazard zone into their ordinances and incorporate it into their zoning maps. The TxACG states that "the AZA does not dictate the areas that can be regulated by hazard zoning," but the generally accepted imaginary surfaces are defined by 14 CFR Part 77. TxACG provides sample language local jurisdictions can use when drafting airport hazard zoning. Texas allows local governments to restrict structure height within the vicinity of the airport through land use regulations.

Recommended actions outlined in the TxACG to address incompatible development include:

- Property Acquisition
- Restrictive covenants
- Plat review
- Condemnation
- Subdivision regulations
- Building codes
- Capital improvements
- Zoning regulations

RECOMMENDATIONS

Based on the information presented above and the non-compatible development analysis, the following recommendations are provided to maintain airport land use compatibility in the vicinity of Texas Gulf Coast Regional Airport.

Incorporate Airport Land Use Compatibility Goals and Policies into the Lake Jackson and City of Angleton Comprehensive Plans. A comprehensive plan is the starting point guiding a city's and county's development and is the recommending policy document for growth. It is recommended the cities include, with input from the Texas Gulf Coast Regional Airport, goals, policies, and objectives for the airport when the comprehensive plans are scheduled for updates.

Incorporate the updated Part 77 Map into the Airport Zoning Act. Currently, the Airport Zoning Act references protected surface areas within the Part 77 map area originally generated in April 1979 to restrict structure height in the approach zone, transition zone, horizontal zone, and conical zone. However, this map could be outdated as a new runway is proposed in this Airport Master Plan update. Since the Part 77 map will be updated for this Airport Master Plan update, it is recommended the airport work with the Brazoria County-Angleton-Lake Jackson Joint Airport Zoning Board to update the Airport Zoning Act to incorporate the updated runway information.

[16] State of Texas - Local Government Code Title 7, Subtitle C, Chapter 241, Subchapter A, *Airport Zoning Act* (https://statutes.capitol.texas.gov/Docs/LG/htm/LG.241.htm)

[17] The AZA differs from the Airport Zoning Act adopted by the Brazoria County-Angleton-Lake Jackson Joint Airport Zoning Board. While the Airport Zoning Act is specific to Texas Gulf Coast Regional Airport, the AZA is a state-adopted statute permitting local municipalities to adopt and enforce regulations at the local level to protect airports.

Incorporate land division guidelines for airport-compatible development into local subdivision regulations. Subdividing land is typically the initial step in the development process. It is important to ensure at this stage that land arrangement is compatible with the airport and appropriate avigation easements are dedicated.

Adopt Fair Disclosure Requirements for Real Estate Transactions within the Vicinity of Texas Gulf Coast Regional Airport. Fair disclosure regulations in real estate transactions are intended to ensure that prospective buyers of property are informed that the property is or will be exposed to potentially disruptive aircraft noise or overflights. It is not uncommon for newcomers to report having bought property without having been informed about airport noise levels, even around the busiest airports. At the most formal level, fair disclosure can be implemented through a city and county ordinance requiring a deed notice for property within the vicinity based on an existing boundary, such as the Part 77 Horizontal Surface. The following is an example of deed notice language that would notify the property owner of the proximity of an airport and expectations for living in the vicinity of the airport:

> *The subject property is within the vicinity of Texas Gulf Coast Regional Airport, located at 8000 Airport Road, Angleton, TX 77515. Properties within this area are routinely subject to overflights by aircraft using this public-use airport and, as a result, residents may experience inconvenience, annoyance, or discomfort arising from the noise of such operations. Residents also should be aware that the current volume of aircraft activity may increase in response to the population and economic growth within Brazoria County, City of Lake Jackson, and City of Angleton. Any subsequent deed conveying this parcel or subdivisions thereof shall contain a statement in substantially this form.*

ENVIRONMENTAL OVERVIEW

An analysis of potential environmental impacts associated with proposed airport projects is an essential consideration in the master plan process. The primary purpose of this discussion is to review the recommended development plan and associated capital program at the airport to determine whether projects identified in the master plan could, individually or collectively, significantly impact existing environmental resources. The information contained in this section was obtained from previous studies, official internet websites, and analysis by the consultant.

Construction of any and all improvements depicted on the recommended development concept plan will require compliance with the *National Environmental Policy Act* (NEPA) *of 1969*, as amended. This includes privately funded projects and those projects receiving federal funding. For projects not categorically excluded under FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, compliance with NEPA is generally satisfied through the preparation of an Environmental Assessment (EA). In instances where significant environmental impacts are expected, as determined by the FAA, an Environmental Impact Statement (EIS) may be required. While this portion of the master plan is not designed to satisfy the NEPA requirements, it provides a preliminary review of environmental issues that may need to be considered in more detail within the environmental review processes. It is important to note that the FAA is ultimately responsible for determining the level of environmental documentation required for airport actions.

The environmental inventory included in Chapter One provides baseline information about the airport environs. This section provides an overview of potential impacts to existing resources that could result from implementation of the planned improvements outlined in the recommended development concept plan.

POTENTIAL ENVIRONMENTAL CONCERNS

Table 4F summarizes potential environmental concerns associated with implementation of the recommended development concept for LBX. Analysis under NEPA includes effects or impacts a proposed action or alternative may have on the human environment (see 40 Code of Federal Regulations [CFR] § 1508.1),[18] which can include:

- Construction of a facility or runway in a wetland which results in the loss of a portion of the habitat;
- Noise generated by the proposed action or alternative(s) which adversely affects noise-sensitive land uses; or
- Growth-inducing effects related to induced changes in the pattern of land use, population density or growth rate, and related impacts on air and water and other natural systems, including ecosystems.

TABLE 4F
Summary of Potential Environmental Concerns

FAA ORDER 1050.1F SIGNIFICANCE THRESHOLD/FACTORS TO CONSIDER	POTENTIAL CONCERN
AIR QUALITY	
Threshold: The action would cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS), as established by the United States (U.S.) Environmental Protection Agency (EPA) under the *Clean Air Act*, for any of the time periods analyzed, or to increase the frequency or severity of any such existing violations.	**Potential Impact.** Although the projected increase in operations over the 20-year planning horizon of the recommended development concept plan (**Exhibit 4A**) will likely result in additional emissions, Brazoria County is in attainment for all federal criteria pollutants, with exception to ozone (O_3). As of September 2019, Brazoria County is designated as a nonattainment area for 8-hour O_3. Prior to the start of airport construction activities outlined on the recommended development concept plan, an air quality analysis during the NEPA process to determine whether O_3 emissions exceed *de minimis* thresholds established by the NAAQS may be required.

[18] *Effects* or *impacts* to the human environment from a proposed action or alternative are those actions which may be reasonably foreseeable and have a reasonably close causal relationship. Those effects could occur at the same time and place or include effects that are later in time or are farther removed in distance from a proposed action or alternative. Effects or impacts include those on the natural environment, aesthetic, historic, cultural, or socioeconomic, and may have a beneficial or detrimental effect. (Council of Environmental Quality *Update to the Regulations Implementing the Procedural Provisions of the National Environmental Policy Act*. July 16, 2020. Federal Register Volume 85, No. 137, Pages 43304 through 43376)

TABLE 4F
Summary of Potential Environmental Concerns

	For construction emissions, a qualitative or quantitative emissions inventory under NEPA may be required, depending on the type of environmental review needed for projects outlined in the recommended development concept plan.
BIOLOGICAL RESOURCES	
Threshold: The U.S. Fish and Wildlife Service (USFWS) or the National Marine Fisheries Service (NMFS) determines that the action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species or would result in the destruction or adverse modification of federally designated critical habitat. FAA has not established a significance threshold for non-listed species. However, factors to consider are if an action would have the potential for: • Long term or permanent loss of unlisted plant or wildlife species; • Adverse impacts to special status species or their habitats; • Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or • Adverse impacts on a species' reproductive rates, natural mortality, or ability to sustain the minimum population levels required for population maintenance.	<u>For Federally Listed Species</u> **Potential Impact.** The USFWS Information for Planning and Consulting (IPaC) report identified 11 federally threatened or endangered species, outlined in Table 1C in Chapter One. Additionally, the Texas Department of Wildlife and Parks lists 21 species considered threatened and/or endangered, also identified in Table 1C, which have the potential to occur within Brazoria County. As noted in Chapter One, many of these species, such as the West Indian manatee, opossum pipefish, sea turtles, and mollusks, are unlikely to be present at the airport due to the lack of habitat. However, presence of some reptiles (snakes and lizards), the Rafinesque's big-eared bat, and avian species will need to be assessed prior to the start of airport projects outlined on the airport master plan. Proposed aviation reserve development at the northeast area of the airport is rich with deciduous trees and shrubs, which may provide ideal habitat for birds and bats. Development in this area may require removal of some of these trees and which may potentially affect tree roosting and perching activities by these species. <u>Designed Critical Habitat</u> **No Impact.** Critical habitat has not been identified within the vicinity of the airport. <u>Non-Listed Species</u> **Potential Impact.** Non-listed species of concern include those protected by the *Migratory Bird Treaty Act* (MBTA) and the *Bald and Golden Eagle Protection Act* (BGEPA). There are presently 50 non-listed species of concern that could be impacted by activities at the airport. Habitat to support breeding for these species may be near the airport, therefore, the potential for impacts to migratory birds should be evaluated on a project-specific basis. To ensure that nest sites for the birds listed on the MBTA or BGEPA are not present at the start of airport activities, pre-construction nesting surveys may be required prior to the implementation of projects outlined in the master plan.
FARMLANDS	
Threshold: The total combined score on Form AD-1006, *Farmland Conversion Impact Rating*," ranges between 200 and 260. (Form AD-1006 is used by the U.S. Department of Agriculture, Natural Resources Conservation Service [NRCS] to assess impacts under the *Farmland Protection Policy Act* [FPPA]).	**No Impact.** The entire of airport property is classified as either "prime farmland," "prime farmland if drained," or "farmland of statewide importance" by the NRCS, identified on Exhibit 1H. Additionally, according to the U.S. Census Bureau 2010 Census,[19] the airport is in a non-urbanized area.

[19] U.S. Census Bureau Urbanized Area Maps (https://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/)

TABLE 4F
Summary of Potential Environmental Concerns

FPPA applies when airport activities meet the following conditions:
• Federal funds are involved;
• The action involves the potential for the irreversible conversion of important farmlands to non-agricultural uses. Important farmlands include pastureland, cropland, and forest considered to be prime, unique, or statewide or locally important land; or
• None of the exemptions to FPPA apply. These exemptions include:
  ○ When land is not considered "farmland" under FPPA; such as land already developed or already irreversibly converted. These instances include when land is designated as an urban area by the U.S. Census Bureau, or the existing footprint includes rights-of-way.
  ○ When land is already committed to urban development.
  ○ When land is committed to water storage.
  ○ The construction of non-farm structures necessary to support farming operations.
  ○ The construction/land development for national defense purposes.
	However, since the airport is not currently used for agricultural purposes or irrigated for agricultural uses, FPPA will not apply to airport activities proposed on the recommended development concept plan.

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION	
Threshold: The Texas Council on Environmental Quality (TCEQ) had determined that all aboveground storage tanks (ASTs) greater than 1,100 gallons are regulated by the state. FAA has not established a significance threshold for Hazardous Materials, Solid Waste, and Pollution Prevention. However, factors to consider are if an action would have the potential to: • Violate applicable federal, state, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management; • Involve a contaminated site; • Produce an appreciably different quantity or type of hazardous waste; • Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity; or • Adversely affect human health and the environment.	**Potential Impact.** The airport has a fuel farm and provides opportunity for aircraft maintenance activities that could involve fossil fuels or other types of hazardous materials or wastes; these operations are regulated and monitored by the appropriate regulatory agencies, such as the U.S. EPA and the TCEQ. Any new ASTs exceeding 1,100 gallons in future development areas will need to be permitted by the TCEQ. The recommended development concept plan does not anticipate land uses that will produce an appreciably different quantity or type of hazardous waste. However, should this type of land use be proposed, further NEPA review and/or permitting will be required. There are no known hazardous materials or waste contamination sites currently on airport property. The recommended development concept plan proposes the acquisition of approximately 30.2 acres of land south of Runway 17-35 (ultimate Runway 18-36) for the future ½-mile approach at the Runway 36 end and approximately 3.4 acres north of 17-35 (ultimate Runway 18-36) to protect the existing RPZ. Therefore, an Environmental Due Diligence Audit (EDDA) will be required as part of the land acquisition process.

TABLE 4F
Summary of Potential Environmental Concerns

LAND USE	
FAA has not established a significance threshold for Land Use. There are also no specific independent factors to consider. The determination that significant impacts exist is normally dependent on the significance of other impacts.	**Potential Impact.** There are no historic-era structures on airport property or within the vicinity of the airport. The recommended development concept plan proposes the acquisition of approximately 30.2 acres of land south of Runway 17-35 (ultimate Runway 18-36) for the future ½-mile approach at the Runway 36 end and approximately 3.4 acres north of 17-35 (ultimate Runway 18-36) to protect the existing RPZ. Based on view of Google Earth aerial imagery (image date March 21, 2018), there are no structures located within the land acquisition areas.
NOISE AND NOISE-SENSITIVE LAND USE	
Threshold: The action would increase noise by Day-Night Average Sound Level (DNL) 1.5 decibel (dB) or more for a noise-sensitive area that is exposed to noise at or above the DNL 65 dB noise exposure level, or that will be exposed at or above the DNL 65 dB level due to a DNL 1.5 dB or greater increase, when compared to the no action alternative for the same timeframe. Another factor to consider is that special consideration needs to be given to the evaluation of the significance of noise impacts on noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in Title 14 Code of Federal Regulations (CFR) part 150 are not relevant to the value, significance, and enjoyment of the area in question.	**Potential Impact. Exhibit 4E** and **Exhibit 4F** depicts existing and future noise contours for the Texas Gulf Coast Regional Airport. As shown on **Exhibit 4E** for the 2019 condition, the DNL 65 dB noise exposure level is mostly contained on airport property, with exception to a small area west of the Runway 17 end. The DNL 65 dB noise exposure contour in the 2040 forecast (**Exhibit 4F**) expands around the airfield due to the anticipated operational conditions and the proposed turf runway (Runway 18R-36L). Similar to the 2019 condition, the 65 DNL contour extends off airport property west of the ultimate Runway 18R end; however, the contour does not encompass residential land uses. Note that operational growth, unless tied to a specific project, will not result in noise impacts under FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. Impacts to noise-sensitive land uses are only identified through NEPA documentation for specific projects or through the voluntary Part 150 process.
SOCIOECONOMIC, ENVIRONMENTAL JUSTICE, AND CHILDREN'S HEALTH AND SAFETY RISKS	
Socioeconomic	
FAA has not established a significance threshold for Socioeconomics. However, factors to consider are if an action would have the potential to: • induce substantial economic growth in an area, either directly or indirectly (e.g., through establishing projects in an undeveloped area); • disrupt or divide the physical arrangement of an established community; • cause extensive relocation when sufficient replacement housing is unavailable; • cause extensive relocation of community businesses that would cause severe economic hardship for affected communities; • disrupt local traffic patterns and substantially reduce the levels of service of roads serving the airport and its surrounding communities; or	**Potential Impact.** The proposed development plan for the airport could potentially encourage economic growth for Brazoria County. Results include new construction jobs, new jobs for the airport and other commercial uses, new housing, and increase the local tax base. The recommended development concept plan does not include any recommendations to acquire residences or relocate businesses. New development could change the level of service to roads leading to and within the airport, such as along State Highway 288 or Coale Road. The long-term changes to the level of service are determined by the type of use proposed, and it may be necessary to perform a traffic study to ensure service is either not substantially impacted or mitigation measures are

TABLE 4F
Summary of Potential Environmental Concerns

• produce a substantial change in the community tax base.	addressed. In the short-term during construction, there will be temporary disruptions to surface traffic patterns.
Environmental Justice	
FAA has not established a significance threshold for Environmental Justice. However, factors to consider are if an action would have the potential to lead to a disproportionately high and adverse impact to an environmental justice population (i.e., a low-income or minority population), due to: • Significant impacts in other environmental impact categories; or • Impacts on the physical or natural environment that affect an environmental justice population in a way that FAA determines is unique to the environmental justice population and significant to that population.	**Potential Impact.** Both low-income and minority populations have been identified in the vicinity of the airport. Executive Order (E.O.) 12898, *Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the accompanying Presidential Memorandum, and Order DOT 5610.2, *Environmental Justice*, require the FAA to provide for meaningful public involvement for minority and low-income populations, as well as analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse. Environmental justice impacts may be avoided or minimized through early and consistent communication with the public and allowing ample time for public consideration. If disproportionately high or adverse impacts are noted, mitigation and enhancement measures and offsetting benefits can be taken into consideration.
Children's Health and Safety Risks	
FAA has not established a significance threshold for Children's Environmental Health and Safety Risks. However, factors to consider are whether an action will have the potential to lead to a disproportionate health or safety risk to children.	**Potential Impact.** Per E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, federal agencies are directed to identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those that are attributable to products or substances that a child is likely to encounter or ingest, such as air, food, drinking water, recreational waters, soil, or products to which they may be exposed. While there are no schools located within the vicinity of the airport, there are residential land uses. Best management practices should be implemented to decrease environmental health risks to children. During construction of the projects outlined in the recommended development concept plan, appropriate measures should be taken to prevent access by unauthorized persons to construction project areas.
WATER RESOURCES	
Wetlands	
Threshold: The action would: **1. Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;** **2. Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;** **3. Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare (the term welfare includes cultural, recreational, and scientific resources or property important to the public);**	**Potential Impact.** Both a freshwater emergent wetland and a freshwater forested/shrub wetland have been identified on airport property within the area of both aviation use reserve and non-aviation development reserve that have been identified on the recommended development concept plan. Bastrop Bayou has been identified as a riverine along the western boundary of the airport. Field surveys and wetland delineations may be required to determine the presence or absence of wetlands or Waters of the United States in project areas.

TABLE 4F
Summary of Potential Environmental Concerns

4. Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands; 5. **Promote development of secondary activities or services that would cause the circumstances listed above to occur; or** 6. **Be inconsistent with applicable state wetland strategies.**	Removal or relocation of wetlands may require a Section 404 permit under the *Clean Water Act*, which regulates the discharge of dredged or fill material into waters of the United States, including wetlands.
Floodplains	
Threshold: The action would cause notable adverse impacts on natural and beneficial floodplain values. Natural and beneficial floodplain values are defined in Paragraph 4.k of DOT Order 5650.2, *Floodplain Management and Protection.*	**Potential Impact.** A 100-year floodplain was identified by FEMA on airport property (depicted in Chapter One on Exhibit 1H). E.O. 11988, *Floodplain Management*, requires federal agencies to avoid, to the extent possible, the long- and short-term adverse impacts associated with the occupancy and modification of 100-year floodplains and to avoid direct or indirect support of floodplain development where there is a practicable alternative. The recommended development concept plan includes new airfield pavement, improved taxiway fillets, aviation use and non-aviation use reserve, and UAV, UAM site reserve within the 100-year floodplain north and east of the ultimate Runway 18L-36R. A Floodplain Development Permit may be required from the Brazoria County Floodplain Administrator for any development or site improvements in a floodplain identified on the Official Floodplain Map. The Floodplain Administrator will review and approve permits if development complies with county regulations. Per E.O. 11988, *Floodplain Management, and Department of Transportation Order* (DOT) 5650.2, *Floodplain Management and Protection*, agencies are required to provide the public an opportunity for early public review of any plan or proposal encroaching into a floodplain. The public comment period occurs concurrently with the associated NEPA process.
Surface Waters	
Threshold: The action would: **1. Exceed water quality standards established by federal, state, local, and tribal regulatory agencies; or** **2. Contaminate public drinking water supply such that public health may be adversely affected.** Factors to consider are when a project would have the potential to: • adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values; • adversely affect surface water such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or • present difficulties based on water quality impact when obtaining a permit or authorization.	**Potential Impact.** The airport manages airport stormwater discharges with a Texas Pollutant Discharge Elimination System (TPDES) Industrial Stormwater General Permit issued and regulated by the TCEQ. Improvements to the airport will require a revised permit to be issued addressing operational and structural source controls, treatment BMPs, and sediment and erosion control. FAA's Advisory Circular (AC) 150/5370-10G, *Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control* should also be implemented during construction projects at the airport.

TABLE 4F
Summary of Potential Environmental Concerns

Groundwater	
Threshold: The action would: **1. Exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies: or** **2. Contaminate an aquifer used for public water supply such that public health may be adversely affected.** Factors to consider are when a project would have the potential to: • Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values; • Adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or • Present difficulties based on water quality impacts when obtaining a permit or authorization.	**No Impact.** Proposed projects outlined on the recommend development concept plan will not substantially change the amount of water used by the airport. Additionally, the airport property does not serve as a significant source of groundwater recharge and is not located near a sole source aquifer.

Source: Coffman Associates, Inc. analysis

SUMMARY

This chapter has been prepared to guide Brazoria County in making decisions on the future growth and development of LBX by describing narratively and graphically the master plan concept and detailing environmental conditions that must be considered when implementing the development plan. The plan represents an airfield facility that fulfills aviation needs for the airport, while conforming to safety and design standards to the extent practicable. It also provides a landside complex that can be developed as demand dictates.

Flexibility will be very important to the future development at the airport, as activity may not occur as predicted. The master plan concept provides stakeholders with a general guide that, if followed, can maintain the airport's long-term viability, and allow it to continue to provide air transportation service to the Texas Gulf Coast region. The next chapter of this master plan provides a reasonable schedule for undertaking the projects based on safety and demand over the course of the next 20 years and considers strategies for funding the recommended improvements.

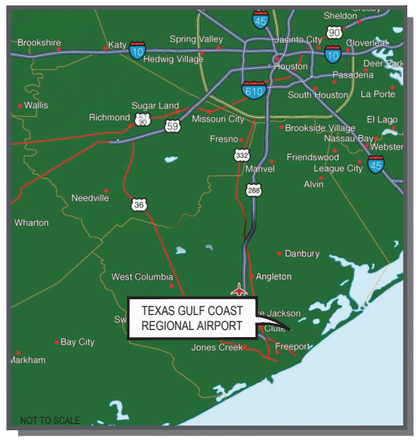
AIRPORT LAYOUT PLAN

for the

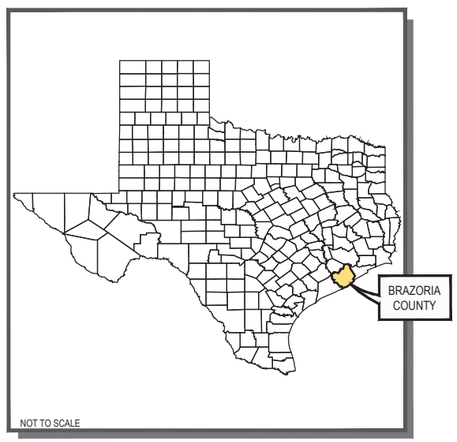
TEXAS GULF COAST REGIONAL AIRORT

Angleton/Lake Jackson, Texas

Prepared for
Brazoria County, Texas



LOCATION MAP



COUNTY MAP

DRAWING INDEX

1. TITLE SHEET
2. AIRPORT DATA SHEET
3. AIRPORT LAYOUT PLAN DRAWING
4. AIRPORT AIRSPACE DRAWING I
5. AIRPORT AIRSPACE DRAWING II
6. AIRPORT AIRSPACE PROFILE DRAWING RUNWAY 18L-35R
7. AIRPORT AIRSPACE PROFILE DRAWING RUNWAY 18L
8. AIRPORT AIRSPACE PROFILE DRAWING RUNWAY 18R-35L
9. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 18L
10. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 35R
11. INNER PORTION OF THE APPROACH SURFACE DRAWING RUNWAY 18R-35L
12. DEPARTURE SURFACE DRAWING RUNWAY 18L-35R
13. TERMINAL AREA DRAWING I
14. TERMINAL AREA DRAWING II
15. TERMINAL AREA DRAWING III
16. LAND USE DRAWING
17. AIRPORT PROPERTY MAP

VICINITY MAP

FOR APPROVAL BY

AIRPORT MANAGER _____ DATE _____

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

TITLE SHEET

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann

April 2021 | SHEET 1 OF 17

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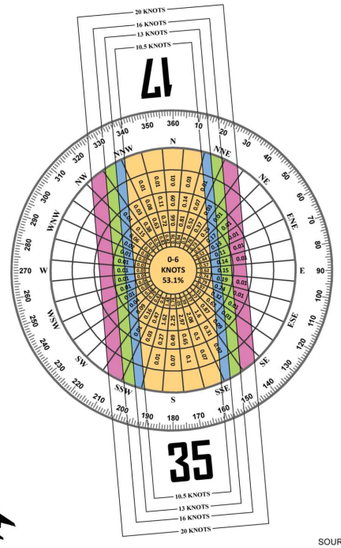
Coffman Associates C:\Users\Diana Przybycien\Coffman Associates Inc\Coffman - ap_CAD\MP\LBX_20\ALP\01 LBX COVER.dwg Printed Date: 4-12-21 10:29:51 AM Diana Przybycien

ALL WEATHER WIND COVERAGE

Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 17-35	97.88%	99.20%	99.90%	99.99%



Magnetic Declination
02° 24' 00" East (December 2019)
Annual Rate of Change
00° 06' 00" West (December 2019)

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Texas Gulf Coast Regional Airport
Angleton/Lake Jackson, TX

OBSERVATIONS:
120,636 All Weather Observations
Jan. 1, 2009 - Dec, 31 2018

RUNWAY DATA TABLE

		RUNWAY 17 - 35/18L-36R				RUNWAY 18R - 36L	
		EXISTING		ULTIMATE		ULTIMATE	
Runway Identification		17	35	18L	36R	18R	36L
Runway Design Code (RDC)		C-II-2400		C-III-2400		A-1 (SMALL)	
Approach Reference Code (APRC)		D/IV/2400, D/V/2400		SAME		N/A	N/A
Departure Reference Code (DPRC)		D/IV, D/V		SAME		N/A	N/A
Runway Surface Material		CONCRETE		SAME		TURF	
Runway Pavement Strength By Wheel Loading (in thousands of lbs.)		60 (S), 95 (D), 100 (2D)		SAME		N/A	N/A
Runway Pavement Strength by PCN		UNKNOWN		SAME		N/A	N/A
Runway Surface Treatment		GROOVED		SAME		N/A	N/A
Runway Effective Gradient		0.00%		SAME		0.06%	
Runway Percent Wind Coverage	10.5 knots	97.88 (AW)		SAME		97.88 (AW)	
	13 knots	99.20 (AW)		SAME		99.20 (AW)	
	16 knots	99.90 (AW)		SAME		99.90 (AW)	
	20 knots	99.99% (AW)		SAME		99.99% (AW)	
Runway Dimensions (L x W)		7000' x 100'		SAME		3200' x 60'	
Runway End Coordinates	Latitude	29° 07' 05.76"	29° 05' 56.47"	SAME	SAME	29° 06' 28.15"	29° 05' 56.46"
	Longitude	95° 27' 43.59"	95° 27' 43.49"	SAME	SAME	95° 27' 46.98"	95° 27' 46.93"
Runway Displaced Threshold		N/A	N/A	N/A	N/A	N/A	N/A
Runway Displaced Threshold Elevation		N/A	N/A	N/A	N/A	N/A	N/A
Runway Displaced Threshold Coordinates	Latitude	N/A	N/A	N/A	N/A	N/A	N/A
	Longitude	N/A	N/A	N/A	N/A	N/A	N/A
Runway Safety Area Dimensions (width x length beyond end) - Design Std.		500' x 1000'	500' x 1000'	SAME	SAME	120' X 240'	120' X 240'
Runway Safety Area Dimensions (width x length beyond end) - Actual		500' x 1000'	500' x 1000'	SAME	SAME	120' X 240'	120' X 240'
Runway Lighting Type		MIRL		SAME		NONE	NONE
Runway Protection Zone Dimensions		2500' x 1000' x 1750'	1700' x 1000' x 1510'	SAME	2500' x 1000' x 1750'	1000' X 250' X 450'	1000' X 250' X 450'
Runway Marking Type		PRECISION	NONPRECISION	SAME	SAME	VISUAL	VISUAL
14 CFR Part 77 Approach Slope		50:1/40:1	34:1	SAME	SAME	20:01	20:01
14 CFR Part 77 Approach Type		PIR	NP-D	SAME	SAME	AV	AV
Approach Visibility Minimums		1/2 MILE	3/4 MILE	SAME	1/2 MILE	≥1	≥1
Type of Aeronautical Survey Required for Approach		VG	VG	SAME	SAME	SAME	SAME
Departure Surface (Yes or N/A)		YES	YES	SAME	SAME	SAME	SAME
Runway Object Free Area Dimensions (width x length beyond end)		800' x 1000'	800' x 1000'	SAME	SAME	SAME	SAME
Runway Obstacle Free Zone Dimension (width x length beyond end)		400' X 200'	400' X 200'	SAME	SAME	120' x 200'	120' x 200'
Obstacle Clearance Surface (Table 3-2 post Engineering Brief #99)		5, 6, 7	4, 6, 7	SAME	5, 6, 7	2	2
Runway Visual and Instrument Navaids		ILS or LOC (17), RNAV GPS (17, 35), GLIDESLOPE (17), MALSR (17), PAPI-4, (17, 35)		ILS or LOC (18L), RNAV GPS (18L, 36R), GLIDESLOPE (18L), MALSR (18L, 36R), PAPI-4, (18L, 36R)		NONE	
Touchdown Zone Elevation (TDZE)		25.7'	24.8'	SAME	SAME	22.5'	23.0'
Taxiway Width		35' - 50'		SAME		25'	25'
Taxilane Width		35'		SAME		N/A	
Taxiway Safety Area Dimensions		79'		SAME		49'	
Taxilane Safety Area Dimensions		79'		SAME		N/A	
Taxiway Object Free Area Dimensions		131'		SAME		89'	
Taxilane Object Free Area Dimensions		115'		SAME		N/A	
Taxiway/Taxilane Lighting		MITL		SAME		NONE	NONE
Vertical Datum		NAD83		SAME		NAD83	
Horizontal Datum		NAVD88		SAME		NAVD88	

AIRPORT DATA

City: ANGLETON/LAKE JACKSON		County: BRAZORIA	Owner: BRAZORIA COUNTY
Airport Name & ID		EXISTING	ULTIMATE
Airport Reference Code (ARC)		C-II	C-III
Mean Maximum Temperature of Hottest Month		92.1°	SAME
Airport Elevation (NAVD 88)		25.7'	SAME
Airport Navigational Aids		ADS-B STATION, BEACON, ILS or LOC (17), RNAV GPS (17,35), GLIDESLOPE (17), MALSR, PAPI-4 (17, 35), SEGMENTED CIRCLE/LIGHTED WINDCONE	ADS-B STATION, BEACON, ILS or LOC (18L), RNAV GPS (18L,36R), GLIDESLOPE (18L), MALSR (18L, 36R), PAPI-4 (18L, 36R), SEGMENTED CIRCLE/LIGHTED WINDCONE
Airport Reference Point (ARP) Coordinates	Latitude	29° 06' 31.13"	29° 06' 25.21"
	Longitude	95° 27' 43.54"	95° 27' 44.61"
Miscellaneous Facilities		MIRL, MITL, SUPPLEMENTAL WINDCONES	SAME
Design Critical Aircraft		BOMBARDIER CRJ 700	BOMBARDIER CRJ 900
Wingspan of Design Aircraft (Feet)		76.27	81.53
Approach Speed of Design Aircraft (Knots)		135	140
Undercarriage Width of Design Aircraft (Feet)		16.39	16.39
Magnetic Declination (Degrees)		2°19' E ± 0° 21' CHANGING BY 0° 7'W PER YEAR	
Declination Date		7/15/2020	
Declination Source		NOAA, NCI	
NPIAS Code		RELIEVER	SAME
State System Plan Role		RELIEVER	SAME

MODIFICATIONS TO STANDARDS APPROVAL TABLE			
APPROVAL DATE	AIRSPACE CASE NUMBER	STANDARD MODIFIED	DESCRIPTION
NONE REQUIRED			

ELECTRONIC AIRPORT NAVAID OWNERSHIP	
NAVAID	OWNER
ADS-B STATION	ITT CORPORATION
BEACON	AIRPORT
ILS	FAA
LOCALIZER	FAA
GLIDESLOPE	FAA
MALSR	FAA
PAPI-4	AIRPORT
LIGHTED WINDCONE	AIRPORT
SUPPLEMENTAL WINDCONES	AIRPORT
MIRL	AIRPORT
MITL	AIRPORT

RUNWAY DECLARED DISTANCE

	EXISTING		ULTIMATE		ULTIMATE	
	17	35	18L	36R	18R	36L
Takeoff Run Available (TORA)	7000'	7000'	SAME	SAME	3200'	3200'
Takeoff Distance Available (TODA)	7000'	7000'	SAME	SAME	3200'	3200'
Accelerate-Stop Distance Available (ASDA)	7000'	7000'	SAME	SAME	3200'	3200'
Landing Distance Available (LDA)	7000'	7000'	SAME	SAME	3200'	3200'

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

DRAFT

AIRPORT DATA SHEET

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: T.Kahmann

April 2021

SHEET 2 OF 17

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Airport Consultants
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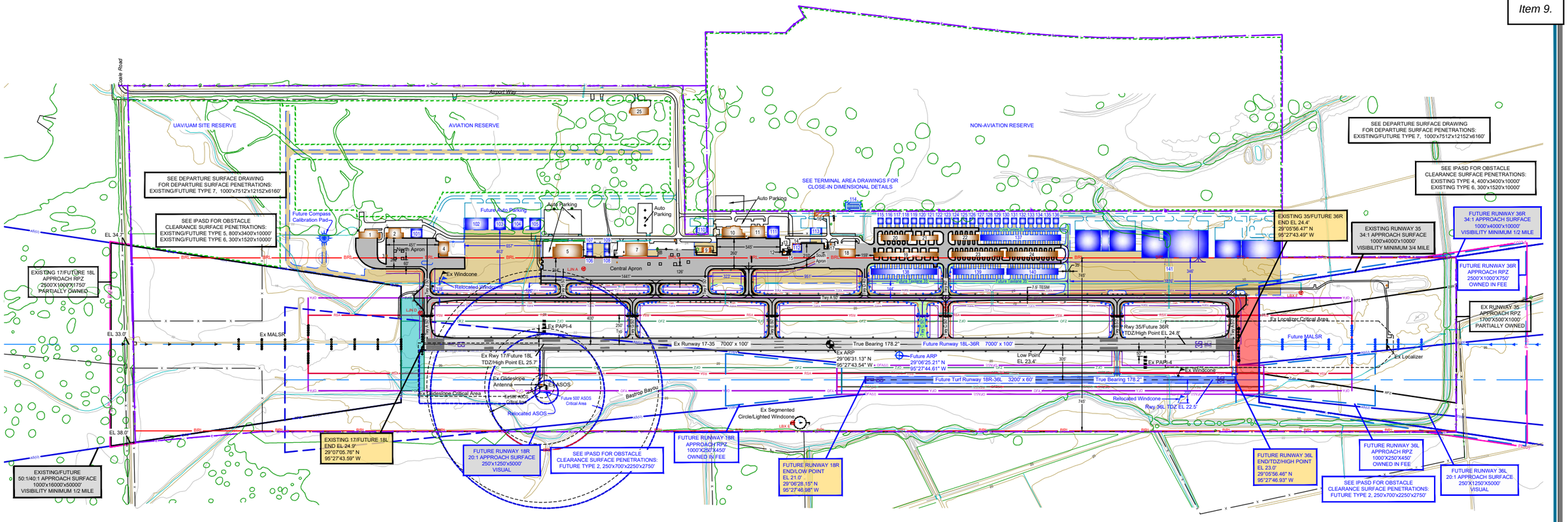

ULTIMATE AIRPORT FACILITIES

#	Facility Name	Top Elevation ft. agl*
101	Conventional Hangar	32.0
102	Conventional Hangar	32.0
103	Conventional Hangar	32.0
104	Conventional Hangar	32.0
105	Conventional Hangar	32.0
106	Box Hangar	30.0
107	Box Hangar	30.0
108	Box Hangar	30.0
109	Box Hangar	30.0
110	Restaurant	32.0
111	Conventional Hangar	36.0
112	Conventional Hangar	36.0
113	ARFF	30.0
114	Consolidated Fuel Farm	15.0
115	Box Hangar	30.0
116	Box Hangar	30.0
117	Box Hangar	30.0
118	Box Hangar	30.0
119	Box Hangar	30.0
120	Box Hangar	30.0
121	Box Hangar	30.0
122	Box Hangar	30.0
123	Box Hangar	30.0
124	Box Hangar	30.0
125	Box Hangar	30.0
126	Box Hangar	30.0
127	Box Hangar	30.0
128	Box Hangar	30.0
129	Box Hangar	30.0
130	Box Hangar	30.0
131	Box Hangar	30.0
132	Box Hangar	30.0
133	Box Hangar	30.0
134	Box Hangar	30.0
135	Box Hangar	30.0
136	Box Hangar	30.0
137	T-Hangar	17.0
138	T-Hangar	17.0
139	T-Hangar	17.0
140	T-Hangar	17.0
141	Aircraft Maintenance/Repair/Overhaul or Manufacturing Complex	36.0

*Top elevation estimated based off common structure

EXISTING AIRPORT FACILITES

#	Facility Name	Top Elevation ft. msl
1	CONVENTIONAL HANGAR	61.2
2	CONVENTIONAL HANGAR	53.7
3	FUEL FACILITY	32.0*
4	CONVENTIONAL HANGAR	50.5
5	CONVENTIONAL HANGAR	61.4
6	FUEL FACILITY	28.3*
7	CONVENTIONAL HANGAR	55.8
8	FUEL FACILITY	32.0*
9	RESTAURANT (TBR)	61.4
10	TERMINAL BUILDING	61.4
11	CONVENTIONAL HANGAR	47.7
12	ELECTRICAL VAULT	9.9
13	ADS-B STATION	Unknown
14	ARFF (TBR)	45.3
15	AIRPORT BEACON	79.3
16	AIRPORT MAINTENANCE (TBR)	34.3
17	FUEL FACILITY	29.1
18	CONVENTIONAL HANGAR	44.4
19	14 UNIT T-HANGAR	38.5
20	10 UNIT T-HANGAR	41.2
21	6 UNIT T-HANGAR	39.4
22	10 UNIT T-HANGAR	36.5
23	20 UNIT T-HANGAR	36.1
24	20 UNIT T-HANGAR	36.6
25	AIRPORT MAINTENANCE SHOP	Unknown

TBR = To be removed

*Top elevation estimated based off common structure height

SURVEY MONUMENTS (PACS/SACS)

DESIGNATION	PERMANENT INDENTIFIER	LATITUDE	LONGITUDE
LBX E	AB3196	29° 06' 34.294"	95° 27' 51.165"
LBX F	AH3515	29° 05' 50.929"	95° 27' 38.481"
LJN D	AW7091	29° 06' 06.114"	95° 27' 40.535"
LJN A	AW7089	29° 06' 50.168"	95° 27' 36.239"

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83; VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OTHER DATA SOURCES CONSULTED INCLUDE THE FAA DATA SHEET http://webdatasheet.faa.gov/, U.S. TERMINAL PROCEDURES, AIRPORT MASTER RECORD FORM 5010, AND THE FAA AIRPORT FACILITY DIRECTORY.
4. THE EXISTING AND FUTURE TAXIWAY EDGE SAFETY MARGIN (TESM) FOR EXISTING 17-35/FUTURE 18L-36R RUNWAY IS 7.5'.
5. NO ATCT LINE OF SIGHT/SHADOW STUDY (FAA ORDER 6480.4) WAS CONDUCTED FOR THIS ALP.
6. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR THRESHOLD SITING SURFACE PENETRATIONS.
7. SEE TERMINAL AREA DRAWING FOR CLOSE-IN AND DIMENSIONAL DETAILS.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
	N/A	AIRPORT PROPERTY LINE AND FENCELINE
N/A		DEVELOPMENT RESERVE
		SECTION CORNERS
		AIRPORT REFERENCE POINT (ARP)
	N/A	AIRPORT BEACON
		AWOS-3
		BUILDING RESTRICTION LINE (25')
		NAVAID CRITICAL AREA
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE
		FENCE LINE
		HOLD MARKING
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
		APRON PAVEMENT
		SURVEY MONUMENT WITH IDENTIFIER
		OBJECT FREE AREA
		RUNWAY SAFETY AREA
		OBSTACLE FREE ZONE
		PRECISION OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		TAXIWAY OBJECT FREE AREA
		TAXIWAY/TAXILANE SAFETY AREA
	SAME	PAPI
	SAME	TREELINE
		TOPOGRAPHIC CONTOURS

FAA APPROVAL STAMP

NORTH

Magnetic Declination 2° 19' East ± 0°21' Annual Rate of Change 0° 7' West (Source: NOAA, NCEI, July 15, 2020

0 400 800

SCALE IN FEET

FOR APPROVAL BY

AIRPORT MANAGER _____ DATE _____

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

AIRPORT LAYOUT PLAN DRAWING

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: T.Kahmann

April 2021 SHEET 3 OF 17

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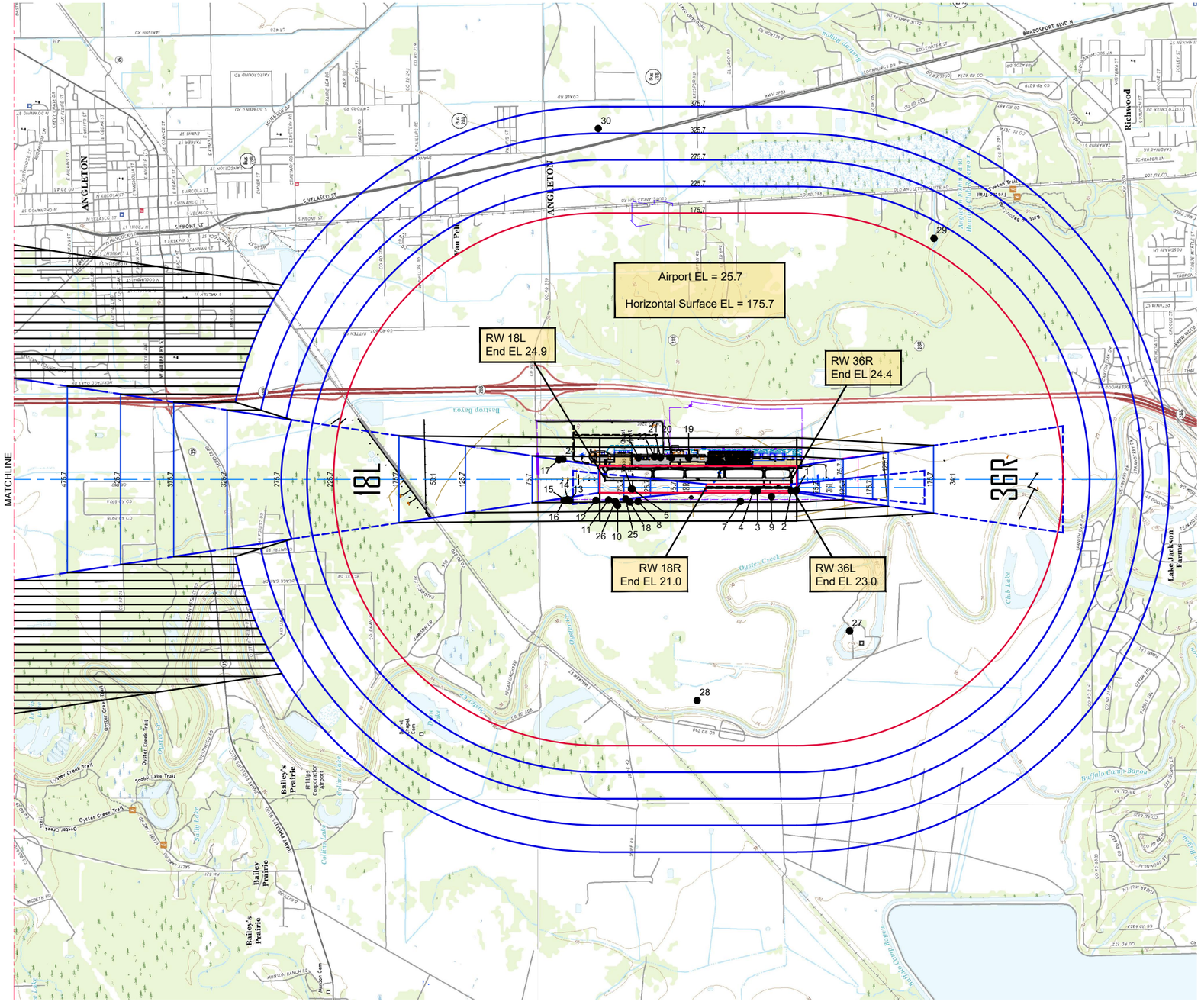
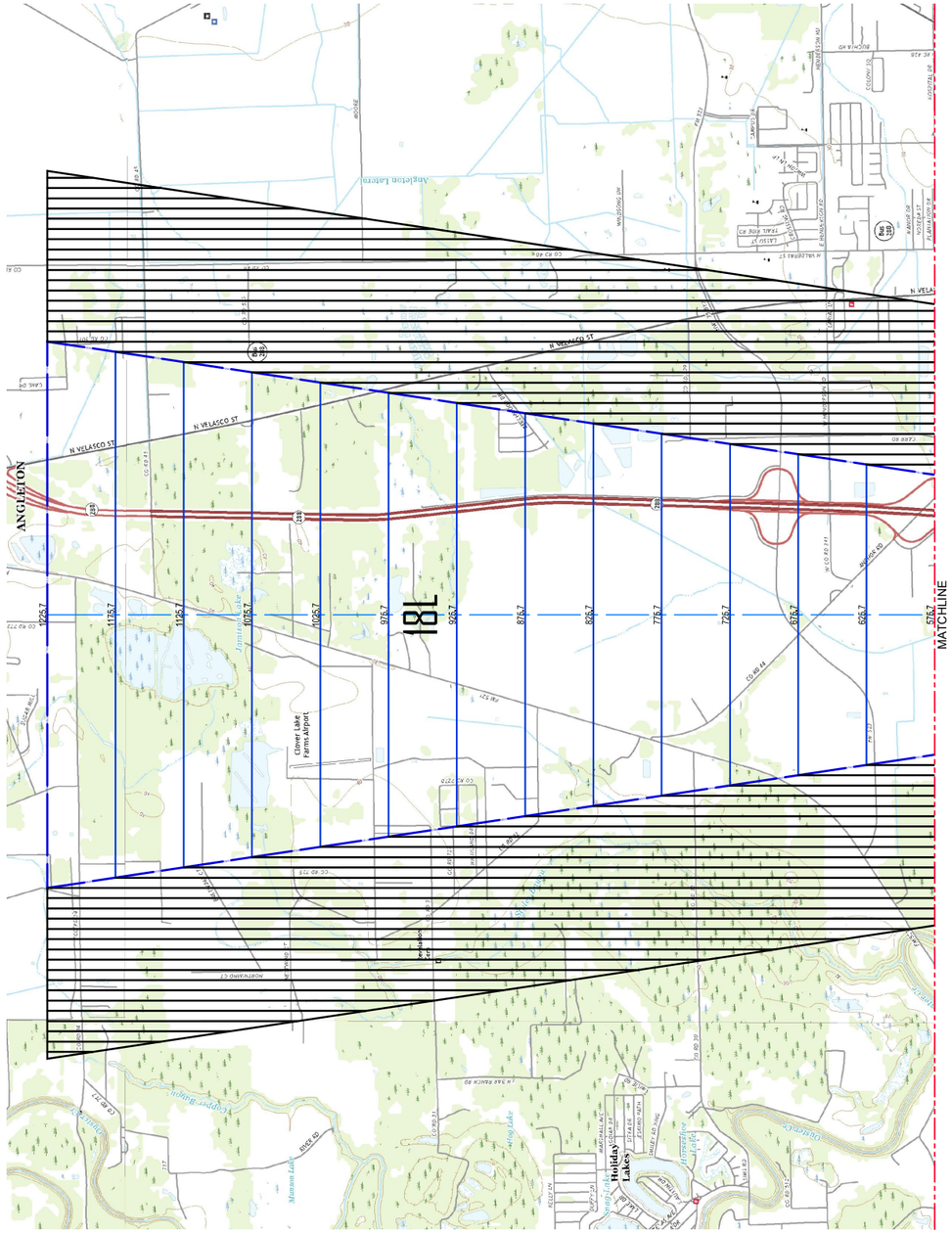
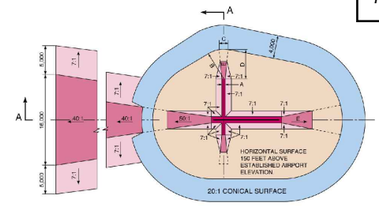
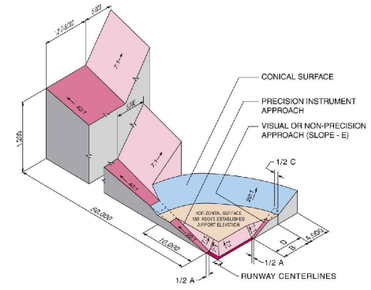

Airport EL = 25.7
Horizontal Surface EL = 175.7
RW 18L
End EL 24.9
RW 36R
End EL 24.4
RW 18R
End EL 21.0
RW 36L
End EL 23.0
18L
36R
MATCHLINE
ANGLETON
Richwood
Bastrop Bayou
Oyster Creek
Oyster Creek Trail
Scaly Lake Trail
Bailey's Prairie
Jones Creek
Buffalo Camp Bayou
Lake Jackson Farms
Van Perry
Hillcrest Cemetery
Jackson Cem
Hillcrest Corporation Airport
BRAZOSPORT BLVD N
E VELASCO ST
S FRONT ST
OLD ANGLETON RD
COLEMAN RD
MUNSON RANCH RD
MCBETH RD
Club Lake
Calcasieu Lake
Jones Creek Trail
Brazoria County Historical Museum
Brazoria County Veterans Memorial
Brazoria County Courthouse Annex
Brazoria County Courthouse
Brazoria County Detention Facility
Brazoria County Sheriff's Office
Brazoria County Jail
Brazoria County Annex
Brazoria County Fairgrounds
Brazoria County Fairgrounds Arena
Brazoria County Fairgrounds Exhibit Hall
Brazoria County Fairgrounds Livestock Arena
Brazoria County Fairgrounds Livestock Barn
Brazoria County Fairgrounds Livestock Pavilion
Brazoria County Fairgrounds Livestock Stalls
Brazoria County Fairgrounds Livestock Stalls
Brazoria County Fairgrounds Livestock Stalls





DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY			PRECISION INSTRUMENT RUNWAY
		A	B	A	B C	B D	
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INNER END	250	500	500	500	1,000	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH			PRECISION INSTRUMENT APPROACH
		A	B	A	B C	B D	
C	APPROACH SURFACE WIDTH AT END	1,250	1,500	2,000	3,500	4,000	16,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	*
E	APPROACH SLOPE	20:1	20:1	20:1	34:1	34:1	*

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
* - PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET



ISOMETRIC VIEW OF SECTION A-A

SOURCE: FAA Order JO 7400.2J, Figure 6-3-3

Magnetic Declination
2° 19' East ± 0°21'
Annual Rate of Change
0° 7' West
(Source: NOAA, NCEI, July 15, 2020

0 2000 4000
SCALE IN FEET

GENERAL NOTES:

1. HEIGHT RESTRICTION ZONING FOR TEXAS GULF COAST REGIONAL AIRPORT IS CONTROLLED BY LAKE JACKSON THROUGH EXTRATERRITORIAL JURISDICTION (ETJ). ORDINANCE NUMBERS 259 DATED JULY 17, 1961, AMENDED MARCH 4, 1985 BY ORDINANCE NUMBER 85-969 ESTABLISH THAT NO STRUCTURE SHALL BE BUILT WITH A HEIGHT OF MORE THAN ONE HUNDRED FORTY FEET WITHIN TEN THOUSAND FEET OF THE CENTER OF AN AIRPORT. NO STRUCTURE SHALL BE BUILT WITH A HEIGHT OF MORE THAN ONE HUNDRED FEET WITHIN THREE MILES OF EITHER END OF AND IN LINE WITH ANY RUNWAY OF AN AIRPORT.
2. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
3. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
4. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH OBSTRUCTION DETAILS.
5. THE FOLLOWING USGS 7.5 QUAD MAPS OF THE STATE OF TEXAS WERE APPLIED AS BACKGROUND: ANGLETON, BRAZORIA, EAST COLUMBIA, LAKE JACKSON, OTEY, AND ROSHARON.

NO.	REVISIONS	DATE	BY	APP'D.

"THE PREPARATION OF THESE DOCUMENTS WAS FINANCED IN PART THROUGH A GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 505 OF THE AIRPORT AND AIRWAY IMPROVEMENT ACT OF 1982, AS AMENDED. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED HEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS."

TEXAS GULF COAST REGIONAL AIRPORT (LBX)

AIRPORT AIRSPACE DRAWING II

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 5 OF 17

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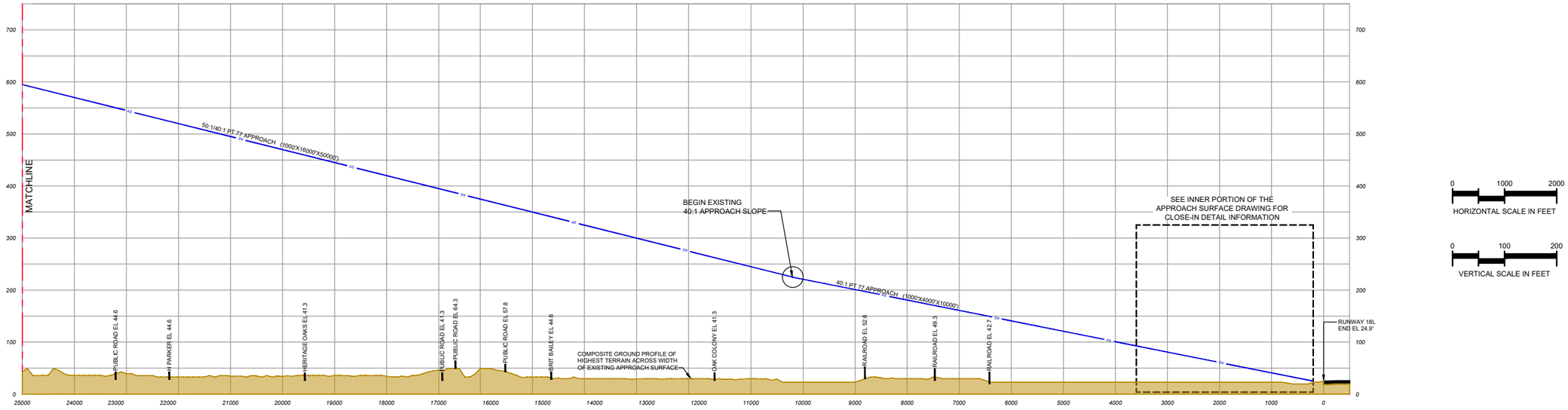
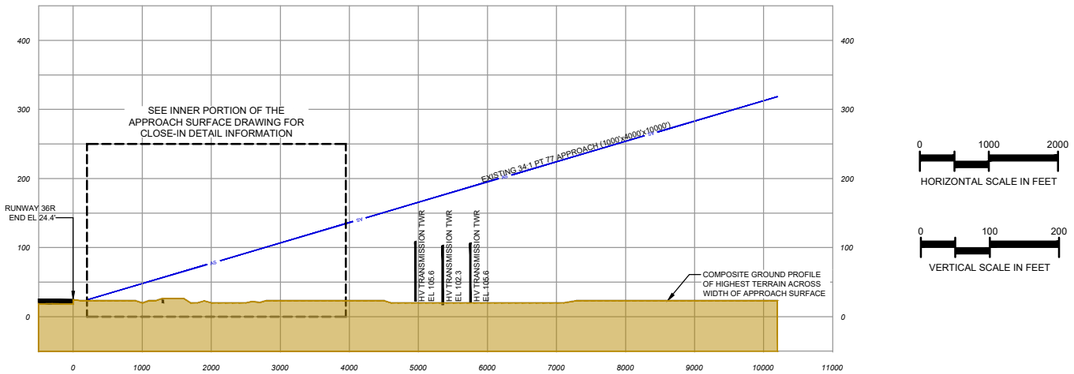


RUNWAY 18L PROFILE

RUNWAY 18L PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Elevation (msl)	PT 77 50:1/40:1 Approach Penetration	Proposed Dispostion
	NONE			

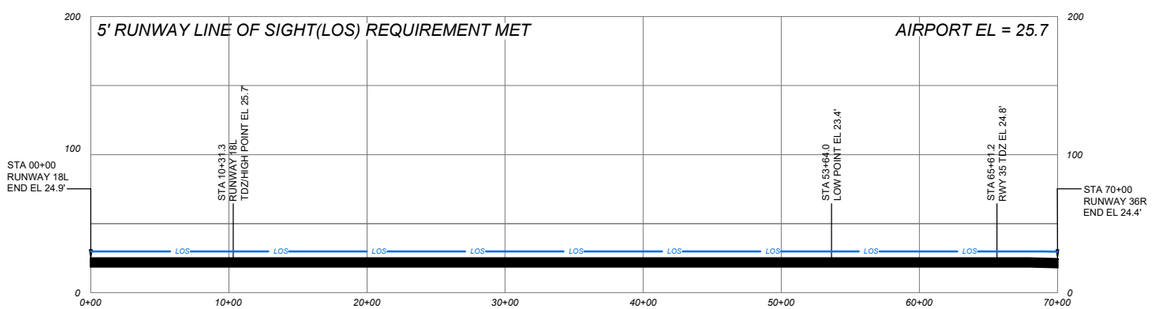
RUNWAY 36R PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Elevation (msl)	PT 77 34:1 Approach Penetration	Proposed Dispostion
	NONE			



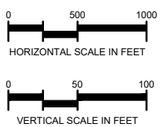
RUNWAY 36R PROFILE

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
4. ALL ELEVATIONS IN MSL FEET.



RUNWAY 18L-36R PROFILE



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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 18L-36R AIRPORT
AIRSPACE PROFILE DRAWING I

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 6 OF 17

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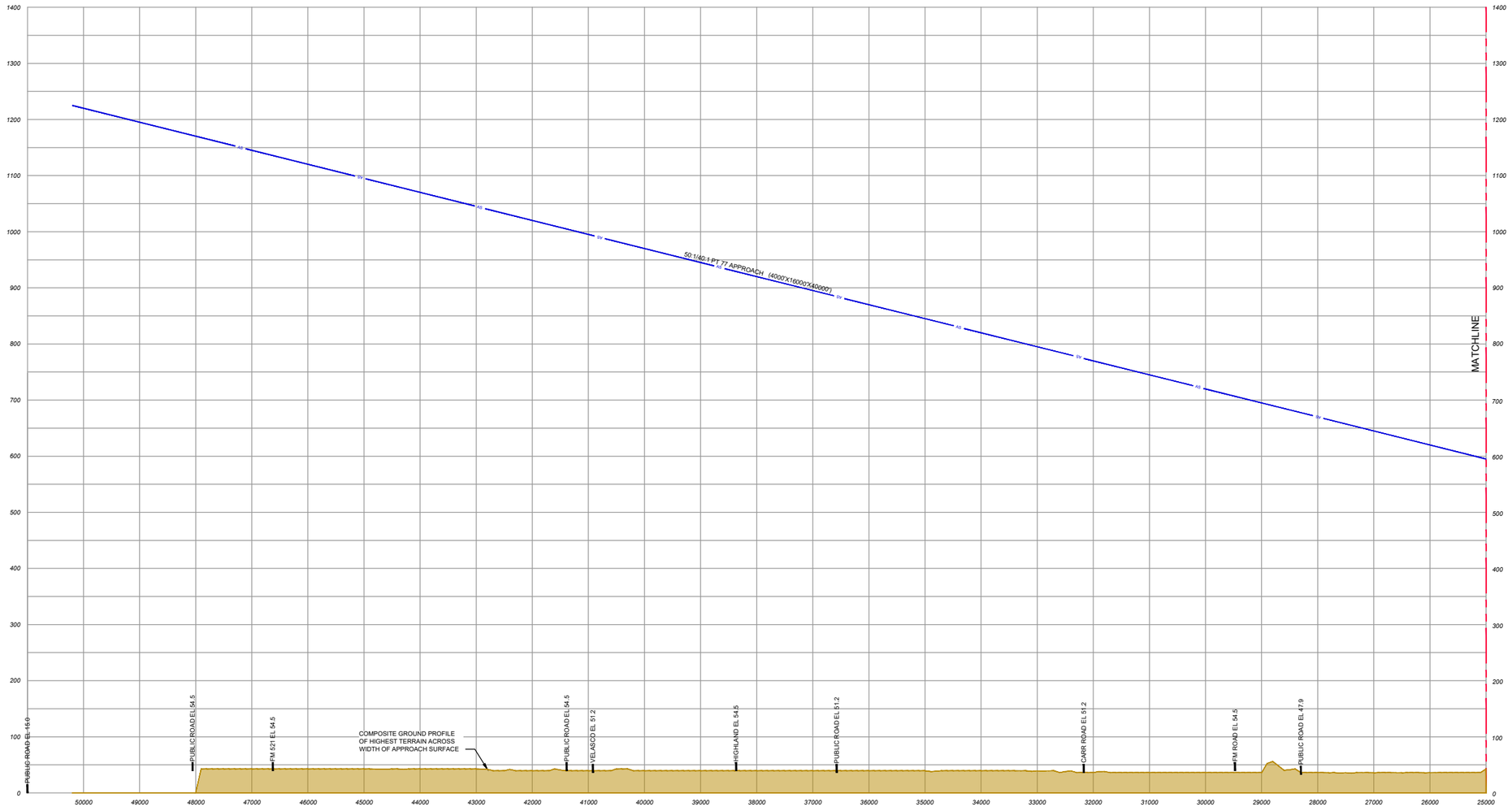

RUNWAY 18L PROFILE

0 1000 2000
HORIZONTAL SCALE IN FEET

0 100 200
VERTICAL SCALE IN FEET

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
3. SEE INNER PORTION OF THE APPROACH SURFACE DRAWINGS FOR CLOSE-IN APPROACH DETAILS.
4. ALL ELEVATIONS IN MSL FEET.

NO.	REVISIONS	DATE	BY	APP'D

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 18L AIRPORT AIRSPACE PROFILE DRAWING II

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 7 OF 17

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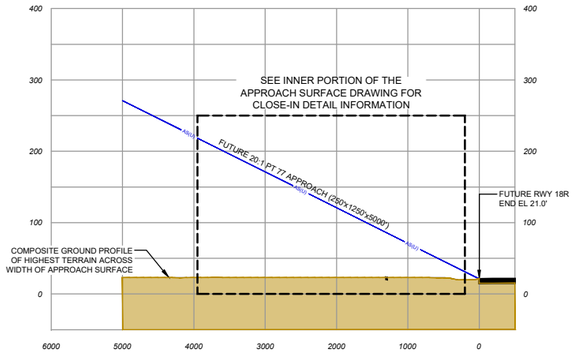
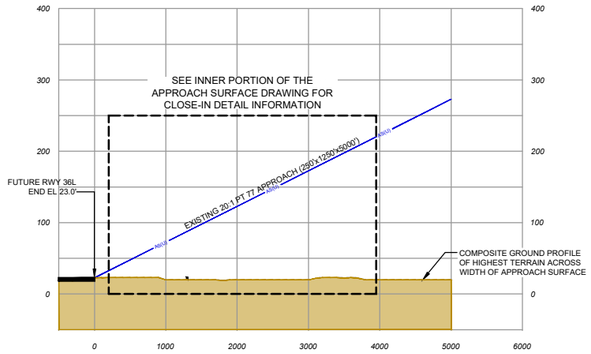
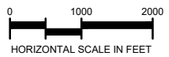
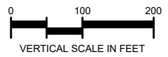


RUNWAY 18R PROFILE



RUNWAY 36L PROFILE





RUNWAY 18R PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Elevation (msl)	PT 77 20:1 Approach Penetration	Proposed Dispostion
	NONE			

RUNWAY 36L PT 77 APPROACH OBSTRUCTION TABLE				
No.	Description	Elevation (msl)	PT 77 20:1 Approach Penetration	Proposed Dispostion
	SEE INNER PORTION O THE APPROACH SURFACE DRAWING FOR CLOSE-IN DETAIL INFORMATION			

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
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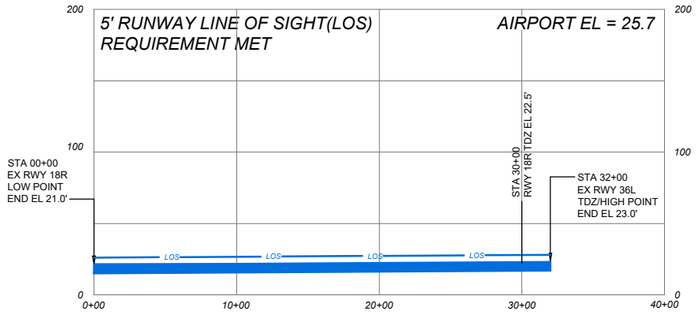
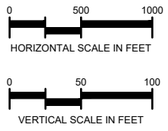


RUNWAY 17-35 PROFILE



NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 18R-36L AIRPORT AIRSPACE PROFILE DRAWING

ANGLETON/LAKE JACKSON, TEXAS

DRAFT

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann

April 2021

SHEET 8 OF 17

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www.coffmanassociates.com

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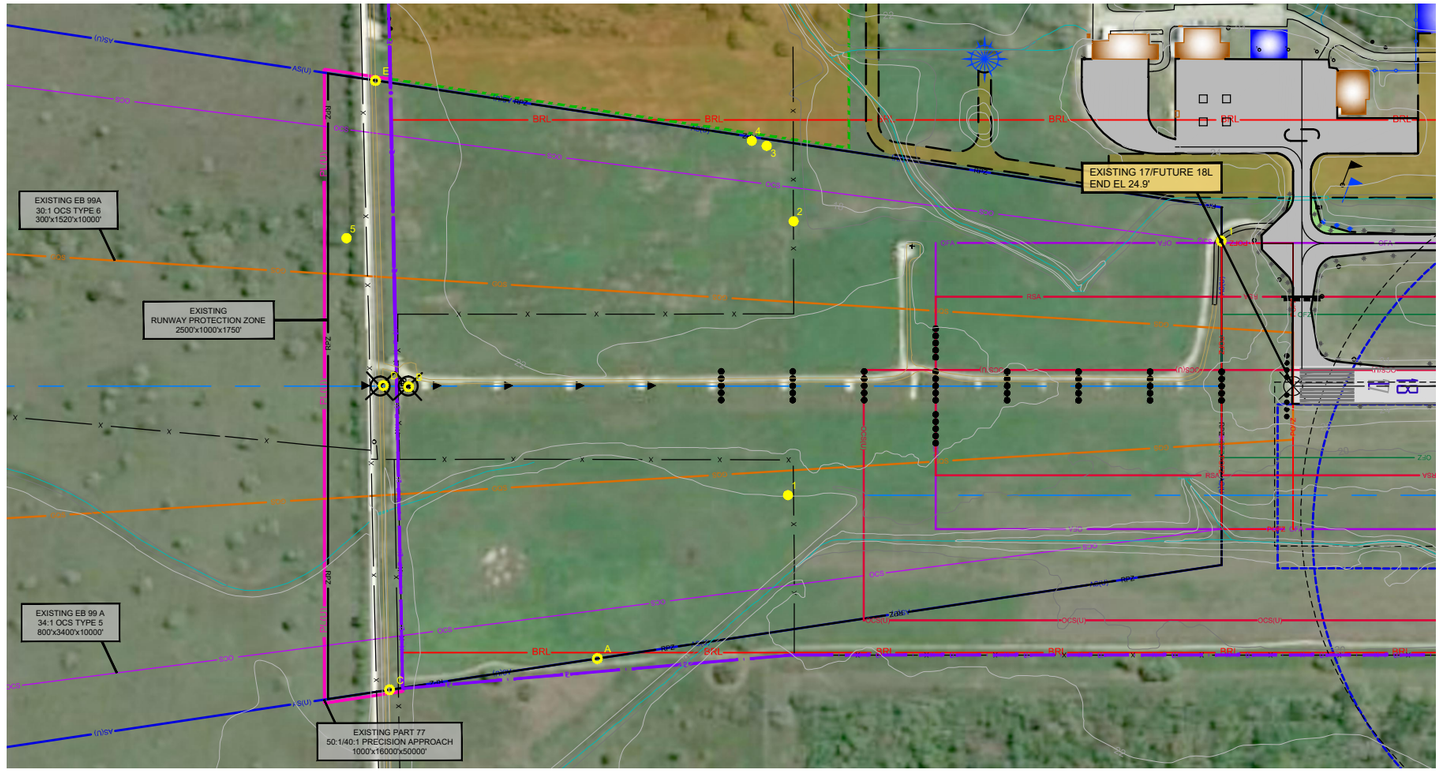
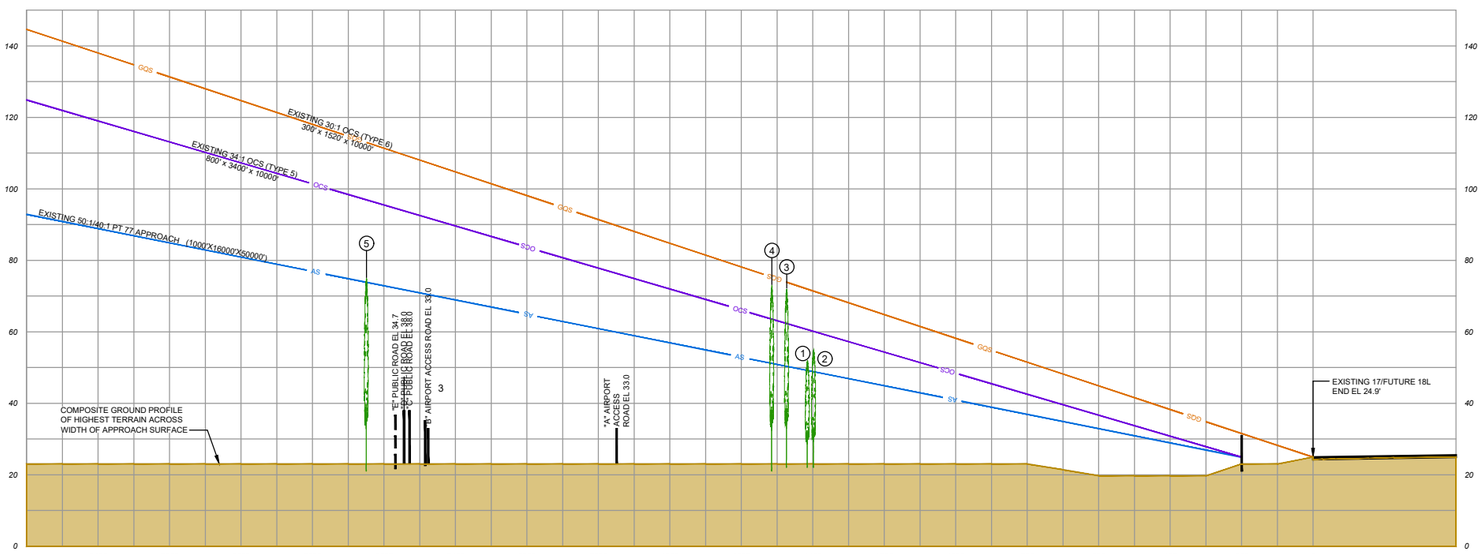


OBSTRUCTION ANALYSIS WAS DETERMINED USING BASEMAPPING PROVIDED BY TXDOT. A NEW OBSTRUCTION SURVEY WAS NOT CONDUCTED FOR THIS PROJECT. THERE MAY BE OBSTACLES NOT ACCOUNTED FOR DUE TO THE AGE OF THE SURVEY. BEST AVAILABLE INFORMATION WAS USED ACCORDING TO THE CONTRACT SCOPE.



RUNWAY 18L PROFILE

Runway 18L Obstruction Table

ID	Feature	Feature ID	Elevation (ft. msl.)	Above Ground Level (ft.)	Penetration Value (ft.) 50:1 Approach Surface	34:1 OCS #5	30:1 OCS #6	Rem
1	Tree	48-043828	52.00	Unavailable	2.83	N/A	N/A	Remove
2	Tree	48-043827	55.00	Unavailable	6.15	N/A	N/A	Remove
3	Tree	48-045933	72.00	Unavailable	21.64	N/A	N/A	Remove
4	Tree	48-043829	73.00	Unavailable	21.81	N/A	N/A	Remove
5	Tree	48-043831	75.00	Unavailable	1.12	N/A	N/A	Remove

Triggering Event: ALP Update

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. SAMPLED POINTS IDENTIFIED FROM SURVEY PROVIDED BY GEODETIX, SAN ANTONIO, TX. DATED MAY 8, 2009.
3. ALL ELEVATIONS IN MSL FEET.

Magnetic Declination
11° 08' East ± 0°21'
Annual Rate of Change
0° 6' West
(Source: NOAA, NCEI, June 5, 2020

0 200 400
HORIZONTAL SCALE IN FEET

0 20 40
VERTICAL SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 18L INNER PORTION OF THE APPROACH SURFACE DRAWING

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 9 OF 17

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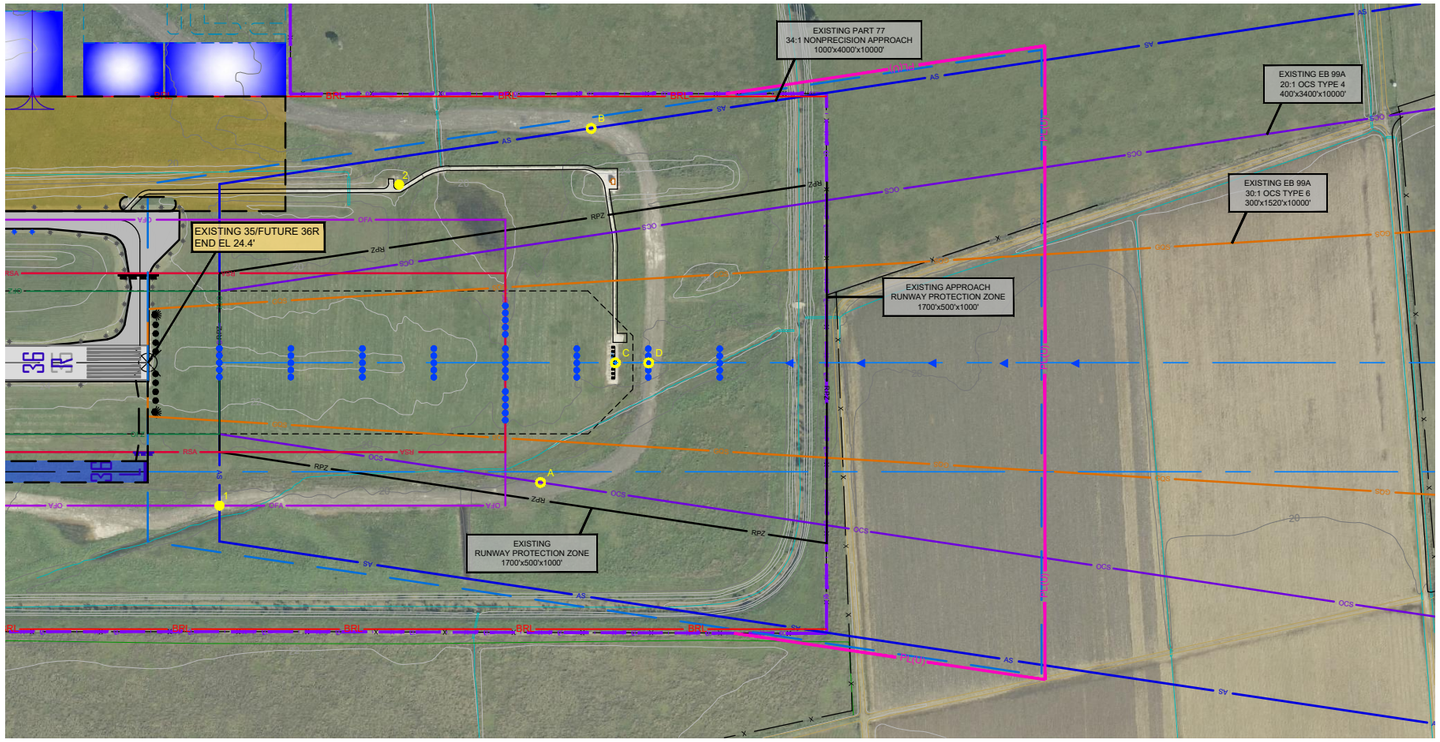
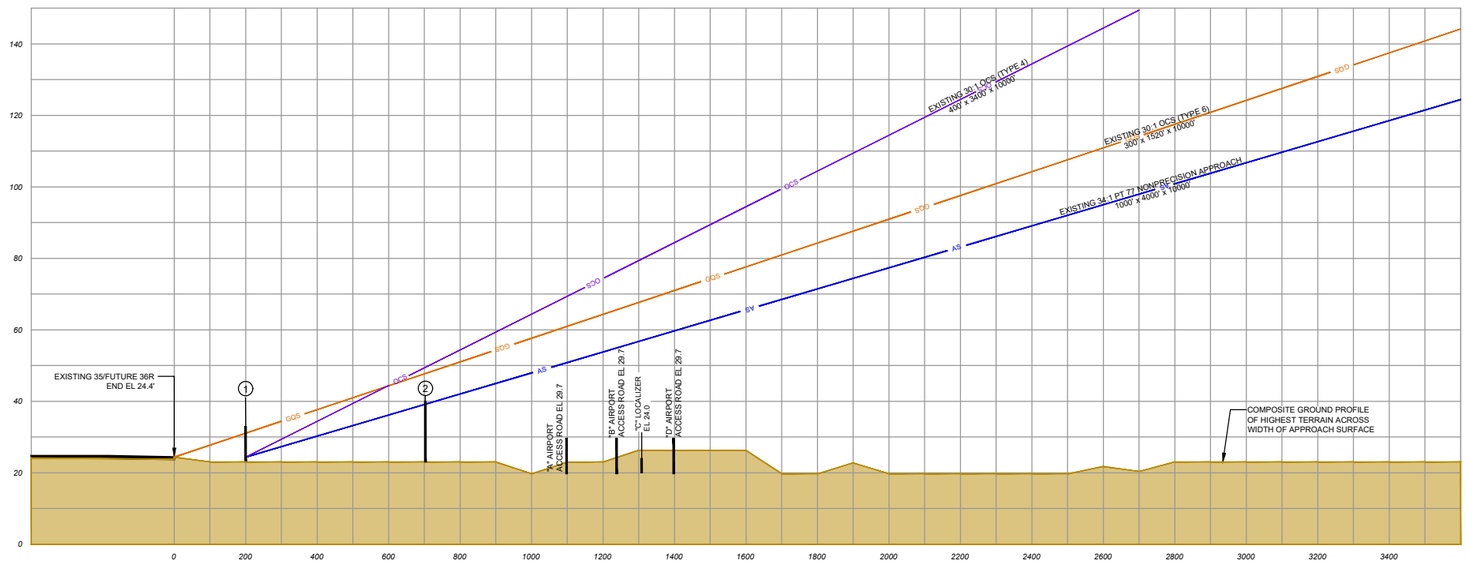


Runway 36R Obstruction Table							
ID	Feature	Feature ID	Elevation (ft. msl.)	Above Ground Level (ft.)	Penetration Value (ft.)		Remediation
					34:1 Approach Surface	20:1 OCS #4	30:1 OCS #6	
1	Airport Access Road		33.02	10.00	8.62	N/A	N/A	To Remain - Airport Controlled Road
2	Equipment Shed	48-029321	40.00	18.00	0.81	N/A	N/A	To Remain - Navaid Equipment
Triggering Event: ALP Update								

OBSTRUCTION ANALYSIS WAS DETERMINED USING BASEMAPPING PROVIDED BY TXDOT. A NEW OBSTRUCTION SURVEY WAS NOT CONDUCTED FOR THIS PROJECT. THERE MAY BE OBSTACLES NOT ACCOUNTED FOR DUE TO THE AGE OF THE SURVEY. BEST AVAILABLE INFORMATION WAS USED ACCORDING TO THE CONTRACT SCOPE.

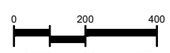


RUNWAY 36R PROFILE

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. SAMPLED POINTS IDENTIFIED FROM SURVEY PROVIDED BY GEODETIX, INC, SAN ANTONIO, TX. DATED MAY 8, 2009.
3. ALL ELEVATIONS IN MSL FEET.

Magnetic Declination
2° 19' East ± 0°21'
Annual Rate of Change
0° 7' West
(Source: NOAA, NCEI, July 15, 2020



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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 36R INNER PORTION OF THE APPROACH SURFACE DRAWING

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 10 OF 17

DRAFT

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Airport Consultants
www.coffmanassociates.com

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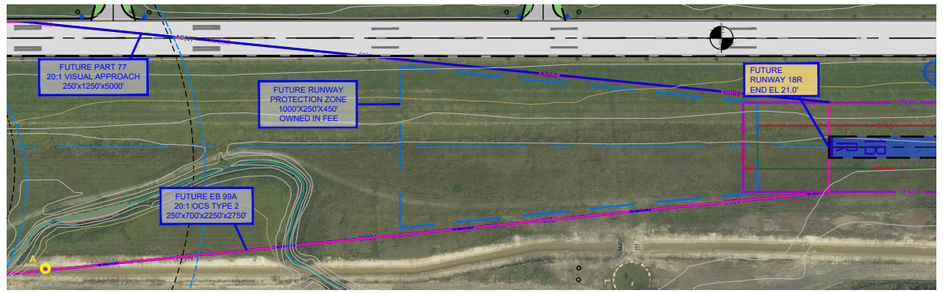
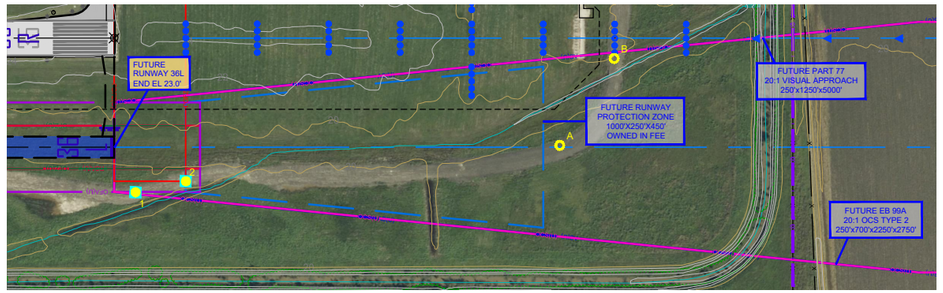
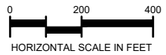
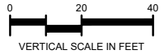
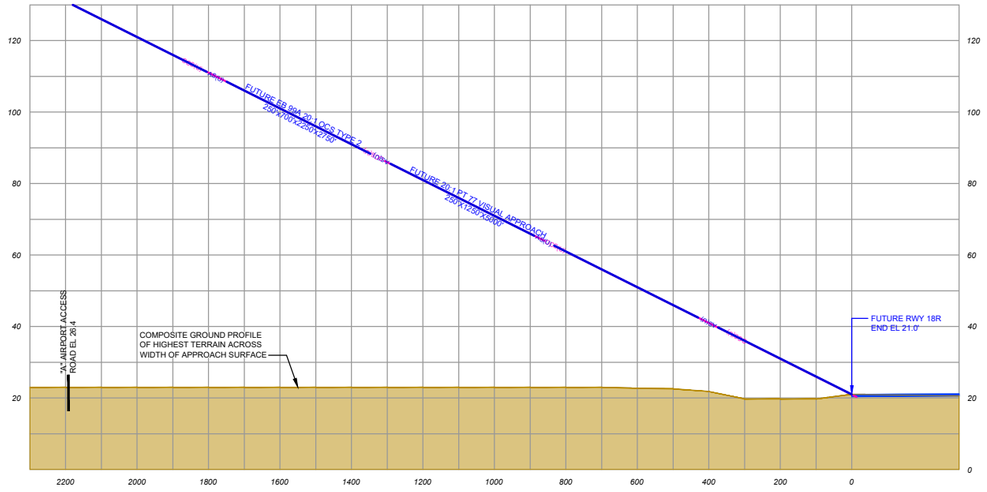




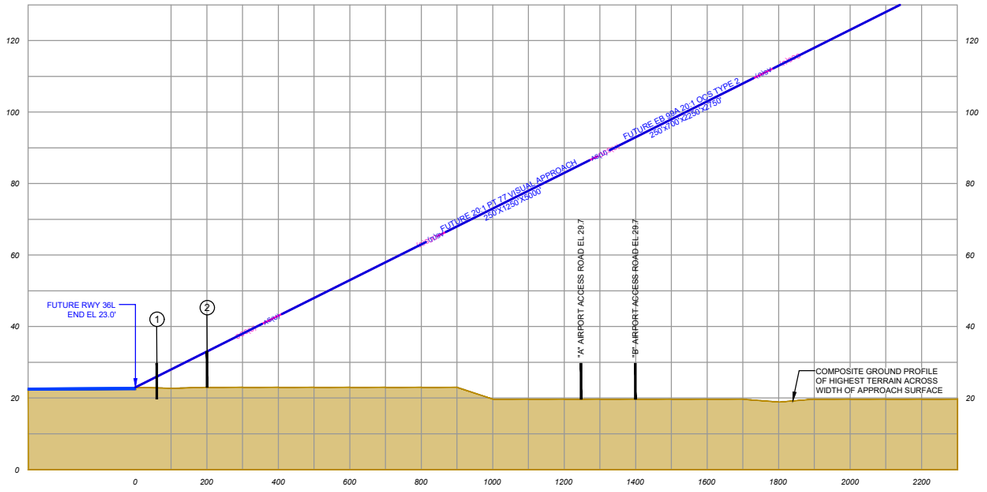
Magnetic Declination
11° 08' East ± 0°21'
Annual Rate of Change
0° 6' West
(Source: NOAA, NCEI, June 5, 2020







RUNWAY 18R PROFILE



RUNWAY 36L PROFILE

Runway 18R Obstruction Table						
ID	Feature	Elevation (ft. msl.)	Above Ground Level (ft.)	Penetration Value (ft.)		Remediation
				20:1 Approach Surface	20:1 OCS #2	
No Obstructions						
Triggering Event: ALP Update						

Runway 36L Obstruction Table						
ID	Feature	Elevation (ft. msl.)	Above Ground Level (ft.)	Penetration Value (ft.)		Remediation
				20:1 Approach Surface	20:1 OCS #2	
1	Airport Access Road	29.73	10.00	3.76	3.76	To Remain - Airport Controlled Road
2	Airport Access Road	33.02	10.00	0.02	0.02	To Remain - Airport Controlled Road
Triggering Event: ALP Update						

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 18R-36L INNER PORTION OF THE APPROACH SURFACE DRAWING

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: T.Kahmann

April 2021

SHEET 11 OF 17

DRAFT

Coffman Associates
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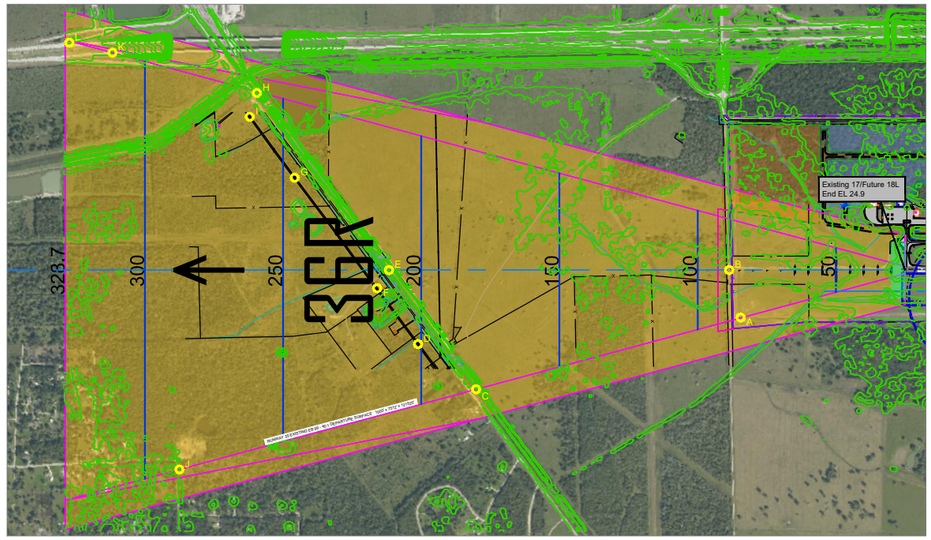

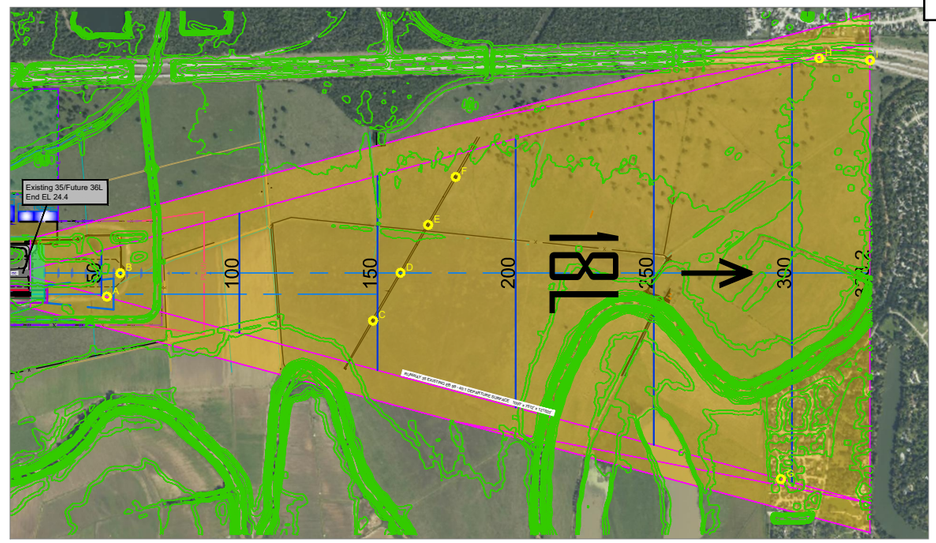

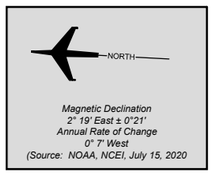

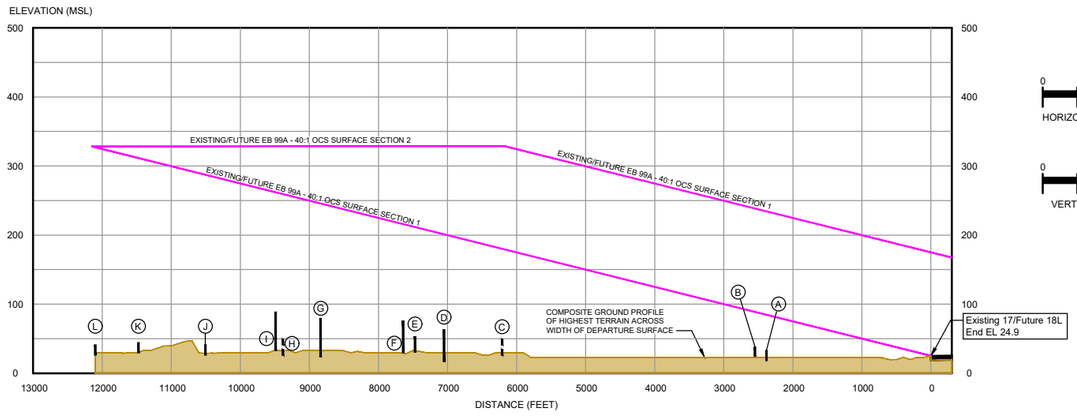

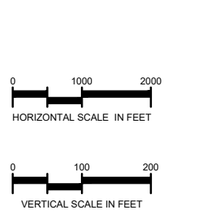

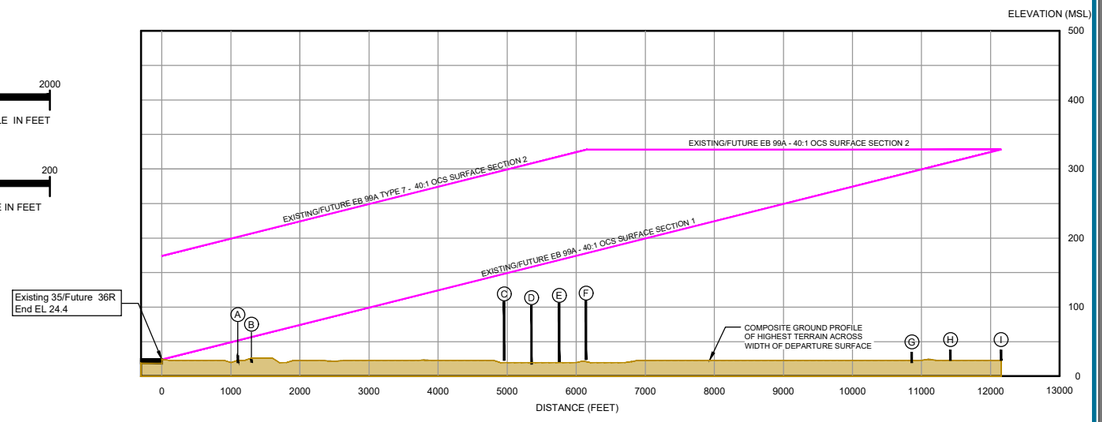

Runway 18L End Departure Surface Obstructions					
ID	Feature	Elevation (ft. msl.)	Above Ground Level (ft.)	Penetration Value (ft.)	Remediation
No Obstructions					

Runway 18L End Traverseway Points			
ID	Description	Elevation (ft. msl.)	Clearance (ft)
A	AIRPORT ACCESS ROAD	33.00	51.38
B	PUBLIC ROAD	38.02	50.75
C	RAILROAD	49.31	130.91
D	POWER POLE	63.00	137.00
E	RAILROAD	53.20	162.53
F	POWER POLE	75.90	139.98
G	POWER POLE	79.40	166.30
H	RAILROAD	49.31	210.20
I	POWER POLE	88.60	173.44
J	LIVE OAK ROAD	41.30	246.21
K	PUBLIC ROAD	44.60	267.18
L	PUBLIC ROAD	41.31	286.12

Runway 36R End Departure Surface Obstructions					
ID	Feature	Elevation (ft. msl.)	Above Ground Level (ft.)	Penetration Value (ft.)	Remediation
No Obstructions					

Runway 36R End Traverseway Points			
ID	Description	Elevation (ft. msl.)	Clearance (ft)
A	PRIVATE ROAD	29.70	22.13
B	LOCALIZER	24.00	32.74
C	TRANSMISSION TOWER	107.70	41.87
D	TRANSMISSION TOWER	102.30	55.98
E	TRANSMISSION TOWER	105.60	63.38
F	TRANSMISSION TOWER	109.00	69.99
G	SPANISH OAK	34.70	261.37
H	ROUTE 288	38.00	271.82
I	ROUTE 288	38.02	290.18

GENERAL NOTES:

1. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88
2. SAMPLED POINTS REPRESENT THOSE CAUSING THE MOST ADVERSE CLIMB GRADIENT, CLIMB-TO-ALTITUDE, AND/OR CEILING AND VISIBILITY.
3. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
4. SUPPLEMENTAL ELEVATION DATA BEYOND THE LIMITS OF THE SURVEY, FROM THE USGS, 1/9 ARC SECOND NED PUBLISHED 02/2013.
5. ALL ELEVATIONS IN MSL FEET.

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

RUNWAY 18L-36R
DEPARTURE SURFACE DRAWING

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 10 OF 17

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www.coffmanassociates.com

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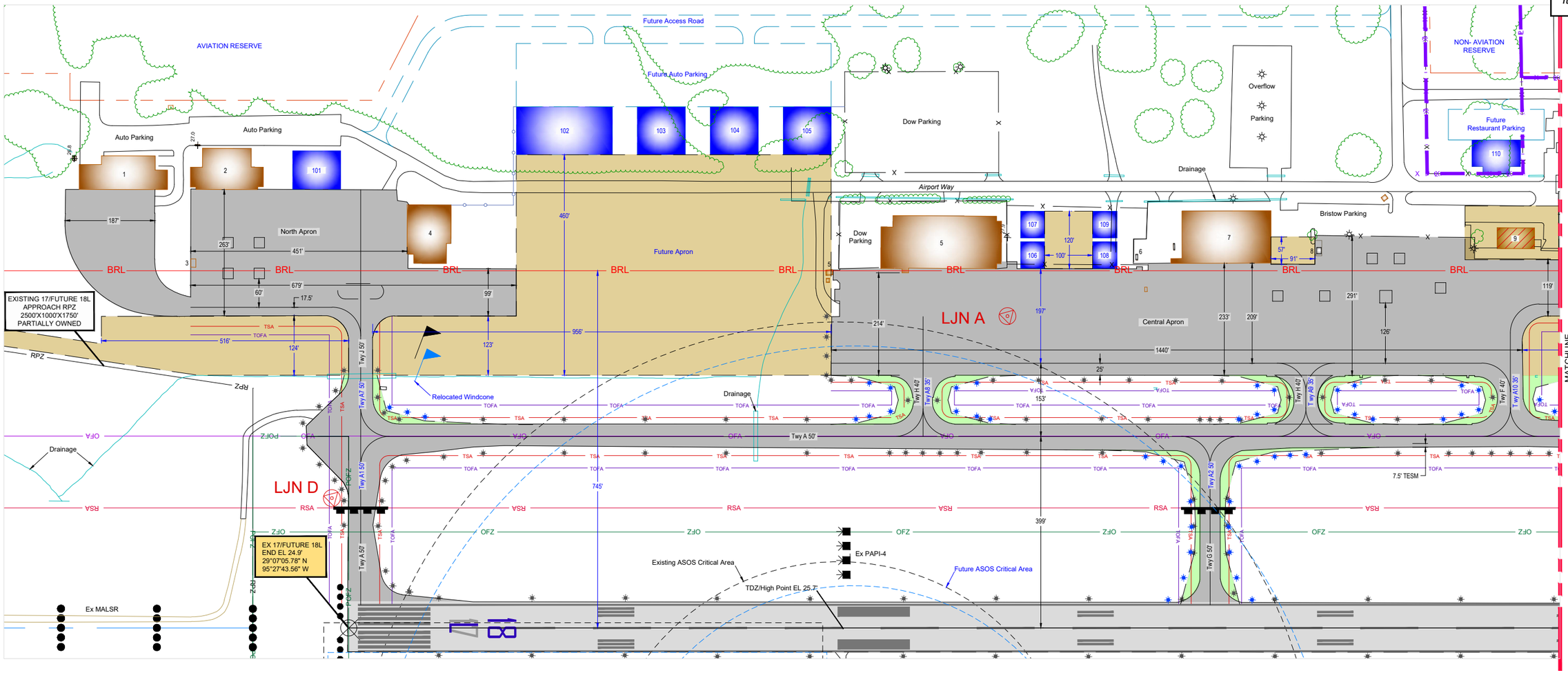

EXISTING AIRPORT FACILITES		
#	Facility Name	Top Elevation ft. msl
1	CONVENTIONAL HANGAR	61.2
2	CONVENTIONAL HANGAR	53.7
3	FUEL FACILITY	32.0*
4	CONVENTIONAL HANGAR	50.5
5	CONVENTIONAL HANGAR	61.4
6	FUEL FACILITY	28.3*
7	CONVENTIONAL HANGAR	55.8
8	FUEL FACILITY	32.0*
9	RESTAURANT (TBR)	61.4

*Top elevation estimated based off common structure height

ULTIMATE AIRPORT FACILITIES		
#	Facility Name	Top Elevation ft. agl*
101	Conventional Hangar	32.0
102	Conventional Hangar	32.0
103	Conventional Hangar	32.0
104	Conventional Hangar	32.0
105	Conventional Hangar	32.0
106	Box Hangar	30.0
107	Box Hangar	30.0
108	Box Hangar	30.0
109	Box Hangar	30.0
110	Restaurant	32.0

*Top elevation estimated based off common structure

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
3. OTHER DATA SOURCES CONSULTED INCLUDE THE FAA DATA SHEET http://webdatasheet.faa.gov/, U.S. TERMINAL PROCEDURES, AIRPORT MASTER RECORD FORM 5010, AND THE FAA AIRPORT FACILITY DIRECTORY.
4. THE TAXIWAY EDGE SAFETY MARGIN (TESM) FOR EXISTING 17-35/FUTURE 18L-36R IS 7.5'.
5. NO ATCT LINE OF SIGHT/SHADOW STUDY (FAA ORDER 6480.4) WAS CONDUCTED FOR THIS ALP.

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
		SECTION CORNERS
	N/A	AIRPORT REFERENCE POINT (ARP)
	N/A	AIRPORT BEACON
		AWOS-3
BRL	BRL	BUILDING RESTRICTION LINE (25')
		NAVAID CRITICAL AREA
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE
		FENCE LINE
		HOLD MARKING
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
		APRON PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(S)	OBJECT FREE AREA
RSA	RSA(S)	RUNWAY SAFETY AREA
OFZ	OFZ(S)	OBSTACLE FREE ZONE
	N/A	PRECISION OBSTACLE FREE ZONE
RPZ		RUNWAY PROTECTION ZONE
TOFA	TOFA(S)	TAXIWAY OBJECT FREE AREA
TSA	TSA(S)	TAXIWAY/TAXILANE SAFETY AREA
		TIE-DOWNS
		PAPI
		RUNWAY END IDENTIFIER LIGHTS (REIL)
	SAME	TREELINE
400	400	TOPOGRAPHIC CONTOURS

Magnetic Declination
2° 19' East ± 0°21'
Annual Rate of Change
0° 7' West
(Source: NOAA, NCEI, July 15, 2020

0 100 200
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

TERMINAL AREA DRAWING I - NORTH

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 13 OF 17

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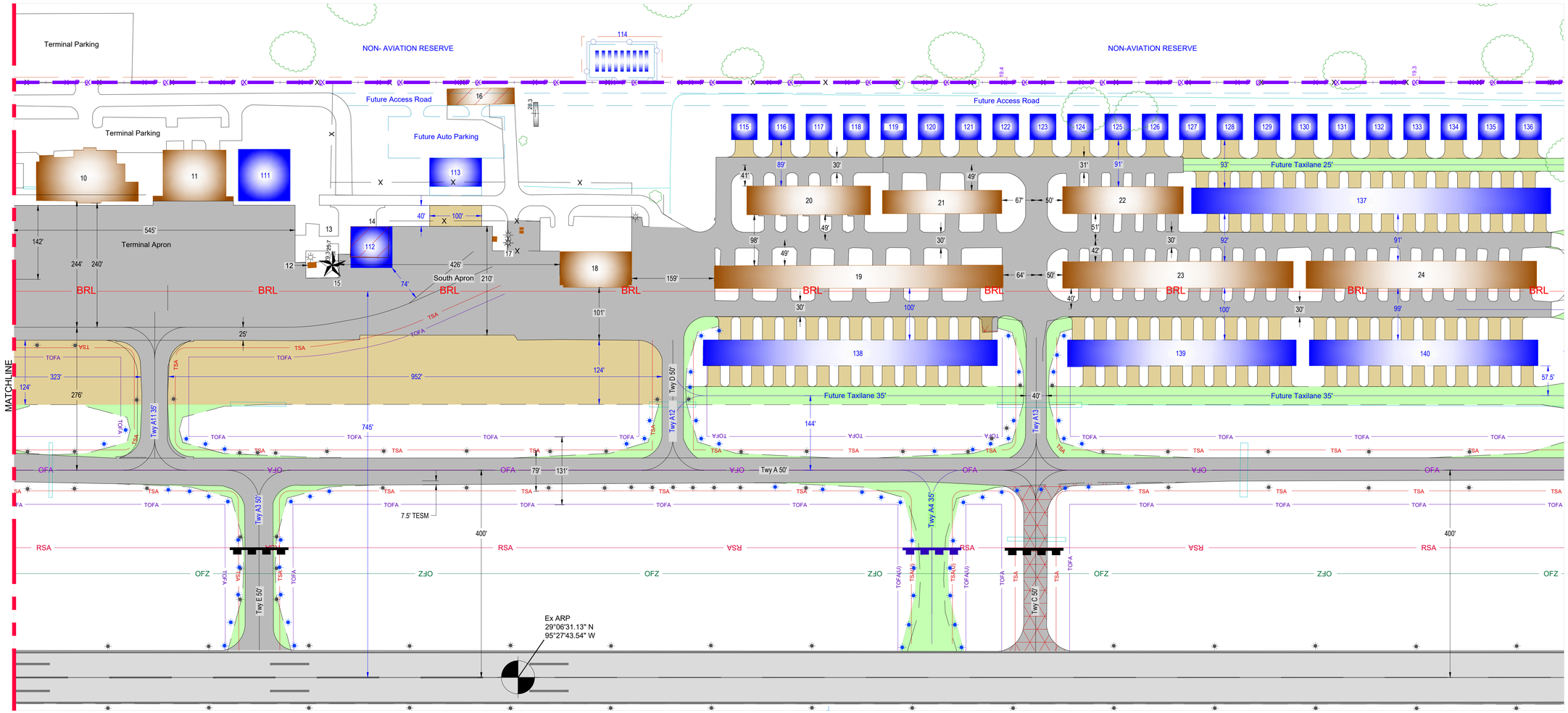

#	Facility Name	Top Elevation ft. agl*
111	Conventional Hangar	36.0
112	Conventional Hangar	36.0
113	ARFF	30.0
114	Consolidated Fuel Farm	15.0
115	Box Hangar	30.0
116	Box Hangar	30.0
117	Box Hangar	30.0
118	Box Hangar	30.0
119	Box Hangar	30.0
120	Box Hangar	30.0
121	Box Hangar	30.0
122	Box Hangar	30.0
123	Box Hangar	30.0
124	Box Hangar	30.0
125	Box Hangar	30.0
126	Box Hangar	30.0
127	Box Hangar	30.0
128	Box Hangar	30.0
129	Box Hangar	30.0
130	Box Hangar	30.0
131	Box Hangar	30.0
132	Box Hangar	30.0
133	Box Hangar	30.0
134	Box Hangar	30.0
135	Box Hangar	30.0
136	Box Hangar	30.0
137	T-Hangar	17.0
138	T-Hangar	17.0
139	T-Hangar	17.0
140	T-Hangar	17.0

#	Facility Name	Top Elevation ft. msl
10	TERMINAL BUILDING	61.4
11	CONVENTIONAL HANGAR	47.7
12	ELECTRICAL VAULT	9.9
13	ADS-B STATION	Unknown
14	ARFF (TBR)	45.3
15	AIRPORT BEACON	79.3
16	AIRPORT MAINTENANCE (TBR)	34.3
17	FUEL FACILITY	29.1
18	CONVENTIONAL HANGAR	44.4
19	14 UNIT T-HANGAR	38.5
20	10 UNIT T-HANGAR	41.2
21	6 UNIT T-HANGAR	39.4
22	10 UNIT T-HANGAR	36.5
23	20 UNIT T-HANGAR	36.1
24	20 UNIT T-HANGAR	36.6

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
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4. THE TAXIWAY EDGE SAFETY MARGIN (TESM) FOR EXISTING 17-35/FUTURE 18L-36R IS 7.5'.
5. NO ATCT LINE OF SIGHT/SHADOW STUDY (FAA ORDER 6480.4) WAS CONDUCTED FOR THIS ALP.

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
		SECTION CORNERS
	N/A	AIRPORT REFERENCE POINT (ARP)
	N/A	AIRPORT BEACON
		AWOS-3
BRL		BUILDING RESTRICTION LINE (25')
		NAVAID CRITICAL AREA
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE
		FENCE LINE
		HOLD MARKING
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
		APRON PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(U)	OBJECT FREE AREA
RSA	RSA(U)	RUNWAY SAFETY AREA
OFZ	OFZ(U)	OBSTACLE FREE ZONE
	N/A	PRECISION OBSTACLE FREE ZONE
RPZ		RUNWAY PROTECTION ZONE
TOFA	TOFA(U)	TAXIWAY OBJECT FREE AREA
TSA	TSA(U)	TAXIWAY/TAXILANE SAFETY AREA
		TIE-DOWNS
		PAPI
		RUNWAY END IDENTIFIER LIGHTS (REIL)
	SAME	TREELINE
400	400	TOPOGRAPHIC CONTOURS

Magnetic Declination
2° 19' East ± 0°21'
Annual Rate of Change
0° 7' West
(Source: NOAA, NCEI, July 15, 2020

0 100 200
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

TERMINAL AREA DRAWING II

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY: E. Pfeifer
DETAILED BY: D. Przybycien
APPROVED BY: T.Kahmann

April 2021 SHEET 14 OF 17

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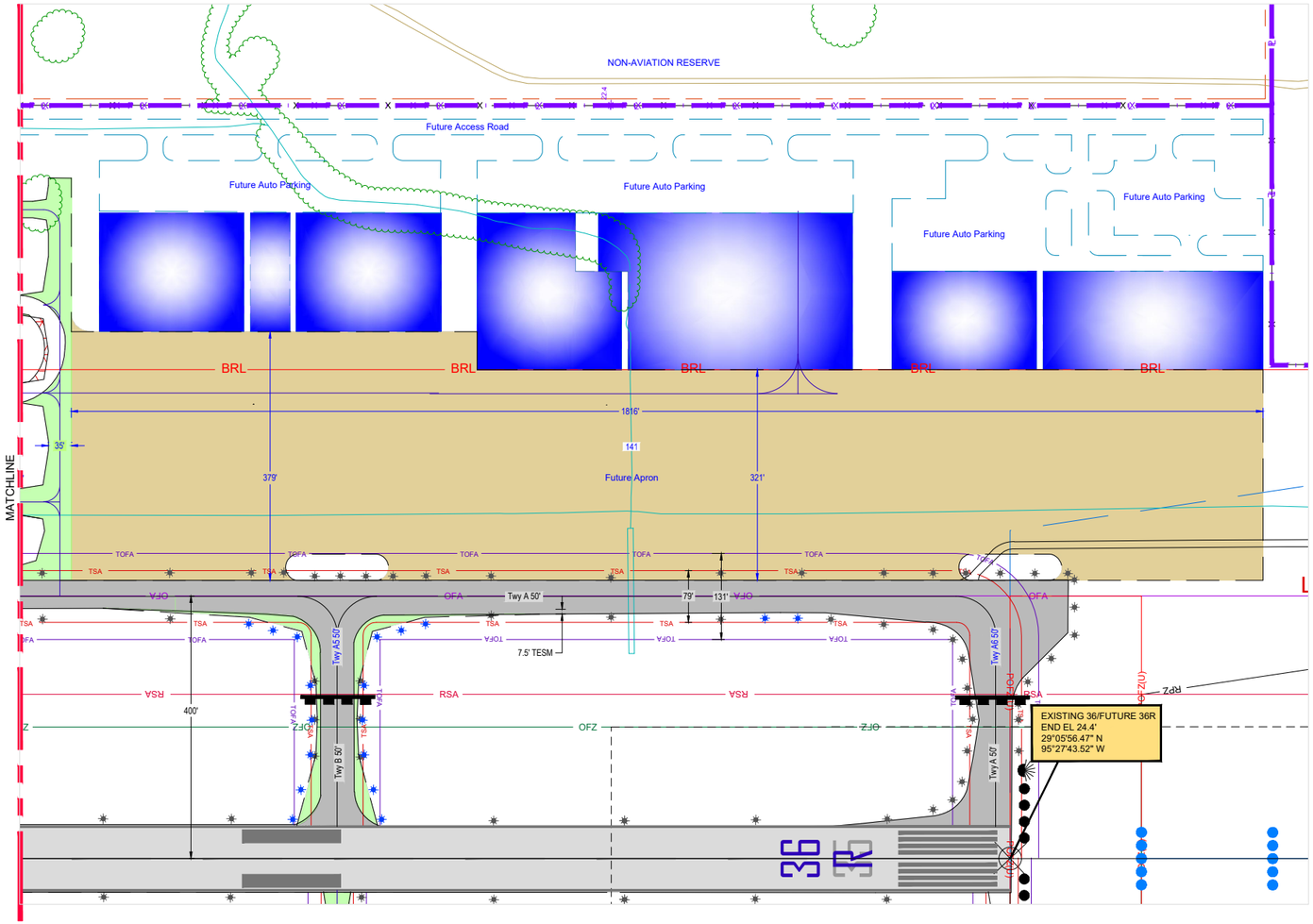

ULTIMATE AIRPORT FACILITIES		
#	Facility Name	Top Elevation ft. agl*
141	Aircraft Maintenance/Repair/Overhaul or Manufacturing Complex	36.0
*Top elevation estimated based off common structure		

GENERAL NOTES:

1. PLANIMETRIC DATA FROM GEODETIX, INC, SAN ANTONIO, TX DATED MAY 2009.
2. HORIZONTAL DATUM: NORTH AMERICAN DATUM 1983 - NAD83;
   VERTICAL DATUM: NORTH AMERICAN DATUM 1988 - NAVD88.
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4. THE TAXIWAY EDGE SAFETY MARGIN (TESM) FOR EXISTING 17-35/FUTURE 18L-36R IS 7.5'.
5. NO ATCT LINE OF SIGHT/SHADOW STUDY (FAA ORDER 6480.4) WAS CONDUCTED FOR THIS ALP.

LEGEND		
EXISTING	ULTIMATE	DESCRIPTION
	N/A	AIRPORT PROPERTY LINE
		SECTION CORNERS
	N/A	AIRPORT REFERENCE POINT (ARP)
	N/A	AIRPORT BEACON
		AWOS-3
BRL		BUILDING RESTRICTION LINE (25')
		NAVAID CRITICAL AREA
		STRUCTURES ON AIRPORT
		STRUCTURE OFF AIRPORT
N/A		ABANDON/REMOVE
		FENCE LINE
		HOLD MARKING
		RUNWAY PAVEMENT
		TAXIWAY PAVEMENT
		APRON PAVEMENT
DESIGNATION		SURVEY MONUMENT WITH IDENTIFIER
OFA	OFA(S)	OBJECT FREE AREA
RSA	RSA(S)	RUNWAY SAFETY AREA
OFZ	OFZ(S)	OBSTACLE FREE ZONE
	N/A	PRECISION OBSTACLE FREE ZONE
RPZ		RUNWAY PROTECTION ZONE
TOFA	TOFA(S)	TAXIWAY OBJECT FREE AREA
TSA	TSA(S)	TAXIWAY/TAXILANE SAFETY AREA
		TIE-DOWNS
		PAPI
		RUNWAY END IDENTIFIER LIGHTS (REIL)
	SAME	TREELINE
400	400	TOPOGRAPHIC CONTOURS

Magnetic Declination
2° 19' East ± 0°21'
Annual Rate of Change
0° 7' West
(Source: NOAA, NCEI, July 15, 2020

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SCALE IN FEET

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

TERMINAL AREA DRAWING III

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 15 OF 17

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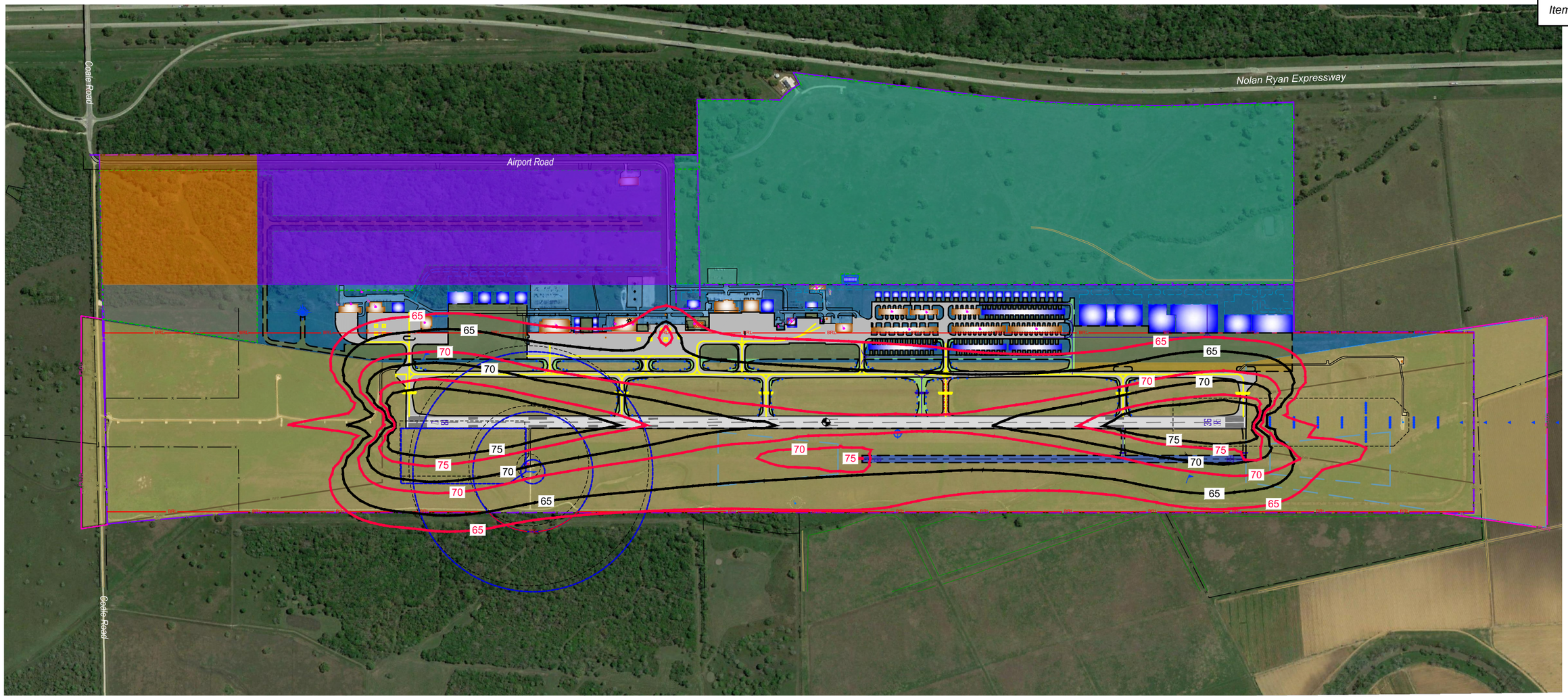

LEGEND

- Airfield Operations
- General Aviation
- Mixed Use
- Aviation Reserve
- Non-Aviation Development Reserve
- Existing Property Line
- Future Property Line
- 65 — Existing 65 DNL Contour
- 65 — Ultimate 65 DNL Contour

Magnetic Declination
2° 19' East ± 0°21'
Annual Rate of Change
0° 7' West
(Source: NOAA, NCEI, July 15, 2020

0 400 800
SCALE IN FEET

NO.	REVISIONS	DATE	BY	APP'D.

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TEXAS GULF COAST REGIONAL AIRPORT (LBX)

LAND USE DRAWING

DRAFT

ANGLETON/LAKE JACKSON, TEXAS

PLANNED BY:	E. Pfeifer
DETAILED BY:	D. Przybycien
APPROVED BY:	T.Kahmann
April 2021	SHEET 16 OF 17

Coffman Associates
Airport Consultants
www.coffmanassociates.com

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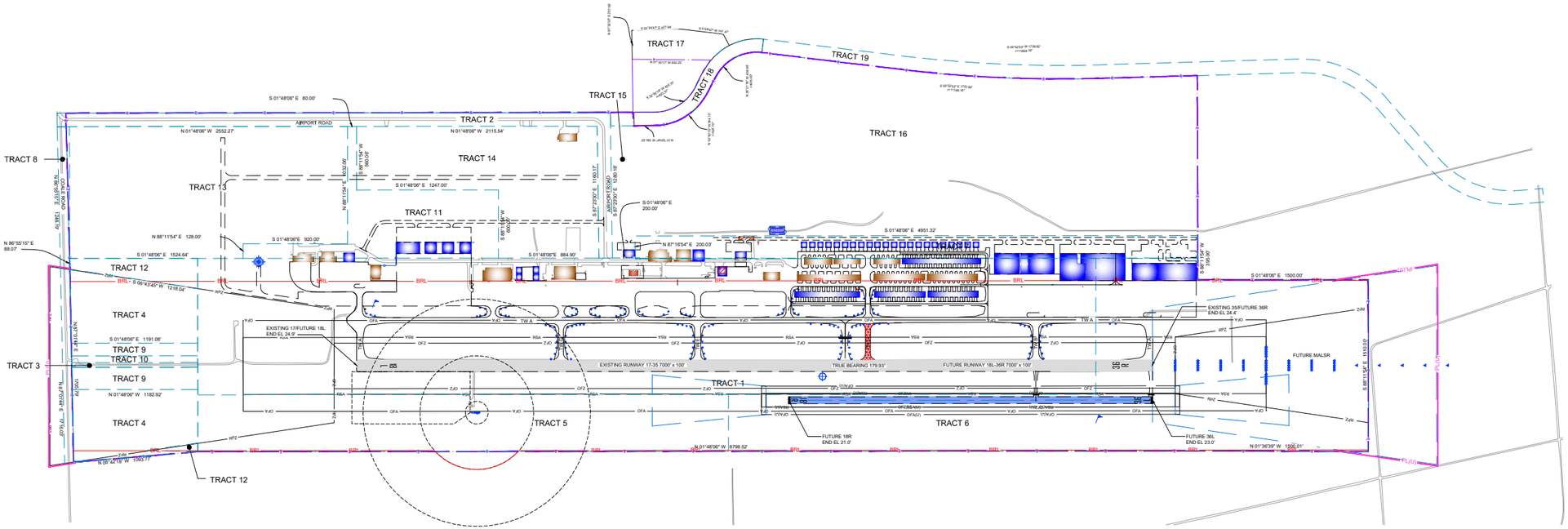
TRACT 1
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TRACT 12
TRACT 13
TRACT 14
TRACT 15
TRACT 16
TRACT 17
TRACT 18
TRACT 19
AIRPORT ROAD
COAKE ROAD
EXISTING RUNWAY 17-35 7000' x 100'
FUTURE RUNWAY 18L-36R 7000' x 100'
TRUE BEARING 179.93°
EXISTING 17/FUTURE 18L END EL 24.9'
EXISTING 35/FUTURE 36R END EL 24.4'
FUTURE 18R END EL 21.0'
FUTURE 36L END EL 23.0'
FUTURE MALSR
N 01°48'06" W 8798.52'
N 01°36'39" W 1500.01'
S 01°48'06" E 1500.00'
S 01°48'06" E 4951.32'
S 01°48'06" E 80.00'
N 01°48'06" W 2552.27'
N 01°48'06" W 2115.54'
S 01°48'06" E 1247.00'
S 01°48'06" E 200.00'
N 88°11'54" E 128.00'
S 01°48'06"E 920.00'
S 01°48'06" E 1524.64'
S 01°48'06"E 884.90'
N 88°16'54" E 200.00'
S 08°43'45" W 1218.04'
S 01°48'06" E 1191.08'
N 01°48'06" W 1182.92'
N 00°42'16" W 1063.77'
N 86°55'15" E 88.07'
S 88°11'54" W 600.00'
N 88°11'54" E 1533.06'
S 87°23'00" E 1160.37'
S 88°11'54" W 950.00'
N 88°11'54" W 950.00'
S 88°11'54" W 1533.06'
S 87°23'00" E 1160.37'
N 87°23'00" W 1160.37'
S 88°11'54" W 950.00'
S 88°11'54" W 1533.06

AGENDA ITEM SUMMARY FORM

MEETING DATE: 6/8/2021

PREPARED BY: Megan Mainer

AGENDA CONTENT: Discussion and possible action on agreement with Sorrell Construction Equipment & Materials, LLC to demolish the municipal pool, pool house, pump house, all concrete paving, poles and perimeter fence and authorize the City Manager to execute the agreement upon final legal review.

AGENDA ITEM SECTION: Regular Agenda

BUDGETED AMOUNT: $0.00 **FUNDS REQUESTED:** $35,000.00

FUND: 97-550-325

EXECUTIVE SUMMARY:

City staff has completed the informal bid process to secure the lowest pricing for municipal pool, pool house, pump house, all concrete paving, poles and perimeter fence demolition. The Comprehensive Parks and Recreation Master and Strategic Plan identifies the municipal pool as a "totally unusable" facility. Additionally, the plan notes "outdoor water access is lacking, and this can be addressed through a possible renovation of the outdoor municipal pool into a splash pad or the establishment of splash pads in key areas such as the South side of the city and the Recreation Center". One of the short to mid term actions items include "updates to existing outdoor pool location or other potential properties".

Three bids were received. The lowest bid came in at $35,000 from Sorrell Construction.

RECOMMENDATION:

Staff recommends City Council approve the agreement with Sorrell Construction Equipment & Materials, LLC to demolish the municipal pool, pool house, pump house, all concrete paving, poles and perimeter fence and authorize the City Manager to execute the agreement upon final legal review.

SORRELL
CONSTRUCTION ★ EQUIPMENT ★ MATERIALS

ATTENTION: Stewart Crouch 6/8/2021
City of Angleton
scrouch@angleton.tx.us
(979)849-4364 ext.5102

FROM: Matt Tiller
Sorrell Construction Equipment & Materials, LLC.
matt@sorrelltx.com
(979)201-2731

Municipal Pool Demolition Agreement

PROJECT: City of Angleton Municipal Pool Demolition

PROJECT AMOUNT: $35,000.00

CONTRACT SCOPE:

Sorrell Construction proposes to furnish materials, labor, equipment, $1 million general liability, and $1 million workers' compensation insurance to complete the following scope of work:

SCOPE OF AGREED WORK

1. Sorrell will keep area safe, perimeter fence will remain up and secured at the end of each workday.
2. Sorrell will demo pool, pool house, pump house, all concrete paving, poles, and perimeter fence.
3. Sorrell will backfill pool with select fill, compact area, and grade to drain.
4. Sorrell will remove canopy pole and turn over to City of Angleton Parks & Recreation Department.
5. Trees will remain on site.
6. Sorrell will keep dust and air born debris to a minimum during demolition work.
7. Work will commence on execution of the proposal with a projected completion date estimated on or before June 22, 2021.
8. Sorrell will submit billing after the completion of the project. Payment terms will be 100% upon receipt of invoice and 100% completion; payable within thirty days after receipt unless otherwise agreed upon.

CONDITIONS OF CONTRACT

1. Sorrell will de-mobilize after the City of Angleton has approved work under contract, including all inspections.
2. All work to be performed during normal working hours. Under no circumstances will the work proceed for longer than 30 days.
3. Plans, permits and related fees – City of Angleton to waive fees.

Additional Terms:

1. Owner is responsible for termination, disconnection, capping and re-routing of all, utilities including gas, electrical, water, sewer, and fire water.
2. Does not include pumping of any grease traps, septic tanks or drainage systems.
3. Does not include site security or any temporary fencing.
4. Removal or chasing of underground lines is not included.
5. Does not include removal of any underground or buried items such as basements or cellars.
6. Sorrell is not responsible for damage to concrete from truck traffic.
7. Does not include any traffic control plans for streets or sidewalks.
8. Sorrell will take ownership of all salvageable items including scrap metal and concrete materials and be responsible for removal.
9. Sorrell is not responsible for the location or relocation of underground utilities.
10. Sorrell is not responsible for damages to trees and landscaping but will take care to perform the work without damage to city property including trees and landscaping.
11. Sorrell is not responsible for reasonable delays due to weather.
12. The scope of work is based on undeterred access to site to complete work.
13. Does not include any asbestos related work or surveys.
14. Sorrell is not responsible for disposal of any hazardous or regulated materials (including Freon, tires or asbestos).
15. SWPPP not included.

City of Angleton, 121 South Velasco Street, Angleton, Texas

Print Name:_____
Title_____

Signature:_____
Date_____

General Contractor: Sorrell Construction

Print Name:_____
Title_____

Signature:_____
Date_____

CERTIFICATE OF LIABILITY INSURANCE

DATE (
6/

Item 10.

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 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
Bowen, Miclette & Britt Insurance Agency, LLC
1111 N. Loop West, Suite 400
Houston TX 77008

CONTACT NAME: Staci Dufresne
PHONE (A/C, No, Ext): 713-880-7100 **FAX (A/C, No):** 713-880-7166
E-MAIL ADDRESS: sdufresne@bmbinc.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Navigators Specialty Insurance Company	36056
INSURER B : Valley Forge Insurance Co.	20508
INSURER C : Continental Ins Co	35289
INSURER D : Texas Mutual Insurance Company	22945
INSURER E :	
INSURER F :	

INSURED SORRELLCON
Sorrell Construction, Equipment & Materials, LLC
PO Box 2049
Freeport TX 77542

COVERAGES **CERTIFICATE NUMBER:** 1417421185 **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	
B	X **COMMERCIAL GENERAL LIABILITY** [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:	Y	Y	6080777075	4/13/2021	4/13/2022	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
C	**AUTOMOBILE LIABILITY** X ANY AUTO [ ] ALL OWNED AUTOS [ ] SCHEDULED AUTOS [ ] HIRED AUTOS [ ] NON-OWNED AUTOS	Y	Y	6080777061	4/13/2021	4/13/2022	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X **UMBRELLA LIAB** X OCCUR **EXCESS LIAB** [ ] CLAIMS-MADE [ ] DED X RETENTION $ 10,000	Y	Y	6080777092	4/13/2021	4/13/2022	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
D	**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	Y	0002032107	4/13/2021	4/13/2022	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
A	Contractors Pollution Liability			MP18ECP307881IC	4/13/2020	4/13/2022	Each Incident Aggregate Limit	1,000,000 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Second Layer Excess Liability
Insurer: RSUI Indemnity Company
Policy Number: NHA09373
Effective Date: 4/13/2021 - 4/13/2022
$5,000,000 Each Occurrence
$5,000,000 Aggregate

The following policy provisions and/or endorsements form part of the policies of insurance represented by this certificate of insurance. The terms contained in See Attached...

CERTIFICATE HOLDER

City of Angleton
901 S. Velasco
Angleton TX 77515
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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ADDITIONAL REMARKS SCHEDULE

AGENCY	NAMED INSURED
Bowen, Miclette & Britt Insurance Agency, LLC	Sorrell Construction, Equipment & Materials, LLC PO Box 2049 Freeport TX 77542
POLICY NUMBER	
CARRIER / NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 **FORM TITLE:** CERTIFICATE OF LIABILITY INSURANCE

the policies and/or endorsements supersede the representations made herein. Electronic copies of the policy provisions and/or endorsements listed below are available by emailing: certificates@bmbinc.com

General Liability:
Blanket additional insured Ongoing Operations per form # CNA75079XX 10 16
Blanket additional insured Completed Operations per form # CNA75079XX 10/16
Blanket waiver of subrogation per form # CNA74705XX 01/15
Blanket primary/non-contributory per form #CNA74705XX 01/15

Automobile:
Blanket additional insured per form # CNA63359XX 04/12
Blanket waiver of subrogation per form # CNA63359XX 04/12
Blanket primary/non-contributory per form # CNA63359XX 04/12

Worker's Compensation:
Blanket waiver of subrogation per form #WC 42 03 04 B

Umbrella:
Blanket additional insured per form # CNA75504XX 03/15
Blanket waiver of subrogation per form # CNA75504XX 03/15
Blanket primary/non-contributory per form # CNA75504XX 03/15

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Blanket Additional Insured - Owners, Lessees or Contractors - with Products-Completed Operations Coverage Endorsement

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

It is understood and agreed as follows:

I. **WHO IS AN INSURED** is amended to include as an **Insured** any person or organization whom you are required by **written contract** to add as an additional insured on this **coverage part**, 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:

A. in the performance of your ongoing operations subject to such **written contract**; or

B. in the performance of **your work** subject to such **written contract**, but only with respect to **bodily injury** or **property damage** included in the **products-completed operations hazard**, and only if:

1. the **written contract** requires you to provide the additional insured such coverage; and

2. this **coverage part** provides such coverage.

II. But if the **written contract** requires:

A. additional insured coverage under the 11-85 edition, 10-93 edition, or 10-01 edition of CG2010, or under the 10-01 edition of CG2037; or

B. additional insured coverage with "arising out of" language; or

C. additional insured coverage to the greatest extent permissible by law;

then paragraph **I.** above is deleted in its entirety and replaced by the following:

WHO IS AN INSURED is amended to include as an **Insured** any person or organization whom you are required by **written contract** to add as an additional insured on this **coverage part**, but only with respect to liability for **bodily injury**, **property damage** or **personal and advertising injury** arising out of **your work** that is subject to such **written contract**.

III. Subject always to the terms and conditions of this policy, including the limits of insurance, the Insurer will not provide such additional insured with:

A. coverage broader than required by the **written contract**; or

B. a higher limit of insurance than required by the **written contract**.

IV. The insurance granted by this endorsement to the additional insured does not apply to **bodily injury**, **property damage**, or **personal and advertising injury** arising out of:

A. the rendering of, or the failure to render, any professional architectural, engineering, or surveying services, including:

1. the preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders or drawings and specifications; and

2. supervisory, inspection, architectural or engineering activities; or

B. any premises or work for which the additional insured is specifically listed as an additional insured on another endorsement attached to this **coverage part**.

V. Under **COMMERCIAL GENERAL LIABILITY CONDITIONS,** the Condition entitled **Other Insurance** is amended to add the following, which supersedes any provision to the contrary in this Condition or elsewhere in this **coverage part**:

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Blanket Additional Insured - Owners, Lessees or Contractors - with Products-Completed Operations Coverage Endorsement

Primary and Noncontributory Insurance

With respect to other insurance available to the additional insured under which the additional insured is a named insured, this insurance is primary to and will not seek contribution from such other insurance, provided that a **written contract** requires the insurance provided by this policy to be:

1. primary and non-contributing with other insurance available to the additional insured; or

2. primary and to not seek contribution from any other insurance available to the additional insured.

But except as specified above, this insurance will be excess of all other insurance available to the additional insured.

VI. Solely with respect to the insurance granted by this endorsement, the section entitled **COMMERCIAL GENERAL LIABILITY CONDITIONS** is amended as follows:

The Condition entitled **Duties In The Event of Occurrence, Offense, Claim or Suit** is amended with the addition of the following:

Any additional insured pursuant to this endorsement will as soon as practicable:

1. give the Insurer written notice of any **claim**, or any **occurrence** or offense which may result in a **claim**;

2. send the Insurer copies of all legal papers received, and otherwise cooperate with the Insurer in the investigation, defense, or settlement of the **claim**; and

3. make available any other insurance, and tender the defense and indemnity of any **claim** to any other insurer or self-insurer, whose policy or program applies to a loss that the Insurer covers under this **coverage part**. However, if the **written contract** requires this insurance to be primary and non-contributory, this paragraph **3.** does not apply to insurance on which the additional insured is a named insured.

The Insurer has no duty to defend or indemnify an additional insured under this endorsement until the Insurer receives written notice of a **claim** from the additional insured.

VII. Solely with respect to the insurance granted by this endorsement, the section entitled **DEFINITIONS** is amended to add the following definition:

Written contract means a written contract or written agreement that requires you to make a person or organization an additional insured on this **coverage part**, provided the contract or agreement:

A. is currently in effect or becomes effective during the term of this policy; and

B. was executed prior to:

1. the **bodily injury** or **property damage**; or

2. the offense that caused the **personal and advertising injury**;

for which the additional insured seeks coverage.

Any coverage granted by this endorsement shall apply solely to the extent permissible by law.

All other terms and conditions of the Policy remain unchanged.

This endorsement, which forms a part of and is for attachment to the Policy issued by the designated Insurers, takes effect on the effective date of said Policy at the hour stated in said Policy, unless another effective date is shown below, and expires concurrently with said Policy.

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Contractors' General Liability Extension Endorsement

It is understood and agreed that this endorsement amends the **COMMERCIAL GENERAL LIABILITY COVERAGE PART** as follows. If any other endorsement attached to this policy amends any provision also amended by this endorsement, then that other endorsement controls with respect to such provision, and the changes made by this endorsement with respect to such provision do not apply.

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23. **Supplementary Payments**
24. **Unintentional Failure To Disclose Hazards**
25. **Waiver of Subrogation – Blanket**
26. **Wrap-Up Extension: OCIP CCIP, or Consolidated (Wrap-Up) Insurance Programs**

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a. the **Named Insured's** acts or omissions; or

b. the acts or omissions of those acting on the **Named Insured's** behalf,

in the performance of the **Named Insured's** ongoing operations at the trade show event premises during the trade show event.

2. The coverage granted by this paragraph does not apply to **bodily injury** or **property damage** included within the **products-completed operations hazard**.

2. ADDITIONAL INSURED - PRIMARY AND NON-CONTRIBUTORY TO ADDITIONAL INSURED'S INSURANCE

The **Other Insurance** Condition in the **COMMERCIAL GENERAL LIABILITY CONDITIONS** Section is amended to add the following paragraph:

If the **Named Insured** has agreed in writing in a contract or agreement that this insurance is primary and non-contributory relative to an additional insured's own insurance, then this insurance is primary, and the Insurer will not seek contribution from that other insurance. For the purpose of this Provision **2.**, the additional insured's own insurance means insurance on which the additional insured is a named insured. Otherwise, and notwithstanding anything to the contrary elsewhere in this Condition, the insurance provided to such person or organization is excess of any other insurance available to such person or organization.

3. BODILY INJURY – EXPANDED DEFINITION

Under **DEFINITIONS**, the definition of **bodily injury** is deleted and replaced by the following:

Bodily injury means physical injury, sickness or disease sustained by a person, including death, humiliation, shock, mental anguish or mental injury sustained by that person at any time which results as a consequence of the physical injury, sickness or disease.

4. BROAD KNOWLEDGE OF OCCURRENCE/ NOTICE OF OCCURRENCE

Under **CONDITIONS**, the condition entitled **Duties in The Event of Occurrence, Offense, Claim or Suit** is amended to add the following provisions:

A. BROAD KNOWLEDGE OF OCCURRENCE

The **Named Insured** must give the Insurer or the Insurer's authorized representative notice of an **occurrence**, offense or **claim** only when the **occurrence**, offense or **claim** is known to a natural person **Named Insured**, to a partner, executive officer, manager or member of a **Named Insured**, or an **employee** designated by any of the above to give such notice.

B. NOTICE OF OCCURRENCE

The **Named Insured's** rights under this **Coverage Part** will not be prejudiced if the **Named Insured** fails to give the Insurer notice of an **occurrence**, offense or **claim** and that failure is solely due to the **Named Insured's** reasonable belief that the **bodily injury** or **property damage** is not covered under this **Coverage Part**. However, the **Named Insured** shall give written notice of such **occurrence**, offense or **claim** to the Insurer as soon as the **Named Insured** is aware that this insurance may apply to such **occurrence**, offense or **claim**.

5. BROAD NAMED INSURED

WHO IS AN INSURED is amended to delete its Paragraph **3.** in its entirety and replace it with the following:

3. Pursuant to the limitations described in Paragraph **4.** below, any organization in which a **Named Insured** has management control:

a. on the effective date of this **Coverage Part**; or

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claims arising solely out of their capacity or status as such and, in the case of a **spouse**, where such **claim** seeks **damages** from marital community property, jointly held property or property transferred from such natural person **Insured** to such **spouse**. No coverage is provided for any act, error or omission of an estate, heir, legal representative, or **spouse** outside the scope of such person's capacity or status as such, provided however that the **spouse** of a natural person **Named Insured** and the **spouses** of members or partners of joint venture or partnership **Named Insureds** are **Insureds** with respect to such **spouses'** acts, errors or omissions in the conduct of the **Named Insured's** business.

10. EXPECTED OR INTENDED INJURY – EXCEPTION FOR REASONABLE FORCE

Under **COVERAGES, Coverage A – Bodily Injury and Property Damage Liability**, the paragraph entitled **Exclusions** is amended to delete the exclusion entitled **Expected or Intended Injury** and replace it with the following:

This insurance does not apply to:

Expected or Intended Injury

Bodily injury or **property damage** expected or intended from the standpoint of the **Insured**. This exclusion does not apply to **bodily injury** or **property damage** resulting from the use of reasonable force to protect persons or property.

11. GENERAL AGGREGATE LIMITS OF INSURANCE - PER PROJECT

A. For each construction project away from premises the **Named Insured** owns or rents, a separate Construction Project General Aggregate Limit, equal to the amount of the General Aggregate Limit shown in the Declarations, is the most the Insurer will pay for the sum of:

1. All **damages** under **Coverage A**, except **damages** because of **bodily injury** or **property damage** included in the **products-completed operations hazard**; and
2. All medical expenses under **Coverage C**,

that arise from **occurrences** or accidents which can be attributed solely to ongoing operations at that construction project. Such payments shall not reduce the General Aggregate Limit shown in the Declarations, nor the Construction Project General Aggregate Limit of any other construction project.

B. All:

1. **Damages** under **Coverage B**, regardless of the number of locations or construction projects involved;
2. **Damages** under **Coverage A**, caused by **occurrences** which cannot be attributed solely to ongoing operations at a single construction project, except **damages** because of **bodily injury** or **property damage** included in the **products-completed operations hazard**; and
3. Medical expenses under **Coverage C** caused by accidents which cannot be attributed solely to ongoing operations at a single construction project,

will reduce the General Aggregate Limit shown in the Declarations.

C. The limits shown in the Declarations for Each Occurrence, for Damage To Premises Rented To You and for Medical Expense continue to apply, but will be subject to either the Construction Project General Aggregate Limit or the General Aggregate Limit shown in the Declarations, depending on whether the **occurrence** can be attributed solely to ongoing operations at a particular construction project.

D. 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 shown in the Declarations, regardless of the number of projects involved.

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B. Solely for the purpose of the coverage provided by this **PROPERTY DAMAGE – ELEVATORS** Provision, the **Other Insurance** conditions is amended to add the following paragraph:

This insurance is excess over any of the other insurance, whether primary, excess, contingent or on any other basis that is Property insurance covering property of others damaged from the use of elevators.

23. SUPPLEMENTARY PAYMENTS

The section entitled **SUPPLEMENTARY PAYMENTS – COVERAGES A AND B** is amended as follows:

A. Paragraph **1.b.** is amended to delete the $250 limit shown for the cost of bail bonds and replace it with a $5,000. limit; and

B. Paragraph **1.d.** is amended to delete the limit of $250 shown for daily loss of earnings and replace it with a $1,000. limit.

24. UNINTENTIONAL FAILURE TO DISCLOSE HAZARDS

If the **Named Insured** unintentionally fails to disclose all existing hazards at the inception date of the **Named Insured's Coverage Part**, the Insurer will not deny coverage under this **Coverage Part** because of such failure.

25. WAIVER OF SUBROGATION - BLANKET

Under **CONDITIONS**, the condition entitled **Transfer Of Rights Of Recovery Against Others To Us** is amended to add the following:

The Insurer waives any right of recovery the Insurer may have against any person or organization because of payments the Insurer makes for injury or damage arising out of:

1. the **Named Insured's** ongoing operations; or

2. **your work** included in the **products-completed operations hazard**.

However, this waiver applies only when the **Named Insured** has agreed in writing to waive such rights of recovery in a written contract or written agreement, and only if such contract or agreement:

1. is in effect or becomes effective during the term of this **Coverage Part**; and

2. was executed prior to the **bodily injury**, **property damage** or **personal and advertising injury** giving rise to the **claim**.

26. WRAP-UP EXTENSION: OCIP, CCIP, OR CONSOLIDATED (WRAP-UP) INSURANCE PROGRAMS

Note: The following provision does not apply to any public construction project in the state of Oklahoma, nor to any construction project in the state of Alaska, that is not permitted to be insured under a **consolidated (wrap-up) insurance program** by applicable state statute or regulation.

If the endorsement **EXCLUSION – CONSTRUCTION WRAP-UP** is attached to this policy, or another exclusionary endorsement pertaining to Owner Controlled Insurance Programs (O.C.I.P.) or Contractor Controlled Insurance Programs (C.C.I.P.) is attached, then the following changes apply:

A. The following wording is added to the above-referenced endorsement:

With respect to a **consolidated (wrap-up) insurance program** project in which the **Named Insured** is or was involved, this exclusion does not apply to those sums the **Named Insured** become legally obligated to pay as **damages** because of:

1. **Bodily injury**, **property damage**, or **personal or advertising injury** that occurs during the **Named Insured's** ongoing operations at the project, or during such operations of anyone acting on the **Named Insured's** behalf; nor

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CONTRACTORS EXTENDED COVERAGE ENDORSEMENT - BUSINESS AUTO PLUS

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

I. LIABILITY COVERAGE

A. Who Is An Insured

The following is added to **Section II, Paragraph A.1., Who Is An Insured**:

1. **a.** Any incorporated entity of which the Named Insured owns a majority of the voting stock on the date of inception of this Coverage Form; provided that,

   b. The insurance afforded by this provision **A.1.** does not apply to any such entity that is an **insured** under any other liability "policy" providing **auto** coverage.

2. Any organization you newly acquire or form, other than a limited liability company, partnership or joint venture, and over which you maintain majority ownership interest.

   The insurance afforded by this provision **A.2.**:

   a. Is effective on the acquisition or formation date, and is afforded only until the end of the policy period of this Coverage Form, or the next anniversary of its inception date, whichever is earlier.

   b. Does not apply to:

   (1) **Bodily injury** or **property damage** caused by an **accident** that occurred before you acquired or formed the organization; or

   (2) Any such organization that is an **insured** under any other liability "policy" providing **auto** coverage.

3. Any person or organization that you are required by a written contract to name as an additional insured is an **insured** but only with respect to their legal liability for acts or omissions of a person, who qualifies as an **insured** under **SECTION II – WHO IS AN INSURED** and for whom Liability Coverage is afforded under this policy. If required by written contract, this insurance will be primary and non-contributory to insurance on which the additional insured is a Named Insured.

4. An **employee** of yours is an **insured** while operating an **auto** hired or rented under a contract or agreement in that **employee's** name, with your permission, while performing duties related to the conduct of your business.

"Policy", as used in this provision **A. Who Is An Insured,** includes those policies that were in force on the inception date of this Coverage Form but:

1. Which are no longer in force; or

2. Whose limits have been exhausted.

B. Bail Bonds and Loss of Earnings

Section II, Paragraphs A.2. (2) and A.2. (4) are revised as follows:

1. In **a.(2),** the limit for the cost of bail bonds is changed from $2,000 to $5,000; and

2. In **a.(4),** the limit for the loss of earnings is changed from $250 to $500 a day.

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C. Fellow Employee

Section II, Paragraph B.5 does not apply.

Such coverage as is afforded by this provision C. is excess over any other collectible insurance.

II. PHYSICAL DAMAGE COVERAGE

A. Glass Breakage – Hitting A Bird Or Animal – Falling Objects Or Missiles

The following is added to **Section III, Paragraph A.3.**:

With respect to any covered **auto**, any deductible shown in the Declarations will not apply to glass breakage if such glass is repaired, in a manner acceptable to us, rather than replaced.

B. Transportation Expenses

Section III, Paragraph A.4.a. is revised, with respect to transportation expense incurred by you, to provide:

a. $60 per day, in lieu of $20; subject to

b. $1,800 maximum, in lieu of $600.

C. Loss of Use Expenses

Section III, Paragraph A.4.b. is revised, with respect to loss of use expenses incurred by you, to provide:

a. $1,000 maximum, in lieu of $600.

D. Hired "Autos"

The following is added to **Section III. Paragraph A.**:

5. Hired "Autos"

If Physical Damage coverage is provided under this policy, and such coverage does not extend to Hired Autos, then Physical Damage coverage is extended to:

a. Any covered **auto** you lease, hire, rent or borrow without a driver; and

b. Any covered **auto** hired or rented by your **employee** without a driver, under a contract in that individual **employee's** name, with your permission, while performing duties related to the conduct of your business.

c. The most we will pay for any one **accident** or **loss** is the actual cash value, cost of repair, cost of replacement or $75,000, whichever is less, minus a $500 deductible for each covered auto. No deductible applies to **loss** caused by fire or lightning.

d. The physical damage coverage as is provided by this provision is equal to the physical damage coverage(s) provided on your owned **autos**.

e. Such physical damage coverage for hired **autos** will:

(1) Include loss of use, provided it is the consequence of an **accident** for which the Named Insured is legally liable, and as a result of which a monetary loss is sustained by the leasing or rental concern.

(2) Such coverage as is provided by this provision will be subject to a limit of $750 per **accident**.

E. Airbag Coverage

The following is added to **Section III, Paragraph B.3.**:

The accidental discharge of an airbag shall not be considered mechanical breakdown.

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F. Electronic Equipment

Section III, Paragraphs B.4.c and B.4.d. are deleted and replaced by the following:

c. Physical Damage Coverage on a covered **auto** also applies to **loss** to any permanently installed electronic equipment including its antennas and other accessories

d. A $100 per occurrence deductible applies to the coverage provided by this provision.

G. Diminution In Value

The following is added to **Section III, Paragraph B.6.**:

Subject to the following, the **diminution in value** exclusion does not apply to:

a. Any covered **auto** of the private passenger type you lease, hire, rent or borrow, without a driver for a period of 30 days or less, while performing duties related to the conduct of your business; and

b. Any covered **auto** of the private passenger type hired or rented by your **employee** without a driver for a period of 30 days or less, under a contract in that individual **employee's** name, with your permission, while performing duties related to the conduct of your business.

c. Such coverage as is provided by this provision is limited to a **diminution in value** loss arising directly out of accidental damage and not as a result of the failure to make repairs; faulty or incomplete maintenance or repairs; or the installation of substandard parts.

d. The most we will pay for **loss** to a covered **auto** in any one accident is the lesser of:

(1) $5,000; or

(2) 20% of the **auto's** actual cash value (ACV).

III. Drive Other Car Coverage – Executive Officers

The following is added to **Sections II and III**:

1. Any **auto** you don't own, hire or borrow is a covered **auto** for Liability Coverage while being used by, and for Physical Damage Coverage while in the care, custody or control of, any of your "executive officers", except:

a. An **auto** owned by that "executive officer" or a member of that person's household; or

b. An **auto** used by that "executive officer" while working in a business of selling, servicing, repairing or parking **autos**.

Such Liability and/or Physical Damage Coverage as is afforded by this provision.

(1) Equal to the greatest of those coverages afforded any covered **auto**; and

(2) Excess over any other collectible insurance.

2. For purposes of this provision, "executive officer" means a person holding any of the officer positions created by your charter, constitution, by-laws or any other similar governing document, and, while a resident of the same household, includes that person's spouse.

Such "executive officers" are **insureds** while using a covered **auto** described in this provision.

IV. BUSINESS AUTO CONDITIONS

A. Duties In The Event Of Accident, Claim, Suit Or Loss

The following is added to **Section IV, Paragraph A.2.a.**:

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(4) Your **employees** may know of an **accident** or **loss**. This will not mean that you have such knowledge, unless such **accident** or **loss** is known to you or if you are not an individual, to any of your executive officers or partners or your insurance manager.

The following is added to **Section IV, Paragraph A.2.b.**:

(6) Your **employees** may know of documents received concerning a claim or **suit**. This will not mean that you have such knowledge, unless receipt of such documents is known to you or if you are not an individual, to any of your executive officers or partners or your insurance manager.

B. Transfer Of Rights Of Recovery Against Others To Us

The following is added to **Section IV, Paragraph A.5. Transfer Of Rights Of Recovery Against Others To Us**:

We waive any right of recovery we may have, because of payments we make for injury or damage, against any person or organization for whom or which you are required by written contract or agreement to obtain this waiver from us.

This injury or damage must arise out of your activities under a contract with that person or organization.

You must agree to that requirement prior to an **accident** or **loss**.

C. Concealment, Misrepresentation or Fraud

The following is added to **Section IV, Paragraph B.2.**:

Your failure to disclose all hazards existing on the date of inception of this Coverage Form shall not prejudice you with respect to the coverage afforded provided such failure or omission is not intentional.

D. Other Insurance

The following is added to **Section IV, Paragraph B.5.**:

Regardless of the provisions of Paragraphs **5.a.** and **5.d.** above, the coverage provided by this policy shall be on a primary non-contributory basis. This provision is applicable only when required by a written contract.

That written contract must have been entered into prior to **Accident** or **Loss**.

E. Policy Period, Coverage Territory

Section IV, Paragraph B. 7.(5).(a). is revised to provide:

a. 45 days of coverage in lieu of 30 days.

V. DEFINITIONS

Section V. paragraph C. is deleted and replaced by the following:

Bodily injury means bodily injury, sickness or disease sustained by a person, including mental anguish, mental injury or death resulting from any of these.

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TexasMutual®
WORKERS' COMPENSATION INSURANCE

WORKERS' COMPENSATION AND EMPLOYERS LIABILITY POLICY

WC 42 03 04 B
Insured copy

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. ( ) Specific Waiver
   Name of person or organization
   (X) Blanket Waiver
   Any person or organization for whom the Named Insured has agreed by written contract to furnish this waiver.

2. Operations: ALL TEXAS OPERATIONS
3. Premium:
   The premium charge for this endorsement shall be **2.00** 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, see Information Page

This endorsement changes the policy to which it is attached effective on the inception date of the policy unless a different date is indicated below.
(The following "attaching clause" need be completed only when this endorsement is issued subsequent to preparation of the policy.)
This endorsement, effective on 4/13/21 **at 12:01 a.m.** standard time, forms a part of:

Policy no. 0002032107 of Texas Mutual Insurance Company effective on 4/13/21

Issued to: SORRELL CONSTRUCTION SERVICES INC

This is not a bill

Authorized representative

NCCI Carrier Code: 29939

4/10/20

PO Box 12058, Austin, TX 78711-2058
texasmutual.com | (800) 859-5995 | Fax (800) 359-0650

PARAMOUNT EXCESS AND UMBRELLA LIABILITY POLICY

Various provisions in this Policy restrict coverage. Read the entire Policy carefully to determine rights, duties and what is and is not covered.

The "Insurer" refers to the insurer providing this insurance as set forth on the Declarations of this Policy. Words and phrases that appear in **bold** have special meaning. Refer to the section entitled **DEFINITIONS**.

I. COVERAGES

A. Coverage A - Excess Follow Form Liability

The Insurer will pay on behalf of the **Insured** those **damages** in excess of the applicable **underlying limits**. Coverage hereunder will attach only after the full amount of the applicable **underlying limits** have been exhausted through payment in legal currency of covered loss under all applicable **underlying insurance** and to which this Coverage A applies.

Coverage A under this Policy will then apply in conformance with the provisions of the applicable **underlying insurance** except for the premium, limits of insurance, deductible, retentions, or any defense obligations and any other terms and conditions specifically set forth in this Policy.

Upon exhaustion of the applicable **underlying limits**, the Insurer shall only pay for **damages** in excess of the applicable **underlying limits**. This Coverage A does not provide coverage for any loss not covered by the applicable **underlying insurance** except and to the extent that such loss is not paid under the applicable **underlying insurance** solely by reason of the exhaustion of the applicable **underlying limits** through payment of loss thereunder.

This Coverage applies:

1. if the applicable **underlying insurance** is on an occurrence basis, then only if that which must take place in the policy period of the **underlying insurance** in order to trigger coverage, takes place during this **policy period**; and
2. if the applicable **underlying insurance** is on a claims made basis, then only if:
   a. that which must take place in the **underlying insurance** in order to trigger coverage, takes place after the retroactive date and prior to the end of the **policy period**; and
   b. the **claim** is first made during the **policy period**.

B. Coverage B - Umbrella Liability

The Insurer will pay on behalf of the **Insured** those **damages** in excess of the **retained amount:**

1. that an **Insured** becomes legally obligated to pay because of **bodily injury**, **property damage** or **personal and advertising injury**; or
2. because of liability for **bodily injury** or **property damage** assumed under an **insured contract,** provided the **bodily injury** or **property damage** occurs subsequent to the execution of such **insured contract;**

and provided that:

a. the **bodily injury** or **property damage** occurs during the **policy period**;
b. the **bodily injury** or **property damage** is caused by an **occurrence** that takes place in the **coverage territory**;

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D. Coverage D - Key Employee Exclusions

With respect to **Coverage D – Key Employee**, this insurance does not apply to any actual or alleged:

1. Death or Disability

death or permanent disability of a **key employee** relating to, or arising out of:

a. nuclear reaction or radiation or radioactive contamination, however caused;

b. sickness or disease, including mental illness or mental injury;

c. pregnancy, childbirth, miscarriage or abortion;

d. suicide, attempted suicide or self inflicted bodily injury, while sane or insane;

e. the **key employee's** intoxication, impairment or otherwise being under the influence of alcohol or controlled substances;

f. war, including undeclared or civil war;

g. warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

h. insurrection, rebellion, revolution, usurped power, or action taken by governmental authority in hindering or defending against any of these.

2. Other Expenses

a. expenses the **Named Insured** incurs which the **Named Insured** would not have incurred if the **Named Insured** had used all reasonable means to:

i. find a permanent replacement for the **key employee**; and

ii. reduce or discontinue the **key employee** replacement expense;

as soon as possible after the **Named Insured's** permanent loss of the services of the **key employee** caused by a **covered accident**.

b. additional expenses incurred due to the **Named Insured's** loss of the services of a permanent replacement appointed or hired to replace a **key employee**, however caused. However, this exclusion does not apply if the replacement employee is included in the definition as a **key employee** and the **Named Insured's** loss of the services of the replacement employee is caused by a **covered accident**.

IV. WHO IS AN INSURED

The following persons or organizations are **Insureds.**

A. With respect to **Coverage A - Excess Follow Form Liability**, the **Named Insured** and any persons or organizations included as an insured under the provisions of **underlying insurance** are **Insureds**, and then only for the same coverage, except for limits of insurance, afforded under such **underlying insurance**.

B. With respect to the **Coverage B - Umbrella Liability**:

1. If the **Named Insured** is designated in the Declarations of this Policy as:

a. an individual, the **Named Insured** and the **Named Insured's spouse** are **Insureds**, but only with respect to the conduct of a business of which the **Named Insured** is the sole owner.

b. a partnership or joint venture, the **Named Insured** is an **Insured**. The **Named Insured's** members, the **Named Insured's** partners, and their **spouse**s are also **Insureds**, but only with respect to the conduct of the **Named Insured's** business.

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or organization which may be liable to the **Insured** because of injury or damage to which this insurance may also apply; and

vi. will not voluntarily make a payment, except at its own cost, assume any obligation, or incur any expense, other than for first aid, without the Insurer's prior consent.

3. Cooperation

With respect to both **Coverage A - Excess Follow Form Liability** and **Coverage B – Umbrella Liability**, the **Named Insured** will cooperate with the Insurer in addressing all **claims** required to be reported to the Insurer in accordance with this paragraph **O. Notice of Claims/Crisis Management Event/Covered Accident,** and refuse, except solely at its own cost, to voluntarily, without the Insurer's approval, make any payment, admit liability, assume any obligation or incur any expense related thereto.

P. Notices

Any notices required to be given by an **Insured** shall be submitted in writing to the Insurer at the address set forth in the Declarations of this Policy.

Q. Other Insurance

If the **Insured** is entitled to be indemnified or otherwise insured in whole or in part for any **damages** or **defense costs** by any valid and collectible **other insurance** for which the **Insured** otherwise would have been indemnified or otherwise insured in whole or in part by this Policy, the limits of insurance specified in the Declarations of this Policy shall apply in excess of, and shall not contribute to a **claim**, **incident** or such event covered by such **other insurance.**

With respect to **Coverage A – Excess Follow Form Liability** only, if:

a. the **Named Insured** has agreed in writing in a contract or agreement with a person or entity that this insurance would be primary and would not seek contribution from any other insurance available;

b. **Underlying Insurance** includes that person or entity as an additional insured; and

c. **Underlying Insurance** provides coverage on a primary and noncontributory basis as respects that person or entity;

then this insurance is primary to and will not seek contribution from any insurance policy where that person or entity is a named insured.

R. Premium

All premium charges under this Policy will be computed according to the Insurer's rules and rating plans that apply at the inception of the current **policy period**. Premium charges may be paid to the Insurer or its authorized representative.

S. In Rem Actions

A quasi *in rem* action against any vessel owned or operated by or for a **Named Insured**, or chartered by or for a **Named Insured**, will be treated in the same manner as though the action were *in personam* against the **Named Insured**.

T. Separation of Insureds

Except with respect to the limits of insurance, and any rights or duties specifically assigned in this Policy to the **First Named Insured**, this insurance applies:

1. as if each **Named Insured** were the only **Named Insured**; and

2. separately to each **Insured** against whom a **claim** is made.

U. Transfer of Interest

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Assignment of interest under this policy shall not bind the Insurer unless its consent is endorsed hereon.

V. Unintentional Omission

Based on Insurer's reliance on the **Named Insured's** representations as to existing hazards, if the **Named Insured** should unintentionally fail to disclose all such hazards at the effective date of this Policy, the Insurer will not deny coverage under this Policy because of such failure.

W. Waiver of Rights of Recovery

The Insurer waives any right of recovery it may have against any person or organization because of payments the Insurer makes under this Policy if the **Named Insured** has agreed in writing to waive such rights of recovery in a contract or agreement, and only if the contract or agreement:

1. is in effect or becomes effective during the **policy period**; and
2. was executed prior to loss.

VII. DEFINITIONS

For purposes of this Policy, words in bold face type, whether expressed in the singular or the plural, have the meaning set forth below.

Advertisement means a notice that is broadcast or published to the general public or specific market segments about the **Named Insured's** goods, products or services for the purpose of attracting customers or supporters. For the purposes of this definition:

A. notices that are published include material placed on the Internet or on similar electronic means of communication; and

B. regarding web-sites, only that part of a web-site that is about the **Named Insured's** goods, products or services for the purposes of attracting customers or supporters is considered an **advertisement**.

Aircraft means any machine or device that is capable of atmospheric flight.

Arbitration proceeding means a formal alternative dispute resolution proceeding or administrative hearing to which an **Insured** is required to submit by statute or court rule or to which an **Insured** has submitted with the Insurer's consent.

Asbestos means the mineral in any form whether or not the asbestos was at any time airborne as a fiber, particle or dust, contained in or formed a part of a product, structure or other real or personal property, carried on clothing, inhaled or ingested, or transmitted by any other means.

Authorized Insured means any **executive officer**, member of the **Named Insured's** risk management or in-house general counsel's office, or any **employee** authorized by the **Named Insured** to give or receive notice of a **claim**.

Auto means:

A. a land motor vehicle, trailer or semitrailer designed for travel on public roads, including any attached machinery or equipment; or

B. any other land vehicle that is subject to a compulsory or financial responsibility law or other motor vehicle insurance law where it is licensed or principally garaged.

However, **auto** does not include **mobile equipment**.

Bodily injury means bodily injury, sickness or disease sustained by a person, including death, humiliation, shock, mental anguish or mental injury sustained by that person at any time which results as a consequence of the bodily injury, sickness or disease.

Claim means a:

A. suit; or

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THE HEART OF BRAZORIA COUNTY ANGLETON

AGENDA ITEM SUMMARY FORM

MEETING DATE: 6/8/2021

PREPARED BY: Megan Mainer

AGENDA CONTENT: Discussion and possible action on Lakeside Park bids and potential cuts.

AGENDA ITEM SECTION: Regular Agenda

BUDGETED AMOUNT: $3,000,000.00 **FUNDS REQUESTED:** TBD

FUND: 130-506-502

EXECUTIVE SUMMARY:

The City of Angleton closed construction bids for Lakeside Park on May 13; two construction bids from DL Meacham LP and Millis Development and Construction, LLC were received. On May 20, evaluation forms, bid proposal requirements, and an overall bid tabulation comparison were sent to the Angleton Better Living Corporation, the Parks & Recreation Board, and City staff to evaluate each construction company by May 26. Seven evaluations were received from various board members and staff. The highest ranking contractor was DL Meacham LP.

Additionally, Texas Parks and Wildlife Department (TPWD) did not award Angleton the Boater Access and Recreational Trails grants which were associated with Lakeside Park and would have offset costs. However, the City did receive the $150,000 match from the initial TPWD grant and design costs were reduced due to the scope of work changing from a $5 milion project to $3 milion. Staff understands budget limitations for Lakeside Park. Staff is seeking input from City Council regarding proposed cuts. Staff will speak to ABLC and the Parks and Recreation Board before a final decision is made at the June 22 City Council meeting.

The proposed schedule of meetings is as follows:

June 8 | 6pm | Regular City Council Meeting – Discuss potential cuts

June 14 | 5:30pm | Regular Parks & Recreation Board Meeting - Discuss potential cuts

June 21 | 5:30pm | Regular ABLC Meeting – Discuss potential cuts

June 22 | 6pm | Regular City Council – Present recommended cuts, accept construction bid with some exclusions, and authorize the CM to execute an agreement with recommended construction company.

RECOMMENDATION:

Staff recommends City Council provide feedback regarding budget cuts for Lakeside Park construction.

IV. BID FORM

To: **The City of Angleton, Texas**

Work: **Lakeside Park**

including: Pavilion, parking, trails, lighting, utilities, grading and drainage, fishing pier, kayak launch, boardwalk, site furniture, playground, planting, irrigation, fencing, and retaining walls.

Name of Proposer (Company Name): Millis Development and Construction, LLC

Address: 931 Pheasant Valley Dr., Suite 200 Missouri City, TX 77489

Telephone: 281-240-6066

Email: Julie@millis.com; Chad@millis.com

The undersigned proposer has carefully examined the CONTRACT DOCUMENTS for the work described above and the site of the Work and will provide at its own cost and expense all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance, maintenance, and other accessories and services necessary to complete the Work upon which it bids, as provided by the CONTRACT DOCUMENTS, and binds itself on acceptance of its proposal to enter into the Contract on the terms proposed by Owner for performing and completing the Work within the Contract Time, for the following prices.

The Contract time for Site Improvements: Contractor shall be substantially complete with all work by: 270 calendar days from Notice to Proceed.

GRAND TOTAL LUMP SUM BID: $ 3,942,828.64

Three million nine hundred forty two thousand eight hundred twenty eight and 64/100
(bid amount written)

All Bidders shall provide unit prices for all items included in the work. In the event a greater or lesser amount of work is done, the following unit prices will apply. Unit prices cover the cost of work and materials complete in place, including materials, equipment, labor, installation, delivery, taxes, overhead, profit, maintenance and guarantee required to render the same complete.

The City of Angleton, TX - Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
General Items					
1.	1	LS	Payment, Performance and Maintenance Bonds (each 100% of the contract amount. No mark-up will be permitted)	$ 52,011.66	$ 52,011.66
2.	1	LS	SWPPP (complete and in-place including NOI, NOT, maintenance and removal upon completion)	$ 22,580.76	$ 22,580.76
3.	1	LS	60 Day Landscape Maintenance	$ 7,512.80	$ 7,512.80
			General Items Subtotal	$	$ 82,105.22
Demolition Items					
4.	1	LS	Tree Removal and Pruning	$ 9,657.55	$ 9,657.55
5.	1	LS	Removal of Maintenance Pier at Pump	$ 4,045.35	$ 4,045.35
			Demolition Items Subtotal	$	$ 13,702.90
Grading, Drainage and Utility Items					
6.	4,975	CY	Site Grading for Parking	$ 5.14	$ 25,571.50
7.	619	LF	6" Sanitary Sewer	$ 98.24	$ 60,810.56
8.	3	EA	Sanitary Manhole	$ 5,618.54	$ 16,855.62
9.	1	EA	Connect to Existing Sanitary Manhole	$ 3,141.25	$ 3,141.25
10.	1	LS	DSS Service Tap w/ Corp Stop	$ 13,805.57	$ 13,805.57
11.	295	LF	3" Water Line & Appurtenances	$ 36.92	$ 10,891.40
12.	48	LF	3" Water Line w/ restrained joints in PVC casing	$ 187.50	$ 9,000.00
13.	1	EA	3" Water Meter	$ 6,806.46	$ 6,806.46
14.	1	EA	3" Backflow Preventer	$ 6,769.22	$ 6,769.22
15.	24	LF	1.5" Water Line & Appurtenances	$ 43.02	$ 1,032.48
16.	1	EA	1.5" Water Meter	$ 4,368.98	$ 4,368.98
17.	452	LF	12" Storm Sewer	$ 95.68	$ 43,247.36
18.	491	LF	18" Strom Sewer	$ 72.88	$ 35,784.08
19.	53	LF	24" Storm Sewer	$ 83.80	$ 4,441.40
20.	95	LF	18" RCP Culvert	$ 112.05	$ 10,644.75

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
21.	8	EA	Catch Basin (as inclued in Civil drawings)	$ 2,337.32	$ 18,698.56
22.	1	EA	Type C Inlet	$ 5,079.16	$ 5,079.16
23.	1	EA	Junction Box	$ 6,152.79	$ 6,152.79
24.	1	EA	Storm Outfall	$ 2,258.97	$ 2,258.97
25.	996	LF	Trench Safety System	$ 3.47	$ 3,456.12
26.	4	EA	18" Concrete Catch Basin w/ metal grate	$ 2,338.60	$ 9,354.40
27.	3	EA	12" Concrete Catch Basin w/ dome grate	$ 2,094.59	$ 6,283.77
28.	145	LF	6" SDR35 Solid PVC Drainage Pipe	$ 38.26	$ 5,547.70
29.	120	LF	4" SDR35 Solid PVC Drainage Pipe	$ 37.62	$ 4,514.40
30.	60	LF	4" Perforated Drainage Sock Pipe	$ 24.62	$ 1,477.20
			Grading, Drainage and Utility Items Subtotal	$	$ 315,993.70
Site Lighting and Electrical Items					
31.	1	LS	Electrical Service (complete and operational)	$ 22,923.67	$ 22,923.67
32.	6	EA	Parking Lot Pole Mounted Lighting	$ 5,437.50	$ 32,625.00
33.	10	EA	Pedestrial Pole Monuted Lighting	$ 5,436.20	$ 54,362.00
34.	1	EA	Wall Pack Light	$ 1,412.66	$ 1,412.66
			Site Lighting and Electrical Items Subtotal	$	$ 111,323.33
Architecture Items					
35.	1	LS	Pavilion (complete and operational)	$ 1,605,600.68	$ 1,605,600.68
			Architecture Items Subtotal	$	$ 1,605,600.68
Hardscape Items					
36.	40,900	SF	10' Concrete Trail	$ 5.42	$ 221,678.00
37.	250	SF	8' Concrete Trail	$ 5.78	$ 1,445.00
38.	9,650	SF	6' Concrete Trail	$ 5.82	$ 56,163.00
39.	1,800	SF	4' Concrete Trail	$ 6.46	$ 11,628.00
40.	140	SF	4' Concrete Trail w/ Haunched Edge	$ 10.30	$ 1,442.00
41.	3,835	SY	South Parking Lot - 6" Thick Concrete Paved - including stabalized subgrade	$ 67.55	$ 259,054.25

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
42.	35	SY	South Parking Lot - 7" Thick Concrete Paved - including stabalized subgrade	$ 425.14	$ 14,879.90
43.	1,105	SY	10' Access Trail - 6" Thick Concrete Paved	$ 80.28	$ 88,709.40
44.	1,300	SF	Concrete Paving w/ Sandblast Finish	$ 11.59	$ 15,067.00
45.	1,358	LF	6" Concrete Curb at South Parking Lot	$ 2.92	$ 3,965.36
46.	20	LF	6" Concrete Curb at Bike Rack	$ 5.39	$ 107.80
47.	1	LS	Pavement Markings at South Parking Lot	$ 1,731.15	$ 1,731.15
48.	400	SF	Decompossed Granite Paving	$ 4.86	$ 1,944.00
49.	9	EA	ADA Ramps	$ 1,129.62	$ 10,166.58
50.	2	EA	Concrete Steps at Pavilion & Launch	$ 41,615.75	$ 83,231.50
51.	1	EA	Concrete Steps at Pavilion & Event Lawn	$ 14,122.77	$ 14,122.77
52.	4,230	SF	Playground Surfacing (pour-in-place rubber) w/ Concrete Base	$ 29.08	$ 123,008.40
53.	286	LF	Concrete Retaining Walls	$ 361.99	$ 103,529.14
54.	1	LS	Kayak Launch	$ 111,451.07	$ 111,451.07
55.	1	LS	Fishing Pier	$ 95,976.37	$ 95,976.37
56.	1	LS	Dumpster Enclosure	$ 23,380.22	$ 23,380.22
57.	1	LS	Pump Enclosure	$ 44,391.28	$ 44,391.28
58.	1	LS	Weir Crossing	$ 47,763.32	$ 47,763.32
59.	4	EA	Boulders at Drop-Off	$ 369.16	$ 1,476.64
60.	5	TON	Stones at Catch Basin at Event Lawn	$ 435.82	$ 2,179.10
61.	10	TON	Miscellaneous Site Moss Boulders	$ 369.18	$ 3,691.80
62.	1	LS	Allowance for Park Entry Signage	$ 10,000.00	$10,000.00
			Hardscape Items Subtotal	$	$ 1,352,183.05
Site Furnishing Items					
63.	7	EA	Benches w/ concrete pad base	$ 1,363.17	$ 9,542.19
64.	2	EA	Benches w/ decomposed granite base	$ 2,289.60	$ 4,579.20
65.	5	EA	Picnic Table w/ concrete pad base	$ 3,027.51	$ 15,137.55
66.	2	EA	Picnic Table w/ concrete pad base - Accessible	$ 3,078.90	$ 6,157.80
67.	18	EA	Bike Rack w/ concrete pad base	$ 553.89	$ 9,970.02
68.	5	EA	Trash Receptacle w/ concrete pad base	$ 1,268.36	$ 6,341.80
69.	2	EA	Trash-Recycle w/ concrete pad base	$ 1,347.11	$ 2,694.22
70.	2	EA	Bollards	$ 887.40	$ 1,774.80
			Site Furnishing Items Subtotal	$	$ 56,197.58

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
Playground Furnishing Items					
71.	1	EA	Playbooster (complete and in-place)	$ 193,633.66	$ 193,633.66
72.	1	EA	Swing (complete and in-place)	$ 11,369.37	$ 11,369.37
			Playground Furnishing Items Subtotal	$	$ 205,003.03
Softscape Items					
73.	1	EA	Live Oak - 65 Gal.	$ 886.13	$ 886.13
74.	12	EA	Swamp Milkweed - 3 Gal.	$ 25.69	$ 308.28
75.	10	EA	Flame Acanthus - 3 Gal.	$ 38.53	$ 385.30
76.	616	EA	Dwarf Yaupon - 3 Gal.	$ 25.68	$ 15,818.88
77.	31	EA	Firebush - 3 Gal.	$ 25.68	$ 796.08
78.	1,000	EA	Indigo Spires Salvia - 3 Gal.	$ 32.11	$ 32,110.00
79.	16	EA	Arrowwood Viburnum - 3 Gal.	$ 25.68	$ 410.88
80.	153	EA	Gulf Coast Muhly - 3 Gal.	$ 25.68	$ 3,929.04
81.	312	EA	Gregg's Mistflower - 1 Gal.	$ 19.26	$ 6,009.12
82.	42	EA	Bicolor Iris - 7 Gal.	$ 32.11	$ 1,348.62
83.	530	EA	Sandi Leaf Fig Ivy - 1 Gal.	$ 19.26	$ 10,207.80
84.	55	EA	Texas Lantana - 1 Gal.	$ 19.26	$ 1,059.30
85.	93	EA	Black-Eyed Susan - 1 Gal.	$ 19.26	$ 1,791.18
86.	19	EA	Mexican Bush Sage - 3 Gal.	$ 25.68	$ 487.92
87.	174	EA	Giant Tradescantia - 3 Gal.	$ 19.26	$ 3,351.24
88.	36	EA	Mexican Marigold - 1 Gal.	$ 19.26	$ 693.36
89.	223	EA	Common Rush - 3 Gal.	$ 38.53	$ 8,592.19
90.	500	EA	Pickerel Weed - BR	$ 1.28	$ 640.00
91.	511	EA	Arrowhead - BR	$ 1.28	$ 654.08
92.	65,400	SF	Fine Grade & Common Bermuda Hydromulch	$ 0.10	$ 6,540.00
93.	22,250	SF	Fine Garde & Common Bermuda Sod	$ 0.71	$ 15,797.50
94.	13,400	SF	Fine Grade & Big Roll Common Bermuda Sod at Event Lawn	$ 0.83	$ 11,122.00

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
95.	27,200	SF	Meadow Mix	$ 0.26	$ 7,072.00
96.	1	LS	Termporary Irrigation System (Complete and Operational including connections to new electrical services)	$ 5,608.27	$ 5,608.27
97.	1	LS	Permanent Irrigation System (Complete and Operational including connections to new electrical services)	$ 65,099.98	$ 65,099.98
			Softscape Items Subtotal	$	$ 200,719.15
			TOTAL BASE BID	$	$ 3,942,826.64

Bid Alternate #1 - Boardwalk

98.	1	LS	Boardwalk	$ 224,659.99	$ 224,659.99
99.	1	LS	Grading	$ 7,254.94	$ 7,254.94
100.	3,125	SF	6' Concrete Trail	$ 5.44	$ 17,000.00
			Bid Alternate #1 - Boardwalk Subtotal	$	$ 248,914.93

Bid Alternate #2 - Shade Structure

101.	1	LS	Shade Structure (complete and operational)	$ 66,422.71	$ 66,422.71
102.	1	LS	Electrical Secondary Run to Shade Structure	$ 4,717.64	$ 4,717.64
103.	1	LS	Grading	$ 1,316.14	$ 1,316.14
104.	1,675	SF	6' Concrete Trail	$ 5.44	$ 9,112.00
105.	1,400	SF	Concrete Paving w/ Sandblast Finish	$ 10.85	$ 15,190.00
106.	4,750	SF	Meadow Mix	$ 0.24	$ 1,140.00
107.	5	TON	Moss Boulders	$ 345.63	$ 1,728.15
108.	7,900	SF	Fine Grade & Common Bermuda Sod	$ 0.66	$ 5,214.00
109.	1	EA	Bench w/ concrete pad base	$ 1,273.72	$ 1,273.72
110.	1	EA	Trash Receptacle w/ concrete pad base (sandblast finished concrete)	$ 5,297.55	$ 5,297.55
111.	1	LS	Termporary Irrigation System (Complete and Operational including connections to new electrical services)	$ 6,330.65	$ 6,330.65
			Bid Alternate #2 - Shade Structure Subtotal	$	$ 117,742.56

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
Bid Alternate #3 - Sandy Beach					
112.	20	TON	Rock Edge	$ 454.64	$ 9,092.80
113.	80	CY	Sand	$ 82.71	$ 6,616.80
114.	5	TON	Moss Boulders	$ 345.63	$ 1,728.15
115.	1	LS	Grading	$ 1,884.65	$ 1,884.65
116.	15	LF	4" SDR35 Solid PVC Drainage Pipe	$ 35.21	$ 528.15
117.	115	LF	4" Perforated Drainage Sock Pipe	$ 23.03	$ 2,648.45
			Bid Alternate #3 - Sandy Beach Subtotal	$	$ 22,499.00
Bid Alternate #4 - Playgound Musical Instruments					
118.	4	EA	Butterflies (complete and operational)	$ 1,470.73	$ 5,882.92
119.	1	EA	Lilypad Cymbals (complete and operational)	$ 4,205.00	$ 4,205.00
120.	1	EA	Tenor Tree (complete and operational)	$ 7,301.22	$ 7,301.22
			Bid Alternate #4 -Playground Musical Instruments Subtotal	$	$ 17,389.14
Bid Alternate #5 - North Parking Lot					
121.	1,895	SY	6" Thick Concrete Paving - Including Stabalized Subgrade	$ 69.66	$ 132,005.70
122.	835	LF	6" Concrete Curb	$ 5.62	$ 4,692.70
123.	1	LS	Pavement Markings	$ 710.34	$ 710.34
124.	2	EA	Parking Lot Pole Mounted Lighting	$ 6,144.95	$ 12,289.90
125.	6	EA	Pedestrial Pole Mounted Lighting	$ 6,144.95	$ 36,869.70
126.	1,895	CY	Site Grading for North Parking	$ 5.17	$ 9,797.15
127.	1,300	SF	6' Concrete Trail	$ 5.44	$ 7,072.00
128.	1	EA	Trash Receptacle w/ concrete pad base	$ 5,422.90	$ 5,422.90
129.	205	LF	12" Storm Sewer	$ 89.54	$ 18,355.70
130.	125	LF	24" Storm Sewer	$ 78.43	$ 9,803.75
131.	2	EA	Catch Basin	$ 2,187.54	$ 4,375.08
132.	1	EA	Storm Manhole	$ 5,258.51	$ 5,258.51

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
133.	1	EA	Storm Outfall	$ 2,114.22	$ 2,114.22
134.	330	LF	Trench Safety System	$ 3.25	$ 1,072.50
135.	1	LS	SWPPP	$ 4,206.80	$ 4,206.80
			Bid Alternate #5 - North Parking Lot Subtotal	$	$ 254,046.95

Bid Alternate #6 - Fitness Station

136.	1,020	SF	Wood Fiber Play Surface	$ 9.25	$ 9,435.00
137.	1	EA	Angled Balance Beam	$ 1,549.67	$ 1,549.67
138.	1	EA	Plyometrics	$ 4,795.06	$ 4,795.06
139.	1	EA	Pull-Up / Dip	$ 4,072.97	$ 4,072.97
140.	1	EA	Rope Climb	$ 4,592.21	$ 4,592.21
141.	1	EA	Ramp	$ 1,057.23	$ 1,057.23
142.	104	LF	Fitness Station Edge	$ 36.15	$ 3,759.60
143.	30	LF	4" SDR35 Solid PVC Drainage Pipe	$ 67.57	$ 2,027.10
144.	130	LF	4" Perforated Drainage Sock Pipe	$ 15.59	$ 2,026.70
			Bid Alternate #6 - Fitness Station Subtotal	$	$ 33,315.54

Bid Alternate #7 - Overlook

145.	3,250	SF	6' Concrete Trail	$ 5.44	$ 17,680.00
146.	40	LF	Stone Wall	$ 274.61	$ 10,984.40
147.	440	SF	Concrete Paving w/ Sandblast Finish	$ 11.80	$ 5,192.00
148.	1	LS	Grading	$ 1,232.06	$ 1,232.06
149.	20	LF	4" SDR35 Solid PVC Drainage Pipe	$ 35.22	$ 704.40
150.	40	LF	4" Perforated Drainage Sock Pipe	$ 23.04	$ 921.60
			Bid Alternate #7 - Overlook Subtotal	$	$ 36,714.46

Bid Alternate #8 - Relocate Electrical Controller / Disconnect

151.	1	LS	Relocate Pump Controller / Disconnect	$ 2,584.18	$ 2,584.18
			Bid Alternate #8 - Relocate Electrical Controller / Disconnect Subtotal	$	$ 2,584.18

Clark Condon
April 2021

The City of An
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
Bid Alternate #9 - Bury Existing Electrical Pull Boxes					
152.	1	LS	Bury Existing Electrical Pull Boxes	$ 2,313.81	$ 2,313.81
			Bid Alternate #9 - Bury Existing Electrical Pull Boxes Subtotal	$	$ 2,313.81
Bid Alternate #10 - Existing Gravel					
153.	1	LS	Removal, Washing and Storage of Existing Gravel Drive (where indicated on plans)	$ 6,670.99	$ 6,670.99
			Bid Alternate #10 - Existing Gravel Subtotal	$	$ 6,670.99

Bid Summary Section

a.	Total Base Bid	$ 3,942,828.64
b.	Total Bid Alternate #1 - Boardwalk	$ 248,914.93
c.	Total Bid Alternate #2 - Shade Structure	$ 117,742.56
d.	Total Bid Alternate #3 - Sandy Beach	$ 22,499.00
e.	Total Bid Alternate #4 - Playgound Musical Instruments	$ 17,389.14
f.	Total Bid Alternate #5 - North Parking Lot	$ 254,046.95
g.	Total Bid Alternate #6 - Fitness Station	$ 33,315.54
h.	Total Bid Alternate #7 - Overlook	$ 36,714.46
i.	Total Bid Alternate #8 - Relocate Electrical Controller / Disconnect	$ 2,584.18
j.	Total Bid Alternate #9 - Bury Existing Electrical Pull Boxes	$ 2,313.81
k.	Total Bid Alternate #10 - Existing Gravel	$ 6,670.99

Clark Condon
April 2021

The City of Angleton
Lakeside Park

Proposer acknowledges receipt of the following addenda:

Addenda Number and Date: 1 5/06/2021

2 5/11/2021

Signature and Title of Proposer: Julie Rastegar Corp. Secretary

Name of Proposer Printed or typed: Millis Development and Construction, LLC

Date: 5/13/2021

Surety Company: Travelers Casualty and Surety Company of America

State of incorporation: Connecticut

Local agent: Marsh and McLennan Agency

Agent's telephone: 713-780-6100

Insurance Carrier: Continental Insurance Company

State of incorporation: Delaware

Local agent: Marsh and McLennan Agency

Agent's telephone: 713-780-6100

Bridgeland Parkland Village Section 31 – Park & LS Improvements Reserves A, B, & C
19501 Tuckerton Rd, Cypress, TX

Owner: Bridgeland Development LP on behalf of Harris County Municipal District No. 489
Representative: Tricia Brasseaux (281)213-9600 tricia.brasseaux@howardhughes.com

Design Firms: LANDology Landscape Architects John Tipton (281)741-6786

Cost: Original Contract Price: $1,533,586
Revised Contract Price: $1,176,295.55
There were five (5) Change Orders to the project due to requested owner/architect changes and deductions, most dealt with the landscape scope of work.

Schedule: Initial Scheduled Duration: 180 Days
Actual Project Duration: 180 Days
Project finished on schedule.

Project Description: Rough grading, drainage, site utilities, 22,000SF concrete sidewalks, 1650SF pavers at pavilion, 43LF concrete seatwall, pavilion and patio area with swing benches, monument sign wall, park signs, playground with mulch fall surface, mailbox units, site furniture, electrical and lighting, irrigation, landscape, moss boulders, 12 month landscape maintenance

Artavia Rec Center #1, Little Buck Park Playground, Little Buck Park Lakefront
17590 Artavia Parkway, Conroe, TX 77302

Owner: AIRIA Development Company
20333 State Highway 249, Suite 600, Houston, TX 77070
Representative: E Travis Stone, Jr. (281)809-7800 traviss@airiadevco.com
Tyler Stone (832)264-0560 tylers@airiadevco.com

Design Firms: Curry Boudreaux Architects (713)523-8787 — Herman Coronado
Engineer: LJA Engineering (713)953-5200 — Tom Afflerbach
Landscape Architect: TBG Partners (713)439-0027 — Jacob Minter & Chris LeBlanc

Cost: Original Contract: $5,620,328.26
Final Contact: $12,111,520.51
In order to minimize impact to final project completion dates, MDC was released on partial design for the building foundation, structure, site utilities and site paving, while the rest of the design was finalized. Construction of the final portion of the project was processed via a Change Order which closely followed initial budget, given prior to the original contract.

Schedule: Initial Scheduled Duration: 365 Days
Actual Project Duration: 597 Days
Duration from Substantial Completion to Final Completion: approx. 77 Days
The project encountered multiple weather-related and 'lack of site access' related delays at the onset of the job. The schedule was further adjusted when the Owner added 2 large scopes of work, worth combined $3.3M dollars

Project Description: Little Buck Park Recreation Center: Rec Center consisting of three (3), structural steel supported buildings totaling over 11,000 SF, complete with Breezeways and canopies, Resysta siding boards, curtainwall galls, overhead doors, metal (steel and aluminum) roof decks, separate gabion walls cladded Site Restroom Building, concrete pavement, sidewalks, ramps & parking lots consisting of over 90 parking stalls and 50,000 SF of concrete paving, slopped ramps with steel handrails, outdoor patios, pavers and sandblasted concrete decks, indoor and outdoor bars, seating benches, piers, docks, wood bridges, planters, decorative exterior steel arts, site lighting, aluminum aperture signs, cedar and Corten steel fences, landscaping, irrigation and drip systems, boulder accented creeks and more, 90 day landscape maintenance.
Playground: 10000 SF concrete sidewalk, flagstone paving, sundeck paving, synthetic lawn, poured in place fall surface, fiber mulch, decomposed granite paving, concrete stairs, concrete slide, playground equipment, Vortex water feature, wood footbridge, timber post fence, timber steppers, site furniture, planting, irrigation, 90 day landscape maintenance
Lakefront: shade pavilion, drainage, grading, gabion walls, wood dock, wooden footbridge, boulder retaining wall, safety fencing, site furniture, site lighting, concrete sidewalks, planting, irrigation, 90 day landscape maintenance

The Woodlands Hills Village Park and Amenity Center
1460 North Teralyn Hills Dr., Conroe, TX

Owner: HF Management Development Company, LLC.
Representative: Kelly Dietrich (936)672-2245 Kelly.Dietrich@howardhughes.com

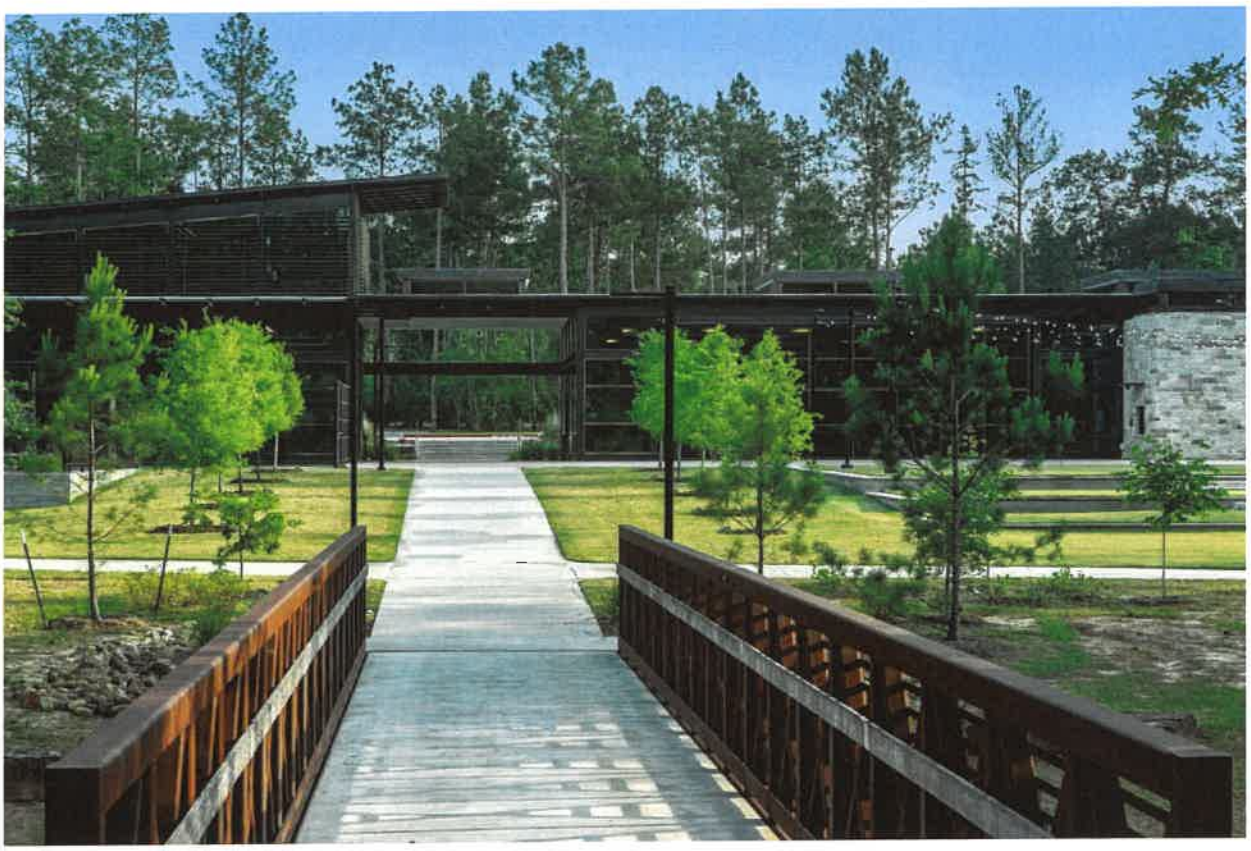
Design Firms: Clark Condon Associates, Elizabeth Gilbert (713)871-1414

Cost: Original Contract Price: $11,955,082.64
Approved Cost Revisions: $(325,580.08)
Revised Contract Price:$11,629,502.56
There were five (5) Change Orders to the project due to requested Value Engineering, unforeseen site conditions related to grading issues and drainage, City of Conroe post permit issuance and approval adds, as well as Entergy (local electrical power distribution provider) changing terms and conditions requirements, finally the Owner has added some neighborhood sign cabinets to our original scope.

Schedule: Initial Scheduled Duration: 365 Days
Actual Project Duration: 510 Days

Duration from Substantial Completion to Final Completion: Just under 60 days
Explanation as to project extension or delays, if applicable: We had encountered significant grading issues and permanent power installation delays. The Owner and Civil Engineering team had a separate contractor working on the construction of the pond and the weir wall, which affected phasing of our work. The Owner added installation of additional neighborhood sign cabinets and the project also encountered 88 weather related delays.

Project Description: The Woodlands Hills Village Park and Amenity Center is a 17 acre site with event space and fitness facility including 14000+- of conditioned amenity center, fitness pool, resort pool, splash pad and dedicated pump room/restroom building. The site also includes a bridge, trail system, dog park and tennis courts. MDC facilitated complete construction from utilities and dirt-work to completed site.



millis development &
construction, llc.
931 Pheasant Valley Dr.
Suite 200
Missouri City, TX 77489
Tel. 281.240.6066
Fax 281.240.7730

City of Angleton – Lakeside Park Project

Potential Key Subcontractors and Self-Performed Work

Main Subcontractors

Landscape:	EarthFirst	Jason Backman	281-371-3600
Pile Driving:	Putnam Inc.	Emily Lopez	281-559-1919
Electrical:	E Diamond Electric	Eloy Carbajal	713-695-0540
Concrete	Guerra Concrete Co	David Guerra	281-960-3453
Roof:	D-7 Roofing	Steven Roberts	218-309-7130
Play Equipment:	LoneStar Rec	Vanessa Zelaya	281-970-9010
Piers:	SDL	Buddy Howard	713-722-8290
Plumbing:	JLR Plumbing	Kendrick Wick	713-562-0629
HVAC:	Air Champion	Ronnie Odom	281-440-8077

Self-Performed Work

Site Utilities, Dirt work

EARTHFIRST
YOUR PROPERTY OUR PASSION

Earth First Landscapes

281-371-3600 | 281-723-1796 | jbackman@earthfirstpro.com
www.earthfirstlandscapes.com
25290 Beckendorff Rd, Katy, TX 77493

Cross Creek Ranch - SWA - Josh Lock

713-868-1676 jlock@swagroup.com

Katy Pointe Recreation Center - Terralab Landscape Architects - Pete Simpson

713-239-0130

Aliana Section 51-62 - TBG Partners - Kasper Musteikis

713-439-0027 kasper.musteikis@tbgpartners.com

Spring Brook Village Amenity Design Workshop Sarah Delcambre

713-357-6449 sdelcambre@designworkshop.com

Putnam Inc.
Office# 281.559.1919
putnaminc@yahoo.com
12902 FM 3436
Dickinson, Tx 77539

Experience

200 Pilings at Dupont in Orange for Signature Group 346 Twin City Hwy Port Neches, Tx 77651 # 409.729.9329

500 cement pilings in the Woodlands for DL Meacham 2102 Hoskins Dr Houston, Tx 77080 #713.465.1905

Multiple walk bridges in Conroe for Johnson Development 170 Town Park Drive Conroe Tx 77304 # 936.282.5131

E DIAMOND ELECTRIC

May 10, 2021

Ref: Presentation Letter

We would like to take this opportunity to introduce our Company. We are **"E Diamond Electric, Inc"** a Commercial and Residential Electrical Contractor Company (SBE and MBE certified) located in Houston, TEXAS. We strive to provide electrical work that exceeds our customers' expectations.

Every year **E Diamond Electric** completes projects of all diversity and sizes from Commercial to Residential in the Electrical field.

These represent just a few of the projects that E Diamond Electric, Inc has successfully completed:

Project Name: Avondale Highline Apartments (50-units)
Location: Houston Texas
General Contractor: Cardinal Construction (Jhon C. 713.245.6654)

Project Name: White Oak Co-Op Apartments (60-units)
Location: Houston Texas
General Contractor: Urban Genesis (Jhon C. 713.245.6654)

Project Name: Summer St Apartments (150-units)
Location: Houston Texas
General Contractor: Urban Genesis (Jhon C. 713.245.6654)

Project Name: Midtown Super Block
Location: Houston Texas
General Contractor: Millis Development (Jason Millis 281.240.6066)

Project Name: Buffalo Bayou Park Package 1, 2 and 3
Location: Houston Texas
General Contractor: Millis Development (Jason Millis 281.240.6066)

Project Name: Texas City- Park and Ride
Location: Texas City Texas
General Contractor: Brookstone Construction (Scott 713.683.8800)

Project Name: TxDOT Sugar land Regional Airport
Location: Sugar Land Texas
General Contractor: Millis Development (Chad Millis 281.240.6066)

Project Name: Woodlands Hills Recreation and Community Center
Location: The Woodlands Texas
General Contractor: Millis Development (Jason Millis 281.240.6066)

JLR Plumbing Co. Inc

20330 Savannah Bay Rd.
Cypress, Texas 77433
P.281.979.4231

References:

Chad Millis	Millis Development	Chad@millis.com	(281)240-6066
Charles Whiteford	Belmont Custom Homes	belmontcustomhm@aol.com	(713)784-4488
Jason Pierce	Pierce Built Construction	jason@piercebuiltco.com	(281)201-8711

Completed Projects	General Contractor	Date Completed
Spring Brook Rec Center	Millis Development	September 15, 2020
Harvest Yard	Millis Development	July 20, 2020
Houston Zoo Attwater Building	Millis Development	April 23, 2021

Ridgemont - Christian Hamilton - Project Superintendent Harvest Assisted Living - Roanoke
- Brian Rhoden 214-492-8944
- Andrew Weaver
- Dennis Kear DeSoto Transitional Care

Rampart Construction – 817-310-0053 Hillwood Artisan Village

Trepex Construction - Delores Wholey -512-369-2252 Legacy Oaks at Midlothian

Weber Group - Bobby Vance – 812-246-2100 Springs Apartments - Balch Springs

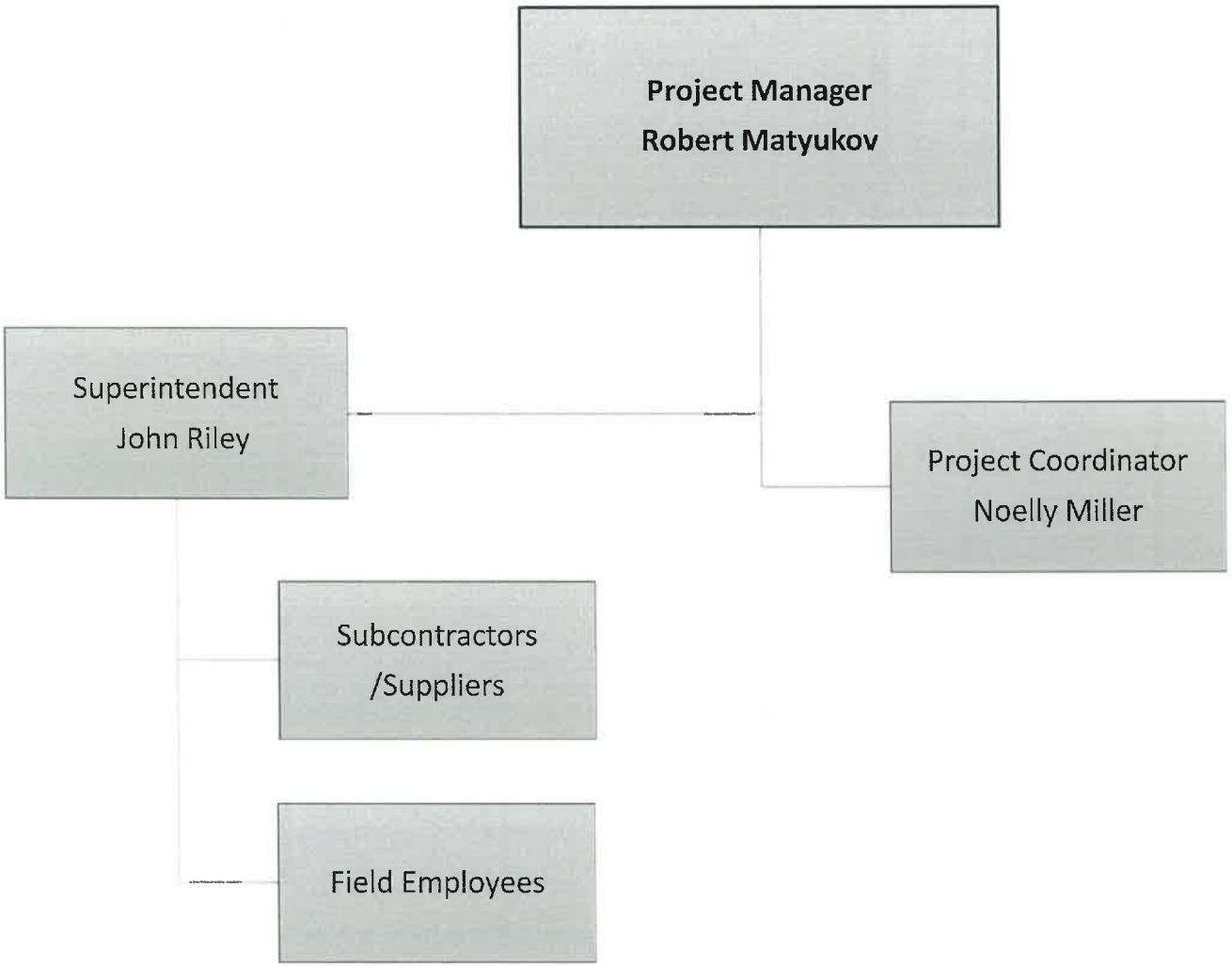
Oden Hughes - Andy Munsch - 214-238-3544 CREA West Commerce

SCI Construction - Brandon Parker -903 592-9311 Denison Investcor, McKay Crimson Heights, Smithville Assisted Living, Rio Grande Skilled Nursing, San Antonio Skilled Nursing

Propel Construction - 210-319-5814 - Element in Round Rock, Aloft Warner Ranch

Journeyman Construction - Cannon Kilde – 512-247-7000 McCarty Commons Apartments, Johns West Apartments

The City of Angleton Lakeside Park
Millis Development Team Organization Chart



CEO
Chad Millis

Director of Quality Assurance
Jason Millis

Safety Director
Chris Scott

Director of Operations
Robert Matyukov

Job Narratives: Supervisory Positions

Project Manager – Robert Matyukov ***(Main Point of Contact)***

General Duties: Owner/client relationships, Closeout management/retainage, Budget management (profit/loss), Buyout of material and subcontractors, Scheduling, Pay estimates, Management of Project Team, Quality control, Ensure a successful project, Provide leadership and set standards in the field so that we have well qualified crews and employees who work safely, efficiently and effectively

Reference resume included for project experience

Superintendent – John Riley

General Duties: Day to day jobsite management, Quality control, Job site safety, Daily schedule management (schedule and coordinate all work materials to be delivered, received, billing codes), Subcontractor and field employee management, Coordination with Project Manager of construction activities, Coordination with inspectors, engineers and architects, Responsible for field inspections, Completion of punch list items in a timely manner, Assisting in project close-out (maintaining construction plans for as-builts)

Reference resume included for project experience

Vice President of Millis Equipment – Cody Burgin

General Duties: Oversee dirt work and utility work performed by our sister company, Millis Equipment.

Reference resume included

CEO– Chad Millis

General Duties: Oversee operations and business activities to ensure production is consistent in the overall company strategy and mission. Ensure the Project Managers are profitable and timely, resulting in satisfied clients. Develop and implement business strategies, oversee budgets to ensure resources are properly used, provide strategic leadership and direction

Reference resume included

Director of Quality Assurance -Jason Millis

General Duties: Review project progress and in field production to ensure all elements of the project are installed within project specifications. Assures quality products and processes by establishing and enforcing quality standards and testing materials and products.

Establishes quality and reliability standards by studying product and consumer requirements with other members of management and with production operators, technicians, and engineers.

mdc

STAFF RESUMES

Robert Matyukov

Director of Operations, Project Manager

Education

British Columbia Institute of Technology (BCIT) 1995, Burnaby, BC Canada
AAS Engineering Technology – Construction Management & Real Estate

Experience

Millis Development & Construction (May 2020 – Present) Director of Operations
Missouri City, TX (2017 – Present) Project Manager

GT Leach Constructors LLC (2015 - 2017) Sr. Project Manager
Houston, TX

The Hanover Company (2013 – 2015) Project Manager
Houston, TX

Spire Consulting Group, LLC (2013 - 2015) Senior Independent Consultant
Houston, TX

Satterfield & Pontikes Construction, Inc (1999 - 2012) Sr. Project Manager/PM
Houston, TX

Well qualified industry professional with over 22 years of experience and qualifications in multifamily and commercial construction management as a Project Manager and Construction Manager at Risk. Executes entire project cycle working from Negotiations to Award, Pre-Construction Services and full Project completion. Successful in managing client relationships, understanding priorities, resolving project issues and delivering jobs on time, within specifications and budget constraints. Strong work ethic, drive and ambition.

MDC Representative Project Experience

Artavia Rec Center #1
Conroe, TX 77302

Little Buck Park Recreation Center:
Rec Center consisting of three (3), structural steel supported buildings totaling over 11,000 SF, complete with Breezeways and canopies, Resysta siding boards, curtainwall galls, overhead doors, metal (steel and aluminum) roof decks, separate gabion walls cladded Site Restroom Building, concrete pavement, sidewalks, ramps & parking lots consisting of over 90 parking stalls and 50,000 SF of concrete paving, slopped ramps with steel handrails, outdoor patios, pavers and sandblasted concrete decks, indoor and outdoor bars, seating benches, piers, docks, wood bridges, planters, decorative exterior steel arts, site lighting, aluminum aperture signs, cedar and Corten steel fences, landscaping, irrigation and drip systems, boulder accented creeks and more, 90 day landscape maintenance.
Contract Value $7.4M

The Woodlands Hills Park & Amenity Center
Conroe, TX

14-Acre Development:
Responsible for overall Project performance, Subcontractor Procurement and Safety, Owner/Design Team Deliverables and Coordination, Business Development, Estimating, Schedule, Reporting & Project Controls.
Contract Value $12M

mdc

STAFF RESUMES

Cinemark USA
VANBOTS Construction, Inc.
Vancouver, BC, Canada

12-plex Stadium Seating Movie Theatre
Prepared project plans and negotiated cost estimates, coordinated project requirement and scope of work, issued work orders, scheduled work and inspected progress.
Contract Value $12M

Playdium Corporation
VANBOTS Construction, Inc.
Vancouver, BC, Canada

Gaming and Entertainment Center
Worked on interior finish out of leased spaced in retail and mixed use development complex large mall. Prepared project plans and negotiated cost estimates, coordinated project requirements and scope of work, issued work orders, scheduled work and inspected progress.
Contract Value $16M

Executive Inn Airport Plaza & Conference Center
LRG Construction Limited
Burnaby, BC, Canada

17-Story Condominium Hi-Rise & 7 Story Hotel Complex
Worked from start to finish on construction of project as Field Engineer & Assistant Superintendent
Contract Value $27M

The Clarkson's
LRG Construction Limited
Burnaby, BC Canada

12-Story Luxury Hi-Rise Condominium Tower
Worked in part on pre-construction and construction phases of this Hi-Rise Condominium Tower
Contract Value $25M

mdc

STAFF RESUMES

John Riley
Superintendent

Education

- **Lamar University, 1997 - 2000**
  Beaumont, TX

Experience

- **Millis Development & Construction,** Superintendent (Aug 2016 – Present) Missouri City, TX
- **LSI General Contractors & Management,** Superintendent (Mar 2014 – Aug 2016) Plano, TX
- **Dee Brown, Inc.,** Project Manager (Mar 2013 – Mar 2014) Houston, TX
- **Sun Builders Company,** Superintendent (Nov 2012 – Mar 2013) Houston, TX
- **Millis Development & Construction,** Superintendent (Apr 2007 – Nov 2012) Sugar Land, TX

Representative Project Experience

Artavia Rec Center #1
Conroe, TX 77302

Little Buck Park Recreation Center: Rec Center consisting of three (3), structural steel supported buildings totaling over 11,000 SF, complete with Breezeways and canopies, Resysta siding boards, curtainwall galls, overhead doors, metal (steel and aluminum) roof decks, separate gabion walls cladded Site Restroom Building, concrete pavement, sidewalks, ramps & parking lots consisting of over 90 parking stalls and 50,000 SF of concrete paving, slopped ramps with steel handrails, outdoor patios, pavers and sandblasted concrete decks, indoor and outdoor bars, seating benches, piers, docks, wood bridges, planters, decorative exterior steel arts, site lighting, aluminum aperture signs, cedar and Corten steel fences, landscaping, irrigation and drip systems, boulder accented creeks and more, 90 day landscape maintenance.

The Woodlands Hills Village Park & Amenity Center
Conroe, TX

14-Acre Development: construction of site improvements including amenity center, pool complex, event lawn, playground and sprayground, tennis courts, dog park, restrooms, pedestrian bridge, parking lots, trails, lots, trails, utilities, site lighting, grading and drainage, planting and irrigation

mdc

STAFF RESUMES

Chad Millis
CEO

Education
University of Texas at Austin – 3-year Graduate
Austin, TX

Experience

- **Après Ventures, LLP** (2016-Present), CEO – Owner
  Missouri City, TX -
- **Republic Masonry and Fencing** (2016 – Present), Owner
- **Millis Development & Construction** (2003-Present), President - Owner
- **Millis Equipment, LLC** (2005-Present), President
- **Millis Classic Homes, LLC** (2005-Present), Vice President - Owner

Representative Project Experience

Riverstone The Island Sugar Land, TX	Gated entry system with stone walls, large fountain and elevated plaza with landscaping Contract value $1,752,598
Crown Garden at Imperial and Crown Garden Trail Sugar Land, TX	Brick, precast entry monument signs and columns, site work grading, irrigation systems, concrete sidewalks, brick perimeter wall and demolition of existing bridge Contract value $1,343,042
Meridiana Iowa Colony, TX	Multiple gated entries, sidewalks, walls and entry signage Contract value $2,121,558
Avalon at Riverstone Central Park Sugar Land, TX	Community park, restroom building, tree house, event pavilion, playground, parking lot and landscaping Contract value $2,102,045
Point at Imperial Sugar Land, TX	Roundabout, fountain and entry gates Contract value $299,245
Sienna Sawmill Lake, Secs 5-9 Monuments and 5-7 Fencing Missouri City, TX	Multiple entry gates, monuments, signage and fencing Contract value $544,786
Harvest Green Bridge Enhancements Sugar Land, TX	Bridge columns, lighting and signage Contract value $315,998

mdc

STAFF RESUMES

Telfair Ph 3–Sections 33 & 34 Mews & Parks Sugar Land, TX	Multiple Mews/Parks with sidewalks, brick columns, pavilion, plaza with stairs and brick walls, basalt water features, pebble pavers, lighting & electrical, site furnishings, landscape and Irrigation Contract value $1,525,039
Mission Bend Little Villa Wetland Park Houston, TX	Community park, detention pond, pedestrian bridges, overlooks and landscaping Contract value $1,334,727
Fort Bend Park & Ride Rosenberg, TX	175,000 SF+ concrete parking lot, sidewalks, striping, signage, pavers, canopy, electrical, lighting, landscape Contract value $1,237,900
Pearland Trails Connectivity Phase 1 Pearland, TX	Concrete walks, site furnishings, signage and trail graphics, landscape, crosswalk warning system Contract value $632,819
Aliana Grand Parkway Entry Richmond, TX)	46' Tall brick entry tower, two (2) 65' long brick entry sign walls, one (1) 54' long brick entry wall, electrical and lighting Contract value $328,421
Avalon @ Telfair Recreation Facility Sugar Land, TX	Construction of a neighborhood recreation facility including two pool buildings, parking lot, volleyball court, 8,000 SF pool with slides and several water features, a spray park, splash pad, playground, landscaping, irrigation, and site utilities Contract value $709,905
Herman Brown Park Houston, TX	Jogging trails, concrete walks, splash pad, cool deck, site furnishings, wood post and cable rail, landscape and irrigation Contract value $1,768,280
Harris County MUD 365 Cypress, TX	Trail plan continuation – Asphalt trails, stained concrete flagstone paving, gravel paving, fencing, wood arbors, park Signage, landscape/irrigation, and site furnishings Contract value $419,876
Sienna Community Center Bldg. Missouri City, TX	Construction of a 5,600 SF One-story, wood frame stucco building for community HOA Contract value $635,691
Stumpf Plaza Improvements Houston, TX	Construction of two curved granite "Water Walls" at the University of St. Thomas. The project included two (2) underground pump systems in prefabricated vaults. The project also included removing the roadway intersection and replacing the concrete with concrete pavers, site furnishing, landscaping and irrigation. Contract value $478,033

mdc

STAFF RESUMES

Jason H. Millis

Founder
Director of Quality Assurance

Education

University of Houston Business Degree/Major Accounting
Houston, TX

Experience

Millis Development & Construction (1980 – 2020)
Missouri City, TX

Millis Classic Homes, LLC (2005 – Present), President
Missouri City, TX

Millis Equipment (2005 – Present), Secretary
Missouri City, TX

Representative Project Experience

Midtown Park
Houston, Texas

New construction of a large park in Midtown. Park is a SITES CERTIFICATION project. Ground up project which is 65% built on top of an underground parking structure. Work included waterproofing entire lid of the structure, gravel and sand drainage layers. Large grading package of import select fill installation 5 feet deep in areas of hardscape on structure and up to 8 feet of import landscape soils for areas of softscape. Site civil utilities for water, storm sewer and sanitary sewer. Architectural concrete for paving, retaining walls and curbing. Structural concrete. Large granite paver, clay paver and granite wall veneer package. Decomposed granite paving. Steel pavilion, masonry restroom, architectural glazing package. Large playgrounds with art installations. Decorative street and park lighting and electrical package. Three major water features: bayou runnel, rain fountain, and front fountain.
Contract Value $18,124,581

Buffalo Bayou Park
Packages 2 & 3
Houston, TX

5 mile renovation of Buffalo Bayou between Shepherd and Sabine Street. Hardscape, Landscape and irrigation of approximately 130 acres **of** park land. Parking lots, information buildings, Dunlavy restaurant shell space, nature playground, 5 miles of running trails, extensive trail/landscape/bridge lighting, 3 pedestrian bridges, overlook structures, dog park, Lost Lake pond and dam, multiple cascade water features.
Contract Value $37,343,287

mdc

STAFF RESUMES

Eagle Springs Neighborhood Center
Atascocita, TX

3,225 SF meeting building and 691 SF restroom building with stone, hardi, shingle roof, playground, splash pad, site furnishings, sidewalks, parking lot, fencing, landscape and irrigation Contract Value $1,444,408

Cypress Creek Lakes Community and Information Center
Cypress, TX

Community center, information center and pavilion restrooms. Buildings include stone veneer and brick exteriors, stained concrete flooring, tile floors and walls, wood flooring, Pella windows, fans, fenced porch
Contract Value $1,242,207

Oyster Creek Bridge
Sugar Land, TX

Steel pedestrian bridge with guardrail, abutments, concrete walk, brick columns and seat walls, boulders retaining walls, electrical/lighting, landscape and irrigation
Contract Value $530,434

The Falls Time Shares
New Ulm, TX

Two story, eight unit, wood frame time share building
Contract Value $650,604

Harpers Preserve Entries & Amenities
Conroe, TX

Guardhouse, site work, stone columns, stone wall, sidewalks, signage, fencing, electrical/lighting, landscape and irrigation
Contract Value $913,286

El Bolillo Bakery
Houston, TX

9,500+ SF bakery with stained floors, metal and tile roof, stucco exterior, parking lot, landscape
Contract Value $1,487,744

Godwin Park Phase II
Houston, TX

Complete renovation to existing 4,665 SF brick building: included stained concrete floors, interior glazed block walls, terra cotta exterior panels and decorative exterior iron work/ fencing Contract Value $820,087

Rosemont Bridge & Trails
Houston, TX

Steel pedestrian bridge spanning Buffalo Bayou connecting Allen Parkway to Memorial Drive, and trails for joggers and bikers, lighting/electrical, concrete paving, site furnishings and Landscaping Contract Value $4,810,258

Aliana Recreation Center
Richmond, TX

10,000 SF Tuscan style clubhouse featuring 2 custom kitchens, large ballroom with rough timbers with meeting rooms, fitness center, outdoor poolside kitchen, pool house, and site improvements Contract Value $2,790,421

Cross Creek Ranch
Fulshear, TX

Visitor's Center: 7500 SF building with a Café and full commercial kitchen facilities, and related site improvements. Included an 80ft observation tower.
Fitness Center: 10,000 SF fitness center, with a multi-purpose room a full commercial kitchen for banquets.
Site Amenities: Lakeside amphitheater, multiple pavilions with seating, children's playground, landscape & irrigation
Contract Value $7,800,000

mdc-mer

STAFF RESUMES

Chris Scott, CSHO
Safety Director

Education/Certifications
- **Certified Safety & Health Official –** The University of Texas at Arlington 2018
- **Certified Occupational Safety Specialist -** Alliance Safety Council 2015
- **Competent Person Trench** – Speed Shore 2016
- **30 Hr OSHA in Construction Safety and Health -** 2014
- **10 Hr OSHA General Industry Safety and Health** - 2014
- **10 Hr OSHA hazard Recognition** – 2015
- **Registered Flagger** – American Traffic Safety Services Association 2014
- **AAS Degree** – San Jacinto College 2009
- **Certificate of Technology/Surgical Technology** – San Jacinto College 2001
- **Certified Volunteer Firefighter** – College of the Mainland 2007
- **EMT Basic** – College of the Mainland 2007
- **Certified Surgical Technologist/Certified First Assistant** – Nat'l Board of Surgical Technology and Surgical Assisting 2006
- **Surgical First Assistant** – Meridian Institute of Surgical Assisting 2009

Experience
- **Millis Development & Construction,** Safety Director — 2014 – Present
  Millis Equipment, Safety Director
  Missouri City, TX
  Plans and implements safety policies and procedures in compliance with local, state and federal rules and regulations including Occupational Safety and Health Administration (OSHA). Performs safety surveys and inspections of job sites and prepares written reports of findings and recommendations for corrective or preventative measures where indicated and follows up to ensure measures have been implemented. Plans and implements training for employees in work site safety practices. Maintains safety files and records. Conducts post accident investigation and prepares report identifying possible accident causes and hazards for use by company personnel and senior management.

  Works with and through management to ensure compliance with safety and environmental procedures and to assist in the achievement of profitability and productivity requirements.

- **Scott Surgical Assistants,** Surgical Assistant — 2013 – 2014
  Houston, TX

- **Key Access Institute, LLC**., Surgical Assistant, Director — 2006 – 2013
  Houston, TX

- **Bayshore Medical Center**, Certified Surgical Technologist — 1999 - 2006
  Pasadena, TX

millis development & construction, llc.
931 Pheasant Valley Dr.
Suite 200
Missouri City, TX 77489
Tel. 281.240.6066
Fax 281.240.7730

Section V: Claims History

- Projects gone to claim, litigation, City Engineer's decision, mediation or arbitration with the owner - **NONE**

- Projects failed to complete because of financial reason, labor disputes, failure of our employees to perform, or any other reasons – **NONE**

- Bond Rating – The Surety for Millis Development & Construction, LLC is Travelers Casualty and Surety Company of America and is "A++" (Superior) rated in Best Guide with an FSC rating of XV. Millis single job is in the $30,000,000 range with an aggregate of $60,000,000.

COVER LETTER

Three generations strong, D.L. Meacham Construction has been family owned and operated since 1979. At D.L. Meacham, we pride ourselves on completing a project right, the first time. Throughout our tenure, D.L. Meacham has applied this passion for perfection to countless master-planned communities, public park facilities and commercial and industrial construction projects. We ensure you that the City of Angleton Lakeside Park Project stays on time and within budget. We are a unique contractor in which we perform a considerable amount of a construction projects within our own forces. This is an invaluable service for jumpstarting construction projects and setting your own schedule. This also enables us to have better control of the project schedule, offer more cost-effective solutions and radically accelerate construction projects. After 42 years of operation, D.L. Meacham has honed our experience in nearly every area of construction and look forward to providing our high-quality work for the City of Angleton.

2102 Hoskins • Houston, Texas 77080 • Office: 713-465-1905 • Fax: 713-465-2744

Authorized Representatives

Andrew Walton – Head of Preconstruction Services
832-335-0155
andrew@dlmeacham.com

Howell Underwood – Director of Project Management
832-405-4875
howell@dlmeacham.com

Sean Arterburn – Director of Construction
832-405-3621
sean@dlmeacham.com

Jimmy Alva - Sr. Estimator
713-201-9576
estimating@dlmeacham.com

IV. BID FORM

To: **The City of Angleton, Texas**

Work: **Lakeside Park**

including: Pavilion, parking, trails, lighting, utilities, grading and drainage, fishing pier, kayak launch, boardwalk, site furniture, playground, planting, irrigation, fencing, and retaining walls.

Name of Proposer (Company Name): D.L. Meacham LP

Address: P.O. Box 431789, Houston, Texas 77243

Telephone: 713-465-1905

Email: estimating@dlmeacham.com

The undersigned proposer has carefully examined the CONTRACT DOCUMENTS for the work described above and the site of the Work and will provide at its own cost and expense all the materials, supplies, machinery, equipment, tools, superintendence, labor, insurance, maintenance, and other accessories and services necessary to complete the Work upon which it bids, as provided by the CONTRACT DOCUMENTS, and binds itself on acceptance of its proposal to enter into the Contract on the terms proposed by Owner for performing and completing the Work within the Contract Time, for the following prices.

The Contract time for Site Improvements: Contractor shall be substantially complete with all work by: 270 calendar days from Notice to Proceed.

GRAND TOTAL LUMP SUM BID: $ 3,593,273.52

three million, five hundred and ninety-three thousand, two hundred seventy-three & 52/100

(bid amount written)

Clark Condon
April 2021

The City of Angleton
Lakeside Park

All Bidders shall provide unit prices for all items included in the work. In the event a greater or lesser amount of work is done, the following unit prices will apply. Unit prices cover the cost of work and materials complete in place, including materials, equipment, labor, installation, delivery, taxes, overhead, profit, maintenance and guarantee required to render the same complete.

The City of Angleton, TX - Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
General Items					
1.	1	LS	Payment, Performance and Maintenance Bonds (each 100% of the contract amount. No mark-up will be permitted)	$ 36,750.00	$ 36,750.00
2.	1	LS	SWPPP (complete and in-place including NOI, NOT, maintenance and removal upon completion)	$ 28,150.00	$ 28,150.00
3.	1	LS	60 Day Landscape Maintenance	$ 8,800.00	$ 8,800.00
			General Items Subtotal	$	$ **73,700.00**
Demolition Items					
4.	1	LS	Tree Removal and Pruning	$ 10,500.00	$ 10,500.00
5.	1	LS	Removal of Maintenance Pier at Pump	$ 15,000.00	$ 15,000.00
			Demolition Items Subtotal	$	$ **25,500.00**
Grading, Drainage and Utility Items					
6.	4,975	CY	Site Grading for Parking	$ 8.50	$ 42,287.50
7.	619	LF	6" Sanitary Sewer	$ 37.62	$ 23,286.78
8.	3	EA	Sanitary Manhole	$ 4,560.00	$ 13,680.00
9.	1	EA	Connect to Existing Sanitary Manhole	$ 1,375.00	$ 1,375.00
10.	1	LS	DSS Service Tap w/ Corp Stop	$ 2,280.00	$ 2,280.00
11.	295	LF	3" Water Line & Appurtenances	$ 39.90	$ 11,770.50
12.	48	LF	3" Water Line w/ restrained joints in PVC casing	$ 39.90	$ 1,915.20
13.	1	EA	3" Water Meter	$ 4,560.00	$ 4,560.00

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
14.	1	EA	3" Backflow Preventer	$ 2,850.00	$ 2,850.00
15.	24	LF	1.5" Water Line & Appurtenances	$ 17.00	$ 408.00
16.	1	EA	1.5" Water Meter	$ 2,280.00	$ 2,280.00
17.	452	LF	12" Storm Sewer	$ 45.60	$ 20,611.20
18.	491	LF	18" Strom Sewer	$ 51.30	$ 25,188.30
19.	53	LF	24" Storm Sewer	$ 74.10	$ 3,927.30
20.	95	LF	18" RCP Culvert	$ 62.70	$ 5,956.50
21.	8	EA	Catch Basin (as inclued in Civil drawings)	$ 3,705.00	$ 29,640.00
22.	1	EA	Type C Inlet	$ 4,390.00	$ 4,390.00
23.	1	EA	Junction Box	$ 3,819.00	$ 3,819.00
24.	1	EA	Storm Outfall	$ 5,000.00	$ 5,000.00
25.	996	LF	Trench Safety System	$ 2.00	$ 1,992.00
26.	4	EA	18" Concrete Catch Basin w/ metal grate	$ 1,250.00	$ 5,000.00
27.	3	EA	12" Concrete Catch Basin w/ dome grate	$ 650.00	$ 1,950.00
28.	145	LF	6" SDR35 Solid PVC Drainage Pipe	$ 32.00	$ 4,640.00
29.	120	LF	4" SDR35 Solid PVC Drainage Pipe	$ 28.50	$ 3,420.00
30.	60	LF	4" Perforated Drainage Sock Pipe	$ 28.50	$ 1,710.00
			Grading, Drainage and Utility Items Subtotal	$	$ **223,937.28**

Site Lighting and Electrical Items

31.	1	LS	Electrical Service (complete and operational)	$ 55,974.00	$ 55,974.00
32.	6	EA	Parking Lot Pole Mounted Lighting	$ 5,073.00	$ 30,438.00
33.	10	EA	Pedestrial Pole Monuted Lighting	$ 5,449.00	$ 54,490.00
34.	1	EA	Wall Pack Light	$ 1,710.00	$ 1,710.00
			Site Lighting and Electrical Items Subtotal	$	$ **142,612.00**

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
Architecture Items					
35.	1	LS	Pavilion (complete and operational)	$ 1,495,000.00	$ 1,495,000.00
			Architecture Items Subtotal	$	$ **1,495,000.00**
Hardscape Items					
36.	40,900	SF	10' Concrete Trail	$ 4.65	$ 190,185.00
37.	250	SF	8' Concrete Trail	$ 4.75	$ 1,187.50
38.	9,650	SF	6' Concrete Trail	$ 4.85	$ 46,802.50
39.	1,800	SF	4' Concrete Trail	$ 5.20	$ 9,360.00
40.	140	SF	4' Concrete Trail w/ Haunched Edge	$ 9.00	$ 1,260.00
41.	3,835	SY	South Parking Lot - 6" Thick Concrete Paved - including stabalized subgrade	$ 73.94	$ 283,559.90

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
42.	35	SY	South Parking Lot - 7" Thick Concrete Paved - including stabalized subgrade	$ 80.63	$ 2,822.05
43.	1,105	SY	10' Access Trail - 6" Thick Concrete Paved	$ 70.82	$ 78,256.10
44.	1,300	SF	Concrete Paving w/ Sandblast Finish	$ 6.25	$ 8,125.00
45.	1,358	LF	6" Concrete Curb at South Parking Lot	$ 8.05	$ 10,931.90
46.	20	LF	6" Concrete Curb at Bike Rack	$ 16.00	$ 320.00
47.	1	LS	Pavement Markings at South Parking Lot	$ 3,500.00	$ 3,500.00
48.	400	SF	Decompossed Granite Paving	$ 6.75	$ 2,700.00
49.	9	EA	ADA Ramps	$ 1,254.00	$ 11,286.00
50.	2	EA	Concrete Steps at Pavilion & Launch	$ 35,542.00	$ 71,084.00
51.	1	EA	Concrete Steps at Pavilion & Event Lawn	$ 23,552.00	$ 23,552.00
52.	4,230	SF	Playground Surfacing (pour-in-place rubber) w/ Concrete Base	$ 28.63	$ 121,104.90
53.	286	LF	Concrete Retaining Walls	$ 205.64	$ 58,813.04
54.	1	LS	Kayak Launch	$ 61,905.00	$ 61,905.00
55.	1	LS	Fishing Pier	$ 85,223.00	$ 85,223.00
56.	1	LS	Dumpster Enclosure	$ 23,245.00	$ 23,245.00
57.	1	LS	Pump Enclosure	$ 54,598.00	$ 54,598.00
58.	1	LS	Weir Crossing	$ 57,228.00	$ 57,228.00
59.	4	EA	Boulders at Drop-Off	$ 770.00	$ 3,080.00
60.	5	TON	Stones at Catch Basin at Event Lawn	$ 663.00	$ 3,315.00
61.	10	TON	Miscellaneous Site Moss Boulders	$ 410.00	$ 4,100.00
62.	1	LS	Allowance for Park Entry Signage	$ 10,000.00	$ 10,000.00
			Hardscape Items Subtotal	$	$ **1,227,543.89**
Site Furnishing Items					
63.	7	EA	Benches w/ concrete pad base	$ 1,317.00	$ 9,219.00

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
64.	2	EA	Benches w/ decomposed granite base	$ 975.00	$ 1,950.00
65.	5	EA	Picnic Table w/ concrete pad base	$ 3,221.00	$ 16,105.00
66.	2	EA	Picnic Table w/ concrete pad base - Accessible	$ 3,705.00	$ 7,410.00
67.	18	EA	Bike Rack w/ concrete pad base	$ 583.00	$ 10,494.00
68.	5	EA	Trash Receptacle w/ concrete pad base	$ 1,137.00	$ 5,685.00
69.	2	EA	Trash-Recycle w/ concrete pad base	$ 1,564.00	$ 3,128.00
70.	2	EA	Bollards	$ 1,083.00	$ 2,166.00
			Site Furnishing Items Subtotal	$	**$ 56,157.00**

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
Playground Furnishing Items					
71.	1	EA	Playbooster (complete and in-place)	$ 168,878.00	$ 168,878.00
72.	1	EA	Swing (complete and in-place)	$ 9,787.00	$ 9,787.00
			Playground Furnishing Items Subtotal	$	$ **178,665.00**
Softscape Items					
73.	1	EA	Live Oak - 65 Gal.	$ 1,060.00	$ 1060
74.	12	EA	Swamp Milkweed - 3 Gal.	$ 27.30	$ 327.60
75.	10	EA	Flame Acanthus - 3 Gal.	$ 25.70	$ 257.00
76.	616	EA	Dwarf Yaupon - 3 Gal.	$ 18.60	$ 11,457.60
77.	31	EA	Firebush - 3 Gal.	$ 25.70	$ 796.70
78.	1,000	EA	Indigo Spires Salvia - 3 Gal.	$ 25.70	$ 25,700.00
79.	16	EA	Arrowwood Viburnum - 3 Gal.	$ 27.30	$ 436.80
80.	153	EA	Gulf Coast Muhly - 3 Gal.	$ 18.60	$ 2,845.80
81.	312	EA	Gregg's Mistflower - 1 Gal.	$ 11.40	$ 3,556.80
82.	42	EA	Bicolor Iris - 7 Gal.	$ 19.45	$ 816.90
83.	530	EA	Sandi Leaf Fig Ivy - 1 Gal.	$ 11.00	$ 5,830.00
84.	55	EA	Texas Lantana - 1 Gal.	$ 11.00	$ 605.00
85.	93	EA	Black-Eyed Susan - 1 Gal.	$ 11.50	$ 1,069.50
86.	19	EA	Mexican Bush Sage - 3 Gal.	$ 25.70	$ 488.30
87.	174	EA	Giant Tradescantia - 3 Gal.	$ 25.70	$ 4,471.80
88.	36	EA	Mexican Marigold - 1 Gal.	$ 12.20	$ 439.20

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM		UNIT COST		EXTENSION
89.	223	EA	Common Rush - 3 Gal.	$	22.80	$	5,084.40
90.	500	EA	Pickerel Weed - BR	$	6.20	$	3,100.00
91.	511	EA	Arrowhead - BR	$	6.95	$	3,551.45
92.	65,400	SF	Fine Grade & Common Bermuda Hydromulch	$	0.10	$	6,540.00
93.	22,250	SF	Fine Garde & Common Bermuda Sod	$	0.57	$	12,682.50
94.	13,400	SF	Fine Grade & Big Roll Common Bermuda Sod at Event Lawn	$	0.98	$	13,132.00
95.	27,200	SF	Meadow Mix	$	0.17	$	4,624.00
96.	1	LS	Termporary Irrigation System (Complete and Operational including connections to new electrical services)	$	4,894.00	$	4,894.00
97.	1	LS	Permanent Irrigation System (Complete and Operational including connections to new electrical services)	$	56,391.00	$	56,391.00
			Softscape Items Subtotal	$		$	**170,158.35**
			TOTAL BASE BID	$		$	**3,593,273.52**

Bid Alternate #1 - Boardwalk

98.	1	LS	Boardwalk	$	150,000.00	$	150,000.00
99.	1	LS	Grading	$	10,100.00	$	10,100.00
100.	3,125	SF	6' Concrete Trail	$	5.00	$	15,625.00
			Bid Alternate #1 - Boardwalk Subtotal	$		$	**175,725.00**

Bid Alternate #2 - Shade Structure

101.	1	LS	Shade Structure (complete and operational)	$	143,295.00	$	143,295.00
102.	1	LS	Electrical Secondary Run to Shade Structure	$	56,336.00	$	56,336.00

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
103.	1	LS	Grading	$ 7,500.00	$ 7,500.00
104.	1,675	SF	6' Concrete Trail	$ 5.00	$ 8,375.00
105.	1,400	SF	Concrete Paving w/ Sandblast Finish	$ 6.43	$ 9,002.00
106.	4,750	SF	Meadow Mix	$ 0.18	$ 855.00
107.	5	TON	Moss Boulders	$ 410.00	$ 2,050.00
108.	7,900	SF	Fine Grade & Common Bermuda Sod	$ 0.56	$ 4,424.00
109.	1	EA	Bench w/ concrete pad base	$ 1,300.00	$ 1,300.00
110.	1	EA	Trash Receptacle w/ concrete pad base (sandblast finished concrete)	$ 1,600.00	$ 1,600.00
111.	1	LS	Termporary Irrigation System (Complete and Operational including connections to new electrical services)	$ 3,561.00	$ 3,561.00
			Bid Alternate #2 - Shade Structure Subtotal	$	$ **238,298.00**

Bid Alternate #3 - Sandy Beach

112.	20	TON	Rock Edge	$ 600.00	$ 12,000.00
113.	80	CY	Sand	$ 100.00	$ 8,000.00
114.	5	TON	Moss Boulders	$ 410.00	$ 2,050.00
115.	1	LS	Grading	$ 3,500.00	$ 3,500.00
116.	15	LF	4" SDR35 Solid PVC Drainage Pipe	$ 24.00	$ 360.00
117.	115	LF	4" Perforated Drainage Sock Pipe	$ 18.00	$ 2,070.00
			Bid Alternate #3 - Sandy Beach Subtotal	$	$ **27,980.00**

Bid Alternate #4 - Playgound Musical Instruments

118.	4	EA	Butterfies (complete and operational)	$ 1,634.00	$ 6,536.00

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
119.	1	EA	Lilypad Cymbals (complete and operational)	$ 5,206.00	$ 5,206.00
120.	1	EA	Tenor Tree (complete and operational)	$ 6,989.00	$ 6,989.00
			Bid Alternate #4 -Playground Musical Instruments Subtotal	$	$ **18,731.00**
Bid Alternate #5 - North Parking Lot					
121.	1,895	SY	6" Thick Concrete Paving - Including Stabalized Subgrade	$ 73.15	$ 138,619.25
122.	835	LF	6" Concrete Curb	$ 9.50	$ 7,932.50
123.	1	LS	Pavement Markings	$ 1,500.00	$ 1,500.00
124.	2	EA	Parking Lot Pole Mounted Lighting	$ 5,231.00	$ 10,462.00
125.	6	EA	Pedestrial Pole Mounted Lighting	$ 5,681.00	$ 34,086.00
126.	1,895	CY	Site Grading for North Parking	$ 10.00	$ 18,950.00
127.	1,300	SF	6' Concrete Trail	$ 5.00	$ 6,500.00
128.	1	EA	Trash Receptacle w/ concrete pad base	$ 1,122.00	$ 1,122.00
129.	205	LF	12" Storm Sewer	$ 61.88	$ 12,685.40
130.	125	LF	24" Storm Sewer	$ 100.00	$ 12,500.00
131.	2	EA	Catch Basin	$ 3,850.00	$ 7,700.00
132.	1	EA	Storm Manhole	$ 4,500.00	$ 4,500.00
133.	1	EA	Storm Outfall	$ 5,000.00	$ 5,000.00
134.	330	LF	Trench Safety System	$ 2.00	$ 660.00
135.	1	LS	SWPPP	$ 5,500.00	$ 5,500.00
			Bid Alternate #5 - North Parking Lot Subtotal	$	$ **267,717.15**

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
Bid Alternate #6 - Fitness Station					
136.	1,020	SF	Wood Fiber Play Surface	$ 5.81	$ 5,926.20
137.	1	EA	Angled Balance Beam	$ 1,905.00	$ 1,905.00
138.	1	EA	Plyometrics	$ 5,259.00	$ 5,259.00
139.	1	EA	Pull-Up / Dip	$ 4,537.00	$ 4,537.00
140.	1	EA	Rope Climb	$ 5,068.00	$ 5,068.00
141.	1	EA	Ramp	$ 1,527.50	$ 1,527.50
142.	104	LF	Fitness Station Edge	$ 35.25	$ 3,666.00
143.	30	LF	4" SDR35 Solid PVC Drainage Pipe	$ 29.38	$ 881.40
144.	130	LF	4" Perforated Drainage Sock Pipe	$ 29.38	$ 3,819.40
			Bid Alternate #6 - Fitness Station Subtotal	$	$ **32,589.50**
Bid Alternate #7 - Overlook					
145.	3,250	SF	6' Concrete Trail	$ 5.00	$ 16,250.00
146.	40	LF	Stone Wall	$ 340.00	$ 13,600.00
147.	440	SF	Concrete Paving w/ Sandblast Finish	$ 6.41	$ 2,820.40
148.	1	LS	Grading	$ 5,400.00	$ 5,400.00
149.	20	LF	4" SDR35 Solid PVC Drainage Pipe	$ 29.35	$ 587.00
150.	40	LF	4" Perforated Drainage Sock Pipe	$ 29.35	$ 1,174.00
			Bid Alternate #7 - Overlook Subtotal	$	$ **39,831.40**
Bid Alternate #8 - Relocate Electrical Controller / Disconnect					
151.	1	LS	Relocate Pump Controller / Disconnect	$ 5,800.00	$ 5,800.00

Clark Condon
April 2021

The City of Angleton
Lakeside Park

ITEM	QTY.	UNIT	ITEM	UNIT COST	EXTENSION
			Bid Alternate #8 - Relocate Electrical Controller / Disconnect Subtotal	$	$ **5,800.00**
Bid Alternate #9 - Bury Existing Electrical Pull Boxes					
152.	1	LS	Bury Existing Electrical Pull Boxes	$ 6,780.00	$ 6,780.00
			Bid Alternate #9 - Bury Existing Electrical Pull Boxes Subtotal	$	$ **6,780.00**
Bid Alternate #10 - Existing Gravel					
153.	1	LS	Removal, Washing and Storage of Existing Gravel Drive (where indicated on plans)	$ 8,350.00	$ 8,350.00
			Bid Alternate #10 - Existing Gravel Subtotal	$	$ **8,350.00**

Bid Summary Section

a.	Total Base Bid	$ 3,593,273.52
b.	Total Bid Alternate #1 - Boardwalk	$ 175,725.00
c.	Total Bid Alternate #2 - Shade Structure	$ 238,298.00
d.	Total Bid Alternate #3 - Sandy Beach	$ 27,980.00
e.	Total Bid Alternate #4 - Playgound Musical Instruments	$ 18,731.00
f.	Total Bid Alternate #5 - North Parking Lot	$ 267,717.15
g.	Total Bid Alternate #6 - Fitness Station	$ 32,589.50
h.	Total Bid Alternate #7 - Overlook	$ 39,831.40
i.	Total Bid Alternate #8 - Relocate Electrical Controller / Disconnect	$ 5,800.00
j.	Total Bid Alternate #9 - Bury Existing Electrical Pull Boxes	$ 6,780.00
k.	Total Bid Alternate #10 - Existing Gravel	$ 8,350.00

Proposer acknowledges receipt of the following addenda:

Addenda Number and Date: addendum 1 - 05.06.21

addendum 2 - 05.11.21

Signature and Title of Proposer: _____

Name of Proposer Printed or typed: Jimmy Alva

Date: 05.13.21

Surety Company: Travelers Casualty & Surety Company of America

State of incorporation: Connecticut

Local agent: Carroll Insurance Agency, Ltd

Agent's telephone: 281-656-3000

Insurance Carrier: Travelers

State of incorporation: Connecticut

Local agent: Carroll Insurance Agency, Ltd

Agent's telephone: 281-656-3000

PROJECT EXPERIENCE

Old Hickory Park

Project Location:	Katy, TX
Complexity:	Mild
Contract Amount:	$1,527,371.59
Project Description:	sidewalks, playground, fencing, landscape and irrigation, utilities.
Architect/Engineer:	Murr Inc. / Michael Murr: 281-257-3375
Name and Address of Owner:	Harris County MUD No. 239: Fred Garcia 1300 N. Post Oak Ste. 1600 Houston, TX
Change Orders:	Total of 6 initiated by the Owner.
Estimated Date of Completion:	180 Days
Actual Completion Date:	190 Days
Final Cost:	$1,594,634.47

James Driver Inclusive Park

Project Location:	Houston, TX
Complexity:	Moderate
Contact Amount:	$6,727,633.00
Project Description:	utilities, splashpad, building, playground, outdoor gaming, hardscape.
Architect/Engineer:	Four and One, LLC / Tara Klein: 832-472-7000
Name and Address of Owner:	Harris County Precinct 2: Amanda Marshall 101 S. Richey St. Pasadena, TX 77506
Change Orders:	Total of 17 initiated by the Owner.
Estimated Date of Completion:	365 Days
Actual Completion Date:	469 Days
Final Cost:	$7,048,760.00

Elmside/Woodchase Park

Project Location:	Houston, TX
Complexity:	Moderate
Contact Amount:	$3,146,350.86
Project Description:	concrete trails, fencing, grading, landscape, playground, pool, electrical.
Architect/Engineer:	LAN, Inc. / Richard Butler: 713-266-6900
Name and Address of Owner:	Westchase District:Irma Sanchez 10370 Richmond Ave. Suite 1350 Houston, TX
Change Orders:	Total of 13 initiated by the Owner.
Estimated Date of Completion:	240 Days
Actual Completion Date:	292 Days
Final Cost:	$3,372,697.53

REFERENCE #1

Organization Name:	Clark Condon and Associates Contact
Name/Phone No.	Andrew Konyha
Email Address:	AKonyha@clarkcondon.com
Address:	10401 Stella Link Road Houston, TX 77025
Project and scope:	Josey Lake Park PH 1 Concrete Trails, Bridges, Retaining Walls, Swales, Splash Pad, Electrical
Project Value:	$6,200,000.00

REFERENCE #2

Organization Name:	KGA Deforest Design
Contact Name/Phone No.	Lacy Hamilton / PH: 281-646-1602
Email Address:	LHamilton@KGADeforest.com
Address:	24275 Katy Freeway Ste. 300 Katy, TX 77494
Project and scope:	Balmoral Amenity Center Lago Lagoon, Recreation Building, Sidewalks, Fencing, Landscape & Irrigation
Project Value:	$12,568,000.00

REFERENCE #3

Organization Name:	Land Tejas
Contact Name/Phone No.	Jeff Sheehan / PH: 281-630-0410
Email Address:	JSheehan@landtejas.com
Address:	2450 Fondren Rd. Houston, TX 77063
Project and scope:	Lago Mar Lagoon Lagoon, Clubhouse, Amenities, Site Furnishings, Landscape & Irrigation
Project Value:	$35,000,000.00

SECTION III: PROPOSED SUBCONTRACTORS

Westco Grounds Maintenance
David Richey
12350 Taylor Rd. Houston, TX 77041
PH: 713-466-1822

Proposed Participation Amount:	0.04%
Subcontractor Scope of work:	Landscape and Irrigation
Subcontractor Experience of Similar Scope:	Balmoral Greens Rd. Park
Project Value:	$200,000.00
Complexity:	Mild
References:	Corey Laughner / Landscape Architect KGA Deforest Design PH: 281-646-1602 claughner@kgadeforest.com

Custom Security Fence
Emilio Lozano
13824 Hardy Rd. Houston, TX 77039
PH: 281-219-1400

Proposed Participation Amount:	0.02%
Subcontractor Scope of work:	Bollards, Steel Framing, Railings
Subcontractor Experience of Similar Scope:	Balmoral Amenity Center
Project Value:	$300,000.00
Complexity:	High
References:	Lacy Hamilton / Landscape Architect KGA Deforest Design PH: 281-646-1602 LHamilton@kgadeforest.com

Rayco
Rick Young
16807 FM 2920 Tomball, TX 77377
PH: 281-351-6200

Proposed Participation Amount:	0.02%
Subcontractor Scope of work:	Plumbing
Subcontractor Experience of Similar Scope:	Polo Ranch Recreation Center
Project Value:	$60,000.00
Complexity:	Mild
References:	Joseph Harvey/ Landscape Architect LJA Engineering PH: 713-953-5200 Jharvey@lja.com

Comflow
Eric Price
6411 Lawford Ln. Houston, TX 77040
PH: 713-686-3600

Proposed Participation Amount:	0.004%
Subcontractor Scope of work:	HVAC, Plumbing
Subcontractor Experience of Similar Scope:	Lago Mar Clubhouse
Project Value:	$502,553.00
Complexity:	Heavy
References:	Land Tejas Jeff Sheehan / Amenity Development Manager PH: 713-783-6702 Jharvey@lja.com

United Services
Rhys Griffiths
PO Box 31069 Houston, TX 31069
PH: 713-898-8749

Proposed Participation Amount:	0.10%
Subcontractor Scope of work:	Electrical/Lighting
Subcontractor Experience of Similar Scope:	Lago Mar Rec Center and Lagoon
Project Value:	$716,125.00
Complexity:	Mild
References:	Lacy Hamilton / Landscape Architect KGA Deforest Design PH: 281-646-1602 LHamilton@kgadeforest.com

BC Partitions
Rod Salman
8206 Fairbanks N. Houston Rd. Houston, TX 77064
PH: 713-466-4441

Proposed Participation Amount:	0.003%
Subcontractor Scope of work:	Bathroom fixtures and building partitions.
Subcontractor Experience of Similar Scope:	Del Bello Recreation Center
Project Value:	$12,000.00
Complexity:	Mild
References:	Stephanie Lee / Landscape Architect KGA Deforest Design PH: 281-646-1602 slee@kgadeforest.com

Metal Specialties
David Kotch
8321 Bauman Rd. Houston, TX 77022
PH: 713-695-0000

Proposed Participation Amount:	0.02%
Subcontractor Scope of work:	Metal Roof
Subcontractor Experience of Similar Scope:	Cinco Ranch Recreation Center
Project Value:	$82,000.00
Complexity:	High
References:	Josh Lock / Landscape Architect SWA Group PH: 713-868-1676 Jlock@swagroup.com

Renfrow
Mathew Renfrow
37 Lyerly St. Houston, TX 77022
PH: 713-588-1768

Proposed Participation Amount:	0.02%
Subcontractor Scope of work:	Railings, Custom Barn Doors, Pump Enclosure
Subcontractor Experience of Similar Scope:	Polo Ranch Recreation Center
Project Value:	$50,800.00
Complexity:	Mild
References:	Charlie Patout / Landscape Architect LJA Engineering PH: 713-953-5200 Jharvey@lja.com

TAG Waterproofing
Javier Adame
17407 South Dr. Cypress, TX 77488
PH: 281-746-7410

Proposed Participation Amount:	0.01%
Subcontractor Scope of work:	Masonry Sealant, Caulking
Subcontractor Experience of Similar Scope:	Woodchase Park
Project Value:	$45,000.00
Complexity:	Mild
References:	Irma Sanchez/Vice President of Projects Westchase District PH: 713-780-9434 isanchez@westchasedistrict.com

Specialty Drilling
Buddy Howard
8240 Mosley Rd. Houston, TX 77075
PH: 713-722-8290

Proposed Participation Amount:	0.03%
Subcontractor Scope of work:	Shaft Drilling
Subcontractor Experience of Similar Scope:	Veranda Rec Center
Project Value:	$136,645.00
Complexity:	Moderate
References:	Amanda Haney / Landscape Architect Clark Condon PH: 713-871-1414 ahaney@clarkcondon.com

One Way Striping
Mario Gonzalez
PO Box 270291 Houston, TX 77277
PH: 281-734-4139

Proposed Participation Amount:	0.002%
Subcontractor Scope of work:	Pavement Striping/Markings
Subcontractor Experience of Similar Scope:	Spring Branch Trail PH 1
Project Value:	$52,000.00
Complexity:	Moderate
References:	Danny Zirilli / Construction Manager Houston Parks Board PH: 713-942-8500 dannyzirilli@houstonparksboard.org

Double Oak Erosion
Rachael Alwagfi
PO Box 979 Waller, TX 77484
PH: 346-327-9862

Proposed Participation Amount:	0.005%
Subcontractor Scope of work:	SWPPP, Erosion Control
Subcontractor Experience of Similar Scope:	James Driver Inclusive Park
Project Value:	$45,000.00
Complexity:	Heavy
References:	Tara Klein / Landscape Architect Four and One, LLC PH: 832-472-7000 tara@4and1design.com

V & S Construction
Renee Vega
9437 Gates Loop Manvel, TX 77578
PH: 281-245-7226

Proposed Participation Amount:	0.05%
Subcontractor Scope of work:	Utilities
Subcontractor Experience of Similar Scope:	Fall Creek Park
Project Value:	$45,000.00
Complexity:	Mild
References:	Tung D Huynh / Project Manager BGE, Inc. PH: 972-464-4800 THuynh@bgeinc.com

D.L. MEACHAM MANAGEMENT OF SUBCONTRACTOR'S STATEMENT -

All Subcontractors who come into the work area during construction, will be required to comply with the established safety regulations that govern the project. Subcontractors are committed by contract to observe and comply with all applicable safety regulations and procedures. Each Subcontractor will participate in the Project Safety Program and attend regular onsite safety meeting. D.L. Meacham will have a superintendent onsite daily throughout the duration of this project who will oversee that all work is properly coordinated, staying on schedule and ensure timely completion of construction. With the cooperation, dedication, and assistance of everyone, this will be a successful and safe project.

D. L. MEACHAM LP A GENERAL CONTRACTOR

PROJECT MANAGEMENT

Flow Chart:

Director of Construction	Sean Arterburn
Project Manager:	Carrie Wicke
Superintendent:	Lee Gunter
Scheduler/Safety:	Murphy Underwood

Duties and Experience:

Project Manager:

Carrie Wicke Mobile PH: 850-776-0649

Duties: Buyout, Budget, Schedule, Procurement, Cost Control, Labor Logistics.

Experience: Lead / Senior Project Manager on the following projects which include, Civil, Concrete Flatwork, Hardscape, Landscape, Irrigation, Play Equipment, Site Furnishings, Vertical Masonry, Pavers, Building Construction & Interior Finishes.

Projects:

Spring Branch Management District - Hammerly / Clay Medians	*$1,084,441.00*
Houston Parks Board- Spring Branch Trails	*$1,728,307.15*
Harris County Precinct 2 – James Driver Inclusive Park Park	*$6,727,633.00*
Westchase District – Elmside / Woodchase Path	*$3,146,350.86*
Westchase District – Woodchase	*$2,847,687.56*

Superintendent:

Lee Gunter ***Mobile PH: 281-831-0564***

Duties: Oversee Planning, Scheduling, Budgeting and Labor Logistics, Municipality Coordination and Ensure Timely Completion of Construction.

Experience: Lead Superintendent on Multiple Projects and disciplines which include, Concrete Flatwork, Civil Underground, Grading, Clearing, Masonry and Stick Framed Buildings.

Projects:

Spring Branch Management District - Hammerly / Clay Medians	*$1,084,441.00*
Houston Parks Board- Spring Branch Trails	*$1,728,307.15*
Harris County Precinct 2 – James Driver Inclusive Park Park	*$6,727,633.00*
Westchase District – Elmside / Woodchase Path	*$3,146,350.86*
Westchase District – Woodchase	*$2,847,687.56*

Scheduler/Safety:

Murphy Underwood ***Mobile PH: 832-540-6244***

Duties: Oversee Construction Quality, Ensure that all Safety requirements are being met and required for all current and on-going projects, scheduling, coordinating, conducting routine safety and health inspections for all employees, daily safety meetings with all personal working on site.

Experience and Approach to Safety: Refer to page 3.

MURPHY UNDERWOOD:
EXPERIENCE AND APPROACH TO SAFETY:

The D.L. Meacham (DLM) approach to safety embodies the policies and procedures for prevention of injury, property damage, fire damage and occupational illness. No single feature of our work is of greater importance. It is the DLM intention to commit itself each day to maintaining an accident-free workplace. There is never an acceptable reason for compromising safety. This document, the DLM contractor selection process, and site field activities are all designed to support and reinforce this goal.

It is always DLM policy to provide a safe place to work and to conduct all operations in a manner as to provide protection for all individuals who might meet these operations. The Owner's employees, DLM employees, Subcontractor employees, and all others employed on this site, as well as anyone who comes on the site for any reason during construction, are expected to conduct their work in a safe manner and are required to comply with established safety programs. By contract, every Contractor on this site is obligated to perform all work in a safe manner. By contract, every Contractor on this site is obligated to conform to the requirements of the Federal Occupational Safety and Health Act of 1970 (OSHA) and all additions and revisions thereto, as well as other applicable Federal, State and Local requirements and the Project Safety Plan.

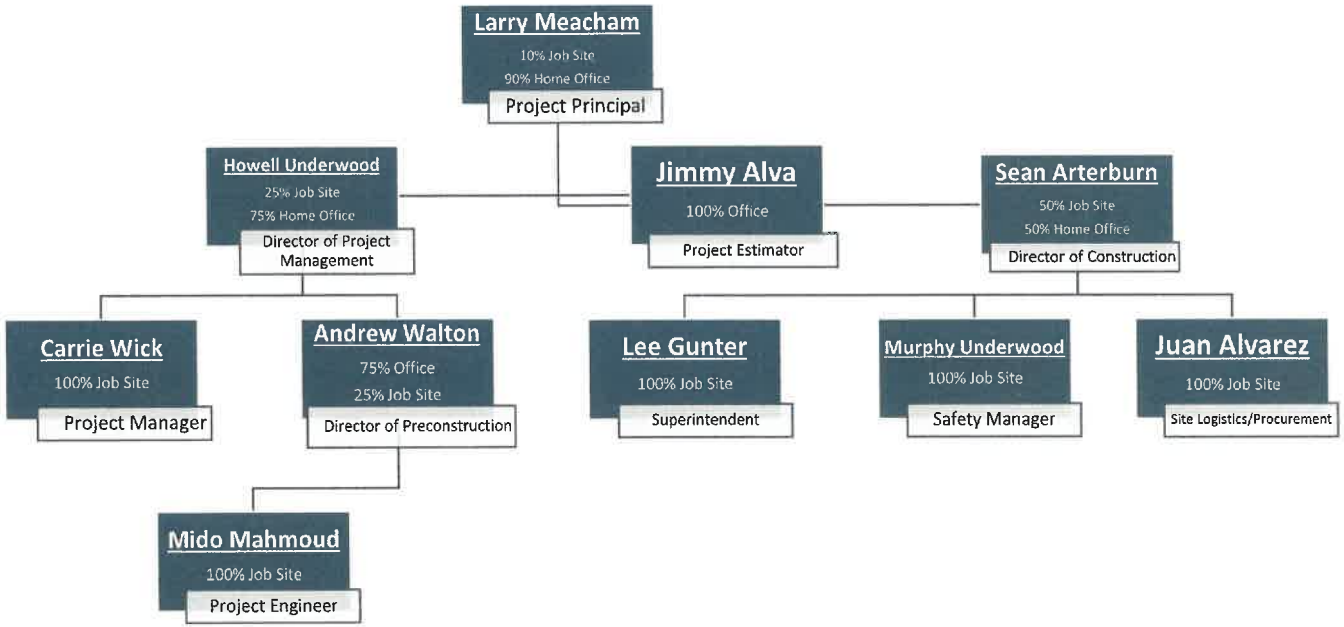
All supervisory employees must accept their responsibility for the prevention of accidents and for conducting all operations under their direction in a safe and efficient manner. The results of our safety efforts will affect our overall success in constructing the Project. Our goal is accident-free work with the traditional defect-free quality. We know this is the most efficient method and that all individuals working on this Project will subscribe to the Project Safety Plan. With the cooperation, dedication, and assistance of everyone, this will be a successful and safe project.

D.L. MEACHAM MANAGEMENT STATEMENT

All persons who come into the work area, for any reason during construction, will be required to comply with the established safety regulations that govern the project.

Contractors are committed by contract to observe and comply with all applicable safety regulations and procedures. Each Contractor will participate in the Project Safety Program, hereafter referred to as the "Program ". If DLM finds Contractor areas of work or individuals being, or acting in noncompliance with the Occupational Safety and Health Act of 1970 (OSHA), as amended, or any other applicable regulations, DLM shall have the authority to order immediate correction and cessation of the non-compliant occurrence. Non-compliance with Project Safety Regulations may be grounds for Contractor dismissal and/or employee(s) being forbidden entry onto the project. All costs of correction shall be borne by the Contractor deemed responsible. The DLM decision of responsibility shall be final. Nothing contained herein, however, shall serve to relieve the Contractor of his liabilities and/or obligations under the "Occupational Safety and Health Act of 1970" and all additions and revisions thereto, as well as all other applicable Federal, State and Local requirements.

ORGANIZATIONAL CHART



D.L. Meacham LP
SAFETY

LANDSCAPE AND AMENITY OVERLAY FOR PH 1 IMPROVEMENT AREA

SITE SPECIFIC SAFETY PLAN (SSP)

MURPHY UNDERWOOD

Personal Protective Equipment (PPE)

The following list of personal protective items are mandatory at all times while onsite for this project. These items are the minimum requirement for this project and additional PPE items may be required to protect workers from any hazards associated with specific types of work.

- Must comply with OSHA Standard 1926.28(a)
- Work Boots, Long Pants and Shirt with a Minimum 4" Sleeve
- Hard Hat
- High Visibility Shirt or Safety Vest
- ANSI approved safety glasses
- Gloves

Housekeeping

- Must comply with OSHA Standards 1926.25(a), 1926.25(b), 1926.25(c)
- Worksite to remain neat in appearance at all times.
- Material should be neat and organized.
- Material should not be stacked any higher than 4 – 6 feet and be secured to prevent sliding, falling or collapse.
- Do not store material near power lines.
- All trash should be in correct locations to be removed from work site and to prevent spreading or spillage.
- Form and scrap lumber as well as all other debris, shall be kept cleared from work areas, passageways, and stairs, in and around buildings or other structures. Protruding nails must be removed.
- At the end of each day a walkthrough of the worksite is required to assure all trash is picked up and materials are stored neatly in their correct location.

Heat Stress Prevention

- Clean potable water will be provided at all times and should be consumed both before work begins as well as during regular intervals throughout the day as needed.
- Frequent breaks will be provided for rest and hydration as needed. We understand each employee is different and could be performing different work types causing the need for breaks at different times during the day. Know your limits and be able to recognize the need for breaks.
- Working in direct sun for long periods of time increases your risk for heat related illnesses. As much skin as possible should be protected against direct sunlight by items such as long sleeve shirts, wide brim hard hats, shaded safety glasses, neck covers and sunscreen.
- Keep an eye out for your fellow co-workers, if you notice someone who seems to have become overheated then help them get to a shaded area to rest and consume needed fluids. Do not leave them alone until you have assured, they have gotten back to their normal condition. Report immediately.

Safety Meetings

Every Monday morning all DLM direct employees and sub-contractors will hold a brief safety meeting to discuss the tasks to be performed for the week and the ways we will perform them safely. A safety meeting will also be held at any time during the work week when a hazardous task has been identified or when the regular work task changes. Everyone is attendance is expected to print and sign their name on the weekly safety meeting roster every Monday morning.

Use of Hand and Power Tools

All tools are to be utilized per the manufacturers recommendations only and are required to be maintained in safe condition and inspected before each use.

- Must comply with OSHA Standards 1926.300
- All hand and power tools must be used for only the purpose they were intended.
- Exercise safe use of hand and power tools at all times.
- Wear the correct type of PPE and inspect all hand power tools before each use. If damaged do not use and report damage immediately, tools identified as damaged or unsafe will be removed from the worksite.
- Do not remove any guards or protective devices designed by the manufacturer from a tool. All guards or protective devices must be in place and free of damage. Any tool identified to be missing manufacturer safe guards will be removed from the worksite immediately.

Working with and Around Heavy Equipment

The following requirements are to be followed at all times when working with or around equipment;

- Must comply with OSHA Standards 1926.600
- No employee is permitted to operate any equipment unless they have been approved by DLM management and have a current DLM operator authorization card.
- High visibility vests or shirts are to be worn at all times while around equipment.
- No horseplay
- When working around heavy equipment, be aware at all times.
- Get the operators attention before entering any area where equipment is in operation. Never assume that the operator knows you are there.
- Notify your supervisor immediately of any incident involving equipment.
- Be aware of all power lines in the area before operating equipment.
- Never use equipment for anything besides what it was intended for.
- Never have more than one person on equipment at any time.
- Always wear seatbelts when equipment is moving.
- All safety devices on equipment must be in place and in good condition.
- Follow all DLM equipment department requirements.

Excavations/ Trenches

Only employees who have received competent person in excavation training are permitted to create any excavation/ trench. All excavations are to be inspected by the project supervisor before anyone is permitted to enter. The following are the basic rules for excavations;

- Must comply with OSHA Standards 1926.651
- 811 to be notified before any excavation or trenching activities take place.
- At no time is any employee permitted to enter an excavation deeper than 4 foot unless the correct protective system is in place and has been inspected by a competent person.
- At no time is an employee permitted to enter any excavation with any amount of standing water.
- All excavations are required to have a safe means of entry and exit every 25 feet.
- All spoil dirt must be at a minimum of 2 foot away from the edge of all excavations.
- No excavation or trench is to be left unattended at any time without barricades.
- All barricades must be a minimum of 2 feet from the edge and a minimum of 4 foot in height.
- Rebar and T-posts must have protective caps when they present an impalement hazard.

All excavations are to be inspected by our project supervisor before entry; there will be zero tolerance for anyone entering any excavation that has not been approved for safety.

Working at Heights

No work is to be performed at a height of 6 feet or greater without approved fall protection in place. Anytime work at a height of 6 feet or greater is identified our safety department along with project supervisor will assess the task and formulate a plan identifying the appropriate means of fall protection to be utilized.

- Must comply with OSHA Standards 1926.501, 1926.502
- All employees must receive training in the use of the specific type of fall protection they will use before they can perform any work at heights of 6 feet or greater.
- All fall protection must be inspected each time before use for defects and replaced before use if a defect is identified.
- All anchor points must be located overhead.
- Lanyards must not allow a fall of greater than 6 feet.

There will be zero tolerance for any employee at a height of 6 foot or greater without approved fall protection in use.

Traffic Control

DLM will utilize the provided traffic control plan and will adhere to all TXDOT and COH safety requirements.

Material Handling

- Proper lifting techniques must be used when lifting material, be sure to lift all items with your legs and not your back.
- Proper hand protection should be worn anytime manual lifts are being performed.
- Employees should not lift any items that exceed their ability to lift safely. When lifting heavy items get help from a co-worker or have an operator perform the lift with the correct equipment.
- Material should have all nails and screws removed before stacking.
- Have an operator perform all lifting with the correct equipment when possible.
- Make sure that the path you will be travelling is clear before moving any material.
- Store all material in a neat and orderly fashion.
- All material must be secured to prevent sliding, falling or collapse.
- Be aware of all overhead hazards when moving material with equipment.

Concrete and Masonry Construction

- Must comply with OSHA Standards 1926.706
- The cement in concrete can cause chemical burns to the skin; hand protection, long sleeve shirts and eye protection should be worn at all times when working with or around wet concrete.
- Rubber boots should be worn any time you must work in concrete.
- Protection from splashes should be used when concrete is being poured or pumped.
- Correct PPE should be worn at all times when using concrete hand tools such as sharp-edged trowels, hammers, chisels, utility knives, etc.
- Any time that an employee is working with dry bags or sacks of cement as well as any cement product a dust mask should be worn. A dust mask is to be worn at all times when any activity causes dust associated with cement; such as saw cutting.
- Extreme caution is to be used around concrete trucks. Never stand behind trucks when backing and be aware at all times.
- Be aware of all power lines when using long handled bull floats. There should be no less than a minimum of 10-foot clearance from all lines.
- When working at a height of 6 feet or greater approved fall protection must be in place.
- Anytime scaffolding is used follow the requirements for scaffolding in this manual.
- When not in use; all concrete form material must be free of nails that present a hazard. Nails must be either removed or bent to an angle that will not allow injury.
- All exposed re-bar that presents an impalement hazard must be covered with protective caps.
- All excavations, no matter the depth, for concrete work must be barricaded any time they are left unattended. Barricades should be a minimum of 2 feet from the excavation and 4 feet high.
- All material must be organized and secured to prevent sliding, falling or collapse
- When handling material follow the requirements for material handling in this manual.
- There should be no employee at a height of 6 foot or greater without fall protection for any reason
- All masonry walls over eight feet in height shall be adequately braced to prevent overturning and to prevent collapse unless the wall is adequately supported so that it will not overturn or collapse.

Electrical

Electrical work is only to be performed by a licensed electrician. Before any electrical work can take place DLM will coordinate with the electrical sub-contractor to assure any required lock-out tag-out procedures are in place. Must comply with OSHA Standards 1926.416.

Incident Reporting

Injury Incidents

Any injury incidents that occurs on DLM worksites must be reported DLM management immediately. The following steps are to be followed in the event of all injuries;

- For all medical EMERGENCIES contact 911 and assist the injured employee. Notify DLM management immediately once it is safe to do so.
- For all NON-EMERGENCY injuries contact DLM management immediately.

Other Incidents

All incidents that do not involve an injury of any type such as property damage, near-miss, conflict, safety violations etc. are to be reported to DLM management immediately.

Nearest Emergency Facility

Signature Care Emergency Center

11103 Westheimer Rd, Houston, TX 77042

(713) 708-3651

Covid-19

The following requirements have been put in place to help prevent the spread of the Covid-19 virus on this work site. These requirements are to be strictly adhered to by anyone who enters the worksite, anyone identified to be in violation of these requirements will be subject to disciplinary action up to and including permanent removal from the worksite. For more information regarding Covid-19 you can access the CDC website here https://www.cdc.gov/coronavirus/general-information.html.

- If you are experiencing any of the following symptoms, do not attempt to access the worksite, contact your immediate supervisor and report your symptoms. Guidance will be offered on what steps to take next. (Runny nose, Sore throat Headache, Fever, Cough, General feeling of being unwell)
- All Illness is to be reported to DLM management
- Face coverings are required at all times on this worksite, both in the field and in the worksite office location.
- No handshaking, maintain a minimum distance of 6' from each other.
- Frequently wash hands
- Report all travel, both domestic and international
- Face to face meetings are discouraged, utilize phone conference style meetings whenever possible

Emergency Evacuation Plan

Evacuation Procedures, Notification and Response

1. Notification of an emergency that requires evacuation of the worksite will be issued by means of an air horn as well as verbal notification by DLM supervisors and crew foreman.
2. Emergency services will be notified by the DLM supervisor by dialing 911. Clear instructions on the premise's location will be given to the emergency personnel. The duty of guiding the emergency personnel to the correct location is the responsibility of the onsite supervisor or crew foreman.
3. All employees will assemble at the predetermined gathering location, as designated by the Foreman. An accurate count of employees will then be performed.
4. Clear assessment of injuries and location of the injured will be made, if any. The duty of guiding the medical response personnel to the injured will be coordinated by the onsite supervisor and crew foreman.

D.L. MEACHAM LP
SAFETY

LANDSCAPE AND AMENITY OVERLAY FOR PH 1 IMPROVEMENT AREA

SAFETY AND HEALTH PLAN

MURPHY UNDERWOOD

Policy

Our safety policy is intended to establish, actively promote, and continuously improve the safety, health, and accident prevention program; to provide a safe and healthful work environment for all employees; to prevent human and material loss; and to meet or exceed contractual requirements, Occupational Safety and Health Administration (OSHA) regulations, and Federal, State, and Local laws for safety and health. D.L. Meacham LP is committed to provide the human and material resources needed to implement this policy.

We believe that injuries can be prevented, that management is responsible for preventing injuries, that safety requires involving all employees, that training employees to work safely is essential, and that accident prevention is good business.

Our practice is that all managers and employees actively participate in the Company's safety and health program.

A. Administrative Responsibilities

1. Executive Management (Home Office) is directly responsible for the health and safety of their employees including safety programs to assure safe employment and a hazard free workplace. This responsibility extends to assuring that field management personnel are trained and are competent to act responsibly where safety and health is concerned.

2. Field Manager is responsible for the safety of all field employees. He/she shall coordinate the activities of the safety personnel, assure that employees are adequately trained, assure topics for the safety meeting are apropos to the work being performed, assure that the required sanitation and hygiene measures are in place, assure that the designated, competent, qualified and authorized persons are performing the functions assigned, assure compliance with approved job safety plans (JSP), if any, and that all safety and health requirements are being complied with by all employees. He/she shall approve any activity hazard analysis (AHA) and submit them to the client as required by the contract provisions.

3. Safety Personnel, as required, shall assist in planning and monitoring contract work. He/she may be designated as a competent or qualified person as qualifications allow or as time permits. Safety personnel will not be assigned these duties if the assignment(s) detract in any way from safety duties required by the contract provisions. He/she shall be given the responsibility and authority to stop any activity, which has unsafe practices, acts, or has the potential for imminent danger. He/she shall also assist the field manager in reporting, accident analysis, to interface with the client, conduct inspections of the workers locations, conduct inspections of heavy equipment and tools, and other duties as required. Safety personnel will report to the field manager but will have a line of reporting to executive management.

4. Employees at all levels are primarily responsible to assure that the work place is free of recognized hazards which are likely to cause harm or serious injury to employees. The employee(s) must utilize the training provided, and if the work situation raises questions about safety, they are to stop work and seek out supervisory personnel for resolution of their safety concerns. Employees also have a responsibility to comply with occupational safety and health standards. Employees shall not knowingly or willfully conduct actions that are contrary to training received. Employee responsibility extends to seeking assistance from management whenever they believe that they are performing an action, which is contrary to Company safety and health practices.

   Employees shall not be assigned tasks, which they are physically unable to perform. Employees who are using prescription drugs, which might affect judgment, alertness, or coordination, will be assigned activities which do not place them or other employees at risk or they will not be allowed to work.

B. List of Competent, Qualified Persons and Authorized Persons Required

1. Competent Persons:

   A. Assured equipment grounding conductor (implementation)
   B. Fall protection (safety monitor)
   C. Fall protection (training)
   D. Hearing protection (fitting in-the-ear protectors)
   E. Mobile crane (inspections)
   F. Respiratory protection (training / instructing)
   G. Scaffolds (erection)
   H. Slings (inspections)
   I. ETC. (Others may be required depending on task)

2. Qualified Persons:

   A. Fall protection (design of "anchors" for horizontal lifelines)
   B. Fall protection (design and supervise installation and use)
   C. Lockout and tagout (test)
   D. Respiratory protection (selection)
   E. Scaffolding (design)
   F. ETC. (Others may be required depending on task)

3. Authorized Persons:

   A. Confined space (entrants)
   B. Confined space (entry supervision)
   C. Lockout and tagout (group procedure to perform work)
   D. Mobile crane (operator)
   E. Powered industrial truck / fork lift (operator)

C. Training Program

Training shall be consistent with a job safety analysis, as well as other aspects of safety and health such as hygiene, vehicle, etc. A determination for each employee will be made if and what training is needed. All training given will be documented and the training records and outline kept on file for review by the client or the Government. In determining the training required for employees, an effort would be made to match the training needs to the employee considering experience and activities which present a high risk. All employees will be trained in first responder awareness and the hazard communication program. Not all employees will receive the same level of training. The minimum requirements shall be those outlined in 29 CFR 1910 regulations, contract provisions, and other standards, as applicable.

Training types generally required:

1. Job Safety Analysis (JSA)
2. Eye and face protection
3. Fire extinguisher use
4. Fall hazards
5. Hazard communications
6. Hearing protection
7. Respiratory protection
8. Site emergency response actions and notifications
9. Site hazards

D. Critical Lifts

May be required depending on task to be performed.

E. Equipment List

In the performance of various tasks, the following equipment is expected to be used:

1. Fork lifts
2. Hand and power tools
3. Ladders
4. Mobile cranes
5. Slings
6. Tractor and Trailer
7. Backhoes/ Excavators
8. Dozers
9. Mobile Generators
10. Graders
11. Manlifts
12. Pumps
13. Welding Machines
14. Mortar Mixers

F. Typical Written Program Types

1. Hazard communications
2. Respiratory protection
3. Hearing protection
4. Lock Out/Tag Out (LOTO)

G. Inspection of Equipment

Equipment such as cranes, backhoes, portable electric tools, and other such equipment will be inspected by the designated operator prior to the beginning of each shift. The necessary required training and checklists will be provided to the operator(s) to assure that the equipment is safe to operate including the required safety features. The designated operator(s) will also be instructed to maintain vigilance during the day for equipment problems, to shut down equipment when problems are encountered, and to contact supervision for direction as necessary. It is planned that an assured equipment grounding conductor program will be used in conjunction with electric power tools and the equipment connected by cord and plug. Ground fault circuit interrupters shall also be used between the power source and the tool(s) or equipment.

H. Daily Work Permits (DWP)

DWP(s), if applicable, may be obtained from the client through the designated point of contact on a daily basis. DWP(s) may be issued on an area basis and it is understood that one or more permits may be required daily. The supervisor or field manager will obtain and sign the permit in the acknowledgment section and return the permit to the designated location prior to the expiration deadline. D.L. Meacham LP will review the referenced client documents regarding the daily work permit system and will comply with those requirements except; when listed requirements are considered changes to the terms and conditions of the contract. In such cases the work will not be performed and direction will be obtained from the client's designated point of contact.

I. Coordination of Safety with Other Contractors

D.L. Meacham LP acknowledges that other contractors may be performing work in close proximity to its employees and that work will be coordinated with these contractors.

J. Emergency First Aid, Cardiopulmonary Resuscitation and Fire Prevention

Emergency first aid and cardiopulmonary resuscitation will be given, as required, by employees who have received first aid and cardiopulmonary resuscitation training through a course recognized as meeting the requirements of occupational safety and health standards.

An agreement will also be entered into with a licensed physician to provide medical treatment and examinations when required, such as, when work requires the use of respirators. The doctor shall also recommend the first aid supplies, which are to be kept at the work location and in readiness for treatment at the job location of minor injuries. Emergency telephone numbers for ambulances, doctors, and rescue teams shall be posted and readily available to all employees. Other first aid and rescue equipment shall be provided, as required, to satisfy activity hazards analysis.

Keeping flammable and combustible materials to a minimum at the job-site, temporary office, and laydown and storage areas will practice fire prevention. Fire extinguishers shall be provided for all temporary buildings, storage areas and work places. When used for temporary buildings, fire extinguishers shall be fixed to the wall of the buildings with signs indicating the location. Combustible and flammable materials will be kept from under temporary buildings, which are occupied by field staff. Fire extinguishers provided for job-site locations such as

paint mixing areas, flammable liquid storage, etc. will be of the type and size required for the work being performed. All fire extinguishers will be inspected annually by a qualified organization and inspected monthly by a designated employee. Inspection tags shall be affixed to each fire extinguisher and marked to show inspection dates. Fire extinguishers which have been expended or no longer useable will be removed from the work location immediately and placed at a location designated and marked for such storage. Removal of expended or unusable fire extinguishers from the worksite shall be at the first available opportunity.

K. Safety Meetings

Job tailgate safety meetings will be held daily, and address relevant safety and health topics, planned activities, and to reinforce relevant safety requirements previously addressed which have a direct impact on the contract work.
The meeting(s) will also address lessons learned from the previous week(s), if any. Meeting(s) shall be documented with signatures of those employees attending. These records shall be kept on file in the field office for review by the client and the Government.

L. Employee Worksite Briefing

Employees shall receive the following safety and health orientation briefing before they shall be allowed to perform work on the contract. Permanent employees of the company who have received this briefing within the past year and have supporting records shall be exempt from this briefing:

1. Employee Rights and Responsibilities

    a. Employees will be informed of their right to file complaints to the Occupational Safety and Health Administration without fear of reprisal.
    b. Employees will be informed of their right to refuse to perform a task when such a task is believed to be unsafe.
    c. Employees shall comply with Occupational Safety and Health standards, rules, regulations, and Company policy regarding safety and health.
    d. Employees shall be encouraged to "monitor" co-workers safety discipline and correct or cause correction of unsafe behaviors or practices.

2. Employer Responsibilities

a. The employer will institute work practices, which comply with Occupational Safety and Health Regulations.
b. The employer shall perform frequent and regular inspections of the job site, materials, and equipment to assure a safe and healthful workplace.
c. The employer shall insure that any machinery, tool, material, or equipment which is not in compliance with Occupational Safety and Health regulations is not used and shall be rendered inoperable until the required repairs are affected.
d. The employer shall permit only those employees qualified by training or experience to operate equipment and machinery.
e. The employer will train employees, as necessary to enable them to work safely.
f. The employer will furnish personal protective equipment, as required necessary to perform assigned work.

3. Disciplinary Procedures

a. Employees who violate Company safety policy shall be disciplined based on the severity of the circumstances. Discipline could be in the form of additional training or punishment.
b. Employees who violate D.L. Meacham "site safety rules" shall be informed of the consequences of further violation, i.e., loss of site access and termination.

4. First Aid and Medical Facilities

a. First aid shall be available from employees trained in first aid and cardiopulmonary resuscitation. The Company has also contracted with a licensed medical practitioner to provide medical services other than first aid, as required. Employees are to report any accident, injury, or near miss to their immediate supervisor.

b. Hospitals:

Chosen based on project locations.

5. Standard Site Hazards and Mitigation

a. Physical hazards which can be mitigated by proper use of personal protective equipment.

b. Excavations and trenching which presents the possibility of contact with underground utilities and engulfment. All excavations and trenches greater than 4' in depth will be performed in accordance with OSHA and site regulations. Excavation permits will be executed by a competent person prior to the start of excavation work.

c. Existence and location of existing underground utilities are to be confirmed by contacting "Call Before You Dig" number (811) at a minimum of 2 days prior to digging.

d. Operation of heavy equipment will be managed by training and hazard awareness. All personnel working around heavy equipment will wear hard hats, safety shoes and OSHA colored safety vests. Personnel working on or around heavy equipment will wear appropriate hearing protection.

e. Slips, trips and falls will be mitigated by maintaining an orderly work site. Materials are not to be stored directly on the ground in traffic routes. Tools shall not be placed in random locations. Ramps and bridges shall be used to cross cables, cords or hoses.

f. Electrical hazards will be mitigated by inspections of all electrical equipment, tools, cords and connections on a daily basis. Non-conforming equipment and materials shall be tagged and taken out of service immediately. A Lock Out / Tag Out program will be implemented if working around energized sources.

g. Heat stress monitoring will be implemented when temperatures reach 85 degrees Fahrenheit and/or if relative humidity reaches or exceeds 70%. Heat stress mitigation shall include work/rest cycles as well as proper fluid intakes.

6. Procedures for Reporting Unsafe Conditions

a. Employees shall report unsafe conditions to their immediate supervisor.

7. Procedures for Reporting Accidents, Injuries, and Near Misses

Note: A near miss is defined as "any event which, given a different set of circumstances, could have caused injury to an employee or damage to property / environment."

a. Any near miss is to be reported immediately to the immediate supervisor.

8. Fire and Other Emergency Procedures

D.L. Meacham management personnel are responsible for notifying its employees and sub-contractors of:

a. Location of all fire extinguishers
b. Plot of the facility
c. Instructions to shut off utilities where applicable
d. Locations of fire hydrants
e. Fire and evacuation alarms and notifications, evacuation routes, lightning / thunderstorms, etc.

9. Location of the Approved Safety and Health Plan

The approved Safety and Health Plan will be maintained in the superintendent's office and will be made available to all employees, sub-contractors, client, and Government personnel upon request.

10. First Responder Awareness Training

a. The hazardous substances to be used on the contract and what makes them hazardous will be communicated to all employees.
b. Address the roles of the first responder, which is to initiate an emergency response sequence by notifying the authorities of the release. The first responder shall also stay at the release and keep other individuals away. The authorities could be the superintendent / foreman, or client's designated point of contact.

11. Site Specific Safety Hazards

a. Each employee will have reviewed the client's site-specific safety and health rules before unescorted access to site is allowed.
b. Specific hazards unique to the specific site shall be reviewed prior to work.

c. Other site hazards if known will be addressed.
d. Employees will also be instructed that they are to obey any and all restriction, warning, or instruction signs, such as no smoking area, hearing protection required, fall protection required, no access allowed, etc.

12. Emergency Alarms / Notifications and Evacuation Routes

a. The emergency alarm system and evacuation for the specific work location will be reviewed.
b. The employee will be informed that the foreman or superintendent is to be advised on any abnormal condition at the work location.
c. Employees will be informed of the following emergency conditions:

1. Stop work during lightning / thunderstorms
2. Evacuation due to fire or other conditions
3. Requirements for securing moveable objects if a hurricane / tropical storm is expected at the work location

END

CARROLL | Trusted Advisors

14906 FM 529 RD. HOUSTON, TX 77095
MAIN: 281.656.3000
FAX: 281.656.3001
EMAIL: service@carrollins.com

DL Meacham, LP
2102 Hoskins Dr.
Houston, TX 77080

Re: Historical NCCI Experience Modifiers

To Whom It May Concern

The Experience Modifier for the and prior 3 years per your request are as follows:

Effective Date	MOD
2017	.62
2018	.75
2019	.76

2020 not yet available

Sincerely,

Rachel Walton
Account Manager

SEAN ARTERBURN

DIRECTOR OF CONSTRUCTION
D.L. Meacham LP · 713-465-1905
2102 Hoskins Dr. Houston, TX 77474
sean@dlmeacham.com · www.DLMeacham.com

Responsible for overseeing all construction activities and monitoring projects from start to finish with the objective of ensuring the work is completed successfully, within budget, and on time.

PROFESSION EXPERENCE:

2006 -2010
SUPERINTENDENT, D.L. MEACHAM LP

2010 - 2016
GENERAL SUPERINTENDENT, D.L. MEACHAM LP

2016 - PRESENT
DIRECTOR OF CONSTRUCTION, D.L. MEACHAM LP

PROJECT EXPERIENCE:

- BP Rodeo
- Exxon Mobile Campus Improvements
- Shadow Creek Recreation Center
- Southlake Recreation Center
- Trails of Katy Recreation Center
- Balmoral Amenity Village
- Lago Mar Amenity Village
- Cinco Ranch Pedestrian Improvements and Pedestrian Bridge
- Big Oaks Pedestrian Improvements and Pedestrian Bridge
- Cross Creek Flewellen Pedestrian Improvements
- Woodforest
- Grand Mission Estates
- Grand Central Park Pathways

CONSTRUCTION DISCIPLINES:

UNDERGROUND UTILITIES, STRUCTUAL STEEL, LAND CLEARING, BUILDINGS, GRADING/EARTHWORK, RECREATION BUILDING, LAGOONS, SWIMMING POOLS, PLAYGROUND, ROOFING, MECHANICAL, CONCRETE FLATWORK, CONCRETE PAVEMENT, SPLASH PADS, BRIDGES, WALKWAYS, AMENITY PARKS, ELECTRICAL CONSTRUCTION, SITE WORK.

EXHIBIT A

Howell M. Underwood

Project Manager

Education

University of Houston / Accounting

Skills Summary

Project Administration	Subcontractor Relations	Project Scheduling
Contract Review	Safety Programs	Task Safety Analysis
Safety Audits	Value Engineering	Subcontract Review

Professional Experience

Project Manager and Senior Project Manager – D.L. Meacham LP 1988 to Present

Project Superintendent – H. Underwood, Co. – 1980 to 1987

Project Experience

Military Housing Rehabilitation, Canon AFB, NM and White Sands AFB, NM

Crude Oil Tank Rehabilitation – U.S. Dept. of Energy Sites in Texas and Louisiana

Water Plant Rehabilitation and Cathodic Protection, Various Utility Districts in Texas

K-9 Training Facilities – U.S. Dept. of Energy Sites in Texas and Louisiana

Coating and Cathodic Protection Maintenance – U.S. Dept. of Energy Sites in Texas and Louisiana

Commercial Entry Renovations – BP Petroleum Westlake Campus, Houston, Texas

Boat and Bus Maintenance Facilities – Brazos Transit District, Woodlands, Texas.

Parks, Pavilions, Pedestrian Bridges in Harris, Fort Bend, Montgomery and Brazoria Counties, Texas

Vehicular Bridge and Security Entrance in Woodlands, Texas

Exxon Mobil Campus New Construction, Spring, Texas

Projects of Note

105 Springs Drive, Montgomery, TX 77356 Tel. 832-40-4875 E-mail: howell@dlmeacham.com

Project Manager	Hardscape Runnels & Concrete Exxon / Mobil Campus Bid	$10,100,000.00 Architect – Gensler
Project Manager	Fabrication & Housing Facilities Wood Group Negotiated	$11,200,000.00 CMAR – DL Meacham
Project Manager	Bus & Boat Facilities Brazos Transit District Negotiated	$3,100,000.00 Engineer – Jones & Carter
Project Manager	Houston Amateur Sports Park City of Houston Negotiated	$6,200,000.00 Architect – Clark Condon & Associates

Construction Disciplines

Underground Utilities	Electrical Construction	Concrete Placement
Structural Steel	Roofing	Site Work
Land Clearing	Mechanical	Insulation
Water Tank Rehabilitation	Oil Tank Rehabilitation	Cathodic Protection
Dredging	Pilings	Scaffolding
Metal Buildings	Masonry Buildings	Wood Structures
Swimming Pools	Splash Pads	Amenity Parks
Pedestrian Bridges	Vehicular Bridges	Walkways
Trails	Protective Coatings	Skate Parks

105 Springs Drive, Montgomery, TX 77356 Tel. 832-40-4875 E-mail: howell@dlmeacham.com

Howell M. Underwood

Safety Qualification

OSHA 29 CFR 1926	10 hr. Outreach Training
OSHA 29 CFR 1926	30 hr. Outreach Training

105 Springs Drive, Montgomery, TX 77356 Tel. 832-40-4875 E-mail: howell@dlmeacham.com

John Cowan

Project Superintendent

Professional Experience

General Superintendent for D.L. Meacham LP – 2003 to Present

Owner of Cowan Logging and Land Clearing – 1988 to 2002

Job Experience

Land Clearing	Site Work	Rough Utilities
Framing	Plumbing	Electrical
Marine Construction	Buildings	Pools
Splash Pads	Parks	Skate Parks
Sports Fields	Irrigation	Landscaping

Project Experience

Superintendent	Hardscape Runnels & Concrete	$10,100.00
	Exxon / Mobil Campus	Architect – Gensler
	Bid	

Superintendent	Fabrication & Housing Facilities Wood Group Negotiated	$11,200.00 CMAR – DL Meacham
Superintendent	Bus & Boat Facilities Brazos Transit District Negotiated	$3,100,000.00 Engineer – Jones & Carter
Superintendent	Houston Amateur Sports Park City of Houston Negotiated	$6,200,000.00 Architect – Clark Condon & Associates

D. L. M EACHAM LP A GENERAL CONTRACTOR

BONDING & INSURANCE

D.L Meacham has no claims, litigation, mediation or arbitration with owners in the past five years or to date. We are in good standings and have satisfactory evaluations from the City's Office of Business Opportunity.

We are bonded through Travelers Casualty and Surety Company of America and our local agent is Carroll Insurance Agency: David Carroll 281-656-3000.
We have a Bond Rating of **Superior**: AM BEST RATING: A++.

Banking Institution:
Prosperity Bank
Angela Putnam- President
713.861.1125

Sincerely,

Kourtney Zaskoda

2102 Hoskins • Houston, Texas 77080 • Office: 713-465-1905 • Fax: 713-465-2744

TRAVELERS

Drew Kratzer
Travelers Bond
4650 Westway Park Blvd
Houston, TX 77041
(281) 606-8406
DKratzer@Travelers.com

Re: DL Meacham Construction, LP – Letter of Bondability

To Whom It May Concern:

It has been the privilege of Travelers Casualty and Surety Company of America ("Travelers")[1] to provide surety bonds for DL Meacham Construction, LP. They currently possess a work program in the $20 million single project range and $60 million aggregate range.

It is our opinion that DL Meacham Construction, LP. is an outstanding contractor and we consider them to be a valued client in whom we have great confidence. At their request, we will give favorable consideration to providing required performance and payment bonds.

Please note that the decision to issue performance and payment bonds is a matter between DL Meacham Construction, LP. and Travelers, and will be subject to our standard underwriting at the time of the final bond request, which will include but not be limited to the acceptability of the contract documents, bond forms and financing. We assume no liability to third parties or to you if for any reason we do not execute said bonds.

If you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,

Andrew P. Kratzer

TRAVELERS CASUALTY AND SURETY
COMPANY OF AMERICA

[1] Travelers is an A++ A.M. Best rated insurance company.

DLMEACH-02

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 5/7/2021

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

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

PRODUCER Carroll Insurance Agency Ltd. 14906 FM 529 Houston, TX 77095	CONTACT NAME: PHONE (A/C, No, Ext): (281) 656-3000 FAX (A/C, No): (281) 656-3001 E-MAIL ADDRESS: Service@carrollins.com
INSURED D L Meacham LP PO Box 431789 Houston, TX 77243	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Charter Oak Fire Ins Co — 25615 INSURER B : Travelers Indemnity Company — 25658 INSURER C : Travelers PC Co of Amer — 25674 INSURER D : Markel American Ins Co — 28932 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: X POLICY [ ] PRO-JECT [ ] LOC OTHER:			CO0J116066	12/31/2020	12/31/2021	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 $ 300,000 $ 5,000 $ 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			BA1L553555	12/31/2020	12/31/2021	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 1,000,000 $ $ $
C	X UMBRELLA LIAB [X] OCCUR EXCESS LIAB [ ] CLAIMS-MADE DED X RETENTION $ 10,000			CUP0J131094	12/31/2020	12/31/2021	EACH OCCURRENCE AGGREGATE	$ 5,000,000 $ 5,000,000
A	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		UB0J101483	12/31/2020	12/31/2021	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	Excess Liability			MKLM4EUE100696	12/31/2020	12/31/2021	Each Occ	5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Project: City of Angleton Lakeside Park

CERTIFICATE HOLDER

City of Angleton, TX
121 S. Velasco
Angleton, TX 77025

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

ACORD 25 (2016/03)
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AGENCY CUSTOMER ID: DLMEACH-02

LOC #: 1

ACORD

ADDITIONAL REMARKS SCHEDULE

AGENCY	NAMED INSURED
Carroll Insurance Agency Ltd.	D L Meacham LP PO Box 431789 Houston, TX 77243
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

Additional Remarks

The General Liability, Builders Risk, and Auto policies include a Blanket Additional Insured Endorsement provision that provides additional insured status to the certificate holder only when there is a written contract that requires such status. The contractual liability coverage provided by the General Liability is standard and may not cover all liabilities assumed by the named insured under its contract with the certificate holder.

The General Liability, Builders Risk, Auto, and Workers Compensation, policies include a Blanket Waiver of Subrogation Endorsement that provides this feature only when there is a written contract that requires such status.

The General Liability, Auto and Workers Compensation policies include a Blanket Notice of Cancellation to certificate holders. The endorsement provides 30 days advanced notice if the policy is cancelled by the company other than for nonpayment of premium, 10 days notice after the policy is cancelled for nonpayment of premium. Notice is sent to certificate holders with mailing addresses on file with the agent or the company.

The General Liability policy includes primary and non-contributory endorsement.

Umbrella Follow Form: Any person or organization, other than the Named Insured, included as an additional insured under Schedule Underlying Insurance, but not for broader coverage than would be afforded by such Scheduled Underlying Insurance.

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TRAVELERS

POLICY NUMBER: DT-CO-0J116066-COF-20
EFFECTIVE DATE: 12-31-20
ISSUE DATE: 01-07-21

LISTING OF FORMS, ENDORSEMENTS AND SCHEDULE NUMBERS

THIS LISTING SHOWS THE NUMBER OF FORMS, SCHEDULES AND ENDORSEMENTS BY LINE OF BUSINESS.

IL T0 02 11 89	COMMON POLICY DECLARATIONS
IL T8 01 10 93	FORMS, ENDORSEMENTS AND SCHEDULE NUMBERS
IL T0 15 01 04	POLICY JACKET-EXECUTION CLAUSE
IL T0 01 01 07	COMMON POLICY CONDITIONS
IL T0 03 04 96	LOCATION SCHEDULE
IL T3 02 07 86	CALCULATION OF PREMIUM-COMPOSITE RATE(S)
IL T8 00	GENERAL PURPOSE ENDORSEMENT
IL T8 03	GENERAL PURPOSE ENDORSEMENT
IL T3 20 05 19	NOTICE - CANC, NONRENEWAL PROVIDED BY US

GENERAL LIABILITY - CONTRACTORS

CG T0 01 11 03	COML GENERAL LIABILITY COV PART DEC
CG D3 05 07 08	DEDUCTIBLE LIABILITY INSURANCE
CG T0 07 09 87	DECLARATIONS PREMIUM SCHEDULE
CG T0 08 11 03	KEY TO DECLARATIONS PREMIUM SCHEDULE
CG T0 34 02 19	TABLE OF CONTENTS - COM GEN LIAB COV
CG T1 00 02 19	COMMERCIAL GENERAL LIABILITY COV FORM
CG T8 00	GENERAL PURPOSE ENDORSEMENT
CG T8 01	GENERAL PURPOSE ENDORSEMENT
CG T8 02	GENERAL PURPOSE ENDORSEMENT
CG D3 61 03 05	ADD'L INSURED-OWNERS,LESSEES,CONTRACTORS
CG D4 26 02 19	OTHER INS-DESIG ADDL INS-PRIMARY
CG D6 04 02 19	BLANKET ADDL INS - AUTOMATIC STATUS REQ
CG 20 11 01 96	ADD'L INS-MANAGERS OR LESSORS OF PRM
CG 20 37 07 04	ADD INSURED-OWNRS,LESSEES,CONT COMPL OPS
CG D2 03 12 97	AMEND-NON CUMULATION OF EACH OCC
CG D2 11 01 04	DESIGNATED PROJECT(S) GEN AGGR LIMIT
CG D3 16 02 19	XTEND ENDORSEMENT FOR CONTRACTORS
CG D2 43 01 02	FUNGI OR BACTERIA EXCLUSION
CG D2 93 11 03	EXCL-CONSTRUCT MANAGE ERRORS & OMISSIONS
CG D3 22 10 20	EXCL-CLMS OR SUITS BY NAMED INSUREDS
CG D3 91 08 13	EXCL-PROJ SUBJ TO WRAP-UP-LTD EXCEPTIONS
CG D5 46 10 11	EXCL - ARCHITECT/ENG/SURVEY PROF SERV
CG D6 18 10 11	EXCL-VIOLATION OF CONSUMER FIN PROT LAWS
CG F2 68 02 19	TX CHANGES-EMPL-RELATED PRACTICES EXCL
CG D0 76 06 93	EXCLUSION-LEAD
CG D1 42 02 19	EXCLUSION-DISCRIMINATION
CG D1 73 02 19	AMEND-POLL EXCL-INCL LTD COV POLL COST
CG D2 04 12 17	EXCL-EXTERIOR INSULATION & FINISH SYSTEM
CG D2 40 09 15	EXCLUSION -SILICA OR SILICA-RELATED DUST
CG 01 03 06 06	TEXAS CHANGES
CG T0 09 09 93	EMPLOYEE BENEFITS LIAB COV PART DEC
CG T0 43 01 16	EMPLOYEE BENEFITS LIAB TABLE OF CONTENTS
CG T1 01 01 16	EMPLOYEE BENEFITS LIABILITY COV FORM

TRAVELERS

POLICY NUMBER: DT-CO-0J116066-COF-20
EFFECTIVE DATE: 12-31-20
ISSUE DATE: 01-07-21

INTERLINE ENDORSEMENTS

IL T3 68 01 15	FEDERAL TERRORISM RISK INS ACT DISCLOSE
IL T4 05 05 19	DESIG PERSON, ORG-NOTICE PROVIDED BY US
IL T4 12 03 15	AMNDT COMMON POLICY COND-PROHIBITED COVG
IL T4 14 01 15	CAP ON LOSSES CERTIFIED ACT OF TERRORISM
IL T4 27 06 19	ADDITIONAL BENEFITS
IL T4 40 10 20	PROTECTION OF PROPERTY
IL 00 21 09 08	NUCLEAR ENERGY LIAB EXCL END-BROAD FORM
IL 01 68 03 12	TEXAS CHANGES - DUTIES
IL 02 75 11 13	TX CHNG-CANC & NONRENEW PROV-CAS LINES

POLICYHOLDER NOTICES

PN T2 27 06 19	LOSS CONTROL SERVICES (TEXAS)
PN U1 93 09 15	IMPORTANT NOTICE - TEXAS - EXCL - SILICA

Policy Number: CO 0J116066

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED ENTITY – NOTICE OF CANCELLATION PROVIDED BY US

This endorsement modifies insurance provided under the following:

ALL COVERAGE PARTS INCLUDED IN THIS POLICY

SCHEDULE

CANCELLATION: **Number of Days Notice of Cancellation:** 30

PERSON OR ORGANIZATION:

ANY PERSON OR ORGANIZATION
THE ADDRESS FOR THAT PERSON

ADDRESS:

(CONTINUED ON IL T8 03)

HOUSTON
TX
77243

PROVISIONS:

If we cancel this policy for any statutorily permitted reason other than nonpayment of premium, and a number of days is shown for cancellation in the schedule above, we will mail notice of cancellation to the person or organization shown in the schedule above. We will mail such notice to the address shown in the schedule above at least the number of days shown for cancellation in the schedule above before the effective date of cancellation.

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GENERAL PURPOSE ENDORSEMENT

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED ENTITY - NOTICE OF CANCELLATION PROVIDED BY US
IL T4 05 03 11

THIS ENDORSEMENT MODIFIES INSURANCE PROVIDED UNDER THE FOLLOWING:
ALL COVERAGE PARTS INCLUDED IN THIS POLICY

CONTINUATION OF FORM IL T4 05, PERSON OR ORGANIZATION

ANY PERSON OR ORGANIZATION TO WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OF THIS POLICY WILL BE GIVEN, BUT ONLY IF:

1) YOU SEND US A WRITTEN REQUEST TO PROVIDE SUCH A NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OF THIS POLICY; AND

2) WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS SCHEDULE.

ADDRESS:
THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

Policy Number: CO 0J116066

COMMERCIAL GENERAL LIABILITY

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED – AUTOMATIC STATUS IF REQUIRED BY WRITTEN CONTRACT (CONTRACTORS)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

1. The following is added to **SECTION II – WHO IS AN INSURED**:

Any person or organization that:

a. You agree in a "written contract requiring insurance" to include as an additional insured on this Coverage Part; and

b. Has not been added as an additional insured for the same project by attachment of an endorsement under this Coverage Part which includes such person or organization in the endorsement's schedule;

is an insured, but:

a. Only with respect to liability for "bodily injury", "property damage" or "personal injury"; and

b. Only as described in Paragraph **(1)**, **(2)** or **(3)** below, whichever applies:

(1) If the "written contract requiring insurance" specifically requires you to provide additional insured coverage to that person or organization by the use of:

(a) The Additional Insured – Owners, Lessees or Contractors – (Form B) endorsement CG 20 10 11 85; or

(b) Either or both of the following: the Additional Insured – Owners, Lessees or Contractors – Scheduled Person Or Organization endorsement CG 20 10 10 01, or the Additional Insured – Owners, Lessees or Contractors – Completed Operations endorsement CG 20 37 10 01;

the person or organization is an additional insured only if the injury or damage arises out of "your work" to which the "written contract requiring insurance" applies;

(2) If the "written contract requiring insurance" specifically requires you to provide additional insured coverage to that person or organization by the use of:

(a) The Additional Insured – Owners, Lessees or Contractors – Scheduled Person or Organization endorsement CG 20 10 07 04 or CG 20 10 04 13, the Additional Insured – Owners, Lessees or Contractors – Completed Operations endorsement CG 20 37 07 04 or CG 20 37 04 13, or both of such endorsements with either of those edition dates; or

(b) Either or both of the following: the Additional Insured – Owners, Lessees or Contractors – Scheduled Person Or Organization endorsement CG 20 10, or the Additional Insured – Owners, Lessees or Contractors – Completed Operations endorsement CG 20 37, without an edition date of such endorsement specified;

the person or organization is an additional insured only if the injury or damage is caused, in whole or in part, by acts or omissions of you or your subcontractor in the performance of "your work" to which the "written contract requiring insurance" applies; or

(3) If neither Paragraph **(1)** nor **(2)** above applies:

(a) The person or organization is an additional insured only if, and to the extent that, the injury or damage is caused by acts or omissions of you or your subcontractor in the performance of "your work" to which the "written contract requiring insurance" applies; and

(b) The person or organization does not qualify as an additional insured with respect to the independent acts or omissions of such person or organization.

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2. The insurance provided to the additional insured by this endorsement is limited as follows:
   a. If the Limits of Insurance of this Coverage Part shown in the Declarations exceed the minimum limits of liability required by the "written contract requiring insurance", the insurance provided to the additional insured will be limited to such minimum required limits of liability. For the purposes of determining whether this limitation applies, the minimum limits of liability required by the "written contract requiring insurance" will be considered to include the minimum limits of liability of any Umbrella or Excess liability coverage required for the additional insured by that "written contract requiring insurance". This endorsement will not increase the limits of insurance described in Section **III** – Limits Of Insurance.
   b. The insurance provided to the additional insured does not apply to "bodily injury", "property damage" or "personal injury" arising out of the rendering of, or failure to render, any professional architectural, engineering or surveying services, including:
      (1) The preparing, approving, or failing to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders or change orders, or the preparing, approving, or failing to prepare or approve, drawings and specifications; and
      (2) Supervisory, inspection, architectural or engineering activities.
   c. The insurance provided to the additional insured does not apply to "bodily injury" or "property damage" caused by "your work" and included in the "products-completed operations hazard" unless the "written contract requiring insurance" specifically requires you to provide such coverage for that additional insured during the policy period.
3. The insurance provided to the additional insured by this endorsement is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the additional insured. However, if the "written contract requiring insurance" specifically requires that this insurance apply on a primary basis or a primary and non-contributory basis, this insurance is primary to other insurance available to the additional insured under which that person or organization qualifies as a named insured, and we will not share with that other insurance. But the insurance provided to the additional insured by this endorsement still is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the additional insured when that person or organization is an additional insured, or is any other insured that does not qualify as a named insured, under such other insurance.
4. As a condition of coverage provided to the additional insured by this endorsement:
   a. The additional insured must give us written notice as soon as practicable of an "occurrence" or an offense which may result in a claim. To the extent possible, such notice should include:
      (1) How, when and where the "occurrence" or offense took place;
      (2) The names and addresses of any injured persons and witnesses; and
      (3) The nature and location of any injury or damage arising out of the "occurrence" or offense.
   b. If a claim is made or "suit" is brought against the additional insured, the additional insured must:
      (1) Immediately record the specifics of the claim or "suit" and the date received; and
      (2) Notify us as soon as practicable.

      The additional insured must see to it that we receive written notice of the claim or "suit" as soon as practicable.
   c. The additional insured must immediately send us copies of all legal papers received in connection with the claim or "suit", cooperate with us in the investigation or settlement of the claim or defense against the "suit", and otherwise comply with all policy conditions.
   d. The additional insured must tender the defense and indemnity of any claim or "suit" to any provider of other insurance which would cover the additional insured for a loss we cover under this endorsement. However, this condition does not affect whether the insurance provided to the additional insured by this endorsement is primary to other insurance available to the additional insured which covers that person or organization as a named insured as described in Paragraph **3.** above.
5. The following is added to the **DEFINITIONS** Section:

   "Written contract requiring insurance" means that part of any written contract or agreement under which you are required to include a person or or-

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ganization as an additional insured on this Coverage Part, provided that the "bodily injury" and "property damage" occurs, and the "personal injury" is caused by an offense committed, during the policy period and:

a. After the signing and execution of the contract or agreement by you; and

b. While that part of the contract or agreement is in effect.

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Policy Number: CO 0J116066

COMMERCIAL GENERAL LIABILITY

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

CONTRACTORS XTEND ENDORSEMENT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

GENERAL DESCRIPTION OF COVERAGE – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to this Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. Aircraft Chartered With Pilot

B. Damage To Premises Rented To You

C. Increased Supplementary Payments

D. Incidental Medical Malpractice

E. Who Is An Insured – Newly Acquired Or Formed Organizations

F. Who Is An Insured – Broadened Named Insured – Unnamed Subsidiaries

G. Blanket Additional Insured – Owners, Managers Or Lessors Of Premises

H. Blanket Additional Insured – Lessors Of Leased Equipment

I. Blanket Additional Insured – States Or Political Subdivisions – Permits

J. Knowledge And Notice Of Occurrence Or Offense

K. Unintentional Omission

L. Blanket Waiver Of Subrogation

M. Amended Bodily Injury Definition

N. Contractual Liability – Railroads

PROVISIONS

A. AIRCRAFT CHARTERED WITH PILOT

The following is added to Exclusion **g., Aircraft, Auto Or Watercraft,** in Paragraph **2.** of **SECTION I – COVERAGES – COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

This exclusion does not apply to an aircraft that is:

(a) Chartered with a pilot to any insured;

(b) Not owned by any insured; and

(c) Not being used to carry any person or property for a charge.

B. DAMAGE TO PREMISES RENTED TO YOU

1. The first paragraph of the exceptions in Exclusion **j., Damage To Property,** in Paragraph **2.** of **SECTION I – COVERAGES – COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY** is deleted.

2. The following replaces the last paragraph of Paragraph **2., Exclusions,** of **SECTION I – COVERAGES – COVERAGE A. BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

Exclusions **c.** and **g.** through **n.** do not apply to "premises damage". Exclusion **f.(1)(a)** does not apply to "premises damage" caused by:

a. Fire;

b. Explosion;

c. Lightning;

d. Smoke resulting from such fire, explosion, or lightning; or

e. Water;

unless Exclusion **f.** of Section **I** – Coverage **A** – Bodily Injury And Property Damage Liability is replaced by another endorsement to this Coverage Part that has Exclusion – All Pollution Injury Or Damage or Total Pollution Exclusion in its title.

A separate limit of insurance applies to "premises damage" as described in Paragraph **6.** of **SECTION III – LIMITS OF INSURANCE.**

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3. The following replaces Paragraph **6.** of **SECTION III – LIMITS OF INSURANCE**:

   Subject to **5.** above, the Damage To Premises Rented To You Limit is the most we will pay under Coverage **A** for damages because of "premises damage" to any one premises. The Damage To Premises Rented To You Limit will apply to all "property damage" proximately caused by the same "occurrence", whether such damage results from: fire; explosion; lightning; smoke resulting from such fire, explosion, or lightning; or water; or any combination of any of these causes.

   The Damage To Premises Rented To You Limit will be:

   a. The amount shown for the Damage To Premises Rented To You Limit on the Declarations of this Coverage Part; or

   b. $300,000 if no amount is shown for the Damage To Premises Rented To You Limit on the Declarations of this Coverage Part.

4. The following replaces Paragraph **a.** of the definition of "insured contract" in the **DEFINITIONS** Section:

   a. A contract for a lease of premises. However, that portion of the contract for a lease of premises that indemnifies any person or organization for "premises damage" is not an "insured contract";

5. The following is added to the **DEFINITIONS** Section:

   "Premises damage" means "property damage" to:

   a. Any premises while rented to you or temporarily occupied by you with permission of the owner; or

   b. The contents of any premises while such premises is rented to you, if you rent such premises for a period of seven or fewer consecutive days.

6. The following replaces Paragraph **4.b.(1)(b)** of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

   (b) That is insurance for "premises damage"; or

7. Paragraph **4.b.(1)(c)** of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS** is deleted.

C. INCREASED SUPPLEMENTARY PAYMENTS

1. The following replaces Paragraph **1.b.** of **SUPPLEMENTARY PAYMENTS – COVERAGES A AND B** of **SECTION I – COVERAGE**:

   b. Up to $2,500 for the cost of bail bonds required because of accidents or traffic law violations arising out of the use of any vehicle to which the Bodily Injury Liability Coverage applies. We do not have to furnish these bonds.

2. The following replaces Paragraph **1.d.** of **SUPPLEMENTARY PAYMENTS – COVERAGES A AND B** of **SECTION I – COVERAGES**:

   d. All reasonable expenses incurred by the insured at our request to assist us in the investigation or defense of the claim or "suit", including actual loss of earnings up to $500 a day because of time off from work.

D. INCIDENTAL MEDICAL MALPRACTICE

1. The following is added to the definition of "occurrence" in the **DEFINITIONS** Section:

   "Occurrence" also means an act or omission committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to a person.

2. The following is added to Paragraph **2.a.(1)** of **SECTION II – WHO IS AN INSURED**:

   Paragraph **(1)(d)** above does not apply to "bodily injury" arising out of providing or failing to provide:

   (i) "Incidental medical services" by any of your "employees" who is a nurse practitioner, registered nurse, licensed practical nurse, nurse assistant, emergency medical technician or paramedic; or

   (ii) First aid or "Good Samaritan services" by any of your "employees" or "volunteer workers", other than an employed or volunteer doctor. Any such "employees" or "volunteer workers" providing or failing to provide first aid or "Good Samaritan services" during their work hours for you will be deemed to be acting within the scope of their employment by you or performing duties related to the conduct of your business.

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3. The following is added to Paragraph **5.** of **SECTION III – LIMITS OF INSURANCE**:

   For the purposes of determining the applicable Each Occurrence Limit, all related acts or omissions committed in providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to any one person will be deemed to be one "occurrence".

4. The following exclusion is added to Paragraph **2., Exclusions**, of **SECTION I – COVERAGES – COVERAGE A BODILY INJURY AND PROPERTY DAMAGE LIABILITY**:

   Sale Of Pharmaceuticals

   "Bodily injury" or "property damage" arising out of the willful violation of a penal statute or ordinance relating to the sale of pharmaceuticals committed by, or with the knowledge or consent of, the insured.

5. The following is added to the **DEFINITIONS** Section:

   "Incidental medical services" means:

   a. Medical, surgical, dental, laboratory, x-ray or nursing service or treatment, advice or instruction, or the related furnishing of food or beverages; or

   b. The furnishing or dispensing of drugs or medical, dental, or surgical supplies or appliances.

   "Good Samaritan services" means any emergency medical services for which no compensation is demanded or received.

6. The following is added to Paragraph **4.b., Excess Insurance**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

   The insurance is excess over any valid and collectible other insurance available to the insured, whether primary, excess, contingent or on any other basis, that is available to any of your "employees" or "volunteer workers" for "bodily injury" that arises out of providing or failing to provide "incidental medical services", first aid or "Good Samaritan services" to any person to the extent not subject to Paragraph **2.a.(1)** of Section II – Who Is An Insured.

E. WHO IS AN INSURED – NEWLY ACQUIRED OR FORMED ORGANIZATIONS

The following replaces Paragraph **4.** of **SECTION II – WHO IS AN INSURED**:

4. Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, of which you are the sole owner or in which you maintain the majority ownership interest, will qualify as a Named Insured if there is no other insurance which provides similar coverage to that organization. However:

   a. Coverage under this provision is afforded only:

      (1) Until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier, if you do not report such organization in writing to us within 180 days after you acquire or form it; or

      (2) Until the end of the policy period, when that date is later than 180 days after you acquire or form such organization, if you report such organization in writing to us within 180 days after you acquire or form it, and we agree in writing that it will continue to be a Named Insured until the end of the policy period;

   b. Coverage **A** does not apply to "bodily injury" or "property damage" that occurred before you acquired or formed the organization; and

   c. Coverage **B** does not apply to "personal injury" or "advertising injury" arising out of an offense committed before you acquired or formed the organization.

F. WHO IS AN INSURED – BROADENED NAMED INSURED – UNNAMED SUBSIDIARIES

The following is added to **SECTION II – WHO IS AN INSURED**:

Any of your subsidiaries, other than a partnership, joint venture or limited liability company, that is not shown as a Named Insured in the Declarations is a Named Insured if you maintain an ownership interest of more than 50% in such subsidiary on the first day of the policy period.

No such subsidiary is an insured for "bodily injury" or "property damage" that occurred, or "personal injury" or "advertising injury" caused by an offense committed after the date, if any, during the policy period, that you no longer maintain an ownership interest of more than 50% in such subsidiary.

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G. BLANKET ADDITIONAL INSURED – OWNERS, MANAGERS OR LESSORS OF PREMISES

The following is added to **SECTION II – WHO IS AN INSURED**:

Any person or organization that is a premises owner, manager or lessor and that you have agreed in a written contract or agreement to include as an additional insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" that:

a. Is "bodily injury" or "property damage" that occurs, or is "personal injury" or "advertising injury" caused by an offense that is committed, subsequent to the execution of that contract or agreement; and

b. Arises out of the ownership, maintenance or use of that part of any premises leased to you.

The insurance provided to such premises owner, manager or lessor is subject to the following provisions:

a. The limits of insurance provided to such premises owner, manager or lessor will be the minimum limits which you agreed to provide in the written contract or agreement, or the limits shown on the Declarations, whichever are less.

b. The insurance provided to such premises owner, manager or lessor does not apply to:

(1) Any "bodily injury" or "property damage" that occurs, or "personal injury" or "advertising injury" caused by an offense that is committed, after you cease to be a tenant in that premises; or

(2) Structural alterations, new construction or demolition operations performed by or on behalf of such premises owner, lessor or manager.

c. The insurance provided to such premises owner, manager or lessor is excess over any valid and collectible other insurance available to such premises owner, manager or lessor, whether primary, excess, contingent or on any other basis, unless you have agreed in the written contract or agreement that this insurance must be primary to, or non-contributory with, such other insurance, in which case this insurance will be primary to, and non-contributory with, such other insurance.

H. BLANKET ADDITIONAL INSURED – LESSORS OF LEASED EQUIPMENT

The following is added to **SECTION II – WHO IS AN INSURED**:

Any person or organization that is an equipment lessor and that you have agreed in a written contract or agreement to include as an insured on this Coverage Part is an insured, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" that:

a. Is "bodily injury" or "property damage" that occurs, or is "personal injury" or "advertising injury" caused by an offense that is committed, subsequent to the execution of that contract or agreement; and

b. Is caused, in whole or in part, by your acts or omissions in the maintenance, operation or use of equipment leased to you by such equipment lessor.

The insurance provided to such equipment lessor is subject to the following provisions:

a. The limits of insurance provided to such equipment lessor will be the minimum limits which you agreed to provide in the written contract or agreement, or the limits shown on the Declarations, whichever are less.

b. The insurance provided to such equipment lessor does not apply to any "bodily injury" or "property damage" that occurs, or "personal injury" or "advertising injury" caused by an offense that is committed, after the equipment lease expires.

c. The insurance provided to such equipment lessor is excess over any valid and collectible other insurance available to such equipment lessor, whether primary, excess, contingent or on any other basis, unless you have agreed in the written contract or agreement that this insurance must be primary to, or non-contributory with, such other insurance, in which case this insurance will be primary to, and non-contributory with, such other insurance.

I. BLANKET ADDITIONAL INSURED – STATES OR POLITICAL SUBDIVISIONS – PERMITS

The following is added to **SECTION II – WHO IS AN INSURED**:

Any state or political subdivision that has issued a permit in connection with operations performed by you or on your behalf and that you are required

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by any ordinance, law or building code to include as an additional insured on this Coverage Part is an Insured, but only with respect to liability for "bodily injury", "property damage", "personal injury" or "advertising injury" arising out of such operations.

The insurance provided to such state or political subdivision does not apply to:

a. Any "bodily injury," "property damage," "personal injury" or "advertising injury" arising out of operations performed for that state or political subdivision; or

b. Any "bodily injury" or "property damage" included in the "products-completed operations hazard".

J. KNOWLEDGE AND NOTICE OF OCCURRENCE OR OFFENSE

The following is added to Paragraph **2., Duties In The Event of Occurrence, Offense, Claim or Suit,** of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS:**

e. The following provisions apply to Paragraph a. above, but only for the purposes of the insurance provided under this Coverage Part to you or any insured listed in Paragraph **1.** or **2.** of Section **II** – Who Is An Insured:

(1) Notice to us of such "occurrence" or offense must be given as soon as practicable only after the "occurrence" or offense is known by you (if you are an individual), any of your partners or members who is an individual (if you are a partnership or joint venture), any of your managers who is an individual (if you are a limited liability company), any of your "executive officers" or directors (if you are an organization other than a partnership, joint venture or limited liability company) or any "employee" authorized by you to give notice of an "occurrence" or offense.

(2) If you are a partnership, joint venture or limited liability company, and none of your partners, joint venture members or managers are individuals, notice to us of such "occurrence" or offense must be given as soon as practicable only after the "occurrence" or offense is known by:

(a) Any individual who is:

(i) A partner or member of any partnership or joint venture;

(ii) A manager of any limited liability company; or

(iii) An executive officer or director of any other organization;

that is your partner, joint venture member or manager; or

(b) Any "employee" authorized by such partnership, joint venture, limited liability company or other organization to give notice of an "occurrence" or offense.

(3) Notice to us of such "occurrence" or of an offense will be deemed to be given as soon as practicable if it is given in good faith as soon as practicable to your workers' compensation insurer. This applies only if you subsequently give notice to us of the "occurrence" or offense as soon as practicable after any of the persons described in Paragraphs e. **(1)** or **(2)** above discovers that the "occurrence" or offense may result in sums to which the insurance provided under this Coverage Part may apply.

However, if this Coverage Part includes an endorsement that provides limited coverage for "bodily injury" or "property damage" or pollution costs arising out of a discharge, release or escape of "pollutants" which contains a requirement that the discharge, release or escape of "pollutants" must be reported to us within a specific number of days after its abrupt commencement, this Paragraph e. does not affect that requirement.

K. UNINTENTIONAL OMISSION

The following is added to Paragraph **6., Representations,** of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS:**

The unintentional omission of, or unintentional error in, any information provided by you which we relied upon in issuing this policy will not prejudice your rights under this insurance. However, this provision does not affect our right to collect additional premium or to exercise our rights of cancellation or nonrenewal in accordance with applicable insurance laws or regulations.

L. BLANKET WAIVER OF SUBROGATION

The following is added to Paragraph **8., Transfer Of Rights Of Recovery Against Others To Us,** of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS:**

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If the insured has agreed in a contract or agreement to waive that insured's right of recovery against any person or organization, we waive our right of recovery against such person or organization, but only for payments we make because of:

a. "Bodily injury" or "property damage" that occurs; or

b. "Personal injury" or "advertising injury" caused by an offense that is committed;

subsequent to the execution of that contract or agreement.

M. AMENDED BODILY INJURY DEFINITION

The following replaces the definition of "bodily injury" in the **DEFINITIONS** Section:

3. "Bodily injury" means bodily injury, mental anguish, mental injury, shock, fright, disability, humiliation, sickness or disease sustained by a person, including death resulting from any of these at any time.

N. CONTRACTUAL LIABILITY – RAILROADS

1. The following replaces Paragraph **c.** of the definition of "insured contract" in the **DEFINITIONS** Section:

   c. Any easement or license agreement;

2. Paragraph **f.(1)** of the definition of "insured contract" in the **DEFINITIONS** Section is deleted.

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Policy Number: CO 0J116066

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY

DESIGNATED PROJECT(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Project(s):	Designated Project General Aggregate(s):
EACH "PROJECT" FOR WHICH YOU HAVE AGREED, IN A WRITTEN CONTRACT WHICH IS IN EFFECT DURING THIS POLICY PERIOD, TO PROVIDE A SEPARATE GENERAL AGGREGATE LIMIT, PROVIDED THAT THE CONTRACT IS SIGNED AND EXECUTED BY YOU BEFORE THE "BODILY INJURY" OR "PROPERTY DAMAGE" OCCURS.	GENERAL AGGREGATE LIMIT SHOWN ON DECLARATION

A. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under **COVERAGE A. (SECTION I)**, and for all medical expenses caused by accidents under **COVERAGE C (SECTION I)**, which can be attributed only to operations at a single designated "project" shown in the Schedule above:

1. A separate Designated Project General Aggregate Limit applies to each designated "project", and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations, unless separate **Designated Project General Aggregate(s)** are scheduled above.
2. The Designated 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 Project General Aggregate Limit for that designated "project". Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Project General Aggregate Limit for any other designated "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 Project General Aggregate Limit.

B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under **COVERAGE A. (SECTION I)**, and for all medical expenses caused by accidents under **COVERAGE C. (SECTION I)**, which cannot be attributed only to operations at a single designated "project" shown in the Schedule above:

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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 Project General Aggregate Limit.

C. Part **2.** of **SECTION III – LIMITS OF INSURANCE** is deleted and replaced by the following:

2. The General Aggregate Limit is the most we will pay for the sum of:
   a. Damages under **Coverage B**; and
   b. Damages from "occurrences" under **COVERAGE A (SECTION I)** and for all medical expenses caused by accidents under **COVERAGE C (SECTION I)** which cannot be attributed only to operations at a single designated "project" shown in the **SCHEDULE** above.

D. 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 Project General Aggregate Limit.

E. For the purposes of this endorsement the **Definitions Section** is amended by the addition of the following definition:

"Project" means an area away from premises owned by or rented to you at which you are performing operations pursuant to a contract or agreement. For the purposes of determining the applicable aggregate limit of insurance, each "project" that includes premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway, waterway or right-of-way of a railroad shall be considered a single "project".

F. 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: BA 1L553555

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED ENTITY – NOTICE OF CANCELLATION PROVIDED BY US

This endorsement modifies insurance provided under the following:

ALL COVERAGE PARTS INCLUDED IN THIS POLICY

SCHEDULE

CANCELLATION: **Number of Days Notice of Cancellation:** 30

PERSON OR ORGANIZATION:

SEE CA T8 04

ADDRESS:

HOUSTON, TX 77243

PROVISIONS:

If we cancel this policy for any statutorily permitted reason other than nonpayment of premium, and a number of days is shown for cancellation in the schedule above, we will mail notice of cancellation to the person or organization shown in the schedule above. We will mail such notice to the address shown in the schedule above at least the number of days shown for cancellation in the schedule above before the effective date of cancellation.

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COMMERCIAL AUTO POLICY

ENDORSEMENT - CA T8 04 12 17

POLICY NUMBER BA-7H041077

** THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY. **

IL T4 05 - DESIGNATED ENTITY

IT IS AGREED THAT:

PERSON OR ORGANIZATION :
ANY PERSON OR ORGANIZATION WITH WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OF THIS POLICY WILL BE GIVEN, BUT ONLY IF:
1. YOU SEE TO IT THAT WE RECEIVE A WRITTEN REQUEST TO PROVIDE SUCH NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OF THIS POLICY; AND
2. WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS ENDORSEMENT.
.
ADDRESS:
THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

Policy Number: BA 1L553555

COMMERCIAL AUTO

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BUSINESS AUTO EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

GENERAL DESCRIPTION OF COVERAGE – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to the Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. **BROAD FORM NAMED INSURED**
B. **BLANKET ADDITIONAL INSURED**
C. **EMPLOYEE HIRED AUTO**
D. **EMPLOYEES AS INSURED**
E. **SUPPLEMENTARY PAYMENTS – INCREASED LIMITS**
F. **HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS**
G. **WAIVER OF DEDUCTIBLE – GLASS**
H. **HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT**
I. **PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT**
J. **PERSONAL PROPERTY**
K. **AIRBAGS**
L. **NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS**
M. **BLANKET WAIVER OF SUBROGATION**
N. **UNINTENTIONAL ERRORS OR OMISSIONS**

PROVISIONS

A. BROAD FORM NAMED INSURED

The following is added to Paragraph **A.1., Who Is An Insured,** of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any organization you newly acquire or form during the policy period over which you maintain 50% or more ownership interest and that is not separately insured for Business Auto Coverage. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier.

B. BLANKET ADDITIONAL INSURED

The following is added to Paragraph **c.** in **A.1., Who Is An Insured,** of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any person or organization who is required under a written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to be named as an additional insured is an "insured" for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Section II.

C. EMPLOYEE HIRED AUTO

1. The following is added to Paragraph **A.1., Who Is An Insured,** of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   An "employee" of yours is an "insured" while operating an "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. The following replaces Paragraph b. in **B.5., Other Insurance,** of **SECTION IV – BUSINESS AUTO CONDITIONS**:

   b. For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

   (1) Any covered "auto" you lease, hire, rent or borrow; and

   (2) Any covered "auto" hired or rented by your "employee" under a contract in an "employee's" name, with your

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permission, while performing duties related to the conduct of your business.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

D. EMPLOYEES AS INSURED

The following is added to Paragraph **A.1., Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

E. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS

1. The following replaces Paragraph **A.2.a.(2)**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   (2) Up to $3,000 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.

2. The following replaces Paragraph **A.2.a.(4)**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

   (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.

F. HIRED AUTO – LIMITED WORLDWIDE COVERAGE – INDEMNITY BASIS

The following replaces Subparagraph **(5)** in Paragraph **B.7., Policy Period, Coverage Territory**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

(5) Anywhere in the world, except any country or jurisdiction while any trade sanction, embargo, or similar regulation imposed by the United States of America applies to and prohibits the transaction of business with or within such country or jurisdiction, for Covered Autos Liability Coverage for any covered "auto" that you lease, hire, rent or borrow without a driver for a period of 30 days or less and that is not an "auto" you lease, hire, rent or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company) or members of their households.

(a) With respect to any claim made or "suit" brought outside the United States of America, the territories and possessions of the United States of America, Puerto Rico and Canada:

(i) You must arrange to defend the "insured" against, and investigate or settle any such claim or "suit" and keep us advised of all proceedings and actions.

(ii) Neither you nor any other involved "insured" will make any settlement without our consent.

(iii) We may, at our discretion, participate in defending the "insured" against, or in the settlement of, any claim or "suit".

(iv) We will reimburse the "insured" for sums that the "insured" legally must pay as damages because of "bodily injury" or "property damage" to which this insurance applies, that the "insured" pays with our consent, but only up to the limit described in Paragraph **C.**, Limits Of Insurance, of SECTION II – COVERED AUTOS LIABILITY COVERAGE.

(v) We will reimburse the "insured" for the reasonable expenses incurred with our consent for your investigation of such claims and your defense of the "insured" against any such "suit", but only up to and included within the limit described in Paragraph **C.**, Limits Of Insurance, of SECTION II – COVERED AUTOS LIABILITY COVERAGE, and not in addition to such limit. Our duty to make such payments ends when we have used up the applicable limit of insurance in payments for damages, settlements or defense expenses.

(b) This insurance is excess over any valid and collectible other insurance available to the "insured" whether primary, excess, contingent or on any other basis.

(c) This insurance is not a substitute for required or compulsory insurance in any country outside the United States, its territories and possessions, Puerto Rico and Canada.

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You agree to maintain all required or compulsory insurance in any such country up to the minimum limits required by local law. Your failure to comply with compulsory insurance requirements will not invalidate the coverage afforded by this policy, but we will only be liable to the same extent we would have been liable had you complied with the compulsory insurance requirements.

(d) It is understood that we are not an admitted or authorized insurer outside the United States of America, its territories and possessions, Puerto Rico and Canada. We assume no responsibility for the furnishing of certificates of insurance, or for compliance in any way with the laws of other countries relating to insurance.

G. WAIVER OF DEDUCTIBLE – GLASS

The following is added to Paragraph **D., Deductible**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

No deductible for a covered "auto" will apply to glass damage if the glass is repaired rather than replaced.

H. HIRED AUTO PHYSICAL DAMAGE – LOSS OF USE – INCREASED LIMIT

The following replaces the last sentence of Paragraph **A.4.b., Loss Of Use Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

However, the most we will pay for any expenses for loss of use is $65 per day, to a maximum of $750 for any one "accident".

I. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT

The following replaces the first sentence in Paragraph **A.4.a., Transportation Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE:**

We will pay up to $50 per day to a maximum of $1, 500 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type.

J. PERSONAL PROPERTY

The following is added to Paragraph **A.4., Coverage Extensions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Personal Property

We will pay up to $400 for "loss" to wearing apparel and other personal property which is:

(1) Owned by an "insured"; and

(2) In or on your covered "auto".

This coverage applies only in the event of a total theft of your covered "auto".

No deductibles apply to this Personal Property coverage.

K. AIRBAGS

The following is added to Paragraph **B.3., Exclusions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Exclusion 3.a. does not apply to "loss" to one or more airbags in a covered "auto" you own that inflate due to a cause other than a cause of "loss" set forth in Paragraphs **A.1.b.** and **A.1.c.**, but only:

a. If that "auto" is a covered "auto" for Comprehensive Coverage under this policy;

b. The airbags are not covered under any warranty; and

c. The airbags were not intentionally inflated.

We will pay up to a maximum of $1,000 for any one "loss".

L. NOTICE AND KNOWLEDGE OF ACCIDENT OR LOSS

The following is added to Paragraph **A.2.a.**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

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:

(a) You (if you are an individual);

(b) A partner (if you are a partnership);

(c) A member (if you are a limited liability company);

(d) An executive officer, director or insurance manager (if you are a corporation or other organization); or

(e) Any "employee" authorized by you to give notice of the "accident" or "loss".

M. BLANKET WAIVER OF SUBROGATION

The following replaces Paragraph **A.5., Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

5. Transfer Of Rights Of Recovery Against Others To Us

We waive any right of recovery we may have against any person or organization to the extent required of you by a written contract signed and executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of operations contemplated by

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such contract. The waiver applies only to the person or organization designated in such contract.

N. UNINTENTIONAL ERRORS OR OMISSIONS

The following is added to Paragraph **B.2., Concealment, Misrepresentation, Or Fraud**, of **SECTION IV – BUSINESS AUTO CONDITIONS:**

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.

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TRAVELERS
ONE TOWER SQUARE
HARTFORD CT 06183

WORKERS COMPENSATION
AND
EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 42 06 01 (00) – 001

POLICY NUMBER: UB 0J101483

TEXAS NOTICE OF MATERIAL CHANGE ENDORSEMENT

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

In the event of cancelation or other material change of the policy, we will mail advance notice to the person or organization named in the Schedule. The number of days advance notice is shown in the Schedule.

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

SCHEDULE

1. NUMBER OF DAYS ADVANCE NOTICE: 30 (or **)
2. NOTICE WILL BE MAILED TO:

ANY PERSON OR ORGANIZATION WITH WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OF THIS POLICY WILL BE GIVEN , BUT ONLY IF:
1. YOU SEE TO IT THAT WE RECEIVE A WRITTEN REQUEST TO PROVIDE SUCH NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OF THIS POLICY; AND
2. WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS ENDORSEMENT.

ADDRESS:
THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

** Number of days Notice specified in the Certificate of Insurance to all holders of such certificates.

ST ASSIGN:

TRAVELERS

ONE TOWER SQUARE
HARTFORD CT 06183

WORKERS COMPENSATION AND EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 42 03 04 (B) – 001

POLICY NUMBER: UB 0J101483

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. ☐ Specific Waiver
   Name of person or organization

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

2. Operations:
   ALL TEXAS OPERATIONS

3. Premium:
   The premium charge for this endorsement shall be 2.00 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: $ SEE SCHEDULE

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.

(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective | Policy No. | Endorsement No.
Insured | | Premium

Insurance Company | Countersigned by_____

ST ASSIGN:

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CONSTRUCTION PAK – BUILDERS' RISK COVERAGE FORM

Various provisions in this policy restrict coverage. Read the entire policy carefully to determine rights, duties and what is and is not covered.

Throughout this policy, the words "you" and "your" refer to the Named Insured shown in the Declarations. The words "we", "us" and "our" refer to the Company providing this insurance.

Other words and phrases that appear in quotation marks have special meaning. Refer to Section F – DEFINITIONS.

A. COVERAGE

We will pay for direct physical loss of or damage to Covered Property caused by or resulting from a Covered Cause of Loss.

1. Covered Property

Covered Property, as used in this Coverage Form, means the following types of property you own or for which you are legally liable, the value of which is included in the estimated "total project value" shown in the Declarations:

a. Permanent Works

Materials, equipment, machinery, supplies and property of a similar nature that will become a permanent part of the project described in the Declarations during completion of such project or that will be used or expended in the completion of such project.

Completion of the project includes site preparation (including demolition of existing buildings or structures), fabrication, assembly, installation, erection, alteration, renovation and similar construction activities.

b. Temporary Works

Cofferdams, construction forms, cribbing, falsework, hoarding, scaffolds, fencing, signs, office trailers (and their "contents") and similar temporary buildings or structures incidental to completion of the project described in the Declarations.

We will cover such property:

(1) At the job site described in the Declarations; and

(2) While:

(a) In transit to the job site or to a temporary storage location, including loading and unloading from a transporting conveyance, but only if a Transit Limit of Insurance is shown in the Declarations; or

(b) In temporary storage awaiting delivery to the job site but only if a Temporary Storage Limit of Insurance is shown in the Declarations.

2. Property and Costs Not Covered

Covered Property does not include:

a. Contraband, or property in the course of illegal transit or trade.

b. Buildings or structures that existed prior to the inception of this policy.

c. Land and land values and the value of cut, fill and backfill materials that existed at the job site prior to the date construction commenced.

But this restriction does not apply to:

(1) The value of cut, fill and backfill materials purchased for use in the completion of the project to the extent the value of such property is included in the estimated "total project value" shown in the Declarations.

(2) Labor, material and equipment charges incurred to move, remove, place or otherwise handle cut, fill and backfill materials to the extent such costs are included in the estimated "total project value" shown in the Declarations.

d. Water, whether in its natural state or otherwise, and whether above or below ground or the cost of reclaiming or restoring water.

e. Trees, plants, shrubs and lawns, except to the extent coverage is provided under the Landscaping Coverage Extension.

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f. Construction equipment not destined to become a permanent part of the project described in the Declarations, including tools, machinery, plant and any related accessories and spare parts for such property. But this restriction does not apply to Temporary Works.

3. Covered Causes of Loss

Covered Causes of Loss means RISKS OF DIRECT PHYSICAL LOSS unless the loss is excluded in Section B – EXCLUSIONS.

4. Coverage Extensions

Each of the following Coverage Extensions applies unless *Not Covered* is indicated in the Declarations.

a. Expediting Expense and Extra Expense

(1) In the event of direct physical loss of or damage to Covered Property caused by or resulting from a Covered Cause of Loss, we will pay for the reasonable and necessary:

(a) Expediting charges, including overtime, night work, work on public holidays, express and air freight, and the extra cost of rental construction equipment, you incur solely to expedite repair or replacement of the Covered Property sustaining such loss or damage.

(b) Extra Expenses you incur during the period of restoration or repair of the Covered Property sustaining such loss or damage that are over and above the total costs that would normally have been incurred during the same period of time had no loss or damage occurred. We will only pay for such extra expenses you incur for the purpose of continuing as nearly as practicable the scheduled progress of undamaged work.

Extra expense includes equipment rental, emergency expenses, additional security, demobilization and remobilization of equipment and facilities, and temporary use of property, all when necessarily incurred to reduce time delays in the contract schedule.

(2) We will not pay under this Coverage Extension:

(a) For any expense until the amount of the adjusted direct physical loss or damage exceeds the deductible applicable to such loss or damage.

(b) For any expense incurred to overcome delays in the scheduled progress of the work:

(i) Which existed at the time of loss; or

(ii) Resulting from causes which are independent of or which would have occurred in the absence of a covered loss to Covered Property.

(c) Except as provided in the Green Building Additional Expense Additional Coverage, for any expense required to attain any level of "green" certification even if such certification existed prior to loss.

(d) For any loss of income or "soft costs".

The expiration date of this policy will not cut short the period of restoration or repair.

The Expediting Expense and Extra Expense Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Coverage Extension.

Any payment under this Coverage Extension is included within and will not increase the applicable Limit of Insurance.

b. Fire Protective Systems

If your fire protective equipment discharges accidentally or to control a Covered Cause of Loss, we will pay for your expense to:

(1) Recharge or refill your fire protective systems; and

(2) Replace or repair faulty valves or controls that caused the discharge.

The Fire Protective Systems Limit of Insurance shown in the Declarations is the

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most we will pay in any one occurrence under this Coverage Extension.

c. Landscaping

(1) We will pay for direct physical loss or damage by a Covered Cause of Loss, other than a cause of loss listed in Paragraph (2) below, to trees, plants, shrubs and lawns, the value of which is included in the estimated "total project value" shown in the Declarations.

(2) We will not pay for loss of or damage to trees, plants, shrubs and lawns caused by or resulting from lack of moisture, infestation, disease, insects, rodents, animals, freezing, weight of ice or snow or windstorm or hail.

The Landscaping Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Coverage Extension.

Any payment under this Coverage Extension is included within and will not increase the applicable Limit of Insurance.

d. Soft Costs

We will pay your "soft costs" during the "period of delay in completion". Such "soft costs" must result from direct physical loss of or damage to Covered Property caused by or resulting from a Covered Cause of Loss which delays the completion of the applicable project described in the Declarations beyond the "planned completion date".

The Soft Costs Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Coverage Extension.

e. Temporary Works Other Than Covered Property

If cofferdams, construction forms, cribbing, falsework, hoarding, scaffolds, fencing, signs, office trailers (and their "contents") and similar temporary buildings or structures incidental to completion of the project described in the Declarations are not otherwise Covered Property under this policy, we will pay for direct physical loss or damage by a Covered Cause of Loss to such property when:

(1) You own or are legally liable for such property; and

(2) Such property is at the job site described in the Declarations at the time of such loss or damage.

The Temporary Works Other Than Covered Property Limit of Insurance shown in the Declarations is the most we will pay in total for all such property in any one occurrence under this Coverage Extension.

Any payment under this Coverage Extension is included within and will not increase the applicable Limit of Insurance.

f. Valuable Papers and Records

We will pay your costs to research, replace or restore lost or damaged valuable papers and records, including those which exist on electronic or magnetic media, for which there are no duplicates. Such costs must result from direct physical loss or damage by a Covered Cause of Loss to your valuable papers and records directly related to the applicable project described in the Declarations.

The Valuable Papers and Records Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Coverage Extension.

But we will not pay for loss of or damage to accounts, bills, deeds, evidences of debt, currency, money, notes or securities.

5. Additional Coverages

Each of the following Additional Coverages applies unless *Not Covered* is indicated in the Declarations.

a. Additional Cost of Construction Materials and Labor

We will pay for the following costs made necessary by a Covered Cause of Loss to Covered Property at the job site described in the Declarations:

(1) Your increased cost of construction materials and labor; and

(2) Your costs to make changes in construction specifications;

when such loss or damage results in a total loss to Covered Property.

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The Additional Cost of Construction Materials and Labor Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

b. Claim Data Expense

(1) We will pay the reasonable expenses you incur in preparing claim data when we require it to adjust a covered loss. This includes the cost of taking inventories, making appraisals and preparing other documentation to show the extent of loss.

(2) We will not pay for:

(a) Any expenses incurred, directed, or billed by or payable to attorneys, insurance adjusters or their associates or subsidiaries;

(b) Any costs as provided in the Appraisal LOSS CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS; or

(c) Any expenses incurred, directed, or billed by or payable to insurance brokers or agents, or their associates or subsidiaries, without our written consent prior to such expenses being incurred.

The Claim Data Expense Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

c. Construction Contract Penalty

If you agreed in writing prior to loss to pay penalties as a result of your failure to meet completion times within the terms of a written contract, we will pay such penalties you incur when the failure to meet the completion times is solely due to direct physical loss of or damage to Covered Property caused by or resulting from a Covered Cause of Loss.

The Construction Contract Penalty Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

d. Debris Removal

(1) We will pay for your expense to remove debris of Covered Property caused by or resulting from a Covered Cause of Loss that occurs during the policy period.

The amount we will pay includes the increased costs you incur to divert debris of Covered Property to recycling facilities rather than landfills. Any income or remuneration derived from this recycling will reduce the amount of debris removal expense we would have otherwise paid.

The expenses will be paid only if they are reported to us in writing within 180 days of the date of the loss or damage.

(2) The most we will pay under this Additional Coverage is 25% of:

(a) The amount we pay for direct physical loss of or damage to Covered Property; plus

(b) The deductible in this Coverage Form applicable to that loss or damage.

Except as provided in Paragraph (3) below, payment under this Additional Coverage is included within and will not increase the applicable Limit of Insurance shown in the Declarations.

(3) When the debris removal expense exceeds the 25% limitation in Paragraph (2) above or when the sum of the debris removal expense and the amount we pay for the direct physical loss of or damage to Covered Property exceeds the applicable Limit of Insurance, we will pay up to the Debris Removal Increase Limit of Insurance shown in the Declarations.

(4) We will not pay under this Additional Coverage for your expense to extract "pollutants" from land or water, or to remove, restore, or replace polluted land or water.

e. Fire Or Police Department Service Charge

We will pay your liability for fire, police or other public emergency service department charges when such public emergency services are called to save or protect Covered Property from a Covered Cause of Loss. Such emergency service department charges must be:

(1) Assumed by contract or agreement prior to loss or damage; or

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(2) Required by local ordinance.

The Fire Or Police Department Service Charges Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

No deductible applies to this Additional Coverage.

f. "Fungus", Wet Rot And Dry Rot

(1) We will pay for direct physical loss of or damage to Covered Property caused by "fungus", wet rot or dry rot, but only when the "fungus", wet rot or dry rot is the result of any of the "specified causes of loss", other than fire or lightning, that occurs during the policy period and only if all reasonable means were used to save and preserve the Covered Property from further damage at the time of and after the occurrence of any such cause of loss.

(2) We will also pay for the following in connection with loss or damage covered in Paragraph (1) above:

(a) The cost of removal of the "fungus", wet rot or dry rot;

(b) The cost to tear out and replace any part of the building or structure or other property as needed to gain access to the "fungus", wet rot or dry rot; and

(c) The cost of testing performed after removal, repair, replacement or restoration of the damaged Covered Property is completed, provided there is a reason to believe that "fungus", wet rot or dry rot is present.

(3) The Fungus, Wet Rot And Dry Rot Limit of Insurance shown in the Declarations is the most we will pay under this Additional Coverage in each separate 12 month period of this policy beginning with the effective date shown in the Declarations. This is the most we will pay for the total of all loss or damage covered in Paragraphs (1) and (2) above regardless of the:

(a) Number of insureds, claims, job sites or locations;

(b) Occurrences during each separate 12-month period of this policy; or

(c) Types of coverages provided under this policy.

This limit applies even if the "fungus", wet rot or dry rot connected to any particular occurrence continues to be present or active, or recurs, in a later 12 month period of this policy.

(4) Any payment under this Additional Coverage is included within and will not increase the applicable Limit of Insurance.

g. Green Building Additional Expense

(1) If, as a result of direct physical loss or damage by a Covered Cause of Loss to a building or structure that is Covered Property, the budgeted level of "green" certification by a "Green Authority" on the building or structure is lost, we will pay for the following reasonable additional expenses you incur to attain the budgeted level of "green" certification from that "Green Authority":

(a) The reasonable additional expense you incur to hire a qualified engineer or other professional required by the "Green Authority" to be involved in:

(i) Designing, overseeing or documenting the repair or replacement of the lost or damaged building or structure; or

(ii) Testing and recalibrating the systems and mechanicals of the lost or damaged building or structure to verify that the systems and mechanicals are performing in accordance with the design of such systems and mechanicals or the specifications of the manufacturer; and

(b) The reasonable registration and recertification fees charged by the "Green Authority".

(2) This Additional Coverage applies to the additional expenses described above that you incur to achieve the budgeted level of "green" certification

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in accordance with the standards of the "Green Authority" that exist at the time of repair or replacement, even if the standards have changed since the original certification was achieved.

The Green Building Additional Expense Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

h. Ordinance or Law

(1) In the event of covered direct physical loss of or damage to a building or structure that is Covered Property, the following coverages apply, but only with respect to that lost or damaged building or structure:

(a) Coverage A – Coverage For Loss To The Undamaged Portion Of The Building or Structure

We will pay under Coverage A for the loss in value of the undamaged portion of the building or structure as a consequence of enforcement of an ordinance or law that requires demolition of undamaged parts of the same building or structure.

Any payment under Coverage A is included within and will not increase the Limit of Insurance applicable to the covered loss to the building or structure.

(b) Coverage B – Demolition Cost Coverage

We will pay under Coverage B the cost to demolish the building or structure and clear the site of undamaged parts of the same building or structure, as a consequence of enforcement of an ordinance or law that requires demolition of such undamaged property.

(c) Coverage C – Increased Cost Of Construction Coverage

We will pay under Coverage C the increased cost to:

(i) Repair or reconstruct damaged portions of that building or structure; or

(ii) Reconstruct or remodel undamaged portions of that building or structure, whether or not demolition is required;

when the increased cost is a consequence of enforcement of the minimum requirements of the ordinance or law.

This Coverage C applies only if the restored or remodeled property is intended for similar occupancy or use as the current property, unless such occupancy or use is not permitted by zoning or land use ordinance. This Coverage C does not apply if the building or structure is not repaired, reconstructed or remodeled.

(2) The coverages described in Paragraph (1) above apply only if the provisions in Paragraphs (a) and (b) below are satisfied and are then subject to the qualifications set forth in Paragraph (c) below:

(a) The ordinance or law:

(i) Regulates the demolition, construction or repair of buildings or structures, or establishes zoning or land use requirements at the applicable job site described in the Declarations; and

(ii) Is in force at the time of the loss.

But the coverage under this Additional Coverage applies only in response to the minimum requirements of the ordinance or law. Losses and costs incurred in complying with recommended actions or standards that exceed actual requirements are not covered under this policy.

(b) The building or structure either:

(i) Sustains direct physical loss or damage that is covered under this policy and such damage results in enforce-

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ment of the ordinance or law; or

(ii) Sustains both direct physical loss or damage that is covered under this policy and direct physical loss or damage that is not covered under this policy, and the building or structure damage in its entirety results in enforcement of the ordinance or law.

If the building or structure sustains direct physical loss or damage that is not covered under this policy, and such damage is the subject of the ordinance or law, then there is no coverage under this Additional Coverage even if the building or structure has also sustained covered direct physical loss or damage.

(c) In the situation described in Paragraph (2)(b)(ii) above, we will not pay the full amount of loss otherwise payable under the terms of Coverage A, B or C of this Additional Coverage. Instead, we will pay a proportion of such loss. The proportion of such loss that we will pay is the proportion that the covered direct physical loss or damage bears to the total direct physical loss or damage.

However, if covered direct physical loss or damage, alone, would have resulted in enforcement of the ordinance or law, then we will pay the full amount of loss otherwise payable under the terms of Coverage A, B or C of this Additional Coverage.

(3) We will not pay under this Additional Coverage for:

(a) The enforcement of any ordinance or law which requires demolition, repair, replacement, reconstruction, remodeling or remediation of property due to contamination by "pollutants" or due to the presence, growth, proliferation, spread or any activity of "fungus", wet rot or dry rot;

(b) The costs associated with the enforcement of any ordinance or law which requires any insured or others to test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of "pollutants" or due to the presence, growth, proliferation, spread or any activity of "fungus", wet rot or dry rot; or

(c) Loss due to any ordinance or law that:

(i) You were required to comply with before the loss, even if Covered Property was undamaged; and

(ii) You failed to comply with.

(4) Exclusion B.1.e. Ordinance or Law does not apply to the insurance specifically provided under this Additional Coverage.

(5) The applicable Limit of Insurance shown in the Declarations under the Ordinance or Law Additional Coverage is the most we will pay in any one occurrence under this Additional Coverage.

If a combined limit of insurance is shown in the Declarations for Coverage B and Coverage C of this Additional Coverage, such limit is the most we will pay for the sum of both coverages in any one occurrence.

i. Pollutant Clean Up and Removal

(1) We will pay your expense to extract "pollutants" from land or water at the job site described in the Declarations if the discharge, dispersal, seepage, migration, release or escape of the "pollutants" is caused by or results from any of the "specified causes of loss", to Covered Property that occurs during the policy period. The expenses will be paid only if they are reported to us in writing within 180 days of the date of the loss or damage.

(2) This Additional Coverage does not apply to costs to test for, monitor or assess the existence, concentration

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or effects of "pollutants". But we will pay for testing which is performed in the course of extracting the "pollutants" from the land or water.

(3) The Pollutant Clean Up and Removal Limit of Insurance shown in the Declarations is the most we will pay under this Additional Coverage for each job site described in the Declarations for the sum of all such expenses arising out of all "specified causes of loss" occurring during each separate 12 month period of this policy beginning with the effective date shown in the Declarations.

j. Preservation of Property

If it is necessary to temporarily move Covered Property from the job site described in the Declarations or a temporary storage location to preserve it from the threat of imminent loss or damage by a Covered Cause of Loss, we will pay for:

(1) The cost to remove the Covered Property from the job site or location, temporarily store the Covered Property at another location and move the Covered Property back to the original job site or location within a reasonable time after the threat of imminent loss or damage to the property by the Covered Cause of Loss passes; and

(2) Any direct physical loss or damage to this property while it is being moved or while temporarily stored at another location if such loss or damage occurs within 180 days after the property is first moved.

Coverage will end when any of the following first occurs:

(a) When the policy is endorsed to provide insurance at the new location;

(b) The property is returned to the original location; or

(c) This policy expires.

The Preservation of Property Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

Any payment under this Additional Coverage is included within and and will not increase the applicable Limit of Insurance.

k. Protection of Property

If Covered Property is in imminent danger of sustaining direct physical loss or damage from:

(1) Fire;

(2) Any storm system that has been declared and named a tropical storm or hurricane by the National Hurricane Center or the Central Pacific Hurricane Center of the National Weather Service, including any tornado or any other wind event that is caused by or results from the named storm; or

(3) A flood that has been forecasted by the National Weather Service or the U.S. Army Corps of Engineers;

we will pay the necessary and reasonable expenses actually incurred by you to protect that property at the job site described in the Declarations from such loss or damage, but only if the applicable cause of loss is a Covered Cause of Loss.

You must keep a record of the expenses you incur.

The Protection of Property Limit of Insurance shown in the Declarations is the most we will pay in any one occurrence under this Additional Coverage.

Any payment under this Additional Coverage is included within and will not increase the applicable Limit of Insurance.

l. Reward Coverage

We will reimburse you for reward expenses you have incurred leading to:

(1) The successful return of undamaged stolen Covered Property to a law enforcement agency; or

(2) The arrest and conviction of any person who have damaged or stolen any Covered Property.

We will pay 25% of the covered loss, prior to the application of any Deductible and recovery, up to the Reward Coverage Limit of Insurance shown in the Declarations in any one occurrence for the reward payments you make. These reward payments must be documented.

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No Deductible applies to this Additional Coverage.

This Additional Coverage does not apply in the state of New York.

B. EXCLUSIONS

1. We will not pay for loss or damage caused directly or indirectly by any of the following. Such loss or damage is excluded regardless of any other cause or event that contributes concurrently or in any sequence to the loss or damage. These exclusions apply whether or not the loss event results in widespread damage or affects a substantial area.

   a. Earth Movement

   (1) Any of the following, all whether naturally occurring or due to man-made or other artificial causes:

   (a) Earthquake, including tremors and aftershocks, and earth sinking, rising or shifting related to such event;

   (b) Landslide, including earth sinking, rising or shifting related to such event;

   (c) Mine subsidence, meaning subsidence of a man-made mine, whether or not mining activity has ceased;

   (d) Earth sinking (other than "sinkhole collapse"), rising or shifting; or

   (e) Volcanic eruption, explosion or effusion.

   (2) If Earth Movement as described in:

   (a) Paragraphs (1)(a) through (1)(d) above, results in fire or explosion, we will pay for the loss or damage caused by that fire or explosion; or

   (b) Paragraph (1)(e) above, results in fire, building glass breakage or Volcanic Action, we will pay for the loss or damage caused by that fire, building glass breakage or Volcanic Action.

   Volcanic Action means direct loss or damage resulting from the eruption of a volcano when the loss or damage is caused by:

   (i) Airborne volcanic blast or airborne shock waves;

   (ii) Ash, dust or particulate matter; or

   (iii) Lava flow.

   With respect to coverage for Volcanic Action as set forth in Paragraphs (i), (ii) and (iii) above, volcanic eruptions that occur within any 168-hour period will constitute a single occurrence. Volcanic Action does not include the cost to remove ash, dust or particulate matter that does not cause direct physical loss or damage to the described property.

   (3) This exclusion does not apply to property in transit.

   b. "Fungus", Wet Rot And Dry Rot

   Presence, growth, proliferation, spread or any activity of "fungus", wet rot or dry rot.

   But if "fungus", wet rot or dry rot results in a "specified cause of loss", we will pay for loss or damage caused by that Covered Cause of Loss.

   This exclusion does not apply:

   (1) When "fungus", wet rot or dry rot results from fire or lightning; or

   (2) To the extent that coverage is provided in the "Fungus", Wet Rot And Dry Rot Additional Coverage.

   c. Governmental Action

   Seizure or destruction of property by order of governmental authority, except as provided in the Ordinance or Law Additional Coverage.

   But we will pay for loss or damage caused by or resulting from acts of destruction ordered by governmental authority and taken at the time of a fire to prevent its spread if the fire would be covered under this Coverage Form.

   d. Nuclear Hazard

   Nuclear reaction or radiation, or radioactive contamination however caused.

   But if nuclear reaction or radiation, or radioactive contamination results in fire, we will pay for the loss or damage caused by that fire if the fire would be covered under this Coverage Form.

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e. Ordinance or Law

(1) The enforcement of any ordinance or law:

(a) Regulating the construction, use or repair of any property; or

(b) Requiring the tearing down of any property, including the cost of removing its debris.

(2) This exclusion applies whether the loss results from:

(a) An ordinance or law that is enforced even if the property has not been damaged; or

(b) The increased costs incurred to comply with an ordinance or law in the course of construction, repair, renovation, remodeling or demolition of property, or removal of its debris, following a physical loss to that property.

f. War and Military Action

(1) War, including undeclared or civil war;

(2) Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

(3) Insurrection, rebellion, revolution, usurped power, or action taken by governmental authority in hindering or defending against any of these.

g. Water

(1) Any of the following, all whether naturally occurring or due to man-made or other artificial causes:

(a) Flood, surface water, waves (including tidal wave and tsunami), tides, tidal water, overflow of any body of water, or spray from any of these, all whether driven by wind (including storm surge) or not;

(b) Mudslide or mudflow;

(c) Water or sewage that backs up or overflows or is otherwise discharged from a sewer, drain, sump, sump pump or related equipment. However, this exclusion does not apply to the backup or overflow of water or sewage from drains within a building or structure if the backup or overflow is not otherwise directly or indirectly caused by the Water Exclusions in Paragraphs (a) or (b) above or in Paragraphs (d) or (e) below.

(d) Water under the ground surface pressing on, or flowing or seeping through:

(i) Foundations, walls, floors or paved surfaces;

(ii) Basements, whether paved or not; or

(iii) Doors, windows or other openings; or

(e) Waterborne material carried or otherwise moved by any of the water referred to in Paragraphs (a), (c) and (d) above or material carried or otherwise moved by mudslide or mudflow.

(2) If Water, as described in Paragraphs (a) through (e) above, results in fire, explosion or sprinkler leakage, we will pay for the loss or damage caused by that fire, explosion or sprinkler leakage.

(3) This exclusion does not apply to property in transit.

2. We will not pay for loss or damage caused by or resulting from any of the following:

a. Consequential Loss

(1) Delay, loss of use or loss of market; or

(2) Loss of income, soft costs or extra expenses except as specifically provided in this Coverage Part.

b. Dishonesty

Dishonest or criminal act by you, any of your partners, members, officers, managers, employees (including leased employees), directors, trustees, authorized representatives or anyone to whom you entrust the property for any purpose:

(1) Acting alone or in collusion with others; or

(2) Whether or not occurring during the hours of employment.

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This exclusion does not apply to acts of destruction by your employees (including leased employees), but theft by employees is not covered.

This exclusion does not apply to carriers for hire.

c. Missing Property

Property that is missing, where the only evidence of the loss or damage is a shortage disclosed on taking inventory, or other instances where there is no physical evidence to show what happened to the property.

d. Pollution

Discharge, dispersal, seepage, migration, release or escape of "pollutants" unless the discharge, dispersal, seepage, migration, release or escape is itself caused by any of the "specified causes of loss".

But if the discharge, dispersal, seepage, migration, release or escape of "pollutants" results in any of the "specified causes of loss", we will pay for the loss or damage caused by such "specified causes of loss".

e. Rain, Snow, Sleet Or Ice

Rain, snow, sleet or ice, whether driven by wind or not. This exclusion applies only to the following property:

(1) Personal property left in the open;

(2) The "interior of a building or structure", or to personal property in the building or structure unless:

(a) The building or structure first sustains damage by a Covered Cause of Loss to:

(i) Its completed exterior facing roof or walls; or

(ii) Any reasonable temporary materials or objects intended to protect such property from such loss;

through which the rain, snow, sleet or ice enters; or

(b) The loss or damage is caused by or results from thawing of snow, sleet or ice on the building or structure.

3. We will not pay for loss or damage caused by or resulting from any of the following. But if loss or damage by a Covered Cause of Loss results, we will pay for that resulting loss or damage.

a. Weather conditions. But this exclusion applies only if weather conditions contribute in any way with a cause or event excluded in Section B.1. above to produce the loss.

b. Other Types of Losses

(1) Rust or other corrosion.

(2) Wear and tear, gradual deterioration.

(3) Settling, cracking, shrinking or expanding of walls, floors, ceilings, foundations, pilings, patios, driveways or pavements.

(4) Hidden or latent defect or any quality in property that causes it to damage or destroy itself.

4. We will not pay for loss or damage caused by or resulting from faulty, inadequate or defective:

a. Planning, zoning, development, surveying, siting;

b. Design, specifications, workmanship, repair, construction, renovation, remodeling, grading or compaction;

c. Materials used in repair, construction, renovation, remodeling, grading or compaction; or

d. Maintenance;

of part or all of any property on or off the job site described in the Declarations.

If an excluded cause of loss listed in Paragraph 4.a. through 4.d. above, results in a Covered Cause of Loss, we will pay for the resulting loss or damage caused by that Covered Cause of Loss. But we will not pay for:

(1) Any cost of correcting or making good the fault, inadequacy or defect itself, including any cost incurred to tear down, tear out, repair or replace any part of any property to correct the fault, inadequacy or defect; or

(2) Any resulting loss or damage to the property that has the fault, inadequacy or defect until the fault, inadequacy or defect is corrected.

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C. LIMITS OF INSURANCE

The most we will pay for loss or damage in any one occurrence is the applicable Limit of Insurance shown in the Declarations, Schedule(s), Coverage Form(s) or Endorsement(s). But in the event coverage for loss or damage is provided under the Coverage Extensions or Additional Coverages, the Limits of Insurance for such Coverage Extension or Additional Coverage will apply as additional amounts of insurance, unless otherwise stated within the Coverage Extension or Additional Coverage.

D. DEDUCTIBLE

We will not pay for loss or damage in any one occurrence until the amount of the adjusted loss or damage exceeds the applicable Deductible shown in the Declarations, Schedule(s), Coverage Form(s) or Endorsement(s). We will then pay the amount of the adjusted loss or damage in excess of the Deductible, up to the applicable Limit of Insurance.

The applicable Deductible shown in the Declarations applies to the Coverage Extensions and Additional Coverages unless otherwise stated in the Coverage Extension or Additional Coverage.

Unless otherwise stated, if more than one Deductible amount applies to loss or damage in any one occurrence, the total of the deductible amounts applied in that occurrence will not exceed the amount of the largest applicable Deductible.

E. ADDITIONAL CONDITIONS

The following conditions apply in addition to the COMMERCIAL INLAND MARINE CONDITIONS and the COMMON POLICY CONDITIONS.

1. Additional Named Insured

The following persons or organizations are included as Additional Named Insureds when you have agreed in a written contract or written agreement, executed prior to loss, to name such persons or organizations as an Additional Named Insured, but only to the extent of their financial interest in the Covered Property:

a. Owners of Covered Property;

b. Mortgagees or loss payees;

c. Contractors, sub contractors and sub-sub contractors; and

d. Lessors or lessees.

2. Coinsurance

If a Coinsurance Percentage is shown in the Declarations for the applicable project, the following condition applies:

a. We will not pay the full amount of any loss if the applicable "total project value" at the time of loss multiplied by the stated Coinsurance Percentage is greater than the applicable Covered Property Limit of Insurance.

Instead, we will determine the most we will pay using the following steps:

Step (1) Multiply the "total project value" at the time of loss by the Coinsurance Percentage.

Step (2) Divide the Covered Property Limit of Insurance by the figure determined in Step (1).

Step (3) Multiply the total amount of the covered loss, before the application of any deductible, by the figure determined in Step (2).

Step (4) Subtract the deductible from the figure determined in Step (3).

We will pay the amount determined in Step (4) or the Limit of Insurance, whichever is less.

For the remainder, you will either have to rely on other insurance or absorb the loss yourself.

b. Coinsurance does not apply to:

(1) Additional Coverages; or

(2) Coverage Extensions.

3. Duties in the Event of Loss

The following duties are added to the Duties In The Event of Loss LOSS CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS:

You must see that the following are done in the event of loss:

a. You must make every effort to meet the applicable "planned completion date".

This includes:

(1) Resuming, as soon as possible, all or any part of the construction or repair; or

(2) Using temporary or substitute:

(a) Facilities, services, suppliers or customers; or

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(b) Machinery, equipment, supplies or materials.

b. If any portion of Covered Property was in operation or use for its intended purpose at the time of loss, you must resume all or part of the operation or use as quickly as possible if you intend to continue your business.

This includes using:

(1) Damaged or undamaged property at the job site described in the Declarations or elsewhere; or

(2) Temporary or substitute:

(a) Facilities, services, suppliers or customers; or

(b) Machinery, equipment, supplies or materials.

c. Notify us of any payment you receive from others due to a delay in the completion of construction beyond the "planned completion date".

If you do not resume the operation or use of Covered Property as quickly as possible or make every effort to meet the applicable "planned completion date", we will only pay the amount of loss we would have otherwise paid if you had complied with the above conditions.

4. Jurisdictional Inspections

At your option, we will provide certificate-of-operation inspection services for boilers and other pressure vessels where:

a. You have notified us of equipment that is insured under this Coverage Form and that requires a certificate-of-operation;

b. The certificate-of-operation is required by state, city or provincial law; and

c. The state, city or provincial law permits inspections by insurance company employees.

Certificate-of-operation inspection services shall be provided only in the United States of America, Puerto Rico and Canada as allowed by state, city or provincial law.

5. Knowledge of Occurrence

a. You must give written notice of any occurrence of loss to us or any of our authorized agents as soon as practicable after knowledge of the loss or damage is received by you, one of your executive officers who handles insurance matters or a risk manager of any named insured.

b. Knowledge of an incident by your agent, servant or employee, which could give rise to a claim, will not in itself constitute knowledge by you unless you, one of your executive officers who handles insurance matters or a risk manager of any named insured have received such notice from your agent, servant or employee.

c. Your rights under this insurance will not be prejudiced if there is a failure to give notice of an occurrence of loss or damage due solely to your reasonable belief that the loss or damage is not covered under this insurance.

6. Liberalization

If we adopt any revision that would broaden the coverage under this Coverage Part without additional premium within 60 days prior to or during the policy period, the broadened coverage will immediately apply to this Coverage Part.

7. Loss Payment

The Loss Payment LOSS CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS is replaced by the following:

Loss Payment

a. In the event of loss or damage covered by this Coverage Form, at our option, we will either:

(1) Pay the value of lost or damaged property;

(2) Pay the cost of repairing or replacing the lost or damaged property, subject to Paragraphs b. and c. below;

(3) Take all or any part of the property at an agreed or appraised value; or

(4) Repair, rebuild or replace the property with other property of like kind and quality, subject to Paragraphs b., c. and d. below.

We will determine the value of lost or damaged property, or the cost of its repair or replacement, in accordance with the applicable terms of the Valuation ADDITIONAL CONDITION in this Coverage Form or any applicable provision which amends or supersedes such Condition.

b. Except as provided in the Ordinance or Law Additional Coverage, the cost to re-

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pair, rebuild or replace does not include the increased cost attributable to enforcement of any ordinance or law regulating the construction, use or repair of any property.

c. Ordinance Or Law

The following loss payment provisions apply to coverage under the Ordinance Or Law Additional Coverage and are subject to the apportionment procedures set forth in such Additional Coverage:

(1) For a loss in value of an undamaged portion of Covered Property to which Coverage A – Coverage For Loss To The Undamaged Portion Of The Building or Structure applies, the loss payment for that building or structure, including damaged and undamaged portions, will be determined as follows:

(a) If Replacement Cost Coverage applies and the property is being repaired or replaced, on the same or another job site, we will not pay more than the lesser of:

(i) The cost to repair, rebuild or reconstruct the building or structure, but not for more than the amount it would cost to restore that building or structure on the same location and to the same height, floor area, style, capacity and comparable quality of the original property insured; or

(ii) The Limit of Insurance shown in the Declarations as applicable to the covered building or structure.

(b) If Replacement Cost Coverage applies and the property is not repaired or replaced, or if Replacement Cost Coverage does not apply, we will not pay more than the lesser of:

(i) The Actual Cash Value of the building or structure at the time of loss; or

(ii) The Limit of Insurance shown in the Declarations as applicable to the covered building or structure.

(2) Loss payment under Coverage B – Demolition Cost Coverage will be determined as follows:

We will not pay more than the lesser of the following:

(a) The amount you actually spend to demolish and clear the site; or

(b) The applicable Demolition Cost Coverage Limit of Insurance shown in the Declarations.

(3) Loss payment under Coverage C – Increased Cost Of Construction Coverage will be determined as follows:

(a) We will not pay under Coverage C – Increased Cost Of Construction Coverage:

(i) Until the property is actually repaired or replaced, at the same or another job site; and

(ii) Unless the repairs or replacement are made as soon as reasonably possible after the loss or damage, not to exceed two years. We may extend this period in writing during the two years.

(b) If the Covered Building or Structure is repaired or replaced at the same job site, or if you elect to rebuild at another location, the most we will pay under Coverage C – Increased Cost Of Construction Coverage is the lesser of:

(i) The increased cost of construction at the same job site; or

(ii) The applicable Increased Cost of Construction Coverage Limit of Insurance shown in the Declarations.

(c) If the ordinance or law requires relocation to another location, the most we will pay under Coverage C – Increased Cost Of Construction Coverage is the lesser of:

(i) The increased cost of construction at the new location; or

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(ii) The applicable Increased Cost of Construction Coverage Limit of Insurance shown in the Declarations.

d. Except as specifically provided in the Green Building Additional Expense, the cost to repair, rebuild or replace does not include any expenses you incur to attain any level of "green" certification.

e. Soft Costs Loss Determination

The following loss payment provisions apply to "soft costs" coverage:

The actual amount of "soft costs" will be determined based on your budgeted costs for the applicable project described in the Declarations had loss of or damage to Covered Property from any of the Covered Causes of Loss not occurred.

The amount of the "soft costs" loss will also be determined based on other relevant sources of information, including:

(1) Your financial records and accounting procedures;

(2) Bills, invoices and other vouchers;

(3) Deeds, liens or contracts; and

(4) Any amounts by which the amount of loss is reduced due to your failure to perform the duties in the event of loss outlined in this policy.

f. With respect to our options under Paragraphs a.(1) through a.(4) above, we will give notice of our intentions within 30 days after we receive the sworn proof of loss.

g. We will not pay you more than your financial interest in the Covered Property.

h. We may adjust losses with the owners of lost or damaged property if other than you. If we pay the owners, such payments will satisfy your claims against us for the owners' property. We will not pay the owners more than their financial interest in the Covered Property.

i. We may elect to defend you against suits arising from claims of owners of property. We will do this at our expense.

j. We will pay for covered loss within 30 days after we receive the sworn proof of loss, if you have complied with all of the terms of this Coverage Part and:

(1) We have reached agreement with you on the amount of loss; or

(2) An appraisal award has been made.

k. We will not be liable for any part of the loss or damage that has been paid or made good by others.

l. At our option, we may make a partial payment toward any claim, subject to the policy provisions and our normal adjustment process. To be considered for a partial claim payment, you must submit a partial sworn proof of loss with supporting documentation. Any applicable policy deductibles must be satisfied before any partial payments are made.

8. Minimum Earned Premium

If a Minimum Earned Premium is shown in the Declarations, such premium is the least amount of premium you must pay when the actual earned premium for this coverage is less than the Minimum Earned Premium.

The Minimum Earned Premium does not apply if we cancel coverage other than at your request.

9. Other Insurance

The Other Insurance LOSS CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS is replaced by the following:

a. Other Insurance

Except as stated in the Contributing Insurance and Excess Insurance in Paragraphs b. and c. below, if there is other insurance covering the same loss or damage as this Coverage Part we will pay only for the amount of covered loss in excess of the amount due from that other insurance, whether you can collect on it or not. But we will not pay more than the applicable Limit of Insurance.

b. Contributing Insurance

You may have other insurance subject to the same plan, terms, conditions and provisions as the insurance under this Coverage Part. If you do, we will pay our share of the covered loss. Our share is the proportion that the applicable Limit of Insurance under this Coverage Part bears to the Limits of Insurance of all insurance covering on the same basis.

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c. Excess Insurance

You may have excess insurance over the Limit(s) of Insurance set forth in this Coverage Part without prejudice to this Coverage Part. The existence of such insurance will not reduce our liability under this Coverage Part.

10. Policy Period

We cover loss or damage commencing with the inception date of the policy period shown in the Declarations and ending when any one of the following first occurs:

a. This policy expires or is cancelled;

b. Final acceptance of the applicable project described in the Declarations by the owner;

c. Your interest in the applicable project described in the Declarations ceases;

d. Insurance other than Builders' Risk is obtained on the building or structure; or

e. You abandon the property with no intention to complete it.

11. Premium Adjustment

a. Estimated Premium

If an Estimated Project Term Premium is shown in the Declarations for the applicable project, that premium was developed using the applicable estimated "total project value" shown in the Declarations and is subject to adjustment as outlined in this Additional Coverage Condition.

b. Reporting

(1) Within 30 days after final completion of the applicable project described in the Declarations, you must report, to us in writing, the Final Premium Base and other information outlined below.

The Final Premium Base is the "total project value" at the date of final completion.

You must also report the date construction was completed and coverage under this policy ended.

(2) Cancellation or Nonrenewal

If coverage under this policy was cancelled or nonrenewed, you must report, to us in writing, the Final Premium Base of each project described in the Declarations.

The Final Premium Base is the "total project value" as of the date of cancellation or nonrenewal.

c. Final Premium

Your Final Premium for the applicable project described in the Declarations is computed using the following steps:

Step 1: Multiply the applicable Annual Rate shown in the Declarations by the Final Premium Base = Actual Annual Premium.

Step 2: Adjust the Actual Annual Premium for the actual length of time coverage was provided under this policy for that project = Actual Term Premium.

Step 3: If the Actual Term Premium is greater than the applicable Estimated Premium, subtract the applicable Estimated Premium from the Actual Term Premium. This is the additional premium due. All additional premium is due and payable as of the date of the Premium Adjustment.

Step 4: If the Actual Term Premium is greater than the Minimum Earned Premium shown in the Declarations, but less than the applicable Estimated Premium, subtract the Actual Term Premium from the applicable Estimated Premium. We will refund this amount to you.

Step 5: If the Actual Term Premium is less than the Minimum Earned Premium shown in the Declarations and less than the applicable Estimated Premium, subtract the Minimum Earned Premium from the applicable Estimated Premium. We will refund this amount to you.

d. Records

You must keep accurate records of transactions used to develop the Premium Base required for Premium Adjustment.

12. Reinstatement of Limit After Loss

The Reinstatement of Limit After Loss LOSS CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS is replaced by the following:

Reinstatement of Limit After Loss

With the exception of any applicable annual aggregate Limit of Insurance, the Limit of Insurance will not be reduced by the payment of any claim.

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13. Transfer Of Rights Of Recovery Against Others To Us

The Transfer Of Rights Of Recovery Against Others To Us LOSS CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS is replaced by the following:

Transfer Of Rights Of Recovery Against Others To Us

If any person or organization to or for whom we make payment under this insurance has rights to recover damages from another, those rights are transferred to us to the extent of our payment. That person or organization must do everything necessary to secure our rights and must do nothing after loss or damage to impair them.

a. In accordance with any provision set forth in the applicable signed construction contract, prior to loss or damage any Named Insured may waive their rights to recover damages against any individual, corporation, or entity:

(1) With a financial interest in Covered Property; or

(2) That is a contractor or subcontractor performing work at the job site described in the Declarations.

But this waiver to recover damages does not apply to:

(a) Any architect, engineer or other party or entity responsible for any design, specifications or plans for the fabrication, erection or completion of Covered Property with respect to loss or damage that may be caused by fault, defect, error or omission in such design, specifications or plans; or

(b) Any contractor, manufacturer or supplier of machinery, equipment or other insured property that has agreed to make good loss or damage under a guaranty or warranty.

b. You may also waive your rights against another party in writing after a loss under this Coverage Part only if, at time of loss, that party is one of the following:

(1) A business firm:

(a) Owned or controlled by you; or

(b) That owns or controls you; or

(2) Your tenant.

This will not restrict your insurance.

14. Unintentional Errors In Description

Your error in how you describe the address of the job site shown in the Declarations shall not prejudice coverage afforded by this policy, provided such error is not intentional. Any such error shall be reported and corrected when discovered and appropriate premium charged.

15. Valuation

The Valuation GENERAL CONDITION in the COMMERCIAL INLAND MARINE CONDITIONS is replaced by the following:

Valuation

In the event of loss or damage, the value of Covered Property at the time of loss or damage will be determined as follows:

a. At replacement cost as of the time of loss or damage, except as otherwise provided in this Valuation GENERAL CONDITION. Replacement cost is the cost to replace Covered Property at the time of loss or damage without deduction for depreciation.

(1) You may make a claim for loss or damage covered by this insurance on an actual cash value basis instead of on a replacement cost basis. In the event you elect to have loss or damage settled on an actual cash value basis, you may still make a claim on a replacement cost basis if you notify us of your intent to do so within 180 days after the loss or damage.

(2) We will not pay on a replacement cost basis for any loss or damage:

(a) Until the lost or damaged property is actually repaired or replaced; and

(b) Unless the repairs or replacement are made as soon as reasonably possible after the loss or damage.

Instead, we will pay on an actual cash value basis. This restriction does not apply to losses less than $50,000.

b. Property of others at the amount for which you are liable, not to exceed the replacement cost.

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c. We will not pay more for loss or damage on a replacement cost basis than the least of the following subject to Paragraph d. below

(1) The Limit of Insurance applicable to the lost or damaged property;

(2) The cost to replace, at the same job site, the lost or damaged property with other property;

(a) Of comparable material and quality; and

(b) Used for the same purpose; or

(3) The amount you actually spend that is necessary to repair or replace the lost or damaged property.

(4) The cost to replace Covered Property includes:

(a) Labor and delivery charges; and

(b) General and specific overhead and profit:

(i) Only as related directly to the repair or replacement of the Covered Property sustaining covered loss or damage; and

(ii) At the same percentages as included, immediately prior to the covered loss or damage, in the "total project value" for the applicable project shown in the Declarations.

If a building or structure is rebuilt at a different location, the cost described in Paragraph (2) above is limited to the cost which would have been incurred had the building or structure been built at the original job site described in the Declarations.

d. The cost to repair, rebuild, or replace does not include the increased cost attributable to enforcement of any ordinance or law regulating the construction, use or repair of any property, except as provided in the Additional Coverage – Ordinance or Law.

16. Where Coverage Applies

We cover property that is in:

a. The United States of America (including its territories and possessions);

b. Puerto Rico; or

c. Canada.

But we do not cover property in transit to or from Hawaii, Puerto Rico or any United States of America territory or possession.

F. DEFINITIONS

1. **"Contents"** means business personal property and home furnishings.

2. **"Fungus"** means any type or form of fungus, including mold or mildew, and any mycotoxins, spores, scents or by-products produced or released by fungi.

3. **"Green"** means products, materials, methods and processes that conserve natural resources, reduce energy or water consumption, avoid toxic or other polluting emissions or otherwise minimize the environmental impact.

4. **"Green Authority"** means a recognized authority on "green" buildings or structures or "green" products, materials or processes.

5. **"Interior of a building or structure"** means any portion of a building or structure that, at completion of construction, will be within the exterior facing building material of that building or structure.

6. **"Period of delay in completion"** means the period of time that:

a. Begins with the "planned completion date" or after any applicable Soft Costs Waiting Period shown in the Declarations from the "planned completion date", whichever is later; and

b. Ends on the date when Covered Property should be completed using reasonable speed and similar quality.

"Period of delay in completion" does not include any increased period required to attain any level of "green" certification.

The expiration date of this policy will not cut short the "period of delay in completion".

7. **"Planned completion date"** means the date the applicable project described in the Declarations would be put into operation or use for its intended purpose in the normal course of construction if loss of or damage to Covered Property from any of the Covered Causes of Loss had not occurred.

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8. **"Pollutants"** means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals, waste and any unhealthful or hazardous building materials (including asbestos and lead products or materials containing lead). Waste includes materials to be recycled, reconditioned or reclaimed.
9. **"Sinkhole collapse"** means the sudden sinking or collapse of land into underground empty spaces created by the action of water on limestone or dolomite. "Sinkhole collapse" does not mean the cost of filling sinkholes or the sinking or collapse of land into man-made underground cavities.
10. **"Soft costs"** means your actual and necessary business costs in excess of your budgeted amount for the project consisting only of:
    a. Advertising and promotional expenses.
    b. Architect, engineer, designer and consultant fees.
    c. Costs resulting from the renegotiation of your sales contract, leases or construction loans.
    d. General overhead and administrative expenses, other than legal, accounting and professional fees.
    e. Insurance premiums.
    f. Interest on money borrowed to finance construction.
    g. Legal and accounting fees and other costs to renegotiate and prepare revised contracts and other documents.

       These expenses cannot be used for preparation of claims or to establish liability for loss.
    h. Permit and Inspection Fees.
    i. Realty taxes and realty assessments.
11. **"Specified causes of loss"** means fire; lightning; explosion; windstorm or hail; smoke (including the emission or puff back of smoke, soot, fumes or vapors from a boiler, furnace or related equipment); aircraft or vehicles; riot or civil commotion; vandalism; leakage from fire extinguishing equipment; "sinkhole collapse"; volcanic action; falling objects as limited below; weight of snow, ice or sleet; "water damage", all only as otherwise insured against in this Coverage Part.

    Falling objects does not include loss or damage to:
    a. Personal property in the open; or
    b. The "interior of a building or structure" or personal property inside a building or structure, unless the roof or an outside wall of the building or structure is first damaged by a falling object.
12. **"Total project value"** means the sum of all costs to complete the applicable project described in the Declarations including labor, construction management fees, delivery charges, administrative expenses, overhead, and reasonable profit.
13. **"Volcanic action"** means direct loss or damage resulting from the eruption of a volcano when the loss or damage is caused by:
    a. Airborne volcanic blast or airborne shock waves;
    b. Ash, dust or particulate matter; or
    c. Lava flow.

    "Volcanic action" does not mean the cost to remove ash, dust or particles that do not cause direct physical loss or damage.

    All volcanic eruptions that occur within any 168 – hour period will constitute a single occurrence.
14. **"Water damage"** means:
    a. Accidental discharge or leakage of water or steam as the direct result of the breaking apart or cracking of a plumbing, heating, air conditioning or other system or appliance (other than a sump system including its related equipment and parts) that is located on the applicable job site described in the Declarations and contains water or steam; and
    b. Accidental discharge or leakage of water as the direct result of the breaking apart or cracking of a water or sewer pipe that is located off the applicable job site described in the Declarations, if the breakage or cracking is caused by wear and tear. This provision serves as an exception to the wear and tear exclusion under the Other Types of Losses Exclusion in Section B.3.b. But water damage does not include loss or damage otherwise excluded under the terms of the Water Exclusion B.1.g.

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April 9, 2021

DL Meacham, LP
P.O. Box 431789
Houston, TX 77243

Re: Historical NCCI Experience Modifiers

The Experience Modifier for the current and prior 5 years per your request are as follows:

12/31/2020 - 12/31/2021	.75
12/31/2019 - 12/31/2020	.76
12/31/2018 - 12/31/2019	.75
12/31/2017 - 12/31/2018	.62
12/31/2016 - 12/31/2017	.62

Sincerely,

Cindy D. Escudero
Account Manager – Commercial Lines
Carroll Insurance Agency, Ltd.
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ITEM	ITEM	QTY.	UNIT	DL MEACHAM LP UNIT COST	DL MEACHAM LP EXTENSION	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC UNIT COST	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC EXTENSION
General							
1	Payment, Performance and Maintenance Bonds (each 100% of the contract amount. No mark-up will be permitted)	1	LS	$36,750.00	$36,750.00	$52,011.66	$52,011.66
2	SWPPP (complete and in-place including NOI, NOT, maintenance and removal upon completion)	1	LS	$28,150.00	$28,150.00	$22,580.76	$22,580.76
3	60 Day Landscape Maintenance	1	LS	$8,800.00	$8,800.00	$7,512.80	$7,512.80
	Total General				**$73,700.00**		**$82,105.22**
Demolition							
4	Tree Removal and Pruning	1	LS	$10,500.00	$10,500.00	$9,657.55	$9,657.55
5	Removal of Maintenance Pier at Pump	1	LS	$15,000.00	$15,000.00	$4,045.35	$4,045.35
	Total Demolition				**$25,500.00**		**$13,702.90**
Grading, Drainage and Utility							
6	Site Grading for Parking	4,975	CY	$8.50	$42,287.50	$5.14	$25,571.50
7	6" Sanitary Sewer	619	LF	$37.62	$23,286.78	$98.24	$60,810.56
8	Sanitary Manhole	3	EA	$4,560.00	$13,680.00	$5,618.54	$16,855.62
9	Connect to Existing Sanitary Manhole	1	EA	$1,375.00	$1,375.00	$3,141.25	$3,141.25
10	DSS Service Tap w/ Corp Stop	1	LS	$2,280.00	$2,280.00	$13,805.57	$13,805.57
11	3" Water Line & Appurtenances	295	LF	$39.90	$11,770.50	$36.92	$10,891.40
12	3" Water Line w/ restrained joints in PVC casing	48	LF	$39.90	$1,915.20	$187.50	$9,000.00
13	3" Water Meter	1	EA	$4,560.00	$4,560.00	$6,806.46	$6,806.46
14	3" Backflow Preventer	1	EA	$2,850.00	$2,850.00	$6,769.00	$6,769.00
15	1.5" Water Line & Appurtenances	24	LF	$17.00	$408.00	$43.02	$1,032.48
16	1.5" Water Meter	1	EA	$2,280.00	$2,280.00	$4,368.98	$4,368.98
17	12" Storm Sewer	452	LF	$45.60	$20,611.20	$95.68	$43,247.36
18	18" Strom Sewer	491	LF	$51.30	$25,188.30	$72.88	$35,784.08
19	24" Storm Sewer	53	LF	$74.10	$3,927.30	$83.80	$4,441.40

				DL MEACHAM LP		MILLIS DEVELOPMENT AND CONSTRUCTION, LLC	
ITEM	ITEM	QTY.	UNIT	UNIT COST	EXTENSION	UNIT COST	EXTENSION
20	18" RCP Culvert	95	LF	$62.70	$5,956.50	$112.05	$10,644.75
21	Catch Basin (as included in Civil drawings)	8	EA	$3,705.00	$29,640.00	$2,337.32	$18,698.56
22	Type C Inlet	1	EA	$4,390.00	$4,390.00	$5,079.16	$5,079.16
23	Junction Box	1	EA	$3,819.00	$3,819.00	$6,152.79	$6,152.79
24	Storm Outfall	1	EA	$5,000.00	$5,000.00	$2,258.97	$2,258.97
25	Trench Safety System	996	LF	$2.00	$1,992.00	$3.47	$3,456.12
26	18" Concrete Catch Basin w/ metal grate	4	EA	$1,250.00	$5,000.00	$2,338.60	$9,354.40
27	12" Concrete Catch Basin w/ dome grate	3	EA	$650.00	$1,950.00	$2,094.59	$6,283.77
28	6" SDR35 Solid PVC Drainage Pipe	145	LF	$32.00	$4,640.00	$38.26	$5,547.70
29	4" SDR35 Solid PVC Drainage Pipe	120	LF	$28.50	$3,420.00	$37.62	$4,514.40
30	4" Perforated Drainage Sock Pipe	60	LF	$28.50	$1,710.00	$24.62	$1,477.20
	Total Grading and Drainage				**$223,937.28**		**$315,993.48**
Lighting and Electrical							
31	Electrical Service (complete and operational)	1	LS	$55,974.00	$55,974.00	$22,923.67	$22,923.67
32	Parking Lot Pole Mounted Lighting	6	EA	$5,073.00	$30,438.00	$5,437.50	$32,625.00
33	Pedestrial Pole Mounted Lighting	10	EA	$5,449.00	$54,490.00	$5,436.20	$54,362.00
34	Wall Pack Light	1	EA	$1,710.00	$1,710.00	$1,412.66	$1,412.66
	Total Lighting and Electrical				**$142,612.00**		**$111,323.33**
Architecture							
35	Pavilion (complete and operational)	1	LS	$1,495,000.00	$1,495,000.00	$1,605,600.68	$1,605,600.68
	Total Architecture				**$1,495,000.00**		**$1,605,600.68**
Hardscape							
36	10' Concrete Trail	40,900	SF	$4.65	$190,185.00	$5.42	$221,678.00
37	8' Concrete Trail	250	SF	$4.75	$1,187.50	$5.78	$1,445.00
38	6' Concrete Trail	9,650	SF	$4.85	$46,802.50	$5.82	$56,163.00

				DL MEACHAM LP		MILLIS DEVELOPMENT AND CONSTRUCTION, LLC	
ITEM	ITEM	QTY.	UNIT	UNIT COST	EXTENSION	UNIT COST	EXTENSION
39	4' Concrete Trail	1,800	SF	$5.20	$9,360.00	$6.46	$11,628.00
40	4' Concrete Trail w/ Haunched Edge	140	SF	$9.00	$1,260.00	$10.30	$1,442.00
41	South Parking Lot - 6" Thick Concrete Paved - including stabilized subgrade	3,835	SY	$73.94	$283,559.90	$67.55	$259,054.25
42	South Parking Lot - 7" Thick Concrete Paved - including stabilized subgrade	35	SY	$80.63	$2,822.05	$425.14	$14,879.90
43	10' Access Trail - 6" Thick Concrete Paved	1,105	SY	$70.82	$78,256.10	$80.28	$88,709.40
44	Concrete Paving w/ Sandblast Finish	1,300	SF	$6.25	$8,125.00	$11.59	$15,067.00
45	6" Concrete Curb at South Parking Lot	1,358	LF	$8.05	$10,931.90	$2.92	$3,965.36
46	6" Concrete Curb at Bike Rack	20	LF	$16.00	$320.00	$5.39	$107.80
47	Pavement Markings at South Parking Lot	1	LS	$3,500.00	$3,500.00	$1,731.15	$1,731.15
48	Decomposed Granite Paving	400	SF	$6.75	$2,700.00	$4.86	$1,944.00
49	ADA Ramps	9	EA	$1,254.00	$11,286.00	$1,129.62	$10,166.58
50	Concrete Steps at Pavilion & Launch	2	EA	$35,542.00	$71,084.00	$41,615.75	$83,231.50
51	Concrete Steps at Pavilion & Event Lawn	1	EA	$23,552.00	$23,552.00	$14,122.77	$14,122.77
52	Playground Surfacing (pour-in-place rubber) w/ Concrete Base	4,230	SF	$28.63	$121,104.90	$29.08	$123,008.40
53	Concrete Retaining Walls	286	LF	$205.64	$58,813.04	$361.99	$103,529.14
54	Kayak Launch	1	LS	$61,905.00	$61,905.00	$111,451.07	$111,451.07
55	Fishing Pier	1	LS	$85,223.00	$85,223.00	$95,976.37	$95,976.37
56	Dumpster Enclosure	1	LS	$23,245.00	$23,245.00	$23,380.22	$23,380.22
57	Pump Enclosure	1	LS	$54,598.00	$54,598.00	$44,391.28	$44,391.28
58	Weir Crossing	1	LS	$57,228.00	$57,228.00	$47,763.32	$47,763.32
59	Boulders at Drop-Off	4	EA	$770.00	$3,080.00	$369.16	$1,476.64
60	Stones at Catch Basin at Event Lawn	5	TON	$663.00	$3,315.00	$435.82	$2,179.10
61	Miscellaneous Site Moss Boulders	10	TON	$410.00	$4,100.00	$369.18	$3,691.80
62	Allowance for Park Entry Signage	1	LS	$10,000.00	$10,000.00	$10,000.00	$10,000.00
	Total Hardscape				**$1,227,543.89**		**$1,352,183.05**

ITEM	ITEM	QTY.	UNIT	DL MEACHAM LP UNIT COST	DL MEACHAM LP EXTENSION	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC UNIT COST	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC EXTENSION
Site Furnishings							
63	Benches w/ concrete pad base	7	EA	$1,317.00	$9,219.00	$1,363.17	$9,542.19
64	Benches w/ decomposed granite base	2	EA	$975.00	$1,950.00	$2,289.60	$4,579.20
65	Picnic Table w/ concrete pad base	5	EA	$3,221.00	$16,105.00	$3,027.51	$15,137.55
66	Picnic Table w/ concrete pad base - Accessible	2	EA	$3,705.00	$7,410.00	$3,078.90	$6,157.80
67	Bike Rack w/ concrete pad base	18	EA	$583.00	$10,494.00	$553.89	$9,970.02
68	Trash Receptacle w/ concrete pad base	5	EA	$1,137.00	$5,685.00	$1,268.38	$6,341.90
69	Trash-Recycle w/ concrete pad base	2	EA	$1,564.00	$3,128.00	$1,347.11	$2,694.22
70	Bollards	2	EA	$1,083.00	$2,166.00	$887.40	$1,774.80
	Total Site Furnishings				**$56,157.00**		**$56,197.68**
Playground Furnishings							
71	Playbooster (complete and in-place)	1	EA	$168,878.00	$168,878.00	$193,633.66	$193,633.66
72	Swing (complete and in-place)	1	EA	$9,787.00	$9,787.00	$11,369.37	$11,369.37
	Total Playground Furnishings				**$178,665.00**		**$205,003.03**
Softscape							
73	Live Oak - 65 Gal.	1	EA	$1,060.00	$1,060.00	$886.13	$886.13
74	Swamp Milkweed - 3 Gal.	12	EA	$27.30	$327.60	$25.69	$308.28
75	Flame Acanthus - 3 Gal.	10	EA	$25.70	$257.00	$38.53	$385.30
76	Dwarf Yaupon - 3 Gal.	616	EA	$18.60	$11,457.60	$25.68	$15,818.88
77	Firebush - 3 Gal.	31	EA	$25.70	$796.70	$25.68	$796.08
78	Indigo Spires Salvia - 3 Gal.	1,000	EA	$25.70	$25,700.00	$32.11	$32,110.00
79	Arrowwood Viburnum - 3 Gal.	16	EA	$27.30	$436.80	$25.68	$410.88
80	Gulf Coast Muhly - 3 Gal.	153	EA	$18.60	$2,845.80	$25.68	$3,929.04
81	Gregg's Mistflower - 1 Gal.	312	EA	$11.40	$3,556.80	$19.26	$6,009.12
82	Bicolor Iris - 7 Gal.	42	EA	$19.45	$816.90	$32.11	$1,348.62
83	Sandi Leaf Fig Ivy - 1 Gal.	530	EA	$11.00	$5,830.00	$19.26	$10,207.80

				DL MEACHAM LP		MILLIS DEVELOPMENT AND CONSTRUCTION, LLC	
ITEM	ITEM	QTY.	UNIT	UNIT COST	EXTENSION	UNIT COST	EXTENSION
84	Texas Lantana - 1 Gal.	55	EA	$11.00	$605.00	$19.26	$1,059.30
85	Black-Eyed Susan - 1 Gal.	93	EA	$11.50	$1,069.50	$19.26	$1,791.18
86	Mexican Bush Sage - 3 Gal.	19	EA	$25.70	$488.30	$25.68	$487.92
87	Giant Tradescantia - 3 Gal.	174	EA	$25.70	$4,471.80	$19.26	$3,351.24
88	Mexican Marigold - 1 Gal.	36	EA	$12.20	$439.20	$19.26	$693.36
89	Common Rush - 3 Gal.	223	EA	$22.80	$5,084.40	$38.53	$8,592.19
90	Pickerel Weed - BR	500	EA	$6.20	$3,100.00	$1.28	$640.00
91	Arrowhead - BR	511	EA	$6.95	$3,551.45	$1.28	$654.08
92	Fine Grade & Common Bermuda Hydromulch	65,400	SF	$0.10	$6,540.00	$0.10	$6,540.00
93	Fine Garde & Common Bermuda Sod	22,250	SF	$0.57	$12,682.50	$0.71	$15,797.50
94	Fine Grade & Big Roll Common Bermuda Sod at Event Lawn	13,400	SF	$0.98	$13,132.00	$0.83	$11,122.00
95	Meadow Mix	27,200	SF	$0.17	$4,624.00	$0.26	$7,072.00
96	Temporary Irrigation System (Complete and Operational including connections to new electrical services)	1	LS	$4,894.00	$4,894.00	$5,608.27	$5,608.27
97	Permanent Irrigation System (Complete and Operational including connections to new electrical services)	1	LS	$56,391.00	$56,391.00	$65,099.98	$65,099.98
	Total Softscape				**$170,158.35**		**$200,719.15**
	TOTAL BASE BID				**$3,593,273.52**		**$3,942,828.52**
Alternate No. 1 Boardwalk							
98	Boardwalk	1	LS	$150,000.00	$150,000.00	$224,659.99	$224,659.99
99	Grading	1	LS	$10,100.00	$10,100.00	$7,254.94	$7,254.94
100	6' Concrete Trail	3,125	SF	$5.00	$15,625.00	$5.44	$17,000.00
	Total Alternate No. 1 Boardwalk				**$175,725.00**		**$248,914.93**

ITEM	ITEM	QTY.	UNIT	DL MEACHAM LP UNIT COST	DL MEACHAM LP EXTENSION	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC UNIT COST	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC EXTENSION
Alternate No. 2 Shade Structure							
101	Shade Structure (complete and operational)	1	LS	$143,295.00	$143,295.00	$66,422.71	$66,422.71
102	Electrical Secondary Run to Shade Structure	1	LS	$56,336.00	$56,336.00	$4,717.64	$4,717.64
103	Grading	1	LS	$7,500.00	$7,500.00	$1,316.14	$1,316.14
104	6' Concrete Trail	1,675	SF	$5.00	$8,375.00	$5.44	$9,112.00
105	Concrete Paving w/ Sandblast Finish	1,400	SF	$6.43	$9,002.00	$10.85	$15,190.00
106	Meadow Mix	4,750	SF	$0.18	$855.00	$0.24	$1,140.00
107	Moss Boulders	5	TON	$410.00	$2,050.00	$345.63	$1,728.15
108	Fine Grade & Common Bermuda Sod	7,900	SF	$0.56	$4,424.00	$0.66	$5,214.00
109	Bench w/ concrete pad base	1	EA	$1,300.00	$1,300.00	$1,273.72	$1,273.72
110	Trash Receptacle w/ concrete pad base (sandblast finished concrete)	1	EA	$1,600.00	$1,600.00	$5,297.55	$5,297.55
111	Temporary Irrigation System (Complete and Operational including connections to new electrical services)	1	LS	$3,561.00	$3,561.00	$6,330.65	$6,330.65
	Total Alternate No. 2 Shade Structure				**$238,298.00**		**$117,742.56**
Alternate No. 3 Sandy Beach							
112	Rock Edge	20	TON	$600.00	$12,000.00	$454.64	$9,092.80
113	Sand	80	CY	$100.00	$8,000.00	$82.71	$6,616.80
114	Moss Boulders	5	TON	$410.00	$2,050.00	$345.63	$1,728.15
115	Grading	1	LS	$3,500.00	$3,500.00	$1,884.65	$1,884.65
116	4" SDR35 Solid PVC Drainage Pipe	15	LF	$24.00	$360.00	$35.21	$528.15
117	4" Perforated Drainage Sock Pipe	115	LF	$18.00	$2,070.00	$23.03	$2,648.45
	Total Alternate No. 3 Sandy Beach				**$27,980.00**		**$22,499.00**

ITEM	ITEM	QTY.	UNIT	DL MEACHAM LP UNIT COST	DL MEACHAM LP EXTENSION	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC UNIT COST	MILLIS DEVELOPMENT AND CONSTRUCTION, LLC EXTENSION
Alternate No. 4 Playground Musical Instruments							
118	Butterflies (complete and operational)	4	EA	$1,634.00	$6,536.00	$1,470.73	$5,882.92
119	Lilypad Cymbals (complete and operational)	1	EA	$5,206.00	$5,206.00	$4,205.00	$4,205.00
120	Tenor Tree (complete and operational)	1	EA	$6,989.00	$6,989.00	$7,301.22	$7,301.22
	Total Alternate No. 4 Playground Musical Instruments				**$18,731.00**		**$17,389.14**
Alternate No. 5 North Parking Lot							
121	6" Thick Concrete Paving - Including Stabilized Subgrade	1,895	SY	$73.15	$138,619.25	$69.66	$132,005.70
122	6" Concrete Curb	835	LF	$9.50	$7,932.50	$5.62	$4,692.70
123	Pavement Markings	1	LS	$1,500.00	$1,500.00	$710.34	$710.34
124	Parking Lot Pole Mounted Lighting	2	EA	$5,231.00	$10,462.00	$6,144.95	$12,289.90
125	Pedestrial Pole Mounted Lighting	6	EA	$5,681.00	$34,086.00	$6,144.95	$36,869.70
126	Site Grading for North Parking	1,895	CY	$10.00	$18,950.00	$5.17	$9,797.15
127	6' Concrete Trail	1,300	SF	$5.00	$6,500.00	$5.44	$7,072.00
128	Trash Receptacle w/ concrete pad base	1	EA	$1,122.00	$1,122.00	$5,422.90	$5,422.90
129	12" Storm Sewer	205	LF	$61.88	$12,685.40	$89.54	$18,355.70
130	24" Storm Sewer	125	LF	$100.00	$12,500.00	$78.43	$9,803.75
131	Catch Basin	2	EA	$3,850.00	$7,700.00	$2,187.54	$4,375.08
132	Storm Manhole	1	EA	$4,500.00	$4,500.00	$5,258.51	$5,258.51
133	Storm Outfall	1	EA	$5,000.00	$5,000.00	$2,114.22	$2,114.22
134	Trench Safety System	330	LF	$2.00	$660.00	$3.25	$1,072.50
135	SWPPP	1	LS	$5,500.00	$5,500.00	$4,206.80	$4,206.80
	Total Alternate No. 5 North Parking Lot				**$267,717.15**		**$254,046.95**
Alternate No. 6 Fitness Station							
136	Wood Fiber Play Surface	1,020	SF	$5.81	$5,926.20	$9.25	$9,435.00
137	Angled Balance Beam	1	EA	$1,905.00	$1,905.00	$1,549.67	$1,549.67
138	Plyometrics	1	EA	$5,259.00	$5,259.00	$4,795.06	$4,795.06

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139	Pull-Up / Dip	1	EA	$4,537.00	$4,537.00	$4,072.97	$4,072.97
140	Rope Climb	1	EA	$5,068.00	$5,068.00	$4,592.21	$4,592.21
141	Ramp	1	EA	$1,527.50	$1,527.50	$1,057.23	$1,057.23
142	Fitness Station Edge	104	LF	$35.25	$3,666.00	$36.15	$3,759.60
143	4" SDR35 Solid PVC Drainage Pipe	30	LF	$29.38	$881.40	$67.57	$2,027.10
144	4" Perforated Drainage Sock Pipe	130	LF	$29.38	$3,819.40	$15.59	$2,026.70
	Total Alternate No. 6 Fitness Station				**$32,589.50**		**$33,315.54**
Alternate No. 7 Overlook							
145	6' Concrete Trail	3,250	SF	$5.00	$16,250.00	$5.44	$17,680.00
146	Stone Wall	40	LF	$340.00	$13,600.00	$274.61	$10,984.40
147	Concrete Paving w/ Sandblast Finish	440	SF	$6.41	$2,820.40	$11.80	$5,192.00
148	Grading	1	LS	$5,400.00	$5,400.00	$1,232.06	$1,232.06
149	4" SDR35 Solid PVC Drainage Pipe	20	LF	$29.35	$587.00	$35.22	$704.40
150	4" Perforated Drainage Sock Pipe	40	LF	$29.35	$1,174.00	$23.04	$921.60
	Total Alternate No. 7 Overlook				**$39,831.40**		**$36,714.46**
Alternate No. 8 Relocate Electrical Controller/Disconnect							
151	Relocate Pump Controller / Disconnect	1	LS	$5,800.00	$5,800.00	$2,584.18	$2,584.18
	Total Alternate No. 8 Relocate Electrical Controller/Disconnect				**$5,800.00**		**$2,584.18**
Alternate No. 9 Bury Existing Electrical Pull Boxes							
152	Bury Existing Electrical Pull Boxes	1	LS	$6,780.00	$6,780.00	$2,313.81	$2,313.81
	Total Alternate No. 9 Bury Existing Electrical Pull Boxes				**$6,780.00**		**$2,313.81**

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Alternate No. 10 Existing Gravel							
153	Removal, Washing and Storage of Existing Gravel Drive (where	1	LS	$8,350.00	$8,350.00	$6,670.99	$6,670.99
	Total Alternate No. 10 Existing Gravel				**$8,350.00**		**$6,670.99**
	Total Alternate No. 1 Boardwalk				**$175,725.00**		**$248,914.93**
	Total Alternate No. 2 Shade Structure				**$238,298.00**		**$117,742.56**
	Total Alternate No. 3 Sandy Beach				**$27,980.00**		**$22,499.00**
	Total Alternate No. 4 Playground Musical Instruments				**$18,731.00**		**$17,389.14**
	Total Alternate No. 5 North Parking Lot				**$267,717.15**		**$254,046.95**
	Total Alternate No. 6 Fitness Station				**$32,589.50**		**$33,315.54**
	Total Alternate No. 7 Overlook				**$39,831.40**		**$36,714.46**
	Total Alternate No. 8 Relocate Electrical Controller/Disconnect				**$5,800.00**		**$2,584.18**
	Total Alternate No. 9 Bury Existing Electrical Pull Boxes				**$6,780.00**		**$2,313.81**
	Total Alternate No. 10 Existing Gravel				**$8,350.00**		**$6,670.99**
	TOTAL ALTERNATES				**$821,802.05**		**$742,191.56**
	TOTAL BASE BID & ALTERNATES				**$4,415,075.57**		**$4,685,020.08**

	DL MEACHAM LP	MILLIS DEVELOPMENT AND CONSTRUCITON, LLC
Evaluator 1	8.7	8.8
Evaluator 2	8.95	8.55
Evaluator 3	9.75	9.2
Evaluator 4	8.55	7.7
Evaluator 5	9.25	8.35
Evaluator 6	9.4	8.2
Evaluator 7	9.35	7.35
Evaluator 8	No response	No response
Evaluator 9	No response	No response
Evaluator 10	No response	No response
Evaluator 11	No response	No response
Evaluator 12	No response	No response
Evaluator 13	No response	No response
Evaluator 14	No response	No response
Evaluator 15	No response	No response
Evaluator 16	No response	No response
Evaluator 17	No response	No response
Evaluator 18	No response	No response
Evaluator 19	No response	No response
Evaluator 20	No response	No response
Evaluator 21	No response	No response
Evaluator 22	No response	No response
Evaluator 23	No response	No response
Evaluator 24	No response	No response
OVERALL	**63.95**	**58.15**

Lakeside Park

POTENTIAL VALUE ENGINEERING

CLARK CONDON

1-Jun-21

The follow is a list of items we recommend to remove from the contract which do not change the overall park user experience, design or maintainability of Lakeside Park.

POSSIBLE VALUE ENGINEERING OPTIONS	BID LINE ITEM #	COMMENTS	BID COST
SITE PREPARATION			
Existing Tree Removal	4	CoA would assume maintenance immediately after substantial completion of the project	($10,500.00)
Existing Maintenance Pier Removal	5	CoA would handle through Parks Dept.	($15,000.00)
SITE ITEMS			
Sandblast-finished Concrete	44	Remove decorative finish and install standard broom-finished concrete.	($2,080.00)
Concrete Steps to Kayak Launch	50	Remove one set up steps, leave other for direct connection	($35,542.00)
Concrete Steps to Lawn	51	Reduce length of steps by half	($23,552.00)
Dumpster Enclosure	56	CoA will install through alternate contractor.	($23,245.00)
Pump Enclosure	57	CoA will install through alternate contractor.	($54,598.00)
Miscellaneous Site Moss Boulders	61	Remove from project	($4,100.00)
Bike Racks		Reduce quantity of bake racks and associated concrete	
Concrete Curb	46		($320.00)
Bike Rack w/ Concrete Pad	67		($7,579.00)
PLANTING ADJUSTMENTS			
Butterfly Garden		Remove from project and install with community groups	
Decomposed Granite Paving	48		($2,700.00)
Flame Acanthus	75		($257.00)
Firebush	77		($796.70)
Gulf Coast Muhly	80		($2,380.80)
Gregg's Mistflower	81		($3,340.20)
Texas Lantana	84		($605.00)
Black-eyed Susan	85		($1,069.50)
Mexican Marigold	88		($439.20)
Irrigation	97		($3,500.00)
General Reduction of Planting Beds		Reduce planting bed areas	
Live Oak	73		($1,060.00)
Dwarf Yaupon	76		($10,081.20)
Indigo Spires	78		($17,990.00)
Giant Tradescantia	87		($4,471.80)
Common Rush	89		($2,804.40)
Pickerel Weed	90		($1,550.00)
Arrowhead	91		($1,813.95)
Irrigation	97		($3,500.00)
TOTAL POSSIBLE SAVINGS THIS SECTION			**($234,875.75)**

The follow is a list of items we recommend for consideration of alternatives or adjustments. Some of these items may have an impact to user experience, design, longevity, or maintenance of Lakeside Park.

POSSIBLE VALUE ENGINEERING OPTIONS	BID LINE ITEM #	COMMENTS	BID COST
SITE ITEMS			
60 Day Landscape Maintenance	3	CoA would assume maintenance immediately after substantial completion of the project	($8,800.00)
* Parking Lot Lighting	32	Contractor to propose alternative light fixtures, final savings pending negotiation	($1,000.00)
* Pedestrian Lighting	33	Contractor to propose alternative light fixtures, final savings pending negotiation	($5,000.00)
Maintenance Trail near Anchor Rd	43	Reduce thickness from 6" to 4.5".	($32,011.85)
PLAYGROUND SURFACING ALTERNATIVES	52	Consider alternative safety surfaces	
* Poured-in-Place (PIP) Rubber on Gravel Base		In lieu of PIP on concrete base	($10,000.00)
OR			
* Artificial Turf		In lieu of PIP on concrete base	($24,000.00)
OR			
Engineered Wood Fibar		In lieu of PIP on concrete base	($96,528.60)
PAVILION			
* General Reduction on Pavilion that may come from a combination of:	35		
Remove cantilevered deck		Would require reworking of interaction with kayak launch	($80,000.00)
Split-Face CMU in lieu of stone veneer		Impact to look of the structure.	($15,000.00)
Remove ceiling fans			($4,000.00)
Remove barn doors		Impact to function of structure.	($16,000.00)
Remove accent and specialty lighting, only provide general lighting		Impact to function and look of the structure.	($19,500.00)
Remove air conditioner from concessions room			($15,000.00)
Replace cedar siding with Hardie siding			($6,000.00)
Explore alternative foundation options		Would require collaboration between design team engineers and contractor to ensure it meets structural requirements based on soils and wind loads.	($60,000.00)
Explore alternatives for Truss and Steel		Would require collaboration between design team and contractor on detailing and overall look. This could impact the design and look of the structure.	($30,000.00)

* Indicated items will have to be negotiated with the contractor for final cost savings.

TOTAL POSSIBLE SAVINGS THIS SECTION (factored with option for PIP on gravel base and all pavilion alternatives)	**($302,311.85)**

SUMMARY

LAKESIDE BASE BID	**$3,593,273.52**
POSSIBLE SAVINGS FROM PAGE 1	($234,875.75)
POSSIBLE SAVINGS FROM PAGE 2	($302,311.85)
	$3,056,085.92

Note: Bid tab is included for reference at the back of this summary.