



CITY OF FAIR OAKS RANCH
CITY COUNCIL REGULAR MEETING

Thursday, June 20, 2024 at 6:30 PM

Public Safety Training Room, Police Station, 7286 Dietz Elkhorn, Fair Oaks Ranch

Live Stream: <https://www.youtube.com/channel/UCDqRvLvReqxrh1lbajwshKA/live>

AGENDA

OPEN MEETING

1. Roll Call - Declaration of a Quorum
2. Pledge of Allegiance

CITIZENS and GUEST FORUM

To address the Council, please sign the Attendance Roster located on the table at the entrance in the foyer of the Public Safety Training Room. In accordance with the Open Meetings Act, Council may not discuss or take action on any item which has not been posted on the agenda. Speakers shall limit their comments to five (5) minutes each.

3. Citizens to be heard.

PRESENTATIONS

4. Presentation of Life Saving Recognition to Ms. Madison Gaugler and presentation of Fair Oaks Ranch Police Department's Life Saving Award to K-9 Officer David Magness.

Gregory C. Maxton, Mayor

CONSENT AGENDA

All of the following items are considered to be routine by the City Council, there will be no separate discussion on these items and will be enacted with one motion. Items may be removed by any Council Member by making such request prior to a motion and vote.

5. Approval of the June 4, 2024 Special City Council meeting minutes.

Christina Picioccio, TRMC, City Secretary

6. Approval of the June 6, 2024 Regular City Council meeting minutes.

Christina Picioccio, TRMC, City Secretary

7. Approval of the second reading of an ordinance for the City Council of the City of Fair Oaks Ranch, Texas amending the Comprehensive Plan to change the land use classification from Rural Residential (RR) to Neighborhood Residential (NR) for approximately 149 acres generally located along the north side of Ralf Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

Lee Muñiz, P.E., CFM, Manger of Engineering Services

8. Approval of the second reading of an ordinance of the City Council of the City of Fair Oaks Ranch, Texas amending the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) for 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

Lee Muñiz, P.E., CFM, Manager of Engineering Services

9. Approval of the second reading of an ordinance amending the budget of the City of Fair Oaks Ranch for FY 2023-24 to fund \$10,000 toward the Oak Wilt Program.

Kelsey Delgado, Environmental Program Manager

10. Approval of a resolution authorizing the execution of an agreement with JCM Commercial Services LLC for sealcoating.

Clayton Hoelscher, Procurement Manager

11. Approval of Council Member Stroup's absence from the June 6, 2024 Regular City Council meeting.

Emily Stroup, Council Member Place 1

CONSIDERATION/DISCUSSION ITEMS

12. Consideration and approval of a resolution by the City Council of the City of Fair Oaks Ranch, Texas authorizing and approving Publication of Notice of Intention to issue Certificates of Obligation; complying with the requirements contained in Securities and Exchange Commission Rule 15c2-12; and providing an effective date.

Summer Fleming, Director of Finance

Grant Watanabe, P.E., Director of Public Works and Engineering Services

Andrew Friedman, Managing Director, SAMCO Capital

13. Consideration and possible action approving a resolution supporting proposed policy amendments to the Unified Development Code and to the Mixed Use Village District Residential Component and directing the City Manager to schedule public hearings on proposed amendments.

Grant Watanabe, P.E., Director of Public Works and Engineering Services

14. Consideration and possible action approving a resolution authorizing the execution of an Interlocal Agreement between Boerne ISD and the City of Fair Oaks Ranch for the School Resource Officer Program.

Tim Moring, Chief of Police

15. Consideration and possible action of approving the first reading of an ordinance of the City Council of the City of Fair Oaks Ranch, Texas establishing a Transportation Safety Advisory Committee, amending the City's Code of Ordinances, Chapter 1, Article 1.08 Boards, Commissions, and Committees, and providing for severability and repealing clauses, and an effective date.

Laura Koerner, Council Member Place 4

WORKSHOP

- [16.](#) FY 2024-25 General Fund Department Budget Workshop - Finance, Administration, Human Resources & Communications, Information Technology and Non-departmental/shared.

Summer Fleming, Director of Finance
Carole Vanzant, Assistant City Manager - Community Services
Joanna Merrill, IPMS-SCP, Director of Human Resources and Communications
Brian LeJeune, Information Technology Manager

- [17.](#) Noble Lark Drive at Dietz Elkhorn Road Closure.

Carole Vanzant, Assistant City Manager
Legacy Engineering, Oscar Michael Garza, Legacy Engineering Group, PLLC

REPORTS FROM STAFF/COMMITTEES

- [18.](#) Update on Request for Proposals for Municipal Solid Waste Collection, Disposal and Recycling Services

Clayton Hoelscher, Procurement Manager

REQUESTS AND ANNOUNCEMENTS

19. Announcements and reports by Mayor and Council Members.
20. Announcements by the City Manager.
21. Requests by Mayor and Council Members that items be placed on a future City Council agenda.

CONVENE INTO EXECUTIVE SESSION

Pursuant to Section 551.101 of the Open Meetings Act, Texas Gov't Code, a quorum of the governing body hereby convenes into closed session:

Sec. 551.071 (Consultation with Attorney) the City Council will meet in private consultation with legal counsel to seek the advice of its attorneys about pending or contemplated litigation, a settlement offer, and/or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas conflicts with Chapter 551 of the Government Code; to wit:

22. Case No. 22-090-451; Vincent A. Caldarola, MD vs. City of Fair Oaks Ranch, Texas.
23. Discussion related to possible terms and conditions necessary to resolve disputes that have been the subject of ongoing litigation with the development commonly known as Boerne Ranch Estates, LLC, aka Fair Oaks Meadows.

Sec. 551.072 (Deliberation regarding real property)

24. The City Council will meet in closed session to deliberate the purchase, exchange, lease, or value of real property that may be considered for future location of water and wastewater system improvements.

RECONVENE INTO OPEN SESSION

Discussion and possible action on items discussed in Executive Session.

ADJOURNMENT

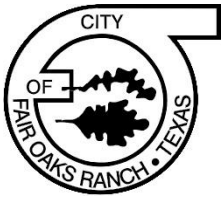
Signature of Agenda Approval: s/Gregory C. Maxton

Gregory C. Maxton, Mayor

I, Christina Picioccio, TRMC, City Secretary, certify that the above Notice of Meeting was posted on the outside bulletin board at the Fair Oaks Ranch City Hall, 7286 Dietz Elkhorn, Fair Oaks Ranch, Texas, and on the City's website www.fairoaksranchtx.org, both places being convenient and readily accessible to the general public at all times.

As per Texas Government Code 551.045, said Notice was posted by 6:30 PM, June 17, 2024 and remained so posted continuously for at least 72 hours before said meeting was convened. A quorum of various boards, committees, and commissions may attend the City Council meeting.

The Fair Oaks Ranch Police Station is wheelchair accessible at the front main entrance of the building from the parking lot. Requests for special services must be received forty-eight (48) hours prior to the meeting time by calling the City Secretary's office at (210) 698-0900. Braille is not available. The City Council reserves the right to convene into Executive Session at any time regarding an issue on the agenda for which it is legally permissible; pursuant to Texas Government Code Chapter 551. Section 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices) and 551.087 (Economic Development).



CITY OF FAIR OAKS RANCH
CITY COUNCIL SPECIAL MEETING

Tuesday, June 04, 2024 at 6:00 PM

City Hall Council Chambers, 7286 Dietz Elkhorn, Fair Oaks Ranch

Live Stream: <https://www.youtube.com/channel/UCDqRvLvReqxrh1lbajwshKA/live>

MINUTES

OPEN MEETING

1. Roll Call - Declaration of a Quorum

Council Present: Mayor Maxton and Council Members: Stroup, Rhoden, Olvera, Koerner, and Parker

Council Absent: Council Member Muenchow

With a quorum present, the meeting was called to order at 6:03 PM.

2. Pledge of Allegiance – The Pledge of Allegiance was recited in unison.

CITIZENS and GUEST FORUM

3. Citizens to be heard – No citizens signed up to speak.

PURPOSE OF SPECIAL CALLED MEETING

4. FY 2024-25 Budget Workshop - Strategic Action Plan.

Scott M. Huizenga, ICMA-CM, City Manager, led a workshop with Council regarding the City's Strategic Action Plan. Each department head reviewed the Strategic Action Plan specific to their department and answered questions from City Council members.

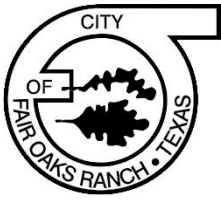
ADJOURNMENT

Mayor Maxton adjourned the meeting at 8:44 PM.

ATTEST:

Gregory C. Maxton, Mayor

Christina Picioccio, TRMC, City Secretary



**CITY OF FAIR OAKS RANCH
CITY COUNCIL REGULAR MEETING**

Thursday, June 06, 2024 at 6:30 PM

Public Safety Training Room, Police Station, 7286 Dietz Elkhorn, Fair Oaks Ranch

Live Stream: <https://www.youtube.com/channel/UCDqRvLvReqxrh1lbajwshKA/live>

MINUTES

OPEN MEETING

1. Roll Call - Declaration of a Quorum

Council Present: Mayor Maxton and Council Members: Rhoden, Olvera, Koerner, Parker, and Muenchow

Council Absent: Council Member Stroup

With a quorum present, the meeting was called to order at 6:30 PM.

2. Pledge of Allegiance – The Pledge of Allegiance was recited in unison.

CITIZENS and GUEST FORUM

3. Citizens to be heard.

Wes Pieper, resident, spoke regarding property tax exemptions for residents over 65 and how they will pay a higher percent of the property tax as the exemption value deteriorates.

Sharon Brimhall, resident, spoke against the Community Center project and asked for additional information on the guidelines for use or rental of the building. Ms. Brimhall urged Council to stop the project until a comprehensive plan is made available to residents.

4. Honorary Mayor of the Day - Charlie Cox.

Gregory C. Maxton, Mayor, announced that 5th grade student, Charlie Cox, served as honorary Mayor.

CONSENT AGENDA

5. Approval of the May 15, 2024 Special City Council meeting minutes.

6. Approval of the May 16, 2024 Regular City Council meeting minutes.

7. Approval of the second reading of an ordinance establishing stop signs at various intersections within the corporate limits of the City; authorizing the codification of street stop and yield signs in Chapter 12; Section 12.01 of the City's Code of Ordinances; prescribing for a penalty of not less than \$25 nor more than \$500; providing for an effective date; and providing for the publication of the caption hereof.

8. Approval and possible action approving the first reading of an ordinance amending the budget of the City of Fair Oaks Ranch for FY 2023-24 to fund \$10,000 toward the Oak Wilt Program.

9. Approval of Council Member Muenchow's absence from the May 16, 2024 Regular City Council meeting.

Council Member Koerner requested to move Item #7 to Consideration after item # 13.

MOTION: Made by Council Member Muenchow, seconded by Council Member Parker, to approve the Consent Agenda. (Items 5, 6, 8, and 9)

VOTE: 6 - 0; Motion Passed.

PUBLIC HEARINGS

10. The City of Fair Oaks Ranch City Council will conduct a public hearing to receive public testimony on a proposed amendment to the Comprehensive Plan (CPA No. 2024-01) to change the land use classification from Rural Residential (RR) to Neighborhood Residential (NR) for approximately 149 acres generally located northwest of the intersection of Ralph Fair Road and Honeycomb Rock, platted as Oak Bend Estates.

- a. Mayor Maxton opened the public hearing at 6:41 PM.
- b. Lee Muñiz, CFM, Manager of Engineering Services, provided a presentation regarding the FLUM Amendment request.
- c. Applicant representative Ashley Fairmond provided comments to Council regarding the FLUM Amendment request.
- d. City Council received no public testimony for or against the proposed FLUM Amendment request.
- e. Mayor Maxton closed public comments at 6:50 PM.
- f. City Council discussed the request, inclusive of questions to staff
- g. The public hearing was adjourned with no formal action.

11. The City of Fair Oaks Ranch City Council will conduct a public hearing to receive public testimony on a rezoning application (ZC 2024-01) submitted by applicant Sitterle Homes on behalf of the owner of Oak Bend Forest, L.C. to change the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) for 149 acres generally located northwest of the intersection of Ralph Fair Road and Honeycomb Rock, platted as Oak Bend Estates.

- a. Mayor Maxton opened the public hearing at 6:53 PM.
- b. Lee Muñiz, CFM, Manager of Engineering Services, provided to Council a presentation of the proposed zone change application.
- c. The applicant did not provide a presentation of the proposed zone change application.
- d. City Council received no public testimony for or against the proposed zone change application.
- e. Mayor Maxton closed public comments at 6:56 PM.
- f. City Council did not discuss the request, inclusive of questions to the applicant and staff
- g. The public hearing was adjourned with no formal action.

CONSIDERATION/DISCUSSION ITEMS

12. Consideration and possible action approving the first reading of an ordinance of the City Council of the City of Fair Oaks Ranch, Texas amending the Comprehensive Plan to change the land use classification from Rural Residential (RR) to Neighborhood Residential (NR) for approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

MOTION: Made by Council Member Rhoden, seconded by Council Member Koerner, to approve the first reading of an ordinance amending the Comprehensive Plan changing the land use classification from Rural Residential (RR) to Neighborhood Residential (NR) of approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

VOTE: 6 - 0; Motion Passed.

13. Consideration and possible action approving the first reading of an ordinance of the City Council of the City of Fair Oaks Ranch, Texas amending the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) for 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

MOTION: Made by Council Member Muenchow, seconded by Council Member Olvera, to approve the first reading of an ordinance amending the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) of approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

VOTE: 6 - 0; Motion Passed.

7. Approval of the second reading of an ordinance establishing stop signs at various intersections within the corporate limits of the City; authorizing the codification of street stop and yield signs in Chapter 12; Section 12.01 of the City's Code of Ordinances; prescribing for a penalty of not less than \$25 nor more than \$500; providing for an effective date; and providing for the publication of the caption hereof.

MOTION: Made by Council Member Koerner, seconded by Council Member Muenchow, to approve the second reading of the ordinance establishing street stop and yield signs at various city intersections and authorizing the codification of said into the city's Code of Ordinances, Chapter 12.

AMENDING MOTION: Made by Council Member Koerner, seconded by Council Member Muenchow, to amend the motion to remove the addition of a stop sign at Battle Intense and High Eschelon.

AMENDED MOTION

VOTE: 4 - 2; Motion Passed. (Mayor Maxton and Council Member Rhoden Voted Nay)

MAIN MOTION AS

AMENDED VOTE: 5 - 1; Motion Passed. (Mayor Maxton Voted Nay)

14. Consideration and possible action approving a resolution authorizing the City Manager to sign a Participation Agreement with the Alamo Regional Security Operations Center.

MOTION: Made by Council Member Olvera, seconded by Council Member Rhoden, to approve a resolution authorizing the City Manager to execute a participation agreement with the City of San Antonio and CPS Energy for the Alamo Regional Security Operations Center.

VOTE: 6 - 0; Motion Passed.

WORKSHOP

15. Standards of Cover and Utilization Analysis for Fire & EMS services.

Tim Moring, Chief of Police, introduced Joe Pozzo, Senior Manager for Fire and EMS at Center for Public Safety Management, who provided to Council a presentation regarding their analysis of Standards of Cover and Utilization for Fire & EMS Services for the City of Fair Oaks Ranch.

Mayor Maxton recessed the meeting at 8:45 PM.

City Council reconvened the meeting at 8:57 PM.

16. FY 2024-25 General Fund Department Budget Workshop - Public Safety and Public Works.

Summer Fleming, Director of Finance, provided a brief overview regarding the FY 2024-25 General Fund budget. Tim Moring, Chief of Police, provided more details to Council regarding Public Safety and answered questions of Council. Grant Watanabe, P.E., Director of Public Works & Engineering Services, provided more details regarding Public Works and answered questions of Council.

Council Member Muenchow left the meeting at 9:29 PM.

REQUESTS AND ANNOUNCEMENTS

17. Announcements and reports by Mayor and Council Members.

Council Member Koerner announced that June 12th is Women’s Veterans Day. She acknowledged Christina Picioccio, City Secretary, as a woman veteran and thanked her for her service. Council Member Koerner encouraged everyone to thank a woman veteran on that day and provided a brief history.

Mayor Maxton urged residents to conserve water and warned that the lake and well levels are at the same level today than they usually are at the end of summer. He reminded everyone that the City never came out of Stage 2 Drought restrictions and that Stage 3 would be far more restrictive and how serious the conditions are with so much heat expected in the upcoming months. Mayor Maxton also announced the passing of Fair Oaks Ranch resident Ralph Fair Jr., the father of our City, at the age of ninety on May 29, 2024. A celebration of life ceremony is planned for June 14, 2024 at 2:00 PM at First Baptist Church in Boerne. The Fair family invited all residents to attend.

18. Announcements by the City Manager.

N/A

19. Requests by Mayor and Council Members that items be placed on a future City Council agenda.

N/A

CONVENE INTO EXECUTIVE SESSION

City Council did not convene into closed session regarding:

Sec. 551.071 (Consultation with Attorney) the City Council will meet in private consultation with legal counsel to seek the advice of its attorneys about pending or contemplated litigation, a settlement offer, and/or on a matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas conflicts with Chapter 551 of the Government Code; to wit:

- 20. Case No. 22-090-451; Vincent A. Caldarola, MD vs. City of Fair Oaks Ranch, Texas.
- 21. Discussion related to possible terms and conditions necessary to resolve disputes that have been the subject of ongoing litigation with the development commonly known as Boerne Ranch Estates, LLC, aka Fair Oaks Meadows.

Sec. 551.072 (Deliberation regarding real property)

- 22. The City Council will meet in closed session to deliberate the purchase, exchange, lease, or value of real property that may be considered for future location of water and wastewater system improvements.

RECONVENE INTO OPEN SESSION

N/A

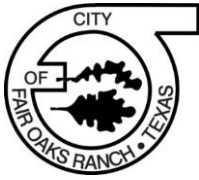
ADJOURNMENT

Mayor Maxton adjourned the meeting at 10:15 PM.

ATTEST:

Gregory C. Maxton, Mayor

Christina Picioccio, TRMC, City Secretary



CITY COUNCIL CONSENT ITEM

CITY OF FAIR OAKS RANCH, TEXAS

AGENDA TOPIC: Approval of the second reading of an ordinance of the City Council of the City of Fair Oaks Ranch, Texas amending the Comprehensive Plan to change the land use classification from Rural Residential (RR) to Neighborhood Residential (NR) for approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

DATE: June 20, 2024

DEPARTMENT: Public Works and Engineering Services

PRESENTED BY: Consent Item – Lee Muñoz, P.E., CFM, Manager of Engineering Services

INTRODUCTION/BACKGROUND:

The applicant is proposing to change the Future Land Use Map (FLUM) designation of approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock from Rural Residential (RR) to Neighborhood Residential (NR). The subject parcel is platted as Oak Bend Estates subdivision. The current FLUM designation of RR (Rural Residential) recommends a minimum lot size of five (5) acres and the corresponding zoning classification is RR.

The applicant is proposing to develop the property with single-family homes on minimum one-acre lots in accordance with an executed Water Supply Agreement with the City of Fair Oaks Ranch, entered into in 2008 and renewed March 2024. Accordingly, the appropriate FLUM designation for one-acre lots is Neighborhood Residential (NR) and the corresponding zoning classification is Neighborhood Residential (NR).

During the June 06, 2024 City Council meeting, a public hearing was conducted, which concluded with no public testimony. After the public hearing was closed the City Council unanimously approved the first reading of the ordinance.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

1. Staff report and public hearings demonstrate compliance with Chapter 213 of the Local Government Code, the City's Comprehensive Plan, Zoning Ordinance, and Unified Development Code.
2. Establishing a revised land-use regulation and zoning classification eliminates any future conflicts between the established development Agreement, recorded plat, and the Comprehensive Plan.
3. Recognizes the maximum total number of one-acre+ developed lots from 130 to 110.
4. Ensures the preservation of natural resources and promotes sustainable land use practices.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

N/A

LEGAL ANALYSIS:

N/A

RECOMMENDATION/PROPOSED MOTION:

Consent Item - I move to approve the second reading of an ordinance amending the Comprehensive Plan changing the land use classification from Rural Residential (RR) to Neighborhood Residential (NR) of approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

AN ORDINANCE

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS, CHANGING THE LAND USE CLASSIFICATION FROM RURAL RESIDENTIAL (RR) TO NEIGHBORHOOD RESIDENTIAL (NR) OF APPROXIMATELY 149 ACRES GENERALLY LOCATED ALONG THE NORTH SIDE OF RALPH FAIR ROAD AND HONEYCOMB ROCK GENERALLY KNOWN AS OAK BEND ESTATES.

WHEREAS, the City of Fair Oaks Ranch Comprehensive Plan provides guidance on future land use and zoning; and,

WHEREAS, On September 2, 2008 an Agreement between the City of Fair Oaks Ranch and the property owner, Oak Bend Forest, L.C. was executed allowing for the development of one (1) plus-acre single family residential lots on land generally located north of Meadow Creek Trail on Ralph Fair Road; and,

WHEREAS, on February 17, 2011, the City Council approved a 149-acre subdivision plat of Oak Bend Estates consisting of 130 one-plus acre lots as shown in attached **Exhibit A**; and,

WHEREAS, on June 21, 2018, the City Council approved the City of Fair Oaks Ranch Comprehensive Plan inclusive of future land use and zoning maps. The Future Land Use Map (FLUM) designates said property as Rural Residential (RR); and,

WHEREAS, on April 3, 2024 Oak Bend Forests, L.C. filed an application (CPA 2024-01) to amend the Comprehensive Plan changing the Land Use Classification from Rural Residential (RR) to Neighborhood Residential (NR) of the Oaks Bend Estates subdivision; and,

WHEREAS, Neighborhood Residential (NR) is the appropriate single-family residential land use classification on said property governed by the executed Agreement and recorded subdivision plat prior to the adoption of the Comprehensive Plan; and,

WHEREAS, on May 9, 2024, the Planning and Zoning Commission conducted a public hearing on the proposed change to the land use classification and after considering the testimony and evidence, hereby made a recommendation of approval of the reclassification to Neighborhood Residential; and,

WHEREAS, on June 06, 2024, the City Council conducted a public hearing on the proposed change to the land use classification; and,

WHEREAS, the City Council after considering testimony, evidence and recommendation by the Planning and Zoning Commission, determined it to be in the public interest to approve the proposed change to the land use classification to Neighbor Residential, which in its best judgement promotes the health, safety, morals, and general welfare and protects the use and enjoyment of property throughout the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

- Section 1.** The Property generally known as Oak Bend Estates located along the north side of Ralph Fair Road and Honeycomb Rock and as more particularly described in the attached **Exhibit B** is hereby classified as Neighborhood Residential (NR).
- Section 2.** The Official Future Land Use Map of the City of Fair Oaks Ranch shall be revised to reflect the Amendment.
- Section 3.** That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this ordinance for all purposes and are adopted as a part of the judgment and findings of the Council.
- Section 4.** It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance be severable, and, if any phrase, clause, sentence, paragraph, or section of this ordinance shall be declared invalid by judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, or sections of this ordinance and the remainder of this ordinance shall be enforced as written.
- Section 5.** That it is officially found, determined, and declared that the meeting at which this ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.
- Section 6.** The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.
- Section 7.** If any provision of this ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this ordinance would have been enacted without such invalid provision.
- Section 8.** All ordinances, or parts thereof, which are in conflict or inconsistent with any provision of this ordinance are hereby repealed to the extent of such conflict, and the provisions of this ordinance shall be and remain controlling as to the matters ordained herein.
- Section 9.** This ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.
- Section 10.** The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.
- Section 11.** This ordinance shall take effect immediately from and after its second reading, passage and any publication requirements as may be required by governing law.

PASSED and APPROVED on first reading by the City Council of the City of Fair Oaks Ranch, Texas, on this 6th day of June 2024.

PASSED, APPROVED, and ADOPTED on second and final reading by the City Council of the City of Fair Oaks Ranch, Texas, on reading this 20th day of June 2024.

Gregory C. Maxton, Mayor

ATTEST:

APPROVED AS TO FORM:

Christina Picioccio, TRMC
City Secretary

Denton Navarro Rodriguez Bernal Santee & Zech
P.C., City Attorney

Sub 20100001510

SUBDIVISION PLAT SHEET 1 OF 4

OAK BEND ESTATES (CITY OF FAIR OAKS RANCH)

BEING 149.02 acres of land out of Survey Number 172, Main de la Luz Guerra, Comal County Abstract Number 173 in Comal County, Texas. Said 149.02 acre tract of land being the same land described in a deed dated May 8, 2008 to Oak Bend Forest, L.C., recorded in Doc# 20080619063 of the Official Public Records of Comal County, Texas.

STATE OF TEXAS, COUNTY OF BEZAR, OAK BEND ESTATES, L.C., DBA: OAK BEND ESTATES, L.C. 15355 S.W. 153th Avenue, Suite 200, Dallas, Texas 75247

OWNER/DEVELOPER: JOHN B. LUCE, CIVIL ENGINEER, 54973

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS, JOHN B. LUCE, CIVIL ENGINEER, 54973

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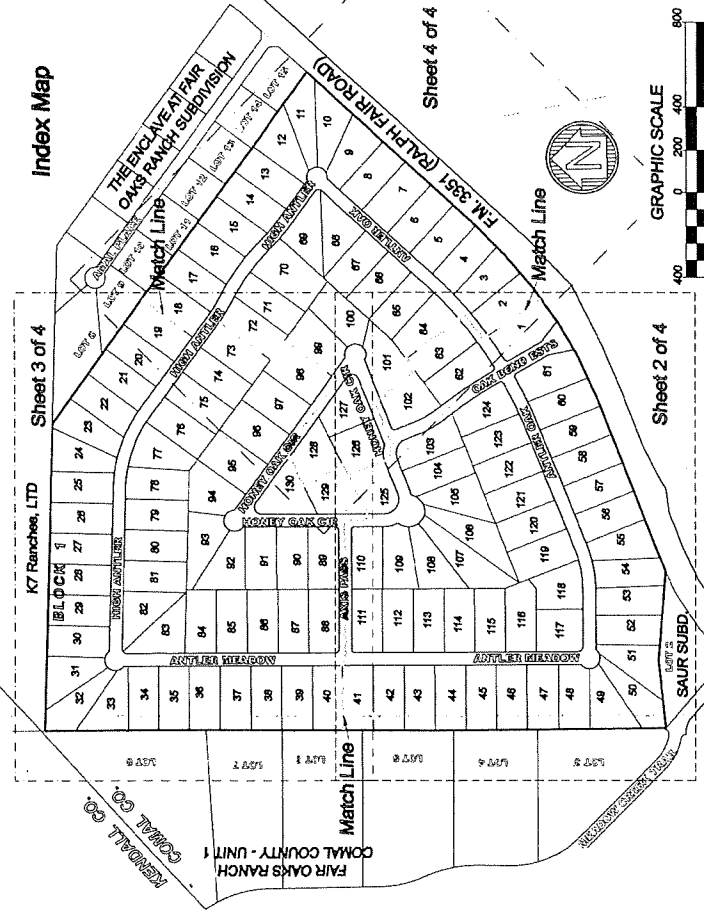
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS, JOHN B. LUCE, CIVIL ENGINEER, 54973

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NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS, JOHN B. LUCE, CIVIL ENGINEER, 54973



GRAPHIC SCALE (IN FEET) 1 INCH = 400 FT.

Subdivision Summary Establishing 130 Lots & 11845 Linear Feet of Road

GENERAL NOTES: 1. ALL PROPERTIES DESIGNATED AS EASEMENTS SHALL BE UTILIZED FOR THE FOLLOWING PURPOSES: DRAINAGE, WATER, SEWER, AND OTHER UTILITIES WITHOUT LIMITATION, WALLS, BENCH MARKS, SKULLS, APPURTENANCES, AND OTHER ENCLOSURES INCLUDING THE "DRAINAGE DISTRICT"...

2. ACCORDANCE WITH THE CITY OF FAIR OAKS RANCH SUBDIVISION REGULATIONS, THE CITY ENGINEER SHALL BE REQUIRED TO APPROVE ALL UTILITY EASEMENTS AND TO VERIFY THAT THE EASEMENTS ARE IN ACCORDANCE WITH THE CITY OF FAIR OAKS RANCH SUBDIVISION REGULATIONS...

3. THE CITY ENGINEER SHALL BE REQUIRED TO APPROVE ALL UTILITY EASEMENTS AND TO VERIFY THAT THE EASEMENTS ARE IN ACCORDANCE WITH THE CITY OF FAIR OAKS RANCH SUBDIVISION REGULATIONS...

4. THE CITY ENGINEER SHALL BE REQUIRED TO APPROVE ALL UTILITY EASEMENTS AND TO VERIFY THAT THE EASEMENTS ARE IN ACCORDANCE WITH THE CITY OF FAIR OAKS RANCH SUBDIVISION REGULATIONS...

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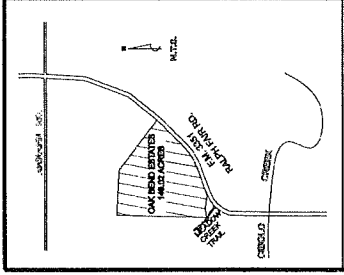
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10' Electric, Gas, Telephone and CATV Easement

AN EASEMENT IS GRANTED TO THE OWNERS OF THE WATER, SEWER, ELECTRIC, TELEPHONE AND CABLE TV UTILITIES BEING 30 FEET ALONG THE STRAIGHT SIDES OF EACH LOT AND 30 FEET ALONG THE SIDE AND BACK LOT LINES SUBJECT TO SPECIFIC EASEMENTS DESIGNATED ON PLAT.

Finished Floor Elevations: 179.00 - 179.50

TYPICAL UTILITY EASEMENT: 10' WIDE

TYPICAL UTILITY EASEMENT: 10' WIDE

TYPICAL UTILITY EASEMENT: 10' WIDE

TYPICAL UTILITY EASEMENT: 10' WIDE

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TYPICAL UTILITY EASEMENT: 10' WIDE

TYPICAL UTILITY EASEMENT: 10' WIDE

TYPICAL UTILITY EASEMENT: 10' WIDE

CURVE TABLE with columns for Stationing, Curve Data, and Elevation.

STREET DESIGN, DRAINAGE DESIGN AND LOT DESIGN PREPARED BY JOHN LUCE CIVIL ENGINEERING CONSULTANT INCORPORATED, 15355 S.W. 153th Ave., Suite 200, Dallas, Texas 75247

EXHIBIT B

STATE OF TEXAS #
COUNTY OF KENDALL #

Field notes of a 149.000 acre, more or less, tract of land out of the M. De La Luz Guerra Survey No. 172, Abstract No. 173, Comal County, Texas, being the western portion of a 178.000 acre tract as described in deed recorded in Document No. 9806000756, Official Records of Comal County and being more fully described as follows:

Beginning at an existing iron pin in a fence for the northwest corner of this tract, said pin being S 01° 31' 58" W 19.13 feet from the north corner of Lot 8, Fair Oaks Ranch, Comal County, Unit 1 as shown on a plat recorded in Volume 5, Page 55, Plat Records of Comal County, Texas, said pin also being the northwest corner of said 178.000 acre tract and this tract;

Thence, along a fence and with the north line of said 178.000 acre tract, S 86° 42' 28" E 1,451.97 feet to an existing PK nail for the northeast corner of this tract, said iron pin being the northwest corner of the Leo A. Kahane and Doris A. Schimpf 29.000 acre tract; described in deed recorded in Document No. 9806015680, Official Records of Comal County;

Thence, through the interior of said 178.000 acre tract and with the southwest line of said 29.000 acre tract, S 51° 56' 17" E 2049.94 feet to an existing iron pin in a fence on a northwestern line of F.M. 3351;

Thence, with said line of F.M. 3351 as follows:

- S 43° 59' 41" W 1,078.28 feet to an existing concrete monument
- S 46° 33' 15" W 201.96 feet to an existing iron pin
- S 53° 40' 50" W 194.70 feet to an existing iron pin
- S 56° 40' 50" W 194.70 feet to an existing iron pin
- S 61° 40' 45" W 194.75 feet to an existing iron pin
- S 67° 11' 19" W 231.80 feet to an existing iron pin
- S 70° 06' 16" W 793.46 feet to an existing concrete monument

and

S 68° 00' 14" W 67.05 feet to an existing iron pin, this pin being the east corner of Lot 2, Saur Subdivision as shown on a plat recorded in Volume 11, Page 4, Plat Records of Comal County, Texas;

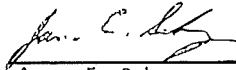
Thence, with a south line of this tract and the north line of said Lot 2, N 83° 36' 50" W 424.13 feet to an existing iron pin and S 85° 26' 05" W 320.79 feet to an existing iron pin for the southwest corner of this tract;

Thence, with fence on the west line of this tract and an east line of the

EXHIBIT B

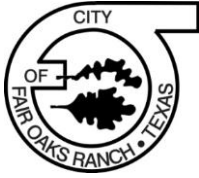
aforementioned Fair Oaks Ranch, Comal County Unit 1, N 01° 24' 56" E 893.98 feet to an existing iron pin, N 01° 45' 42" E 1,283.10 feet to an existing iron pin and N 01° 31' 58" E 769.30 feet to the place of beginning and containing 149.000 acres of land, more or less.³

I, James E. Schwarz, a Registered Professional Land Surveyor, hereby certify that the above field notes are of a survey made on the ground under my supervision on January 4 - 5, 1996, November 5 - 6, 1997 and June 29, 1998 and recertified on March 8, 1999.



James E. Schwarz
Registered Professional
Land Surveyor #4760
Job No. 99-23

1. F.M.3351 established by deed recorded in Volume 657, Page 509, Deed Records of Comal County, Texas.
2. This hearing, used as the hearing basis of this survey, is from deed recorded in Volume 283, Pages 381-383, Deed Records of Comal County, Texas.
3. See plat of this tract dated January 4 - 5, 1996, November 5 - 6, 1997, June 29, 1998 and March 8, 1999 for more information.



CITY COUNCIL CONSENT ITEM

CITY OF FAIR OAKS RANCH, TEXAS

AGENDA TOPIC: Approval of the second reading of an ordinance of the City Council of the City of Fair Oaks Ranch, Texas amending the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) of approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

DATE: June 20, 2024

DEPARTMENT: Public Works and Engineering Services

PRESENTED BY: Consent Item – Lee Muñiz, P.E., CFM, Manager of Engineering Services

INTRODUCTION/BACKGROUND:

The applicant is proposing to rezone approximately 149 acres of land generally located at the intersection of Ralph Fair Road and Honeycomb Rock from Rural Residential (RR) to Neighborhood Residential (NR). The subject parcel is platted as Oak Bend Estates subdivision.

The applicant is proposing to develop the property with single-family homes on minimum one-acre lots in accordance with an executed Water Supply Agreement with the City of Fair Oaks Ranch, entered into in 2008 and renewed March 2024. Accordingly, the appropriate zoning classification is Neighborhood Residential (NR).

During the June 06, 2024 City Council meeting, a public hearing was conducted, which concluded with no public testimony. After the public hearing was closed the City Council unanimously approved the first reading of the ordinance.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

1. Staff report and public hearings demonstrate compliance with Chapter 211 of the Local Government Code, and the City's Comprehensive Plan, Zoning Ordinance, and Unified Development Code.
2. Establishing a revised zoning classification eliminates any future conflicts between the established development Agreement and the Comprehensive Plan.
3. Recognizes the maximum total number of one-acre+ developed lots from 130 to 110.
4. Ensures the preservation of natural resources and promotes sustainable land use practices

LONGTERM FINANCIAL & BUDGETARY IMPACT:

N/A

LEGAL ANALYSIS:

N/A

RECOMMENDATION/PROPOSED MOTION:

Consent Item – I move to approve the second reading of an ordinance amending the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) of approximately 149 acres generally located along the north side of Ralph Fair Road and Honeycomb Rock generally known as Oak Bend Estates.

AN ORDINANCE

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS, AMENDING THE ZONING CLASSIFICATION FROM RURAL RESIDENTIAL (RR) TO NEIGHBORHOOD RESIDENTIAL (NR) FOR 149 ACRES GENERALLY LOCATED ALONG THE NORTH SIDE OF RALPH FAIR ROAD AND HONEYCOMB ROCK GENERALLY KNOWN AS OAK BEND ESTATES.

WHEREAS, the City of Fair Oaks Ranch Comprehensive Plan provides guidance on future land use and zoning; and,

WHEREAS, On September 2, 2008 an Agreement between the City of Fair Oaks Ranch and the property owner, Oak Bend Forest, L.C. was executed allowing for the development of one (1) plus-acre single family residential lots on land generally located north of Meadow Creek Trail on Ralph Fair Road; and,

WHEREAS, on February 17, 2011, the City Council approved a 149-acre subdivision plat of Oak Bend Estates consisting of 130 one-plus acre lots as shown in attached **Exhibit A**; and,

WHEREAS, on June 21, 2018, the City Council approved the City of Fair Oaks Ranch Comprehensive Plan inclusive of future land use and zoning maps. The Zoning Map designates said property as Rural Residential (RR).

WHEREAS, on April 3, 2024, Oak Bend Forests, L.C. filed an application to amend the zoning classification from Rural Residential (RR) to Neighborhood Residential (NR) of the Oaks Bend Estates subdivision, and,

WHEREAS, Neighborhood Residential (NR) is the appropriate single-family residential zoning classification on this property governed by the Agreement executed and recorded subdivision plat prior to the adoption of the Comprehensive Plan, and,

WHEREAS, on May 9, 2024, the Planning and Zoning Commission conducted a public hearing on the proposed change to the zoning classification and after considering the testimony and evidence, hereby made a recommendation of approval of the reclassification, and,

WHEREAS, on June 06, 2024, the City Council conducted a public hearing on the proposed change to the zoning classification, and,

WHEREAS, the City Council after considering testimony, evidence and recommendation by the Planning and Zoning Commission, determined it to be in the public interest to approve the proposed change to the zoning classification to Neighborhood Residential, which in its best judgement promotes the health, safety, morals, and general welfare and protects the use and enjoyment of property throughout the City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

- Section 1.** The Property generally known as Oak Bend Estates and located along the north side of Ralph Fair Road and Honeycomb Rock as more particularly described in the attached **Exhibit B**, is hereby classified as Neighborhood Residential (NR).
- Section 2.** The Official Zoning Map of the City of Fair Oaks Ranch shall be revised to reflect the above amendment.
- Section 3.** That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this ordinance for all purposes and are adopted as a part of the judgment and findings of the Council.
- Section 4.** It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance be severable, and, if any phrase, clause, sentence, paragraph, or section of this ordinance shall be declared invalid by judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, or sections of this ordinance and the remainder of this ordinance shall be enforced as written.
- Section 5.** That it is officially found, determined, and declared that the meeting at which this ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.
- Section 6.** The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.
- Section 7.** If any provision of this ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this ordinance would have been enacted without such invalid provision.
- Section 8.** All ordinances, or parts thereof, which are in conflict or inconsistent with any provision of this ordinance are hereby repealed to the extent of such conflict, and the provisions of this ordinance shall be and remain controlling as to the matters ordained herein.
- Section 9.** This ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.
- Section 10.** The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.
- Section 11.** This ordinance shall take effect immediately from and after its second reading, passage and any publication requirements as may be required by governing law.

PASSED and APPROVED on first reading by the City Council of the City of Fair Oaks Ranch, Texas, on this 6th day of June 2024.

PASSED, APPROVED, and ADOPTED on second and final reading by the City Council of the City of Fair Oaks Ranch, Texas, on reading this 20th day of June 2024.

Gregory C. Maxton, Mayor

ATTEST:

APPROVED AS TO FORM:

Christina Picioccio, TRMC
City Secretary

Denton Navarro Rodriguez Bernal Santee & Zech
P.C., City Attorney

EXHIBIT B

STATE OF TEXAS #
COUNTY OF KENDALL #

Field notes of a 149.000 acre, more or less, tract of land out of the M. De La Luz Guerra Survey No. 172, Abstract No. 173, Comal County, Texas, being the western portion of a 178.000 acre tract as described in deed recorded in Document No. 9806000756, Official Records of Comal County and being more fully described as follows:

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Thence, along a fence and with the north line of said 178.000 acre tract, S 86° 42' 28" E 1,451.97 feet to an existing PK nail for the northeast corner of this tract, said iron pin being the northwest corner of the Leo A. Kahane and Doris A. Schimpf 29.000 acre tract; described in deed recorded in Document No. 9806015680, Official Records of Comal County;

Thence, through the interior of said 178.000 acre tract and with the southwest line of said 29.000 acre tract, S 51° 56' 17" E 2049.94 feet to an existing iron pin in a fence on a northwestern line of F.M. 3351;

Thence, with said line of F.M. 3351 as follows:

S 43° 59' 41" W 1,078.28 feet to an existing concrete monument

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S 53° 40' 50" W 194.70 feet to an existing iron pin

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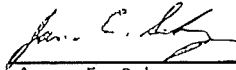
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EXHIBIT B

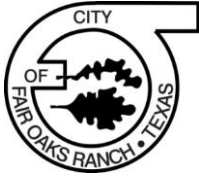
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I, James E. Schwarz, a Registered Professional Land Surveyor, hereby certify that the above field notes are of a survey made on the ground under my supervision on January 4 - 5, 1996, November 5 - 6, 1997 and June 29, 1998 and recertified on March 8, 1999.



James E. Schwarz
Registered Professional
Land Surveyor #4760
Job No. 99-23

1. F.M. 3351 established by deed recorded in Volume 657, Page 509, Deed Records of Comal County, Texas.
2. This hearing, used as the hearing basis of this survey, is from deed recorded in Volume 283, Pages 381-383, Deed Records of Comal County, Texas.
3. See plat of this tract dated January 4 - 5, 1996, November 5 - 6, 1997, June 29, 1998 and March 8, 1999 for more information.



CITY COUNCIL CONSENT ITEM

CITY OF FAIR OAKS RANCH, TEXAS

AGENDA TOPIC: Approval of the second reading of an ordinance amending the budget of the City of Fair Oaks Ranch for FY 2023-24 to fund \$10,000 toward the Oak Wilt Program.

DATE: June 20, 2024

DEPARTMENT: Public Works

PRESENTED BY: Consent - Kelsey Delgado, Environmental Program Manager

INTRODUCTION/BACKGROUND:

On May 2, 2024, the City Council approved a resolution establishing a Tree Mitigation Fund and creating an Oak Wilt Program. Through the Oak Wilt Program, funds are made available annually to incentivize and aid in oak wilt treatment within the city limits through a reimbursement process. Program applicants may be eligible for reimbursement of up to 50% of the total cost of eligible services, with a maximum reimbursement amount of \$1,500 per property per fiscal year.

This budget amendment will allocate \$10,000 from the Tree Mitigation Fund to the Oak Wilt Program to jumpstart the program for the remainder of FY 2023-24. Additional funding for FY 2024-25 will be requested during the City's annual budgeting process.

Staff is working with the communications team to advertise the Oak Wilt Program to the citizens of Fair Oaks Ranch. Communications may include, but are not limited to, updates to the City's Oak Wilt webpage, new flashes, and social media posts.

City Council approved the first reading on June 6, 2024.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

- Supports Priority 2.5 of the Strategic Action Plan to Develop, Implement and Update Environmental Sustainability Programs.
- Provides financial assistance directly to residents for oak wilt mitigation and treatment.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

The Tree Mitigation Fund is used to fund the Oak Wilt Program. These funds are paid by developers as a fee-in-lieu of mitigation and not by property taxes. If this budget amendment for \$10,000 is approved, there will be \$149,600 remaining in the Tree Mitigation Fund for future requirements.

LEGAL ANALYSIS:

Legal has reviewed the ordinance and approved it as to form.

RECOMMENDATION/PROPOSED MOTION:

Consent - I move to approve the second reading of an ordinance amending the budget of the City of Fair Oaks Ranch for FY 2023-24 to fund \$10,000 toward the Oak Wilt Program.

AN ORDINANCE

AMENDING THE BUDGET OF THE CITY OF FAIR OAKS RANCH, TEXAS FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 2023 AND ENDING SEPTEMBER 30, 2024

WHEREAS, an Oak Wilt Program was deemed necessary and adopted by City Council on May 2, 2024; and,

WHEREAS, the budget for the City of Fair Oaks Ranch, Texas for FY 2023-24 has heretofore been approved as provided by law and filed with the City Secretary under Ordinance 2023-09; and,

WHEREAS, per above said Ordinance 2023-09, the City Manager may move amounts within the same fund but budget amendments between funds must be approved by City Council by ordinance; and,

WHEREAS, pursuant to Texas LGC §102.010, budget amendments shall be passed and approved by City Council; and,

WHEREAS, the City Council finds the budget amendment as detailed in **Exhibit A** is warranted to fund the Oak Wilt Program for the remainder of FY 2023-24.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

PART 1. That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this Ordinance for all purposes and are adopted as a part of the judgment and findings of the Council.

PART 2. That the City Secretary is hereby directed to file this ordinance as an amendment to the original budget and the Finance Director is hereby directed to amend the original budget with the amendments listed in the attached **Exhibit A**.

PART 3. It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance be severable, and, if any phrase, clause, sentence, paragraph, or section of this ordinance shall be declared invalid by judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, or sections of this ordinance and the remainder of this ordinance shall be enforced as written.

PART 4. That it is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

PART 5. This ordinance shall take effect following a second reading on June 20, 2024, and after passage, adoption and publication as may be required by governing law.

PART 6. The repeal or amendment of any ordinance or part of ordinances effectuated by the enactment of this ordinance shall not be construed as abandoning any action now

pending under or by virtue of such ordinance or as discontinuing, abating, modifying, or altering any penalty accruing or to accrue or as affecting any rights of the City of Fair Oaks Ranch under any section or provisions of any ordinances in effect at the time of passage of this ordinance.

PART 7. The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.

PASSED and APPROVED on first reading by the City Council of the City of Fair Oaks Ranch, Texas, on the 6th day of June 2024.

PASSED, APPROVED AND ADOPTED on second and final reading by the City Council of the City of Fair Oaks Ranch, Texas, on this 20th day of June 2024.

Gregory C. Maxton, Mayor

ATTEST:

APPROVED AS TO FORM:

Christina Picioccio, TRMC, City Secretary

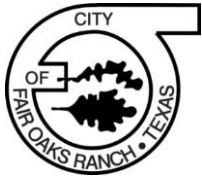
Denton Navarro Rocha Bernal Santee & Zech,
P.C., City Attorney

EXHIBIT A
PROPOSED BUDGET AMENDMENTS
CITY OF FAIR OAKS RANCH
FISCAL YEAR 10/1/2023 - 9/30/2024

Proposed Increases to Budgeted Expenditures				
<u>Dep't</u>	<u>Acct #</u>	<u>Acct Name</u>	<u>Item</u>	<u>Amount</u>
Engineering	01-642-280	Oak Wilt Program	Funding Oak Wilt Program Grants	\$ 10,000
Total Proposed Expenditure Increases				\$ 10,000

Proposed Decreases to Budgeted Expenditures				
<u>Acct #</u>	<u>Acct Name</u>	<u>Reason for Budget Surplus</u>	<u>Amount</u>	
Total Proposed Revenue Increases/Expenditure Decreases				\$ -

Transfers Required Between Funds				
<u>Acct #</u>	<u>Acct Name</u>	<u>Item</u>	<u>Amount</u>	
Total Net Transfers between Funds				\$ -



**CITY COUNCIL CONSENT ITEM
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Approval of a resolution authorizing the execution of an agreement with JCM Commercial Services LLC for sealcoating.
DATE: June 20, 2024
DEPARTMENT: Finance
PRESENTED BY: Consent Item – Clayton Hoelscher, Procurement Manager

INTRODUCTION/BACKGROUND:

The City budgeted \$840,000 for various street maintenance projects this fiscal year. Various types of applications are being utilized to accomplish this work. Quantities and locations for each application are included with this agenda item. This agenda item covers the sealcoating component of the program. This application is also known as fog seal.

To support this effort, an Invitation for Bids was advertised. Bids were received on May 30. Two bids were received and JCM Commercial Services LLC was the lowest responsible bidder for this project. The following bids were received:

- JCM Commercial Services LLC \$90,448.24
- Stripe it Up, LLC \$109,915.43

The City recommends adding a 5% contingency to the contract, resulting in a total cost of \$94,970.65.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

- Supports Priority 3.4 of the Strategic Action Plan to Enhance and Ensure Continuity of Reliable Roadway Improvement Initiatives.
- Complies with Competitive Procurement Requirements.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

The City budgeted \$840,000 for this year’s Street Maintenance and Repair Program. This agreement will cover the sealcoating component of the program. The cost for sealcoating is \$94,970.65, which includes 5% contingency.

LEGAL ANALYSIS:

The Contractor will be required to sign and adhere to the City’s Standard Construction Agreement prior to the commencement of work. A copy is attached as Exhibit A.

RECOMMENDATION/PROPOSED MOTION:

Consent Item – I move to approve a resolution authorizing the execution of an agreement with JCM Commercial Services LLC for a total value not to exceed \$94,970.65, expenditure of the required funds, and execution of all applicable documents by the City Manager.

A RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH JCM COMMERCIAL SERVICES LLC FOR SEALCOATING, EXPENDITURE OF THE REQUIRED FUNDS, AND EXECUTION OF ALL APPLICABLE DOCUMENTS BY THE CITY MANAGER.

WHEREAS, the City of Fair Oaks Ranch (the “City”) included funds in FY 2023-24 for the Street Maintenance Program; and,

WHEREAS, bids were received in accordance with Texas Local Government Code Chapter 252; and,

WHEREAS, JCM Commercial Services LLC was the lowest responsible bidder; and,

WHEREAS, the cost for the sealcoating component of the program is \$90,448.24 with a 5% contingency not to exceed a total cost of \$94,970.65; and,

WHEREAS, the City Council of the City of Fair Oaks Ranch supports this purchase and authorizes the execution of an agreement with JCM Commercial Services LLC (**Exhibit A**).

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

Section 1 The City Council hereby authorizes the City Manager to execute an agreement with JCM Commercial Services LLC for sealcoating, to expend required funds up to \$94,970.65 including contingency, and to execute any and all applicable documents to effectuate this resolution.

Section 2. That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this resolution for all purposes and are adopted as a part of the judgment and findings of the Council.

Section3. If any provision of this resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this resolution would have been enacted without such invalid provision.

Section 4. That it is officially found, determined, and declared that the meeting at which this resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this resolution, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 5. All resolutions or parts thereof, which are in conflict or inconsistent with any provision of this resolution are hereby repealed to the extent of such conflict, and the provision of this resolution shall be and remain controlling as to the matters resolved herein.

Section 6. This resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 7. This resolution shall be in force and effect from and after its final passage, and it is so resolved.

PASSED, APPROVED, and ADOPTED on this 20th day of June 2024.

Gregory C. Maxton, Mayor

ATTEST:

APPROVED AS TO FORM:

Christina Picioccio, TRMC
City Secretary

Denton Navarro Rodriguez Bernal Santee & Zech
P.C., City Attorney

CITY OF FAIR OAKS RANCH
CONSTRUCTION AGREEMENT

THE STATE OF TEXAS §
 §
KENDALL COUNTY §

This Construction Agreement (“Agreement”) is made and entered by and between the City of Fair Oaks Ranch, Texas, (the “City”) a Texas municipality, and JCM Commercial Services LLC (“Contractor”).

Section 1. Duration. This Agreement shall become effective upon the date of the final signature affixed hereto and shall remain in effect until satisfactory completion of the Scope of Work unless terminated as provided for in this Agreement.

Section 2. Scope of Work.

(A) Contractor shall perform the Work as more particularly described in the Scope of Work attached hereto as Exhibit “A”. The work as described in the Scope of Work constitutes the “Project”.

(B) The Quality of Work provided under this Agreement shall be of the level of quality performed by Contractors regularly rendering this type of service.

(C) The Contractor shall perform its Work for the Project in compliance with all statutory, regulatory and contractual requirements now or hereafter in effect as may be applicable to the rights and obligations set forth in the Agreement.

(D) The Contractor may rely upon the accuracy of reports and surveys provided to it by the City except when defects should have been apparent to a reasonably competent Contractor or when it has actual notice of any defects in the reports and surveys.

Section 3. Compensation.

(A) The Contractor shall be paid in the manner set forth in Exhibit “A” and as provided herein.

(B) *Billing Period:* The Contractor may submit monthly, or less frequently, an invoice for payment based on the estimated completion of the described tasks and approved work schedule. Subject to Chapter 2251, Texas Government Code (the “Prompt Payment Act”), payment is due within thirty (30) days of the City’s receipt of the Contractor’s invoice. Interest on overdue payments shall be calculated in accordance with the Prompt Payment Act.

(C) *Reimbursable Expenses*: Any and all reimbursable expenses related to the Project shall be included in the scope of Work (Exhibit A) and accounted for in the total contract amount.

Section 4. Time of Completion.

The prompt completion of the Work under the Scope of Work relates is critical to the City. Unnecessary delays in providing Work under a Scope of Work shall be grounds for dismissal of the Contractor and termination of this Agreement without any or further liability to the City other than a prorated payment for necessary, timely, and conforming work done by Contractor prior to the time of termination. The Project shall be completed for inspection and acceptance by the City on or before September 30, 2024.

Section 5. Insurance.

Before commencing work under this Agreement, Contractor shall obtain and maintain the liability insurance provided for below throughout the term of the Project plus an additional two years. Contractor shall provide evidence of such insurance to the City. Such documentation shall meet the requirements noted in Exhibit B.

Contractor shall maintain the following limits and types of insurance:

Workers Compensation Insurance: Contractor shall carry and maintain during the term of this Agreement, workers compensation and employers' liability insurance meeting the requirements of the State of Texas on all the Contractor's employees carrying out the work involved in this contract.

General Liability Insurance: Contractor shall carry and maintain during the term of this Agreement, general liability insurance on a per occurrence basis with limits of liability not less than \$1,000,000 for each occurrence and for fire damage. For Bodily Injury and Property Damage, coverage shall be no less than \$1,000,000. As a minimum, coverage for Premises, Operations, Products and Completed Operations shall be \$2,000,000. This coverage shall protect the public or any person from injury or property damages sustained by reason of the Contractor or its employees carrying out the work involved in this Agreement. The general aggregate shall be no less than \$2,000,000.

Automobile Liability Insurance: Contractor shall carry and maintain during the term of this Agreement, automobile liability insurance with either a combined limit of at least \$1,000,000 per occurrence for bodily injury and property damage or split limits of at least \$1,000,000 for bodily injury per person per occurrence and \$1,000,000 for property damage per occurrence. Coverage shall include all owned, hired, and non-owned motor vehicles used in the performance of this contract by the Contractor or its employees.

Subcontractor: In the case of any work sublet, the Contractor shall require subcontractor and independent contractors working under the direction of either the Contractor or a

subcontractor to carry and maintain the same workers compensation and liability insurance required of the Contractor.

Qualifying Insurance: The insurance required by this Agreement shall be written by non-assessable insurance company licensed to do business in the State of Texas and currently rated "B+" or better by the A.M. Best Companies. All policies shall be written on a "per occurrence basis" and not a "claims made" form.

Evidence of such insurance shall be attached as Exhibit "C".

Section 6. Miscellaneous Provisions.

(A) *Subletting.* The Contractor shall not sublet or transfer any portion of the work under this Agreement, or any Scope of Work issued pursuant to this Agreement unless specifically approved in writing by the City, which approval shall not be unreasonably withheld. Subcontractors shall comply with all provisions of this Agreement and the applicable Scope of Work. The approval or acquiescence of the City in the subletting of any work shall not relieve the Contractor of any responsibility for work done by such subcontractor.

(B) *Compliance with Laws.* The Contractor shall comply with all federal, state and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts, administrative, or regulatory bodies in any matter affecting the performance of this Agreement, including, without limitation, worker's compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the Contractor shall furnish the City with satisfactory proof of compliance.

(C) *Independent Contractor.* Contractor acknowledges that Contractor is an independent contractor of the City and is not an employee, agent, official or representative of the City. Contractor shall not represent, either expressly or through implication, that Contractor is an employee, agent, official or representative of the City. Income taxes, self-employment taxes, social security taxes and the like are the sole responsibility of the Contractor.

(D) *Non-Collusion.* Contractor represents and warrants that Contractor has not given, made, promised or paid, nor offered to give, make, promise or pay any gift, bonus, commission, money or other consideration to any person as an inducement to or in order to obtain the work to be provided to the City under this Agreement. Contractor further agrees that Contractor shall not accept any gift, bonus, commission, money, or other consideration from any person (other than from the City pursuant to this Agreement) for any of the Work performed by Contractor under or related to this Agreement. If any such gift, bonus, commission, money, or other consideration is received by or offered to Contractor, Contractor shall immediately report that fact to the City and, at the sole option of the City, the City may elect to accept the consideration for itself or to take the value of such consideration as a credit against the compensation otherwise owing to Contractor under or pursuant to this Agreement.

(E) *Force Majeure*. If the performance of any covenant or obligation to be performed hereunder by any party is delayed as a result of circumstances which are beyond the reasonable control of such party (which circumstances may include, without limitation, pending litigation, acts of God, war, acts of civil disobedience, fire or other casualty, shortage of materials, adverse weather conditions [such as, by way of illustration and not of limitation, severe rain storms or below freezing temperatures, or tornados] labor action, strikes or similar acts, moratoriums or regulations or actions by governmental authorities), the time for such performance shall be extended by the amount of time of such delay, but no longer than the amount of time reasonably occasioned by the delay. The party claiming delay of performance as a result of any of the foregoing force majeure events shall deliver written notice of the commencement of any such delay resulting from such force majeure event not later than seven (7) days after the claiming party becomes aware of the same, and if the claiming party fails to so notify the other party of the occurrence of a force majeure event causing such delay and the other party shall not otherwise be aware of such force majeure event, the claiming party shall not be entitled to avail itself of the provisions for the extension of performance contained in this subsection.

(F) In the case of any conflicts between the terms of this Agreement and wording contained within the Scope of Work, this Agreement shall govern. The Scope of Work is intended to detail the technical scope of Work, fee schedule, and contract time only and shall not dictate Agreement terms.

Section 7. Termination.

(A) This Agreement may be terminated:

- (1) By the mutual agreement and consent of both Contractor and City;
- (2) By either party, upon the failure of the other party to fulfill its obligations as set forth in either this Agreement or a Scope of Work issued under this Agreement;
- (3) By the City, immediately upon notice in writing to the Contractor, as consequence of the failure of Contractor to perform the Work contemplated by this Agreement in a timely or satisfactory manner;
- (4) By the City, at will and without cause upon not less than thirty (30) days written notice to the Contractor.

(B) If the City terminates this Agreement pursuant to subsection 7(A)(2) or (3), above, the Contractor shall not be entitled to any fees or reimbursable expenses other than the fees and reimbursable expenses then due and payable as of the time of termination and only then for those Work that have been timely and adequately performed by the Contractor considering the actual costs incurred by the Contractor in performing work to date of termination, the value of the work that is nonetheless usable to the City, the cost to the City of employing another Contractor to complete the work required and the time required to do so, and other factors that affect the value to the City of the work performed

at time of termination. In the event of termination not the fault of the Contractor, the Contractor shall be compensated for all basic, special, and additional Work actually performed prior to termination, together with any reimbursable expenses then due.

Section 8. Indemnification. Contractor agrees to indemnify and hold the City of Fair Oaks Ranch, Texas and all of its present, future and former agents, employees, officials and representatives harmless in their official, individual and representative capacities from any and all claims, demands, causes of action, judgments, liens and expenses (including attorney's fees, whether contractual or statutory), costs and damages (whether common law or statutory), costs and damages (whether common law or statutory, and whether actual, punitive, consequential or incidental), of any conceivable character, for injuries to persons (including death) or to property (both real and personal) created by, arising from or in any manner relating to the Work or goods performed or provided by Contractor – expressly including those arising through strict liability or under the constitutions of the United States.

Section 9. Notices. Any notice required or desired to be given from one party to the other party to this Agreement shall be in writing and shall be given and shall be deemed to have been served and received (whether actually received or not) if (i) delivered in person to the address set forth below; (ii) deposited in an official depository under the regular care and custody of the United States Postal Service located within the confines of the United States of America and sent by certified mail, return receipt requested, and addressed to such party at the address hereinafter specified; or (iii) delivered to such party by courier receipted delivery. Either party may designate another address within the confines of the continental United States of America for notice, but until written notice of such change is actually received by the other party, the last address of such party designated for notice shall remain such party's address for notice.

Section 10. No Assignment. Neither party shall have the right to assign that party's interest in this Agreement without the prior written consent of the other party.

Section 11. Severability. If any term or provision of this Agreement is held to be illegal, invalid or unenforceable, the legality, validity or enforceability of the remaining terms or provisions of this Agreement shall not be affected thereby, and in lieu of each such illegal, invalid or unenforceable term or provision, there shall be added automatically to this Agreement a legal, valid or enforceable term or provision as similar as possible to the term or provision declared illegal, invalid or unenforceable.

Section 12. Waiver. Either City or the Contractor shall have the right to waive any requirement contained in this Agreement that is intended for the waiving party's benefit, but, except as otherwise provided herein, such waiver shall be effective only if in writing executed by the party for whose benefit such requirement is intended. No waiver of any breach or violation of any term of this Agreement shall be deemed or construed to constitute a waiver of any other breach or violation, whether concurrent or subsequent, and whether of the same or of a different type of breach or violation.

Section 13. Governing Law; Venue. This Agreement and all of the transactions contemplated herein shall be governed by and construed in accordance with the laws of the State of Texas. The provisions and obligations of this Agreement are performable in Kendall County, Texas such that exclusive venue for any action arising out of this Agreement shall be in Kendall County, Texas.

Section 14. Paragraph Headings; Construction. The paragraph headings contained in this Agreement are for convenience only and shall in no way enlarge or limit the scope or meaning of the various and several paragraphs hereof. Both parties have participated in the negotiation and preparation of this Agreement and this Agreement shall not be construed either more or less strongly against or for either party.

Section 15. Binding Effect. Except as limited herein, the terms and provisions of this Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, devisees, personal and legal representatives, successors and assigns.

Section 16. Gender. Within this Agreement, words of any gender shall be held and construed to include any other gender, and words in the singular number shall be held and construed to include the plural, unless the context otherwise requires.

Section 17. Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

Section 18. Exhibits. All exhibits to this Agreement are incorporated herein by reference for all purposes wherever reference is made to the same.

Section 19. Entire Agreement. It is understood and agreed that this Agreement contains the entire agreement between the parties and supersedes any and all prior agreements, arrangements or understandings between the parties relating to the subject matter. No oral understandings, statements, promises or inducements contrary to the terms of this Agreement exist. This Agreement cannot be changed or terminated orally.

Section 20. Relationship of Parties. Nothing contained in this Agreement shall be deemed or construed by the parties hereto or by any third party to create the relationship of principal and agent or of partnership or of joint venture or of any association whatsoever between the parties, it being expressly understood and agreed that no provision contained in this Agreement nor any act or acts of the parties hereto shall be deemed to create any relationship between the parties other than the relationship of independent parties contracting with each other solely for the purpose of effecting the provisions of this Agreement.

Section 21. Right To Audit. City shall have the right to examine and audit the books and records of Contractor with regards to the work described in Exhibit A, or any subsequent changes, at any reasonable time. Such books and records will be maintained

in accordance with generally accepted principles of accounting and will be adequate to enable determination of: (1) the substantiation and accuracy of any payments required to be made under this Agreement; and (2) compliance with the provisions of this Agreement.

22. Dispute Resolution. In accordance with the provisions of Subchapter I, Chapter 271, TEX. LOCAL GOV'T CODE, the parties agree that, prior to instituting any lawsuit or other proceeding arising from a dispute under this agreement, the parties will first attempt to resolve the dispute by taking the following steps: (1) A written notice substantially describing the nature of the dispute shall be delivered by the dissatisfied party to the other party, which notice shall request a written response to be delivered to the dissatisfied party not less than 5 days after receipt of the notice of dispute. (2) If the response does not reasonably resolve the dispute, in the opinion of the dissatisfied party, the dissatisfied party shall give notice to that effect to the other party whereupon each party shall appoint a person having authority over the activities of the respective parties who shall promptly meet, in person, in an effort to resolve the dispute. (3) If those persons cannot or do not resolve the dispute, then the parties shall each appoint a person from the highest tier of managerial responsibility within each respective party, who shall then promptly meet, in person, in an effort to resolve the dispute.

23. Disclosure of Business Relationships/Affiliations; Conflict of Interest Questionnaire. Contractor represents that it is in compliance with the applicable filing and disclosure requirements of Chapter 176 of the Texas Local Government Code.

24. Boycott Israel. The City may not enter into a contract with a company for goods and services unless the contract contains a written verification from the company; (i) it does not Boycott Israel; and (ii) will not Boycott Israel during the term of the contract. (Texas government code chapter 2270) by entering this agreement, Professional verifies that it does not Boycott Israel, and agrees that during the term of the agreement will not Boycott Israel as that term is defined in the Texas Government Code Section 808.001, as amended.

25. Energy Company Boycotts. Contractor represents and warrants that: (1) it does not, and will not for the duration of the contract, boycott energy companies or (2) the verification required by Section 2274.002 of the Texas Government Code does not apply to the contract. If circumstances relevant to this provision change during the course of the contract, Contractor shall promptly notify City.

26. Firearm Entities and Trade Association Discrimination. Contractor verifies that: (1) it does not, and will not for the duration of the contract, have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association or (2) the verification required by Section 2274.002 of the Texas Government Code does not apply to the contract. If circumstances relevant to this provision change during the course of the contract, Contractor shall promptly notify City.

27. Sales Tax. The City qualifies as an exempt agency under the Texas Limited Sales, Excise and Use Tax Act (the "Tax Act") and is not subject to any State or City sales taxes on materials incorporated into the project. Labor used in the performance of this contract is also not subject to State or City sales taxes. The City will provide an exemption certificate to the Contractor. The Contractor must have a sales tax permit issued by the Comptroller of Public Accounts and shall issue a resale certificate complying with the Tax Act, as amended, when purchasing said materials. The Contractor is responsible for any sales taxes applicable to equipment purchases, rentals, leases, consumable supplies which are not incorporated into the services to be provided under this Contract, tangible personal property purchased for use in the performance of this Contract and not completely consumed, or other taxable services used to perform this Contract, or other taxes required by law in connection with this Contract.

28. Compliance with Laws, Charter, Ordinances. Contractor, its agents, employees and subcontractors must comply with all applicable federal and state laws, the ordinances of the City of Fair Oaks Ranch, and with all applicable rules and regulations promulgated by local, state and national boards, bureaus and agencies. Contractor must obtain all necessary permits, bonds and licenses that are required in completing the work contracted for in this agreement.

29. Liquidated Damages. Contractor hereby acknowledges that the award of the contract includes the requirement to timely commence the work on the Project in accordance with the fully executed Contract. Contractor hereby further agrees to pay to City as liquidated damages the applicable sum quoted below, for each calendar day in excess of the time set forth for completion of the Project. Time of completion is of the essence for the Project.

For each day that any work shall remain uncompleted after the time specified in the Contract, or the increased time granted by the City, or as equitably increased by additional work or materials ordered after the Contract is executed, the sum per day given in the following schedule, unless otherwise specified in the special provisions, shall be deducted from the monies due from the City:

AMOUNT OF CONTRACT	AMOUNT OF LIQUIDATED DAMAGES
Less than \$25,000.00	\$100.00 Per Day
\$25,000.00 to \$99,999.99	\$150.00 Per Day
\$100,000.00 to \$499,999.99	\$200.00 Per Day
\$500,000.00 to \$1,000,000.00	\$250.00 Per Day
More than \$1,000,000.00 (sliding scale)	\$350 Per Day first 30 days; \$400 Per Day 31-60 days; \$500 Per Day 90 days and beyond

The sum of money thus deducted for such delay, failure or non-completion is not to be considered as a penalty, but shall be deemed, taken and treated as reasonable liquidated damages, per day that the default shall continue after the time stipulated in the Contract for completing the work. The said amounts are fixed and agreed upon because of the impracticability and extreme difficulty of fixing and ascertaining the actual damages that the City in such event would sustain; and said amounts are agreed to be the amounts of damages which the City would sustain and which shall be retained from the monies due, or that may become due, under the Contract; and if said monies be insufficient to cover the amount owing, then the surety shall pay any additional amounts due. Notwithstanding the foregoing, in the event that the actual damages incurred by the City exceed the amount of liquidated damages, the City shall be entitled to recover its actual damages.

30. Warranty

The Contractor shall provide a warranty covering defect of material and workmanship for one calendar year following final completion of the Project.

31. Retainage

For each progress payment made prior to Final Completion of the Work, the City may withhold retainage in the amount of 10%. Retainage will be released upon achievement of Final Completion and acceptance by the City.

EXECUTED on _____.

CITY:

CONTRACTOR:

By: _____

By: _____

Name: Scott M. Huizenga

Name: _____

Title: City Manager

Title: _____

ADDRESS FOR NOTICE:

CITY

CONTRACTOR

City of Fair Oaks Ranch
Attn: Scott M. Huizenga
7286 Dietz Elkhorn
Fair Oaks Ranch, TX 78015

JCM Commercial Services LLC
223 Granada Dr.
Universal City, TX 78015

Exhibit "A"
SCOPE OF SERVICES

**CITY OF FAIR OAKS RANCH
FY23-24 SEALCOATING PROJECT
PRICING FORM**

Bid Item	Unit Price	Extended Price
Mobilization Includes mobilization and cost for any required Payment and/or Performance Bonds	\$ <u>8500</u> /ls	\$ <u>8,500</u>
Sealcoating 37,939 square yards	\$ <u>2.16</u> /sy	\$ <u>81,948.24</u>

Total Bid Amount \$ 90,448.24

By signing below, company acknowledges it has received all bidding documents and instructions, and agrees to execute the Standard Construction Services Agreement if awarded a contract for this Project and promptly supply any required insurance certificate(s) and/or endorsements, Payment and Performance Bonds upon request by the City and prior to commencement of work. The required certified check, cashier's check or bid bond shall be included and immediately follow this executed Unit Pricing Form.

COMPANY: JCM Commercial Services LLC

AUTHORIZED COMPANY REPRESENTATIVE Joshua Alexander

SIGNATURE: 

DATE 05/30/2024

Exhibit "B"**REQUIREMENTS FOR ALL INSURANCE DOCUMENTS**

The Contractor shall comply with each and every condition contained herein. The Contractor shall provide and maintain the minimum insurance coverage set forth below during the term of its agreement with the City. Any Subcontractor(s) hired by the Contractor shall maintain insurance coverage equal to that required of the Contractor. It is the responsibility of the Contractor to assure compliance with this provision. The City of Fair Oaks Ranch accepts no responsibility arising from the conduct, or lack of conduct, of the Subcontractor.

INSTRUCTIONS FOR COMPLETION OF INSURANCE DOCUMENT

With reference to the foregoing insurance requirements, Contractor shall specifically endorse applicable insurance policies as follows:

1. The City of Fair Oaks Ranch shall be named as an additional insured with respect to General Liability and Automobile Liability **on a separate endorsement.**
2. A waiver of subrogation in favor of The City of Fair Oaks Ranch shall be contained in the Workers Compensation and all liability policies and must be provided **on a separate endorsement.**
3. All insurance policies shall be endorsed to the effect that The City of Fair Oaks Ranch will receive at least thirty (30) days written notice prior to cancellation or non-renewal of the insurance.
4. All insurance policies, which name The City of Fair Oaks Ranch as an additional insured, must be endorsed to read as primary and non-contributory coverage regardless of the application of other insurance.
5. **Chapter 1811 of the Texas Insurance Code, Senate Bill 425 82(R) of 2011, states that the above endorsements cannot be on the certificate of insurance. Separate endorsements must be provided for each of the above.**
6. All insurance policies shall be endorsed to require the insurer to immediately notify The City of Fair Oaks Ranch of any material change in the insurance coverage.
7. All liability policies shall contain no cross-liability exclusions or insured versus insured restrictions.
8. Required limits may be satisfied by any combination of primary and umbrella liability insurances.
9. Contractor may maintain reasonable and customary deductibles, subject to approval by The City of Fair Oaks Ranch.
10. Insurance must be purchased from insurers having a minimum AmBest rating of B+.
11. All insurance must be written on forms filed with and approved by the Texas Department of Insurance. (ACORD 25 2010/05). Coverage must be written on an occurrence form.
12. Contractual Liability must be maintained covering the Contractors obligations contained in the contract. Certificates of Insurance shall be prepared and executed by the insurance company or its authorized agent and shall contain provisions

- representing and warranting all endorsements and insurance coverages according to requirements and instructions contained herein.
13. Upon request, Contractor shall furnish The City of Fair Oaks Ranch with certified copies of all insurance policies.
 14. A valid certificate of insurance verifying each of the coverages required above shall be issued directly to the City of Fair Oaks Ranch within ten (10) business days after contract award and prior to starting any work by the successful Contractor's insurance agent of record or insurance company. Also, prior to the start of any work and at the same time that the Certificate of Insurance is issued and sent to the City of Fair Oaks Ranch, all required endorsements identified in sections A, B, C and D, above shall be sent to the City of Fair Oaks Ranch. The certificate of insurance and endorsements shall be sent to:

City of Fair Oaks Ranch
Attn: Clayton Hoelscher, Procurement Manager
Email: choelscher@fairoaksranchtx.org
7286 Dietz Elkhorn
Fair Oaks Ranch, Texas 78015

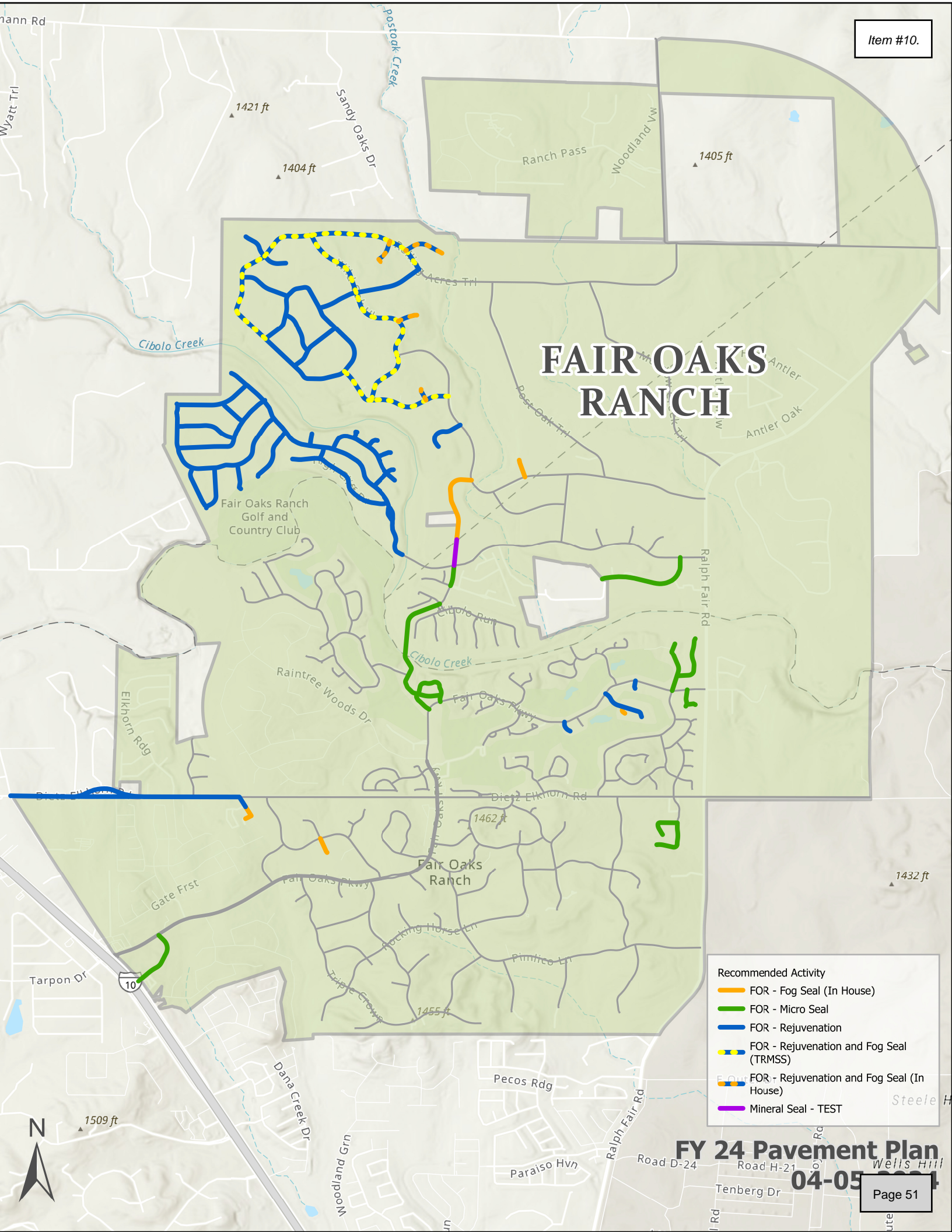
Exhibit "C"

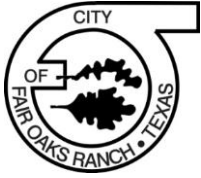
EVIDENCE OF INSURANCE

***WILL BE OBTAINED PRIOR TO CONTRACT EXECUTION**

FAIR OAKS RANCH

- Recommended Activity**
- FOR - Fog Seal (In House)
 - FOR - Micro Seal
 - FOR - Rejuvenation
 - — FOR - Rejuvenation and Fog Seal (TRMSS)
 - — FOR - Rejuvenation and Fog Seal (In House)
 - Mineral Seal - TEST





**CITY COUNCIL CONSENT ITEM
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Approval of Council Member Stroup’s absence from the June 6, 2024 Regular City Council meeting
DATE: June 20, 2024
DEPARTMENT: City Council
PRESENTED BY: Consent Item – Emily Stroup, Council Member Place 1

INTRODUCTION/BACKGROUND:

Council Member Stroup requests approval from missing the June 6, 2024 Regular City Council meeting due to personal reasons.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

Complies with Section 3.09 of the Home Rule Charter.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

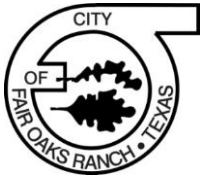
N/A

LEGAL ANALYSIS:

N/A

RECOMMENDATION/PROPOSED MOTION:

Consent Item – I move to approve Council Member Stroup’s absence from the June 6, 2024 Regular City Council meeting.



**CITY COUNCIL CONSIDERATION ITEM
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Consideration and approval of a resolution by the City Council of the City of Fair Oaks Ranch, Texas authorizing and approving Publication of Notice of Intention to issue Certificates of Obligation; complying with the requirements contained in Securities and Exchange Commission Rule 15c2-12; and providing an effective date.

DATE: June 20, 2024

DEPARTMENT: Finance

PRESENTED BY: Summer Fleming, Director of Finance
Grant Watanabe, P.E., Director of Public Works and Engineering Services
Andrew Friedman, Managing Director, SAMCO Capital

INTRODUCTION/BACKGROUND:

On October 21, 2021, the City Council approved the City’s proposed 5-year Water, Wastewater, and Reuse Capital Improvement Plan. And on January 20, 2022, the City Council approved the proposed FY 2022-27 Drainage Capital Improvement Plan. More recently, the City Council reviewed the FY 2024-28 Proposed Capital Improvements Plan during a budget workshop on July 20, 2023, and reviewed financing scenarios and a draft timeline for approving the plan.

On October 5, 2023, City Council approved a Resolution appointing members of the Capital Improvements Advisory Committee to serve as the ad hoc Bond Advisory Committee (BAC) to the Council and directed the City Manager to develop financing options. In five open meetings held between October 2023 and January 2024, the BAC reviewed each roadway and drainage project and presented its report and recommendation to City Council on January 18, 2024.

The BAC later met in four open meetings between April and May 2024 to review each water and wastewater project and submitted their report and recommendation to City Staff on May 31, 2024.

This Resolution authorizes and approves publication of a Notice of Intention to issue Certificates of Obligation for the purpose of paying contractual obligations of the City to be incurred for drainage, water, and wastewater projects. The Notice of Intent is a statutory requirement in the event the City Council authorizes the issuance of Certificates of Obligation in September 2024 for projects budgeted in FY 2024-25; however, this notice does not require the certificates to be issued.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

- Supports Priority 1.4 to Develop Sustainable Financing Strategies Aligned with Service Delivery Expectations of the Strategic Action Plan.
- Supports Priority 3.1 to Enhance and Ensure Continuity of Reliable Water Resources in Accordance with CCN Obligations.

- Supports Priority 3.2 to Enhance and Ensure Continuity of Reliable Wastewater Treatment in Accordance with CCN Obligations.
- Supports Priority 3.3 to Enhance and Ensure Continuity of Reliable Drainage Improvement Initiatives.

One important benefit of using debt to fund the capital budget is that each generation of utility users or taxpayers pays for its use of capital facilities. Other advantages are that user fees or tax rates can be maintained at consistent levels and projects can be built as they are needed rather than delayed until sufficient funds for their construction are accumulated.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

Long-term financial impacts are based on a proposed project schedule the City provided SAMCO Capital for the issuance of debt over a five-year period. SAMCO proposes three issuances totaling \$18,005,000 to fund Water and Wastewater projects. The first issuance of \$3.735 million in September 2024 would result in utility debt obligations, including principal and interest, totaling \$5,282,213 over 20 years. The water debt service fee and wastewater debt service fee will be calculated annually during the budget process by dividing the annual debt service payment by the number of water and wastewater connections on July 1 of each year. Revenue earned from the water debt service fee would pay the debt service for water projects and revenue earned from the wastewater debt service fee will be used to pay the debt service for wastewater projects. The estimated Water Debt Service Fee would go from \$7.33 in FY 2023-24 to \$24.16 in FY 2024-25, and the estimated Wastewater Debt Service fee would go from \$2.26 to \$17.33.

For drainage projects SAMCO proposes two issuances totaling \$1.865 million. The first issuance of Certificates of Obligation in the amount of \$250,000 would result in debt obligations, including principal and interest, totaling \$368,788 over 20 years. When considering the issuance of CO's for drainage with the issuance of General Obligation bonds for roadways, the estimated maximum annual increase to the City's Interest and Sinking (I&S) tax rate would be \$0.0228, or \$22.80 per \$100,000 of taxable value. Individual homeowner impacts range from an annual increase of \$91.08 for a home with a net taxable value of \$400,000 to \$341.55 for a home with net taxable value of \$1,500,000.

LEGAL ANALYSIS:

Approved as to form.

RECOMMENDATION/PROPOSED MOTION:

I move that the City Council adopt a resolution authorizing and approving a Publication of Notice of Intent to issue Certificates of Obligation.

A RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS AUTHORIZING AND APPROVING PUBLICATION OF NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION; COMPLYING WITH THE REQUIREMENTS CONTAINED IN SECURITIES AND EXCHANGE COMMISSION RULE 15c2-12; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the City Council (*the City Council*) of the City of Fair Oaks Ranch, Texas (*the City*) has determined that it is advisable and necessary to issue and sell one or more series of certificates of obligation (*the Certificates*) in an amount not to exceed \$3,985,000 as provided pursuant to the provisions of the Certificate of Obligation Act of 1971, as amended, Texas Local Government Code, Section 271.041 through Section 271.064, for the purpose of paying contractual obligations of the City to be incurred for making permanent public improvements and for other public purposes, to-wit: (1) designing, constructing, acquiring, purchasing, renovating, enlarging, and improving the City’s utility system; (2) providing for drainage improvements, including designing, engineering, and construction costs related thereto; (3) the purchase of materials, supplies, equipment, land, and rights-of-way for authorized needs and purposes; and (4) payment for professional and employee services relating to the design, construction, project management, inspection, consultant services, and financing of the aforementioned projects. The Certificates will be payable from the levy of an annual ad valorem tax, within the limitations prescribed by law, upon all taxable property within the City and from a lien on and pledge of certain of the net revenues derived from the operation of the City’s utility system. The Certificates are to be issued, and this notice is given, under and pursuant to the provisions of the Certificate of Obligation Act of 1971, as amended, Texas Local Government Code Section 271.041 through Section 271.064, Chapter 1502, as amended, Texas Government Code, and the City’s Home Rule Charter; and,

WHEREAS, prior to the offering, sale, and issuance of the Certificates, the appropriate officials of the City must review and approve the distribution of a “deemed final” preliminary official statement (*the Official Statement*) in order to comply with the requirements contained in 17 C.F.R. §240.15c2-12 (*the Securities and Exchange Commission Rule*); and, and,

WHEREAS, based upon their review of the Official Statement, the appropriate officials of the City must find to the best of their knowledge and belief, after reasonable investigation, that the representations of facts pertaining to the City contained in the Official Statement are true and correct and that, except as disclosed in the Official Statement, there are no facts pertaining to the City that would adversely affect the issuance of the Certificates or the City’s ability to pay the debt service requirements on the Certificates when due, and,

WHEREAS, the City Council will comply with the requirements contained in the Securities and Exchange Commission Rule concerning the creation of a contractual obligation between the City and the proposed purchaser(s) of the Certificates (*the Purchasers*) to provide the Purchasers with an Official Statement in a time and manner that will enable the Purchasers to comply with the distribution requirements and continuing disclosure requirements contained in the Securities and Exchange Commission Rule, and,

WHEREAS, the City Council authorizes the Mayor, City Manager, City Secretary, the Director of Finance, and the City Attorney, as appropriate, or their designees, to review, approve, and execute

any document or certificate in order to allow the City to comply with the requirements contained in the Securities and Exchange Commission Rule; and,

WHEREAS, prior to the issuance of the Certificates, the City Council is required to publish notice of its intention to issue the Certificates in a newspaper of general circulation in the City, and if the City maintains an internet website, publish such notice of intent on the City’s internet website, such notice stating (i) the time and place the City Council tentatively proposes to pass the ordinance authorizing the issuance of the Certificates, (ii) the purposes for which the Certificates are to be issued, (iii) the manner in which the City Council proposes to pay the Certificates; (iv) the then-current principal amount of all outstanding ad valorem debt obligations of the City; (v) the then-current combined principal and interest required to pay all outstanding ad valorem debt obligations of the City on time and in full, which may be based on the City’s expectations relative to the interest due on any variable rate ad valorem debt obligations; (vi) the maximum principal amount of the Certificates to be authorized; (vii) the estimated interest rate for the Certificates to be authorized or that the maximum interest rate for the Certificates may not exceed the maximum legal interest rate; and (viii) the maximum maturity date of the Certificates to be authorized; and,

WHEREAS, the City Council hereby finds and determines that such documents pertaining to the sale of the Certificates should be approved, and the City should proceed with the giving of notice of intention to issue the Certificates in the time, form, and manner provided by law; and,

WHEREAS, the City Council hereby finds and determines that the adoption of this resolution is in the best interests of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

Section 1. The City Secretary is hereby authorized and directed to cause notice to be published of the City Council’s intention to issue the Certificates in an amount not to exceed \$3,985,000 for the purpose of paying contractual obligations of the City to be incurred for making permanent public improvements and for other public purposes, to-wit: (1) designing, constructing, acquiring, purchasing, renovating, enlarging, and improving the City’s utility system; (2) providing for drainage improvements, including designing, engineering, and construction costs related thereto; (3) the purchase of materials, supplies, equipment, land, and rights-of-way for authorized needs and purposes; and (4) payment for professional and employee services relating to the design, construction, project management, inspection, consultant services, and financing of the aforementioned projects. The Certificates will be payable from the levy of an annual ad valorem tax, within the limitations prescribed by law, upon all taxable property within the City and additionally from a pledge of and lien on certain revenues derived from the operation of the City’s utility system. The notice hereby approved and authorized to be published shall read substantially in the form and content of Exhibit A attached hereto, which notice is incorporated herein by reference as a part of this resolution for all purposes.

Section 2. The City Secretary shall cause the notice described in Section 1 to be published in a newspaper of general circulation in the City, once a week for two consecutive weeks, the date of the first publication shall be at least forty-six (46) days prior to the date stated therein for passage of the ordinance authorizing the issuance of the Certificates.

Additionally, the City Secretary shall cause the notice described in Section 1 to be posted continuously on the City’s website for at least forty-five (45) days prior to the date stated therein for passage of the ordinance authorizing the issuance of the Certificates.

- Section 3.** The Mayor, City Manager, City Secretary, the Director of Finance, and the City Attorney, as appropriate, or their designees, are authorized to review and approve the Official Statement pertaining to the offering, sale, and issuance of the Certificates and to execute any document or certificate in order to comply with the requirements contained in the Securities and Exchange Commission Rule.
- Section 4.** That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.
- Section 5.** All resolutions or parts thereof, which are in conflict or inconsistent with any provision of this resolution are hereby repealed to the extent of such conflict, and the provision of this resolution shall be and remain controlling as to the matters resolved herein.
- Section 6.** This resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.
- Section 7.** If any provision of this resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this resolution would have been enacted without such invalid provision.
- Section 8.** That it is officially found, determined, and declared that the meeting at which this resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this resolution, was given, all as required by Chapter 551, as amended, Texas Government Code.
- Section 9.** This resolution shall be in force and in effect from and after the date of its adoption, and it is so resolved.

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PASSED AND APPROVED, this the 20th day of June, 2024.

Gregory C. Maxton, Mayor

ATTEST:

Christina Picioccio, TRMC, City Secretary

(SEAL)

NOTICE OF INTENTION TO ISSUE
CITY OF FAIR OAKS RANCH, TEXAS
CERTIFICATES OF OBLIGATION

NOTICE IS HEREBY GIVEN that the City Council of the City of Fair Oaks Ranch, Texas will convene at its regular meeting place in the City Hall in Fair Oaks Ranch, Texas, at 6:30 o'clock P.M., Fair Oaks Ranch, Texas time on September 5, 2024, and, during such meeting, the City Council will consider the passage of an ordinance or ordinances and take such other actions as may be deemed necessary to authorize the issuance of one or more series of certificates of obligation in an aggregate principal amount not to exceed \$3,985,000 for the purpose or purposes of paying contractual obligations of the City to be incurred for making permanent public improvements and for other public purposes, to-wit: (1) designing, constructing, acquiring, purchasing, renovating, enlarging, and improving the City's utility system; (2) providing for drainage improvements, including designing, engineering, and construction costs related thereto; (3) the purchase of materials, supplies, equipment, land, and rights-of-way for authorized needs and purposes; and (4) payment for professional and employee services relating to the design, construction, project management, inspection, consultant services, and financing of the aforementioned projects. The certificates of obligation (the *Certificates*) will be payable from the levy of an annual ad valorem tax, within the limitations prescribed by law, upon all taxable property within the City and from a lien on and pledge of certain revenues derived by the City from the operation of the City's utility system. In accordance with Section 271.049, as amended, Texas Local Government Code, (i) the current principal amount of all of the City's outstanding public securities secured by and payable from ad valorem taxes is \$4,530,000; (ii) the current combined principal and interest required to pay all of the City's outstanding public securities secured by and payable from ad valorem taxes on time and in full is \$4,859,210.50; (iii) the estimated combined principal and interest required to pay the Certificates to be authorized on time and in full is \$5,651,001.00; (iv) the maximum interest rate for the Certificates may not exceed the maximum legal interest rate; and (v) the maximum maturity date of the Certificates to be authorized is February 1, 2044. The Certificates are to be issued, and this notice is given, under and pursuant to the provisions of the Certificate of Obligation Act of 1971, as amended, Texas Local Government Code Section 271.041 through Section 271.064, Chapter 1502, as amended, Texas Government Code and the City's Home Rule Charter.

 /s/ Christina Picioccio
City Secretary,
City of Fair Oaks Ranch, Texas



Certificates of Obligation Proposal for Water, Wastewater and Drainage Projects

June 20, 2024



Summer Fleming, Director of Finance
Grant Watanabe, P.E., Director of Public Works and Engineering Services



Projects Under Consideration



Drainage

- 11 Projects
- \$1.9 million



Roadways

- 4 projects
- \$16 million



Buildings/Other

- 2 projects
- \$3 million



Water/Wastewater

- 11 Projects
- \$20.8 million



CIP Assumptions and Methodology

- Uses Council-adopted CIP priorities
- Combination of cash and debt financing
- 20-year debt financing
- Phase-in of projects over five-year period
- Projects with design completed or underway prioritized over new starts



Available Funding Sources

- Utility Capital Reserve Fee
- Utility Impact Fee
- Debt Issuance
 - Certificates of Obligation (CO) – No election required, but voters retain the right of referendum

Water CIP Projects

	2023	2024	2025	2026	2027	2028	2029	Total
Willow Wind Dr./Red Bud Hill Waterline (29R)	\$35,836	\$34,869	\$879,807	\$-	\$-	\$-	\$-	\$950,512
Elevated Storage Tank (2W)	335,117	161,833	-	4,367,901	3,914,527	-	-	8,779,378
Rolling Acres Tr. Waterline Rehabilitation (28R)	30,011	36,783	610,941	-	-	-	-	677,735
Expand Plant No. 5 (5W)	5,856	223,643	1,320,800	-	-	-	-	1,550,299
Old Fredericksburg Rd. Waterline (21W)	25,857	266,063	270,400	-	-	-	-	562,320
Upgrade Electrical at Plant No. 3 Pump Station (5R)	-	-	74,419	318,519	-	-	-	392,939
SAWS Emergency Interconnect	-	-	30,000	170,000	-	-	-	200,000
Ground Storage Tank at Plant No. 4	-	-	-	-	400,000	-	-	400,000
Water Total	\$432,677	\$723,191	\$3,186,637	\$4,856,420	\$4,314,527	\$-	\$-	\$13,513,182

SAWS Emergency Interconnect

- Project constructs an emergency interconnect with SAWS to provide a backup water source for Zone C
- Improves resiliency in the event of extended power outage or other event where FORU is unable to provide adequate flow or pressure
- Planned location is near intersection of Fair Oaks Parkway and IH-10 Access Rd.
- **Total Estimated Cost = \$200,000**

Prioritization Score: New project
 “Must Do” Project [Resiliency, Regulatory (SB3)]



Plant No. 4 Ground Storage Tank



- Project constructs a new 50,000-60,000 gallon tank to replace existing tank in poor condition (nearly 40 years old)
- Existing tank is undersized causing wells to frequently cycle on/off
- Increased storage capacity and standby generator (currently in construction) will improve resiliency and take advantage of high-producing wells
- **Total Estimated Cost = \$400,000**

Prioritization Score: New project
“Should Do” Project (Resiliency, Potential Regulatory Deficiencies)





Wastewater CIP Projects

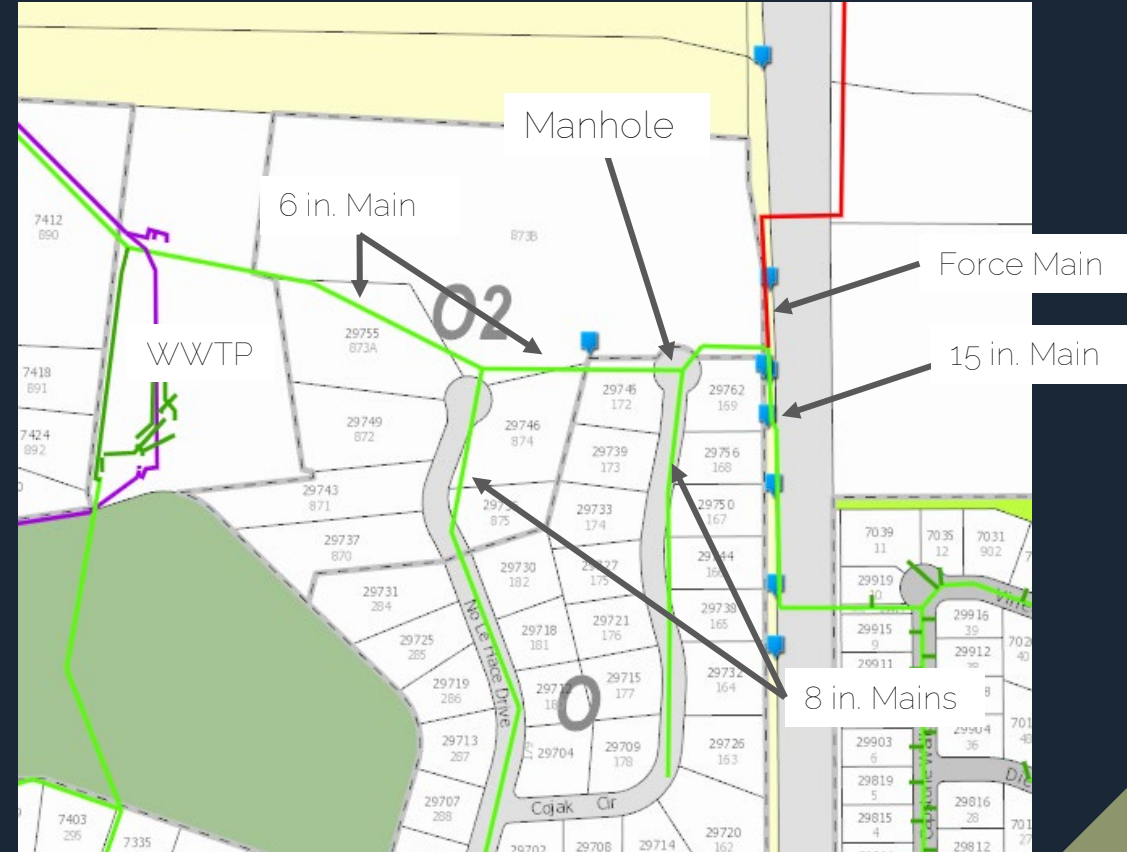
	2023	2024	2025	2026	2027	2028	2029	Total
Wastewater Treatment Plant Phase 1 Expansion (2S)	\$293,996	\$917,253	-	\$1,714,987	\$2,737,530	-	-	\$5,663,766
Install Sewer Line and Decommission Falls Lift Station (1S)	-	-	-	113,521	811,763	-	-	925,284
Cojak Circle Manhole and Sewer Upgrade	-	-	650,000	-	-	-	-	650,000
Wastewater Total	\$293,996	\$917,253	\$650,000	\$1,828,508	\$3,549,293	\$-	\$-	\$7,239,050



Cojak Circle Manhole and Sewer Upgrade

- Project upgrades Cojak Circle manhole and 1,200 linear feet of 6-inch sewer line which is undersized.
- Flow from Arbors, Setterfeld, No Le Haze and Cojak Circle cause backups and high levels in manhole.
- Ongoing construction in the Arbors will exacerbate the issue, may result in spills during peak flow events.
- **Total Estimated Cost = \$650,000**

Prioritization Score: New project
 “Must Do” Project (Resiliency, Health and Safety)



Funding Options for Remaining CIP Projects



- Fund Through Operational Budget
 - Well K6 Electrical (11R) - \$60,000
 - Well CR1 Electrical (16R) - \$60,000
 - Improvements at School Lift Station (8R) - \$303,470
 - Improvements at Deer Meadow Lift Station No. 1 (10R) - \$179,487
 - Improvements at Deer Meadow Lift Station No. 2 (10R) - \$179,487
- Fund Through Long-Term Tank Maintenance Plan
 - Elmo Davis GST #1 & #2 Rehab (1R, 2R) - \$400,400
- Not Needed At This Time Due to Other Recent Upgrades
 - Expand Elmo Davis Water Plant Zone C (6W) - \$1,588,363
 - Upgrade Electrical at Elmo Davis Pump Station(3R) - \$482,620



Utilities – Debt Service Fees

Water Debt Service

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Water Connections	3,197	3,213	3,229	3,245	3,261	3,278	3,294
Water Debt Service	\$285,386	\$282,671	\$936,148	\$943,503	\$944,412	\$945,354	\$960,379
Water Debt Service Fee	\$7.44	\$7.33	\$24.16	\$24.23	\$24.13	\$24.03	\$24.30

Wastewater Debt Service

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
Wastewater Connections	1,977	1,989	1,999	2,009	2,019	2,029	2,039
Wastewater Debt Service	\$54,359	\$53,842	\$415,721	\$416,571	\$418,017	\$415,829	\$415,854
Wastewater Debt Service Fee	\$2.29	\$2.26	\$17.33	\$17.28	\$17.25	\$17.08	\$16.99

Drainage CIP Projects

	2023	2024	2025	2026	2027	2028	2029	Total
28907 Chartwell Lane (35)	\$-	\$64,829	\$-	\$-	\$-	\$-	\$-	\$64,289
8472 Rolling Acres Tr (2)	-	-	67,600	162,240	-	-	-	229,840
8040 Rolling Acres Tr (4)	-	-	67,600	162,240	-	-	-	229,840
Vestal Park Culvert (42)	-	-	113,844	-	-	-	-	113,844
8426 Triple Crown (41)	-	-	-	-	253,094	-	-	253,094
8312 Triple Crown (43)	-	-	-	-	269,967	-	-	269,967
32030 Scarteen (53)	-	-	-	-	-	72,331	193,853	266,184
31988 Scarteen (44)	-	-	-	-	-	100,000	-	100,000
7644 Pimlico Lane (46)	-	-	-	-	-	100,000	-	100,000
8045 Flagstone Hill (63)	-	-	-	-	-	-	100,000	100,000
8402 Battle Intense LWC (23)	-	-	-	-	-	-	200,000	200,000
Drainage Total	\$-	\$64,829	\$294,044	\$324,480	\$523,062	\$272,331	\$493,853	\$1,927,599



Summary

- Certificates of Obligation for FY 2024-25
 - Water CIP Projects (6) - \$3,081,947
 - Wastewater CIP Projects (1) - \$650,000
 - Drainage CIP Projects (3) - \$249,044
 - Combined Debt Issuance (in increments of \$5,000) - \$3,985,000
 - See CO Debt Schedule and Pro Forma for details
- Bond Advisory Committee Recommendations
 - Includes all Drainage CIP Projects listed on previous slide
 - Includes all Water and Wastewater CIP Projects listed on previous slides
- Publication of Notice of Intent
- Subject to Petition by Registered Voters (5% threshold)



Questions?



Backup

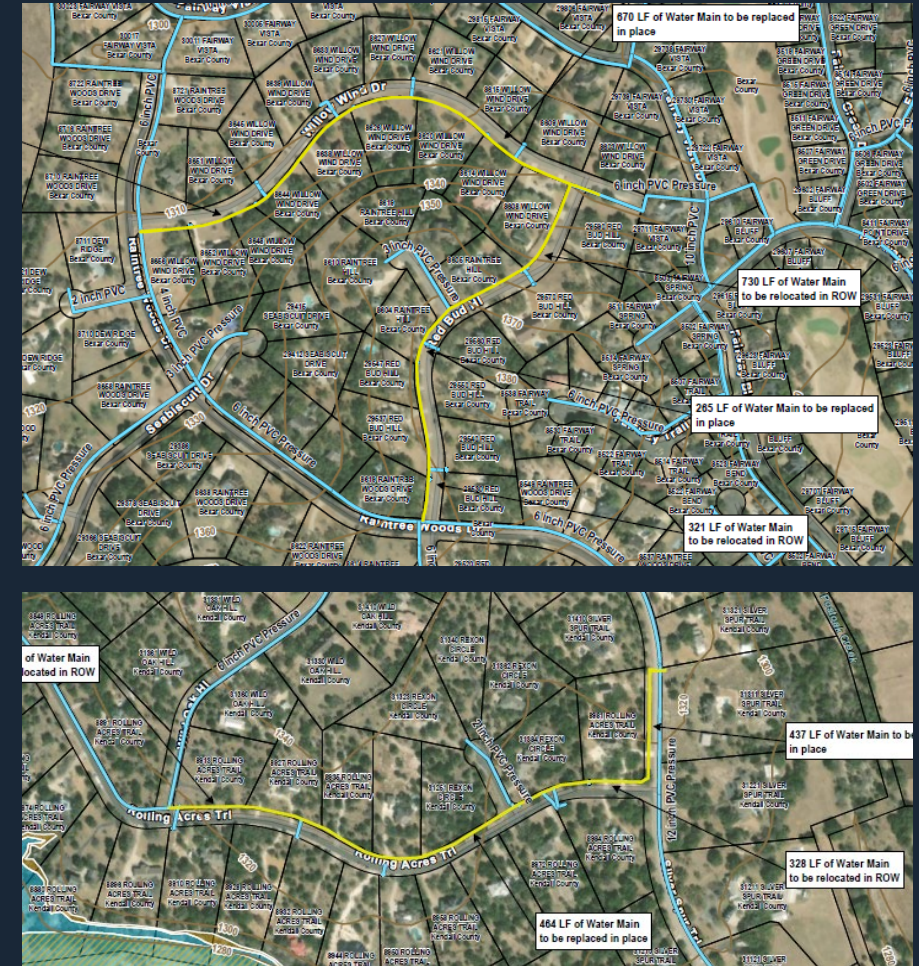


Willow Wind/Red Bud Hill Water Line Replacement (29R) Rolling Acres Trail Water Line Replacement (28R)

- Project replaces approximately 3,300 feet of waterline on Willow Wind Drive/Red Bud Hill and approximately 2,300 feet of waterline on Rolling Acres Trail.
- Main breaks (3-4 per year) are becoming more frequent
- Reduces O&M costs, service disruption to customers, and water loss
- **Total Estimated Cost = \$1,628,247**

Prioritization Score: 48

“Must Do” Project (Resiliency, high O&M costs)

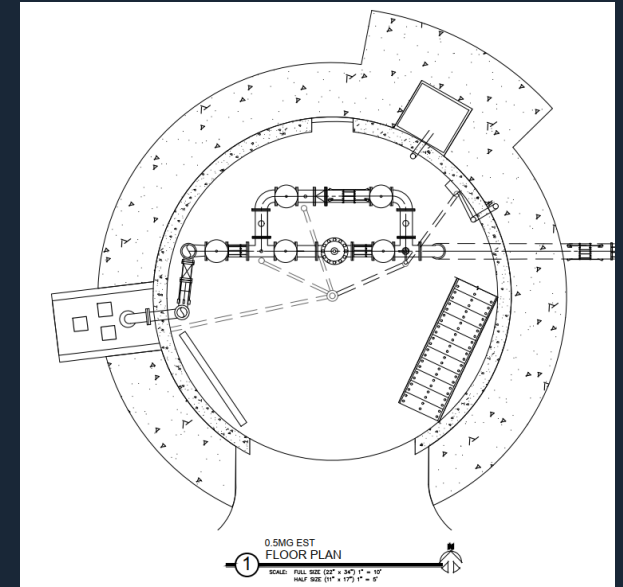
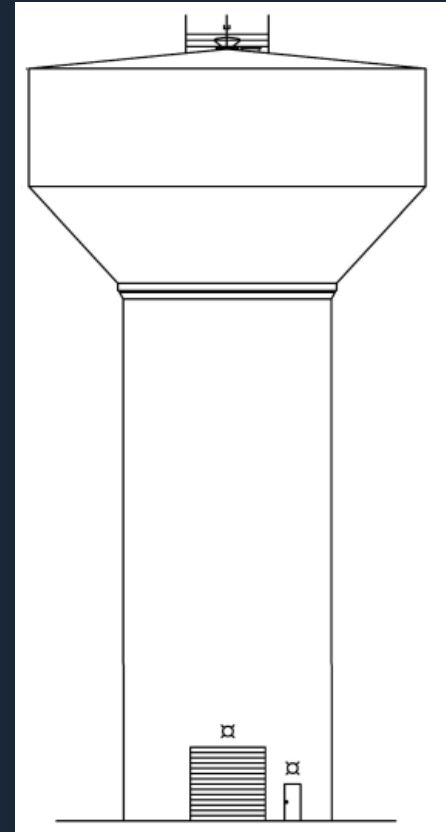


Elevated Storage Tank (2W)

- Constructs a 500,000 gallon EST to improve water supply and pressure during peak demand, provide adequate fire protection, and reserve storage during extended power outage
- Large parts of the City fall below the NFPA minimum requirement to combat a house fire (1000 gallons per minute for 1 hour).
- In 2017, TCEQ cited the City for exceeding Zone A & C hydrotank capacity. The City responded that it plans to construct an EST to serve Zone A.
- **Total Estimated Cost = \$8,779,378**

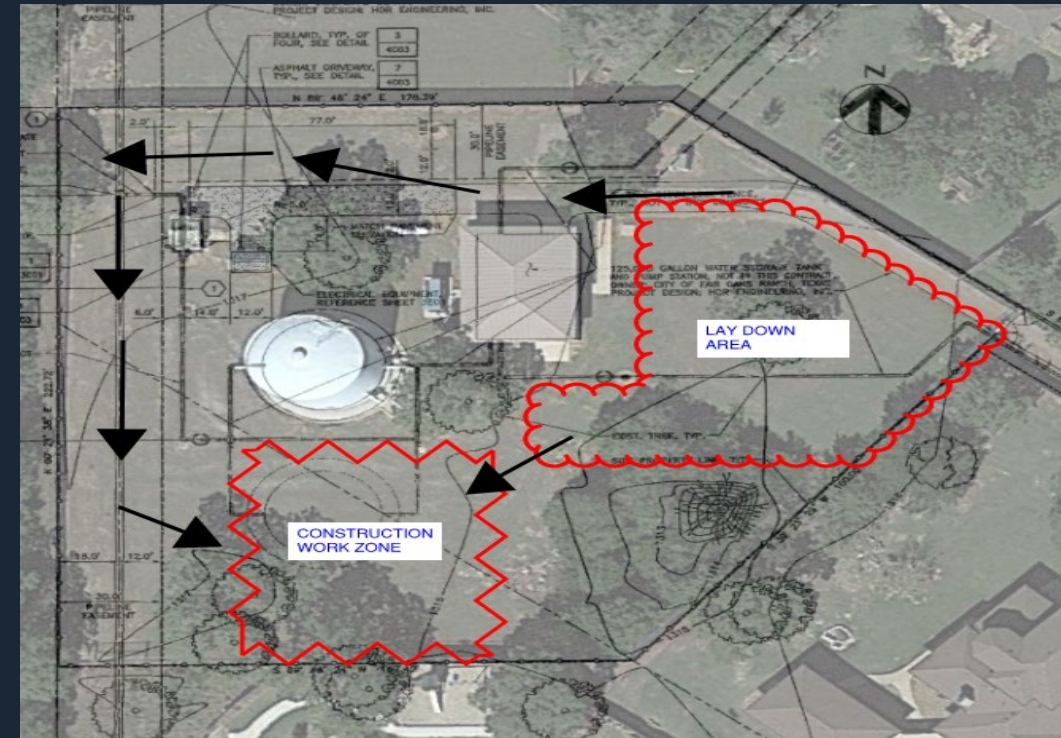
Prioritization Score: 33

“Must Do” Project (Resiliency, Regulatory)



Expand Plant No. 5 (5W)

- Constructs a new 500,000 gallon Ground Storage Tank (GST) at Plant 5 to improve utility operations and resiliency during periods of high demand and extended power outages.
- The existing 125,000 gallon tank turns over multiple times a day. It is not capable of meeting peak demand each summer.
- Plant 5 supplies GBRA water directly to Plant 3 (Zone A) and Plant 1 (Zones B and C). The GST storage will enable utility staff to pump water to where it is needed most.
- **Total Estimated Cost = \$1,550,299**



Prioritization Score: 34

“Must Do” Project (Resiliency, Regulatory)

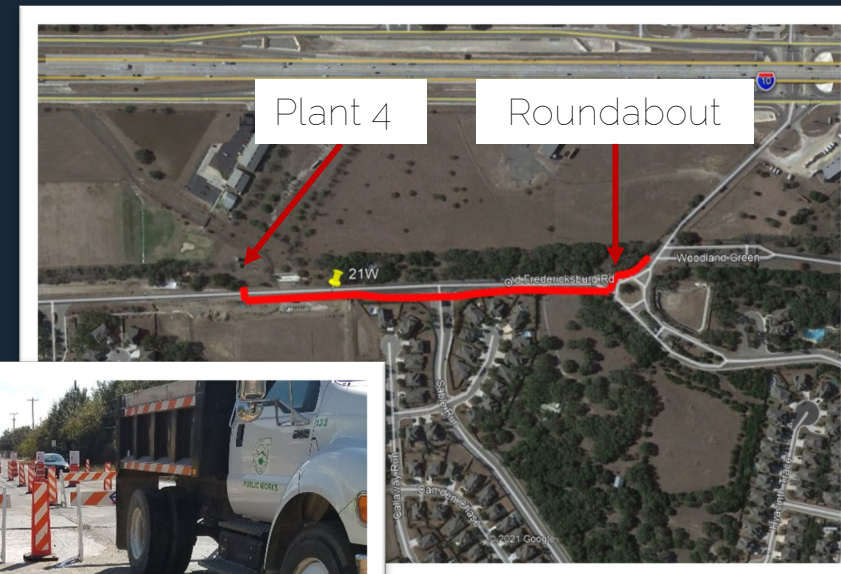


Old Fredericksburg Water Line Replacement (21W)

- Project replaces approximately 2700 linear feet of water main along and under Old Fredericksburg Rd.
- Main breaks (2 per year) are becoming more frequent and expensive due to traffic control requirements.
- Planned in conjunction with Bexar County road reconstruction project to gain efficiencies and reduce closure impact.
- **Total Estimated Cost = \$562,320**

Prioritization Score: 26

“Should Do” Project (Reduced O&M, City Priority)





Elmo Davis GST #1 & #2 Rehab (1R, 2R)

- Elmo Davis GSTs were last coated in 2004 and 2010. Due to the harsh Texas climate, tanks are normally coated every 10 years (exterior) and 15 years (interior) to prevent deterioration.
- As an alternative to CIP projects, staff recommends a long-term tank maintenance plan since all GSTs require regular inspection, cleaning, recoating and rehab to meet TCEQ requirements.
- **Total Estimated Cost = \$400,400**

Prioritization Score: 33

“Should Do” Project (Reduced O&M, Regulatory)





Upgrade Electrical at Plant No. 3 (5R)

- Project installs Variable Frequency Drives (VFDs), modern electrical panels and other components to reduce wear and tear on equipment (motors, pumps, check valves, etc.) and improve utility operations.
- Plant 3 is the only major plant without VFDs.
- Existing electrical equipment is beyond its expected service life and requires replacement.
- **Total Estimated Cost = \$392,939**



Prioritization Score: 24

“Should Do” Project (Resiliency, Reduced O&M)

Upgrade Electrical Elmo Davis Pump Station (3R) Expand Elmo Davis Zone C (6W)



- Project installs a VFD, electrical panel and other components for Pump 3 (backup) at the Elmo Davis Pump Station. Upgrades for Pumps 1 and 2 have already been completed.
- Recent pump upgrades at Plant No. 2 and planned upgrades at Plant No. 4 (both serve Zone C) have alleviated the need for Elmo Davis Zone C expansion at this time.
- **Total Estimated Cost = \$2,070,983**



Prioritization Score: 20 (3R) / 34 (6W)
“Nice To Do” Project (Minor Resiliency Improvement)

Well K6 Electrical (11R) Well CR1 Electrical (16R)



Item #12.

- Project replaces electrical service head, panels, conductors and associated components. Existing equipment is beyond expected service life.
- As an alternative to debt financing, staff recommends addressing these repairs as part of the regular budget process (i.e. cash funding).
- **Total Estimated Cost = \$60,000 each**



Prioritization Score: 20 (11R), 16 (16R)

“Nice To Do” Project (Minor Resiliency Improvement)



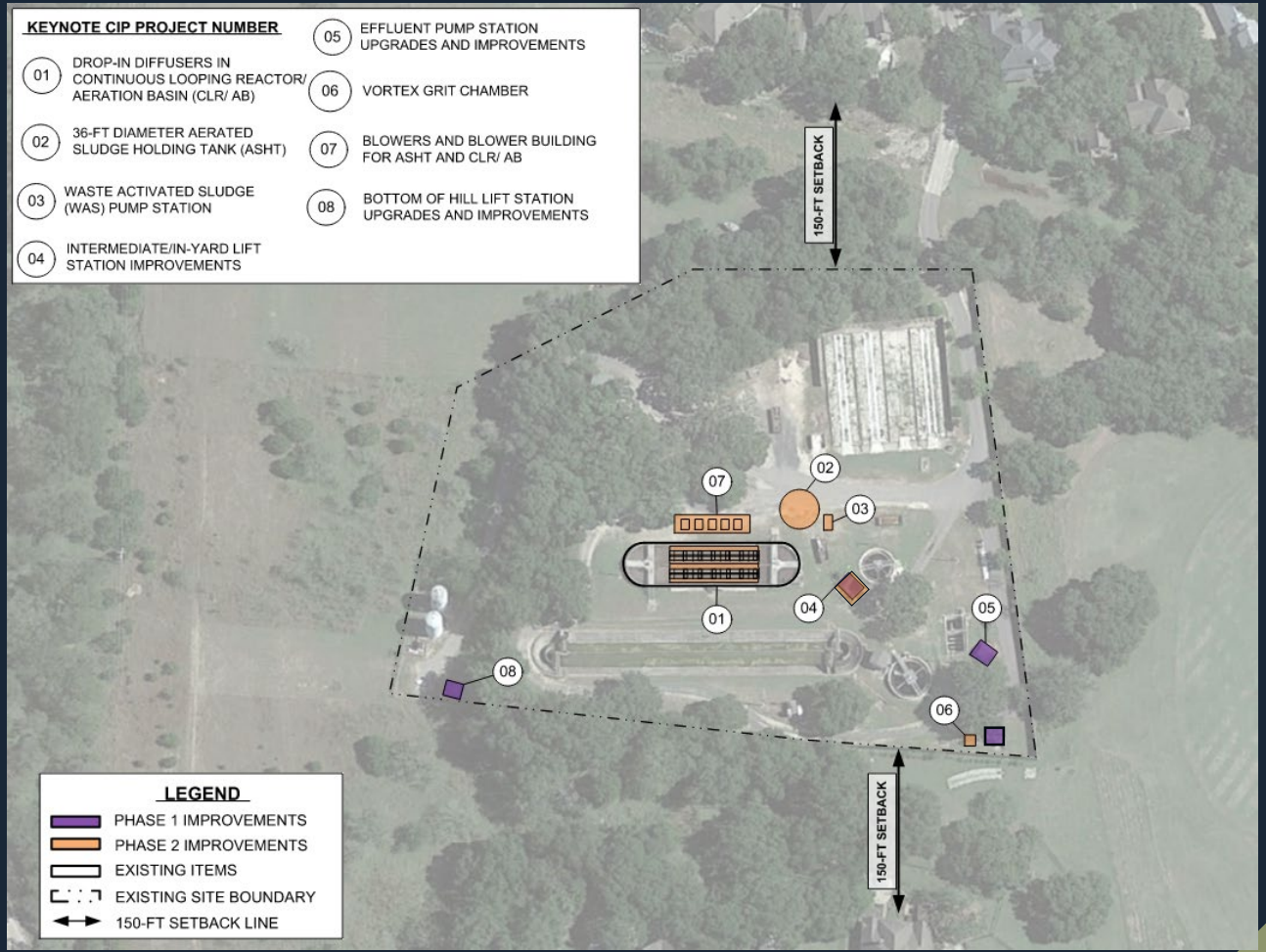
WWTP Phase 1 Expansion

Phase 1 (Immediate Needs): \$5.4 million

- Effluent Pump Station and Conveyance Upgrade
- Bottom of the Hill LS Improvements
- Headworks Odor Control Improvements

Phase 2 (Future Needs): \$11.2 million

- Oxidation Ditch to Aeration Basin Retrofit
- Aerated Sludge Holding Tank
- Headworks Grit Removal
- Intermediate/In-Yard LS Improvements



Prioritization Score: 33
 “Must Do” Project (Regulatory)

Install Sewer Line and Decommission Falls Lift Station



Item #12.

- The Falls Lift Station (LS) is in poor condition and frequently requires e-pump deployment when pumps/pipes fail.
- Electrical components have been damaged during storm events since LS located in a floodplain.
- Project installs 1,730 linear ft. of gravity main to replace the LS.
- **Total Estimated Cost = \$925,284**

Prioritization Score: 33

“Should Do” Project (Resiliency and O&M reduction)



Improvements at School Lift Station



- Original project adds SCADA to receive alarm notifications, control pumps remotely, and constructs e-pump access port
- Ongoing repairs and incremental improvements will largely accomplish this.
- **Total Estimated Cost = \$303,470**



Prioritization Score: 19
“Nice to Do” Project (Resiliency)

Improvements at Deer Meadows Lift Station No. 1 and 2



Item #12.

- Original project adds SCADA to receive alarm notifications, control pumps remotely, and constructs e-pump access port
- Ongoing repairs and incremental improvements will largely accomplish this.
- **Total Estimated Cost = \$179,487 each**



Prioritization Score: 19
“Nice to Do” Project (Resiliency)



Project 2 – 8472 Rolling Acres Trail

- Undersized driveway culverts and silted-in bar ditches cause runoff to flow over driveways and across property toward Cibolo Creek
- Criticality Score: 29
- “Must-Do” Project (homes impacted)
- Total Project Cost: \$225,750



Project 2	
Item	Score
Estimated Cost	6
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	3
Erosion Issue	2.5
Green Infrastructure Applicable	2.5
City Priority	0
Total Score	29



Project 4 – 8040 Rolling Acres Trail

- Drainage does not have positive flow and backs up onto private property. Significant earthwork and channel construction needed to convey stormwater towards low water crossing.
- Criticality Score: 28
- “Must-Do” Project (home impacted)
- Total Project Cost: \$225,750



Project 4	
Item	Score
Estimated Cost	6
Source/Destination	15
Public Infrastructure at Risk	6
Number of Houses Impacted	1
Erosion Issue	0
Green Infrastructure Applicable	0
City Priority	0
Total Score	28

Project 42 – Vestal Park Culvert

- Existing culvert is showing signs of degradation and requires repair or replacement. This location conveys a large amount of stormwater under Pimlico towards Vestal Park.
- Criticality Score: 27.5
- “Must-Do” Project (public infrastructure at risk)
- Total Project Cost: \$114,938

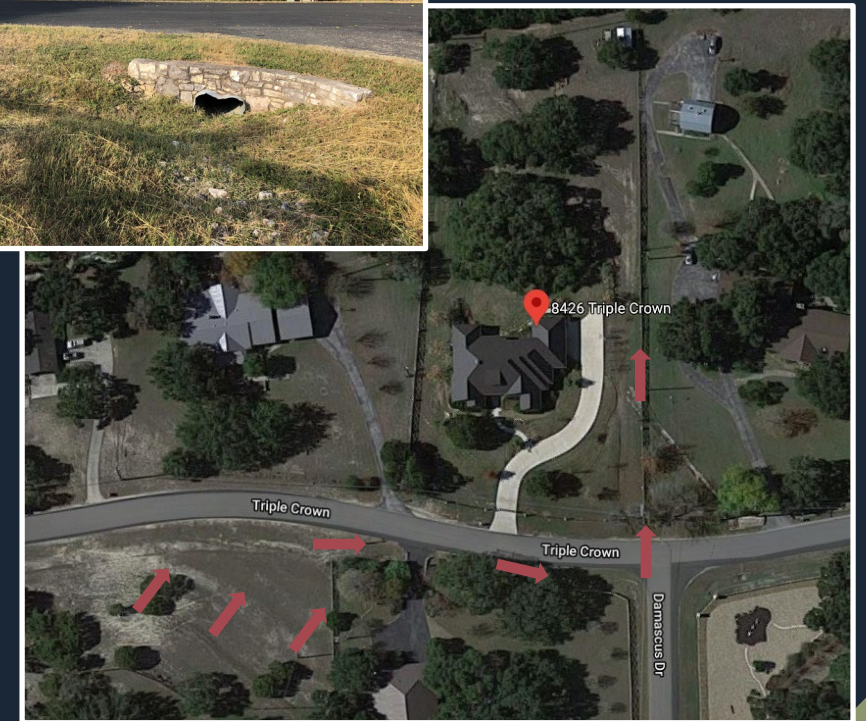
Project 42	
Item	Score
Estimated Cost	10
Source/Destination	9
Public Infrastructure at Risk	6
Number of Houses Impacted	0
Erosion Issue	0
Green Infrastructure Applicable	2.5
City Priority	0
Total Score	27.5





Project 41 – 8426 Triple Crown

- Large amount of runoff flows down right-of-way and through a platted easement. Existing culvert is undersized and becomes obstructed and eventually backs up.
- Criticality Score: 22
- “Should-Do” Project (overtops roadway, impacts private property)
- Total Project Cost: \$236,250

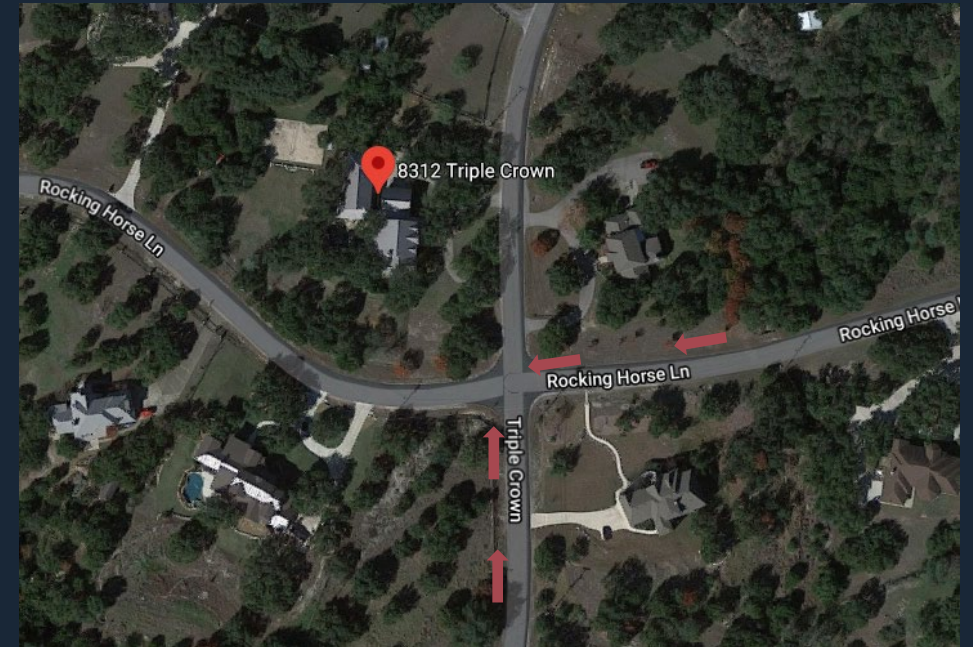


Project 41	
Item	Score
Estimated Cost	6
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	1
Erosion Issue	0
Green Infrastructure Applicable	0
City Priority	0
Total Score	22



Project 43 – 8312 Triple Crown

- Large amount of runoff moves down Rocking Horse Lane towards the south of the city. There is no channel or culvert to catch and convey stormwater before it enters private property.
- Criticality Score: 22
- “Should-Do” Project (overtops roadway, impacts private property)
- Total Project Cost: \$252,000



Project 43	
Item	Score
Estimated Cost	6
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	1
Erosion Issue	0
Green Infrastructure Applicable	0
City Priority	0
Total Score	22



Project 53 – 32030 Scarteen

- Undersized driveway culverts and silted-in bar ditches cause stormwater to back up and flow over driveways and across private property and has come close to entering the home.
- Criticality Score: 24.5
- “Should-Do” Project (overtops roadway, impacts private property)
- Total Project Cost: \$232,220

Project 53	
Item	Score
Estimated Cost	6
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	1
Erosion Issue	2.5
Green Infrastructure Applicable	0
City Priority	0
Total Score	24.5



Project 44 – 31988 Scarteen

- Runoff from Sky Blue Ridge runs down road and heads in direction of home. Channel improvements and regrading needed.
- Criticality Score: 28.5
- “Should-Do” Project (overtops roadway, impacts private property)
- Total Project Cost: \$100,000

Project 44	
Item	Score
Estimated Cost	10
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	1
Erosion Issue	0
Green Infrastructure Applicable	2.5
City Priority	0
Total Score	28.5





Project 46 – 7644 Pimlico Lane

- Large amount of runoff flows over the road and through private property towards Salado Creek.
- Criticality Score: 28.5
- “Should-Do” Project (overtops roadway, impacts private property)
- Total Project Cost: \$100,000



Project 46	
Item	Score
Estimated Cost	10
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	1
Erosion Issue	0
Green Infrastructure Applicable	2.5
City Priority	0
Total Score	28.5



Project 63 – 8045 Flagstone Hill

- Water does not have a clear flow path along the street and makes it way through nearby yard. Regrading and culvert installation needed.
- Criticality Score: 21
- “Should-Do” Project (overtops roadway, impacts private property)
- Total Project Cost: \$100,000



Project 63	
Item	Score
Estimated Cost	6
Source/Destination	15
Public Infrastructure at Risk	0
Number of Houses Impacted	0
Erosion Issue	0
Green Infrastructure Applicable	0
City Priority	0
Total Score	21



Project 23 – 8402 Battle Intense

- Battle Intense is often overtopped and shut down during large rain events. Debris collects and blocks the culverts which contributes to flooding. A HALT system is recommended to provide public notification, advance warning and automated gate closure.
- Criticality Score: 17
- “Must-Do” Project (LWC impacts emergency response)
- Total Project Cost: \$200,000

Project 23	
Item	Score
Estimated Cost	2
Source/Destination	15
Public Infrastructure at Risk	15
Number of Houses Impacted	0
Erosion Issue	0
Green Infrastructure Applicable	0
City Priority	-15
Total Score	17



Combined Debt Proposal (Adjusted for Inflation by City) (CIP as of 5-2-24)								
	2024	2025	2026	2027	2028	2029	Total	
Roadways	\$ 1,119,579	\$ 2,973,875	\$ 2,742,236	\$ 3,166,075	\$ 4,722,162	\$ 1,785,502	\$ 16,509,429	
Less: Cash/Grant Funding	509,429	-	-	-	-	-	509,429	
General Obligation Bond Funding	\$ 610,150	\$ 2,973,875	\$ 2,742,236	\$ 3,166,075	\$ 4,722,162	\$ 1,785,502	\$ 16,000,000	
Drainage	\$ 249,044	\$ 324,480	\$ 523,062	\$ 272,331	\$ 493,853	\$ -	\$ 1,862,770	
Less: Cash/Grant Funding	-	-	-	-	-	-	-	
Certificate of Obligation Funding	\$ 249,044	\$ 324,480	\$ 523,062	\$ 272,331	\$ 493,853	\$ -	\$ 1,862,770	
Total General Fund Projects	\$ 1,368,623	\$ 3,298,355	\$ 3,265,298	\$ 3,438,406	\$ 5,216,015	\$ 1,785,502	\$ 18,372,199	
Less: Cash/Grant Funding	509,429	-	-	-	-	-	509,429	
Total General Fund Debt Funding	\$ 859,194	\$ 3,298,355	\$ 3,265,298	\$ 3,438,406	\$ 5,216,015	\$ 1,785,502	\$ 17,862,770	
Water System Improvements	\$ 3,186,367	\$ 4,856,420	\$ 4,314,527	\$ -	\$ -	\$ -	\$ 12,357,314	
Less: Cash Funding	104,419	170,000	-	-	-	-	274,419	
Debt Funding	\$ 3,081,947	\$ 4,686,420	\$ 4,314,527	\$ -	\$ -	\$ -	\$ 12,082,894	
Wastewater System Improvements	\$ 650,000	\$ 1,828,508	\$ 3,549,292	\$ -	\$ -	\$ -	\$ 6,027,801	
Less: Cash Funding	-	113,521	-	-	-	-	113,521	
Debt Funding	\$ 650,000	\$ 1,714,987	\$ 3,549,292	\$ -	\$ -	\$ -	\$ 5,914,280	
Combined Utility Debt Funding	\$ 3,731,947	\$ 6,401,408	\$ 7,863,819	\$ -	\$ -	\$ -	\$ 17,997,174	
General Obligation Bonds								
Proposition A: Streets	\$ 610,150	\$ 2,973,875	\$ 2,742,236	\$ 3,166,075	\$ 4,722,162	\$ 1,785,502	\$ 16,000,000	
Street Projects	\$ 3,584,025	\$ -	\$ 2,742,236	\$ 3,166,075	\$ 6,507,664	\$ -	\$ 16,000,000	
Bond Par Amount (Rounded to \$5,000 Increment)	\$ 3,585,000	\$ -	\$ 2,745,000	\$ 3,170,000	\$ 6,500,000	\$ -	\$ 16,000,000	
Certificates of Obligation								
Drainage Projects (General Fund)	\$ 249,044	\$ 1,613,726	\$ -	\$ -	\$ -	\$ -	\$ 1,862,770	
Water System Projects (Utility Fund)	\$ 3,081,947	\$ 4,686,420	\$ 4,314,527	\$ -	\$ -	\$ -	\$ 12,082,894	
Wastewater System Projects (Utility Fund)	650,000	1,714,987	3,549,292	-	-	-	5,914,280	
Total Utility Fund Projects	\$ 3,731,947	\$ 6,401,408	\$ 7,863,819	\$ -	\$ -	\$ -	\$ 17,997,174	
Total Certificate of Obligation Projects	\$ 3,980,991	\$ 8,015,134	\$ 7,863,819	\$ -	\$ -	\$ -	\$ 19,859,944	
CO Par Amount (Rounded to \$5,000 Increment)	\$ 3,985,000	\$ 8,020,000	\$ 7,865,000	\$ -	\$ -	\$ -	\$ 19,870,000	
Total Debt (Bonds and COs)								
All Projects	\$ 7,565,016	\$ 8,015,134	\$ 10,606,055	\$ 3,166,075	\$ 6,507,664	\$ -	\$ 35,859,944	
Bonds and COs Par Amount (Rounded to \$5,000 Increment)	\$ 7,570,000	\$ 8,020,000	\$ 10,610,000	\$ 3,170,000	\$ 6,500,000	\$ -	\$ 35,870,000	

Fair Oaks Ranch, City of
Tax Rate Impact Analysis
June 7, 2024

FYE (9/30)	TAV ⁽¹⁾	Existing Debt Service	I&S ⁽³⁾	\$3,585,000 GO's, Series 2024 ⁽²⁾	\$250,000 CO's, Series 2024 ⁽²⁾	\$1,615,000 CO's, Series 2025 ⁽²⁾	\$2,745,000 GO's, Series 2026 ⁽²⁾	\$3,170,000 GO's, Series 2027 ⁽²⁾	\$6,500,000 GO's, Series 2028 ⁽²⁾	Projected Debt Service	I&S ⁽³⁾
2023	\$ 2,046,397,330	\$ 552,130	\$ 0.0268							\$ 552,130	\$ 0.0268
2024	2,388,156,944	553,163	0.0229							553,163	0.0229
2025	2,626,972,638	552,475	0.0210	\$ 587,694	\$ 20,413					1,160,581	0.0451
2026	2,758,321,270	550,950	0.0200	231,113	19,988	\$ 412,250				1,214,300	0.0449
2027	2,896,237,334	548,575	0.0189	226,863	19,563	258,750	\$ 225,000			1,278,750	0.0451
2028	3,041,049,201	550,888	0.0181	124,738	19,138	175,625	220,500	\$ 251,125		1,342,013	0.0450
2029	3,193,101,661	552,825	0.0173	124,738	18,713	47,500	128,250	153,750	\$ 383,500	1,409,275	0.0450
2030	3,193,101,661	548,100	0.0172	124,738	18,288	47,500	128,250	153,750	380,500	1,401,125	0.0448
2031	3,193,101,661	-	-	276,444	17,863	91,375	230,625	270,750	538,375	1,425,431	0.0456
2032	3,193,101,661	-	-	279,644	17,438	89,125	235,125	269,625	536,875	1,427,831	0.0456
2033	3,193,101,661	-	-	277,525	17,013	91,750	234,250	268,250	539,750	1,428,538	0.0457
2034	3,193,101,661	-	-	280,088	16,588	89,250	233,125	266,625	537,000	1,422,675	0.0455
2035	3,193,101,661	-	-	277,331	16,163	91,625	231,750	269,625	538,625	1,425,119	0.0455
2036	3,193,101,661	-	-	279,256	20,631	88,875	235,000	267,250	534,625	1,425,638	0.0456
2037	3,193,101,661	-	-	280,756	19,994	91,000	232,875	269,500	535,000	1,429,125	0.0457
2038	3,193,101,661	-	-	276,938	19,356	88,000	235,375	266,375	534,625	1,420,669	0.0454
2039	3,193,101,661	-	-	277,800	18,719	89,875	232,500	267,875	538,375	1,425,144	0.0455
2040	3,193,101,661	-	-	278,238	18,081	91,500	234,250	268,875	536,250	1,427,194	0.0456
2041	3,193,101,661	-	-	278,250	17,444	88,000	230,625	269,375	538,250	1,421,944	0.0454
2042	3,193,101,661	-	-	277,838	16,806	89,375	231,625	269,375	539,250	1,424,269	0.0455
2043	3,193,101,661	-	-	277,000	16,169	90,500	232,125	268,875	539,250	1,423,919	0.0455
2044	3,193,101,661	-	-	275,738	20,425	91,375	232,125	267,875	538,250	1,425,788	0.0456
2045	3,193,101,661	-	-	-	-	87,125	231,625	266,375	536,250	1,121,375	0.0358
2046	3,193,101,661	-	-	-	-	-	230,625	269,250	538,125	1,038,000	0.0332
2047	3,193,101,661	-	-	-	-	-	-	266,500	538,750	805,250	0.0257
2048	3,193,101,661	-	-	-	-	-	-	-	538,125	538,125	0.0172
Total		\$ 4,409,105		\$ 5,312,725	\$ 368,788	\$ 2,290,375	\$ 4,425,625	\$ 5,121,000	\$ 10,439,750	\$ 32,367,368	

⁽¹⁾ Assumes 10% growth for 1 year and 5% for 4 years and no growth thereafter.

⁽²⁾ Preliminary, subject to change. Interest calculated to be 4.00% for Series 2024, 4.50% for Series 2025, 5.00% for Series 2026, 5.25% for Series 2027 and Series 2028 for illustrative purposes only.

⁽³⁾ FYE 2025 and beyond assume 98% tax collections.

Homeowner Impact Analysis (I&S Rate Only)				
Taxable Home Value (Net of Exemptions)		I&S Tax Rate Increase from Current (FYE 2024)		
		Monthly Tax Increase	Annual Tax Increase	
\$ 400,000	\$ 0.0228	\$ 7.59	\$ 91.08	
500,000	0.0228	9.49	113.85	
650,000	0.0228	12.33	148.01	
800,000	0.0228	15.18	182.16	
1,000,000	0.0228	18.98	227.70	
1,250,000	0.0228	23.72	284.63	
1,500,000	0.0228	28.46	341.55	

City of Fair Oaks Ranch, Texas
Water and Sewer Fund Proforma
April 30, 2024

FYE (9/30)	# of Water Connections (1)	# of Wastewater Connections (1)	Existing Debt							Rate Increase Calculations (4)						
			Revenues (2)	Expenditures (2)	Available for Debt Service	Service	Series 2024 (3)	Series 2025 (3)	Series 2026 (3)	Total	Total Water Debt Service	Revenue Surplus/ (Deficit)	Monthly Water Increase Required	Total Wastewater Debt Service	Monthly Wastewater Increase Required	
2023	3197	1977	\$ 6,523,840	\$ 5,216,551	\$ 1,307,289	\$ 339,746					\$ 339,746	\$ 285,386	\$ 967,544	\$ -	\$ 54,359	\$ -
2024	3213	1989	6,523,840	5,216,551	1,307,289	336,514					336,514	282,671	970,776	(0.07)	53,842	(0.02)
2025	3229	1999	6,523,840	5,216,551	1,307,289	338,256	\$ 1,013,613				1,351,869	936,148	(44,580)	16.79	415,721	15.06
2026	3245	2009	6,523,840	5,216,551	1,307,289	334,974	305,100	\$ 720,000			1,360,074	943,503	(52,785)	16.90	416,571	15.02
2027	3261	2019	6,523,840	5,216,551	1,307,289	336,666	301,888	723,875			1,362,429	944,412	(55,140)	16.84	418,017	15.01
2028	3278	2029	6,523,840	5,216,551	1,307,289	338,308	122,500	317,000	\$ 583,375		1,361,183	945,354	(53,894)	16.78	415,829	14.85
2029	3294	2039	6,523,840	5,216,551	1,307,289	160,808	122,050	485,625	607,750		1,376,233	960,379	(68,944)	17.08	415,854	14.77
2030	3294	2039	6,523,840	5,216,551	1,307,289	-	229,125	479,750	630,375		1,339,250	927,313	(31,961)	16.24	411,938	14.61
2031	3294	2039	6,523,840	5,216,551	1,307,289	-	228,613	483,375	626,875		1,338,863	926,100	(31,574)	16.21	412,763	14.65
2032	3294	2039	6,523,840	5,216,551	1,307,289	-	227,875	481,375	622,875		1,332,125	923,913	(24,836)	16.15	408,213	14.46
2033	3294	2039	6,523,840	5,216,551	1,307,289	-	226,913	483,750	628,125		1,338,788	925,625	(31,499)	16.20	413,163	14.66
2034	3294	2039	6,523,840	5,216,551	1,307,289	-	225,725	480,500	627,500		1,333,725	926,113	(26,436)	16.21	407,613	14.44
2035	3294	2039	6,523,840	5,216,551	1,307,289	-	229,200	481,625	631,000		1,341,825	930,263	(34,536)	16.31	411,563	14.60
2036	3294	2039	6,523,840	5,216,551	1,307,289	-	227,338	482,000	623,750		1,333,088	928,075	(25,799)	16.26	405,013	14.33
2037	3294	2039	6,523,840	5,216,551	1,307,289	-	225,250	481,625	625,750		1,332,625	924,663	(25,336)	16.17	407,963	14.45
2038	3294	2039	6,523,840	5,216,551	1,307,289	-	227,825	485,375	626,750		1,339,950	924,900	(32,661)	16.18	415,050	14.74
2039	3294	2039	6,523,840	5,216,551	1,307,289	-	229,950	478,375	626,750		1,335,075	928,550	(27,786)	16.27	406,525	14.39
2040	3294	2039	6,523,840	5,216,551	1,307,289	-	226,738	480,625	625,750		1,333,113	925,613	(25,824)	16.20	407,500	14.43
2041	3294	2039	6,523,840	5,216,551	1,307,289	-	228,188	481,875	623,750		1,333,813	926,088	(26,524)	16.21	407,725	14.44
2042	3294	2039	6,523,840	5,216,551	1,307,289	-	224,300	482,125	625,625		1,332,050	924,850	(24,761)	16.18	407,200	14.42
2043	3294	2039	6,523,840	5,216,551	1,307,289	-	229,963	481,375	631,125		1,342,463	926,775	(35,174)	16.23	415,688	14.77
2044	3294	2039	6,523,840	5,216,551	1,307,289	-	230,063	479,625	625,375		1,335,063	926,750	(27,774)	16.23	408,313	14.47
2045	3294	2039	6,523,840	5,216,551	1,307,289	-	-	481,750	623,500		1,105,250	724,375	202,039	11.11	380,875	13.34
2046	3294	2039	6,523,840	5,216,551	1,307,289	-	-	-	625,250		625,250	339,625	682,039	1.37	285,625	9.45
2047	3294	2039	6,523,840	5,216,551	1,307,289	-	-	-	630,375		630,375	343,375	676,914	1.47	287,000	9.51
Total						\$ 2,185,271	\$ 5,282,213	\$ 9,951,625	\$ 12,471,625	\$ 29,890,733	\$ 20,600,815				\$ 9,289,918	

(1) Provided by the City.

(2) Based on FYE 2023 audited results. Revenues include Interest Income and exclude Grant Income. Expenditures exclude depreciation and debt service.

(3) Preliminary, subject to change. Interest calculated to be 4.50% for Series 2024, 5.00% for Series 2025 and Series 2026 for illustrative purposes only.

(4) Maximum projected shortfall would require a \$17.08 and \$15.06 per connection per month increase for water and wastewater services, respectively, to support financed projects. Calculated by subtracting FYE2023 debt service payment from total debt service payment in future years and dividing by the number of customers in that year and then by 12 months.

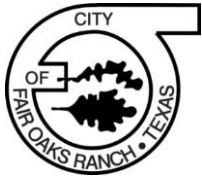
Bond Advisory Committee Report

Following a detailed review of CIP Water/Wastewater Projects presented by the City, the Bond Advisory Committee recommends funding for projects in the table below. The Committee recommends funding through a combination of cash, debt, and impact fees for eligible projects. CIP projects not included in the table below were reviewed and withdrawn from consideration for debt funding by City Staff.

Water & Wastewater Project Funding Recommendations*

Project ID	Description	Score	Cost
3.1.5	Willow Wind Drive/Red Bull Hill Water Line (29R)	48	\$950,512
3.1.6	Elevated Storage Water Tank (2W)	33	\$8,779,378
3.1.10	Rolling Acres Trail Water Line Rehabilitation (28R)	48	\$677,735
3.1.11	Expand Water Plant #5 (5W)	34	\$1,550,299
3.1.24	Old Fredericksburg Water Line Replacement (21W)	26	\$562,320
3.1.3	Water Plant #3 Electrical Upgrade (5R)	24	\$392,939
NEW	SAWS Emergency Water Interconnect	NEW	\$200,000
NEW	Water Plant #4 Ground Storage Tank	NEW	\$400,000
Water Projects Total			\$13,513,183
3.2.11	Wastewater Treatment Plant Phase 1 Expansion (2S)	33	\$5,663,766
3.2.3	Sewer Line Install and Decommission Falls Lift Station	33	\$925,284
NEW	Cojak Circle Sewer Upgrade	NEW	\$650,000
Wastewater Projects Total			\$7,239,050
Total Funding			\$20,752,233

**Priority Scores and Costs as provided by the City*



**CITY COUNCIL CONSIDERATION ITEM
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Consideration and possible action approving a resolution supporting proposed policy amendments to the Unified Development Code and to the Mixed Use Village District Residential Component and directing the City Manager to schedule public hearings on proposed Unified Development Code amendments.

DATE: June 20, 2024

DEPARTMENT: Engineering Services

PRESENTED BY: Grant Watanabe, P.E., Director of Public Works and Engineering Services

INTRODUCTION/BACKGROUND:

The City’s Comprehensive Plan defines the Mixed Use Village zoning district as areas within the City that encourage a mixture of uses that create pedestrian scaled development at major transportation nodes, including retail, restaurants, offices, civic uses and housing options. It also enables developments that incorporate a mix of housing types, including a focus on aging adult options, allowing older residents the option to downsize their home but remain in the community.

While the Mixed-Use Village district was envisioned to encourage mixed uses, the Unified Development Code (UDC) currently does not require a mix of uses. This became evident when a recent developer proposed a multi-unit development which did not include a mixture of uses. Although that development did not move forward for various reasons, it raised awareness of the need for a UDC policy amendment to address this.

At the December 21, 2023, and April 18, 2024, regular City Council meetings, Mayor Maxton led workshops on residential uses within the Mixed Use Village zoning district in order to gain input from councilmembers and provide direction to the Planning and Zoning Commission (P&Z). This agenda item continues those discussions and includes a resolution for consideration.

There are currently four types of residential uses permitted within the Mixed Use Village zoning district:

- Single Family Residential
- Accessory Building Residential Unit (Garage Apartment)
- Single Family Residential Attached/Townhomes/Patio Home/Duplex/Multi-Unit Home (3-4 units)
- Multi-Family Residential

Attached as **Exhibit A** is the proposed revision to Section 4.9, Table 4.2 Permitted Use Table. The proposed revision inserts an “*” (asterisk) next to two of the four residential uses listed above. While there is no current or proposed limitation on Single Family Residential or Accessory Building Residential Units, the proposed revision places a maximum of thirty (30) percent of the

total area of all uses (square feet) on the other residential types. This maximum applies to an entire unified development or lot as applicable. The land use calculation includes the gross area inside all buildings, on all floors, and any outdoor areas associated with the land uses (i.e. outdoor dining areas).

Separately, at the April 4, 2024, regular City Council meeting, a workshop was held to review proposed UDC policy amendments recommended by the Planning & Zoning Commission (P&Z) for categories 1-7. Of the 13 proposed policy amendments, the Council provided detailed feedback as follows:

- Supported – 9
- Not supported – 3
- Need additional information - 1

The nine supported policy amendments establish or improve development requirements related to cul-de-sacs, easement width, overhang easements, easement obstructions, transitional shrub standards, drive-in facilities, infrastructure construction process, street base and pavement standards, and stormwater design criteria. In order to move the supported policy amendments forward, both the P&Z and City Council must conduct public hearings to receive public testimony. The attached resolution authorizes the City Manager to schedule such public hearings for the nine supported policy amendments and the Mixed Use Village Residential Component change as shown in Exhibit A.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

- Supports Priority 2.1 Manage the Physical Development of the City in accordance with the Comprehensive Plan.
- Establishes limitations on certain residential types within the Mixed Use Village district to ensure a mix of uses if certain residential types are part of a development.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

N/A

LEGAL ANALYSIS:

Legal has review the resolution and approved it as to form.

RECOMMENDATION/PROPOSED MOTION:

I move to approve a resolution regarding the Mixed Use Village District Residential Component and directing the City Manager to proceed with scheduling public hearings on proposed Unified Development Code amendments.

EXHIBIT A

Proposed Amendment to the Mixed Use Village District Residential Component

All text which is underlined denotes addition of proposed new text. All text which is ~~stricken through~~ denotes proposed removal of existing text. All other text is existing, unchanged text. Any existing text which has been omitted shall be considered unchanged.

Excerpt of UDC Section 4.9, Table 4.2 Use Table:

Zoning District	Mixed Use Village	Neighborhood Commercial	Community Facilities	Logistics	Existing Residential	Neighborhood Residential	Rural Residential	Open Space ¹
Funeral homes	P/C	NP	NP	NP	NP	NP	NP	NP
Single Family Residential	P	NP	P	NP	P	P	P	NP
Accessory Building Residential Unit (Garage Apt.)	P	P	P	P	P	P	P	NP
Single-family Residential Attached/ Townhomes/ Patio Home/ Duplex/ Multi Unit Home (3-4 Units)	<u>P*</u>	P	P	P	P/C	NP	NP	NP
Multi-family Residential	<u>P*</u>	NP	NP	NP	NP	NP	NP	NP
Home Occupations	P	P	P	P	P	P	P	NP
Manufactured Housing	NP	NP	NP	P/C	NP	NP	NP	NP
Auto and Vehicle Related Sales and Service Establishment	NP	NP	NP	P/C	NP	NP	NP	NP
Brewery, Distillery, or Winery	NP	NP	NP	P	NP	NP	NP	NP
Brewpub (restaurant with auxiliary: Brewery, Distillery, or Winery)	P	NP	NP	P	NP	NP	NP	NP
Commercial food, textile and product manufacturing	NP	NP	NP	NP	NP	NP	NP	NP
Heavy manufacturing that may produce hazardous waste	NP	NP	NP	NP	NP	NP	NP	NP
Miscellaneous light manufacturing (Manufacturing processes that do not create hazardous waste)	NP	NP	NP	P	NP	NP	NP	NP
Warehouse and Self-Storage	NP	NP	NP	P/C	NP	NP	NP	NP
Climate Controlled Self-Storage	P/C	NP	NP	P/C	NP	NP	NP	NP
Transportation services (air, rail, road, truck and freight)	NP	NP	NP	P	NP	NP	NP	NP

EXHIBIT A

	Mixed Use Village	Neighborhood Commercial	Community Facilities	Logistics	Existing Residential	Neighborhood Residential	Rural Residential	Open Space ¹
Telecommunications and broadcasting (radio, TV, cable, wireless communications, telephone, etc.)	S	S	S	S	S	S	S	NP
Utility Facilities (electric, natural gas, alternative)	P/C	P/C	P/C	P/C	P/C	P/C	P/C	NP
Hotel (45 or fewer rooms)	P	NP	NP	NP	NP	NP	NP	NP
Hotels (more than 45 rooms)	P	NP	NP	NP	NP	NP	NP	NP
Bed and Breakfast (5 or fewer guest rooms)	P	P/C	P	P/C	P/C	P/C	P/C	NP
Parking, structured	P	NP	NP	NP	NP	NP	NP	NP
Veterinary Services	P	NP	NP	P	NP	NP	NP	NP
Commercial Stables/Boarding	NP	NP	S	S	S	S	S	NP

¹Open Spaces are reserved for active or passive recreation, and for the preservation of land in its natural state. Building on, or modification of, land in Open Space districts is generally prohibited except where incidental to a larger purpose of preserving and enhancing Open Space areas; or, where necessary for public health and safety purposes. The only exception is the category in Table 4.2 described as “Parks, greens, plazas, squares, and playgrounds.” These uses are allowed in Open Space districts, provided that vertical construction is kept to a minimum and, in the opinion of the City Manager, the primary purpose of the land use is not to provide for activity intended for other districts nor to otherwise circumvent this provision and the intent of this zoning UDC and the Comprehensive Plan of Fair Oaks Ranch.

P* - Permitted as part of a mixed use development that contains both residential and nonresidential components within a single unified development. The residential component shall not exceed thirty (30) percent of the total area (square feet) of all land uses in the entire single unified development or lot as applicable. A single unified development shall be considered as the area or lots shown on an approved concept plan. If no concept plan exists then this maximum residential component percentage shall be calculated per lot. The total area of the land uses in a development calculation shall include the gross area inside all buildings, including all floors, and any outdoor areas associated with land uses (i.e. outdoor dining areas).



Mixed Use Village Residential Component

June 20, 2024

Grant Watanabe, P.E.

Director of Public Works and Engineering Services



Agenda

- Definition
- Residential Components
- Mixed Use Village Parcels
- LUEs and CCN Overview
- Development Requirements
 - Building Placement and Setbacks
 - Building Height
 - Parking
 - Landscaping and Impervious Cover
 - Residential Transition Buffer
- Development Examples
- Questions



Definition and Intent

Per Comprehensive Plan Chapter 5.3:

- The Mixed Use Village District (MU) indicates areas within the City of Fair Oaks Ranch where the City encourages a mixture of uses that create pedestrian scaled development at major transportation nodes.
- The City encourages development in this area to generally conform to the Hill Country design aesthetic, similar to the materials and massing found in downtown commercial districts in Boerne, Fredericksburg and Comfort.



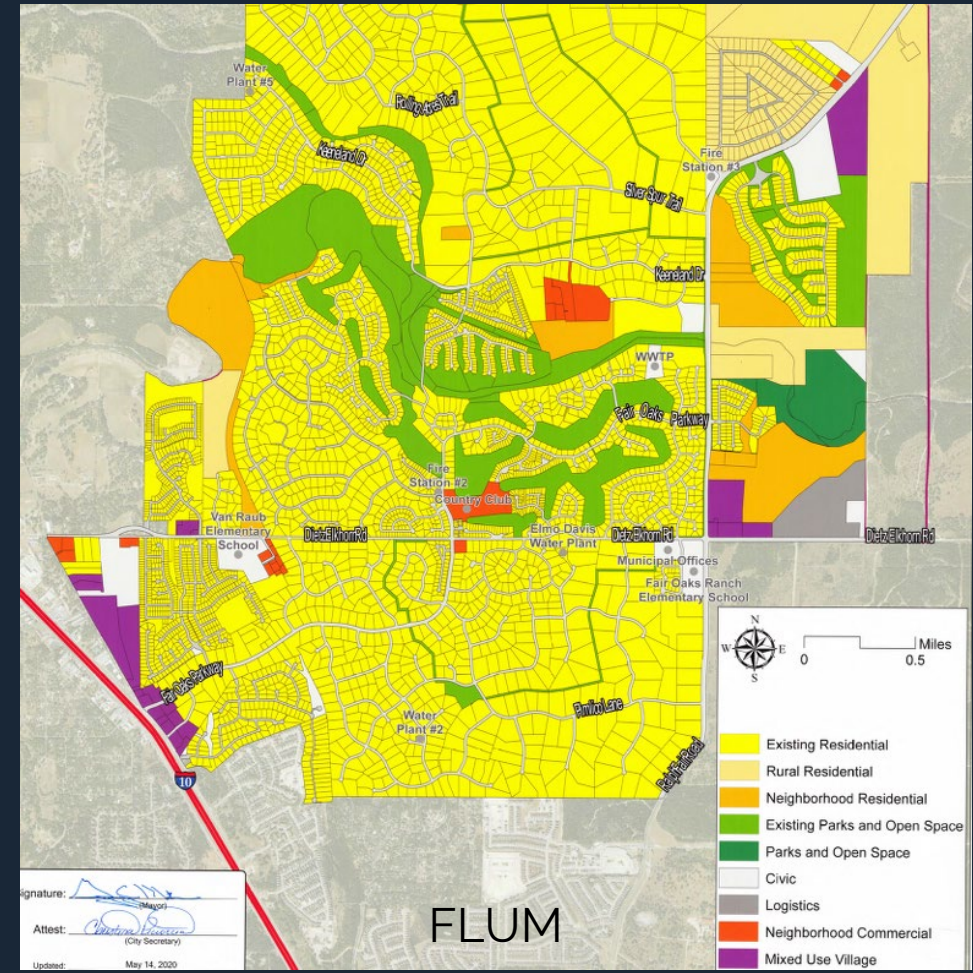
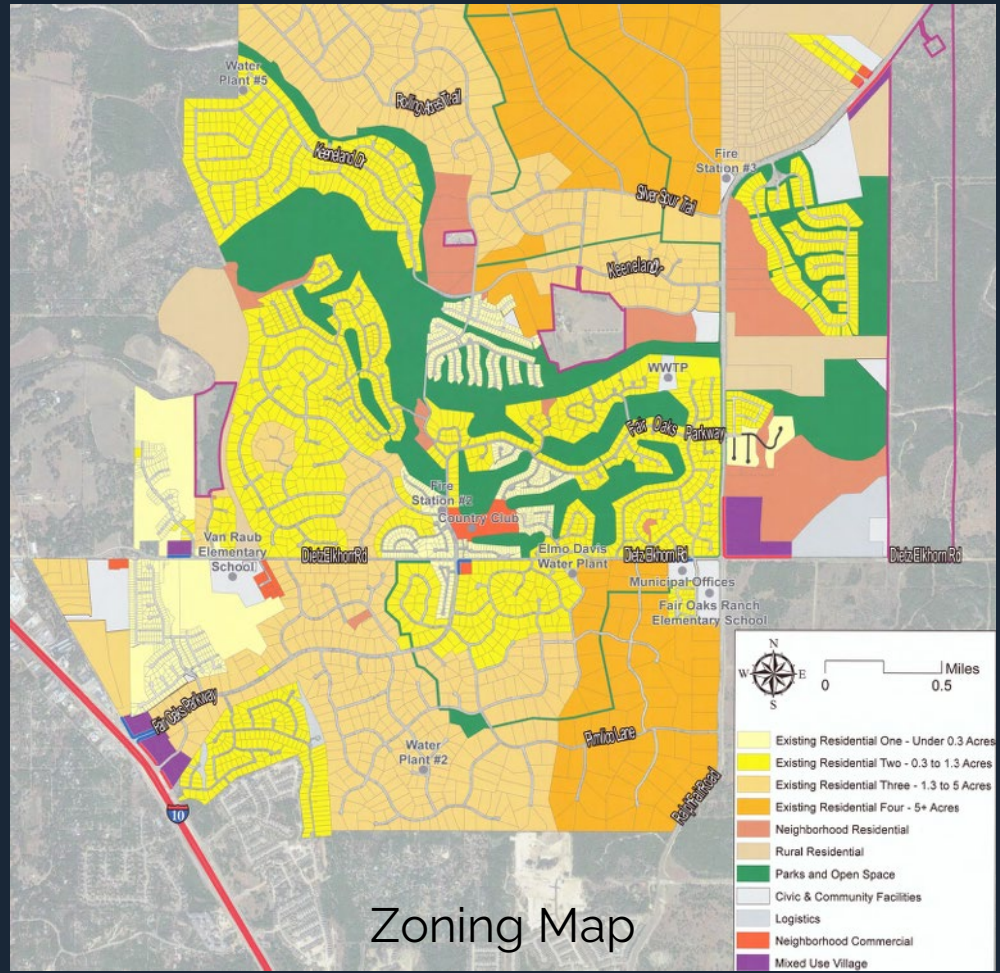
MU Residential Components

Per UDC Table 4.2 Use Table, the following are permitted by right with no restrictions on density so long as other MU development requirements are met:

- Single Family Residential
- Accessory Building Residential Unit (Garage Apt.)
- Single-family Residential Attached/Townhomes/Patio Homes/Duplex/Multi-Unit Homes (3-4 units)
- Multi-family Residential



Mixed Use Village Parcels





Service Unit and LUE Overview

- Service Unit: Standardized measure of consumption, use, generation or discharge attributable to an individual unit of development, expressed in LUEs.
- Living Unit Equivalent (LUE): Basis for establishing equivalency among and within various customer classes based on flow for a ¾ inch water meter (single family home)

Meter Size	LUE Equivalent	Maximum Water Impact Fee	Maximum Wastewater Impact Fee	Combined Maximum Impact Fee
¾" Displacement	1.0	\$8,670.33	\$6,068.64	\$14,738.97
1" Displacement	1.6	\$13,872.53	\$9,709.82	\$23,582.35
1-1/2" Displacement	2.0	\$17,340.66	\$12,137.28	\$29,477.94
2" Compound	6.4	\$55,490.11	\$38,839.30	\$94,329.41
3" Compound	12.8	\$110,980.22	\$77,678.59	\$188,658.82

- The Master Plan includes projections for future water and wastewater connections for planning purposes.

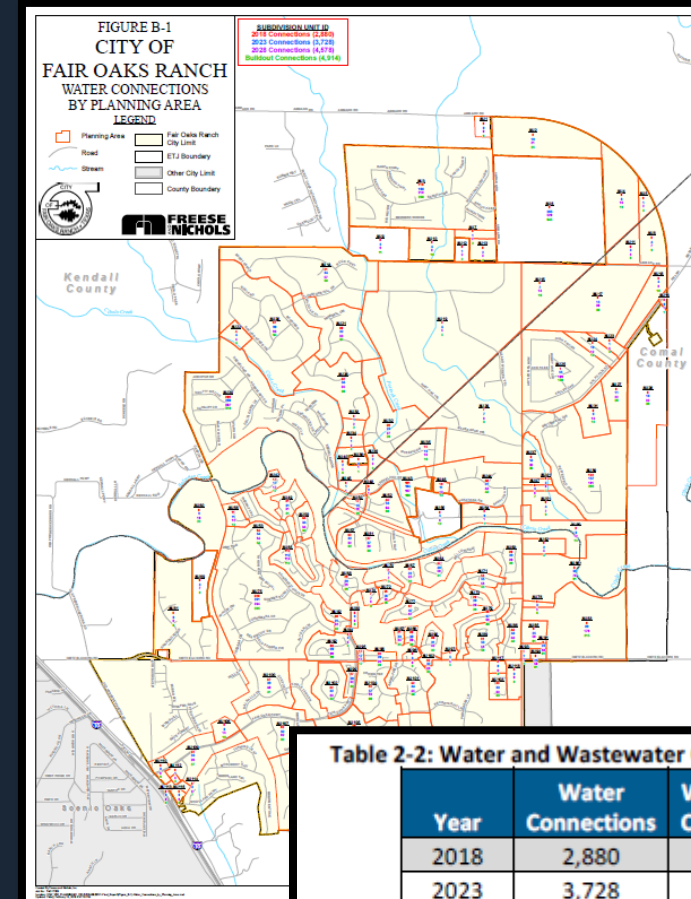
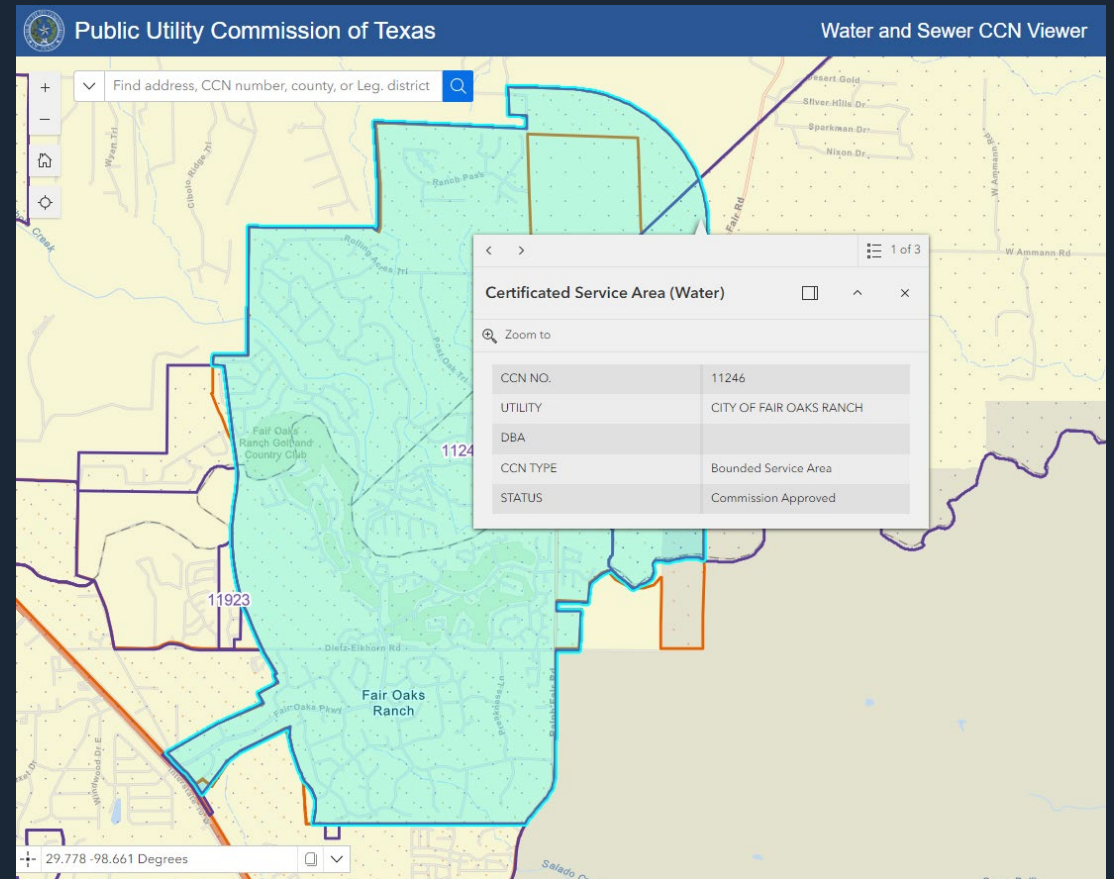


Table 2-2: Water and Wastewater Growth Projections

Year	Water Connections	Wastewater Connections
2018	2,880	1,740
2023	3,728	2,455
2028	4,578	3,169
Buildout	4,924	3,512

CCN Overview

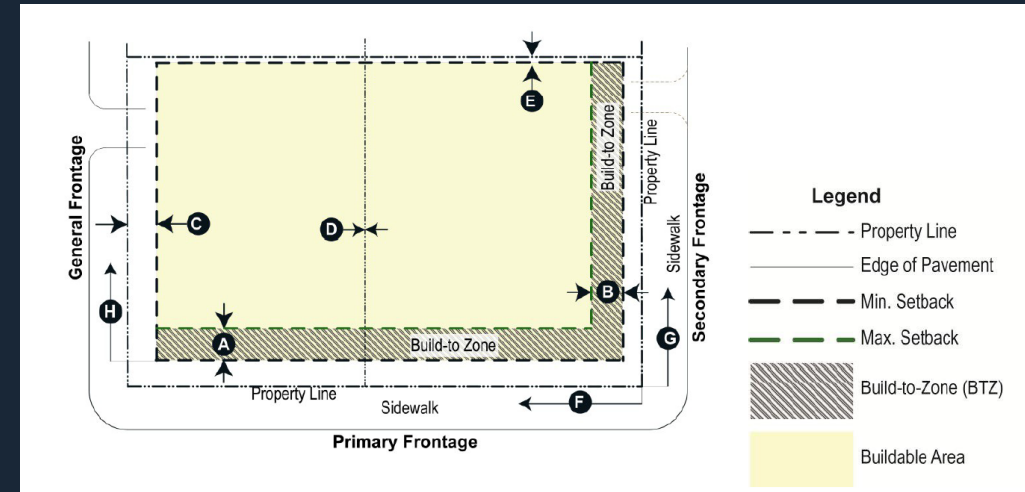
- Certificate of Convenience and Necessity (CCN): A state-issued monopoly for a specific geographic area in which the utility is obligated to provide continuous and adequate service to every applicant that requests service in that area.
- CCNs are approved by the Public Utility Commission after considering the utility's financial, managerial and technical capability to provide such service.
- Enables utilities to properly plan and manage infrastructure without competition from other service providers.
- A CCN holder is not required to serve outside its CCN.





MU Development Requirements

- Building Placement and Setbacks
- Building Height – Max. 3 stories or 45 ft.
- Parking – Behind principal building or min. 6 ft. from property line if no building
- Landscaping – Min. 25%
- Impervious Cover – Max. 80%
- Residential Transition - 10 ft. setback, max. building height of 2 stories or 30 ft. within 25 ft.
- Tree Preservation – standard requirements apply



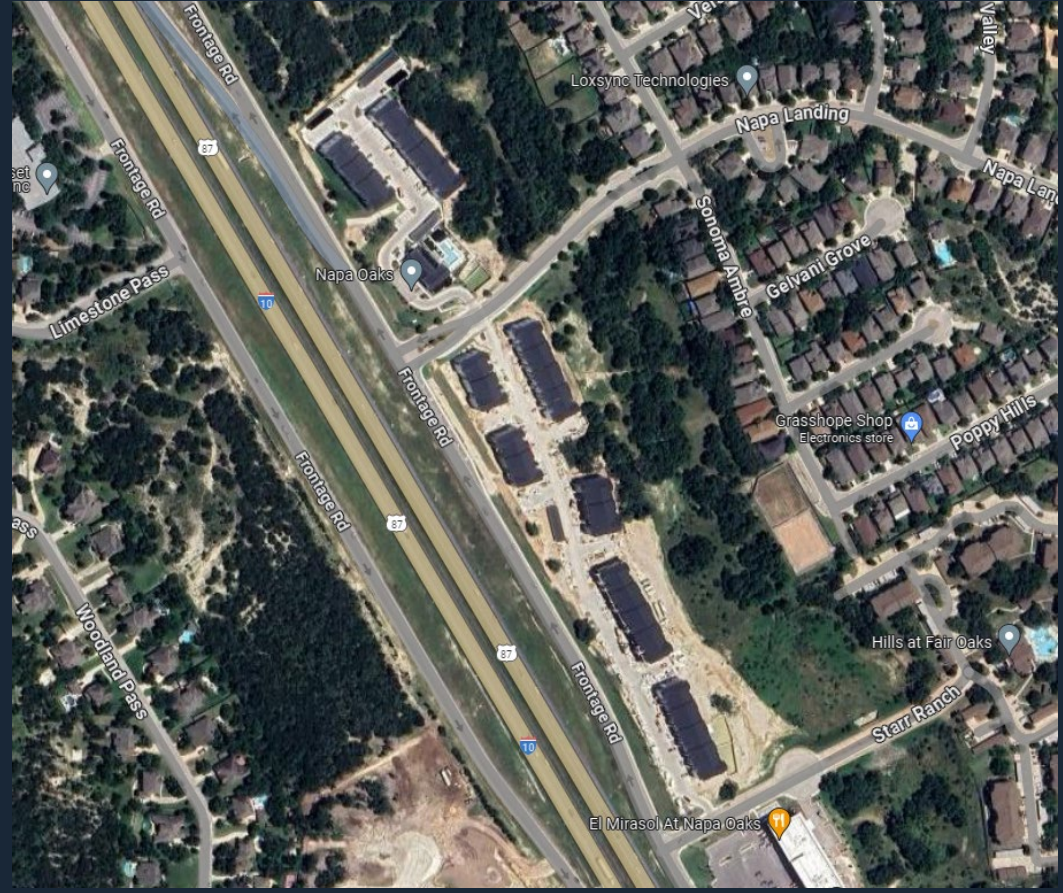
(i) Build-to Zone	
(Distance from property line to edge of the zone)	
Primary Frontage	0' min. setback – 20' max. setback
Secondary Frontage	10' min. setback – 20' max. setback
General Frontage	20' min. setback; no max. setback
Interior Side	5' min.; no max. setback
Rear	10' min.; no max. setback
(ii) Building Frontage	
Primary Frontage	60% min.
Secondary Frontage	40% min.
General Street or Alley Frontage	None Required



MU Development Examples



Botanica – Met all MU requirements



Napa Oaks Apartments – Could meet MU requirements with site plan adjustments



Questions?



**CITY COUNCIL CONSIDERATION ITEM
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Consideration and possible action approving a resolution authorizing the execution of an Interlocal Agreement between Boerne ISD and the City of Fair Oaks Ranch for the School Resource Officer Program.

DATE: June 20, 2024

DEPARTMENT: Police Department

PRESENTED BY: Tim Moring, Chief of Police

INTRODUCTION/BACKGROUND:

In 2020, the Fair Oaks Ranch Police Department added a project under the Public Health, Safety, and Wellness pillar to create an official school resource officer (SRO) position within the police department to serve our two elementary schools. The SAP was put into action at the end of 2021 when coordination with the school district and police department began in anticipation of the upcoming budget process for FY 2022-23. In response to the tragic events at Robb Elementary, the school district, along with the City of Fair Oaks Ranch, have committed to ensuring the absolute safety and security for our students at Fair Oaks Ranch and Van Raub Elementaries. Boerne ISD and the City of Fair Oaks Ranch authorized an agreement in 2022 to provide two School Resource Officers through the end of the school year of 2024.

The agreement drafted by the school district renews the City’s commitment to the safety of our schools by continuing to provide dedicated officers for each school campus. The agreement contains some changes that will affect the City through the duration of the agreement. Most notably, the agreement has been extended from two years to three years with a progressive change in the percentage of costs paid by the district. The agreement states the district will pay the City a 5% increase rate per year after the 2024/2025 school year, not to exceed 70%. Each year of the agreement is as follows:

- 2024/2025 School year – BISD agrees to pay 60% of the total costs for each SRO.
- 2025/2026 School year – BISD agrees to pay 65% of the total costs for each SRO.
- 2026/2027 School year – BISD agrees to pay 70% of the total costs for each SRO.

The SRO positions will be full-time employees of the police department and will work closely with school district officials on day-to-day operations. The SRO positions will report directly to the police department Lieutenant and will primarily be responsible for the safety and security of students and staff while simultaneously being role models and mentors to students throughout the school. SROs will aide school administration and staff and will be responsible for coordinating training between the school and first responders (Fair Oaks PD, Fire, and EMS).

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

Strategic Action Plan Project 4.4.1 is to Develop a School Resource Officer Program to provide security and promote communication with schools.

Ensures a uniformed officer is on location at each campus to act as deterrent to potential threats, investigate possible threats, and respond to acts of intentional harm upon students and staff.

Serves as positive community role-model for elementary age students.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

The Proposed agreement remains the same in the first year as the school district will fund 60% of the costs school resource officers, while the City funds the remaining 40%. The school district share of operation costs increases in years 2 and 3 of the agreement.

LEGAL ANALYSIS:

The attached agreement has been reviewed and approved by the City Attorney.

RECOMMENDATION/PROPOSED MOTION:

I move to approve a resolution authorizing the City Manager to sign the three-year agreement with Boerne ISD for two (2) School Resource Officer positions for Fair Oaks Ranch and Van Raub Elementaries.

A RESOLUTION

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS AUTHORIZING THE EXECUTION OF AN AGREEMENT BETWEEN THE CITY OF FAIR OAKS RANCH AND THE BOERNE INDEPENDENT SCHOOL DISTRICT FOR THE ADMINISTRATION OF THE SCHOOL RESOURCE OFFICER PROGRAM, EXPENDITURE OF THE REQUIRED FUNDS, AND EXECUTION OF ALL APPLICABLE DOCUMENTS BY THE CITY MANAGER.

WHEREAS, pursuant to the COOPERATION ACT, the City of Fair Oaks Ranch (City) and the Boerne Independent School District (District) are empowered to contract with each other for the performance of governmental functions, including police protection, as permitted in Section 37.081 of the Texas Education Code by providing School Resource Officers (“SROs”) to the DISTRICT, and,

WHEREAS, the City and the District share a mutual goal of ensuring a learning environment that is free from the fear of crime, violence, and victimization by providing law enforcement and related services to the public schools located within the corporate boundaries of City, and,

WHEREAS, the City and the District recognize the potential outstanding public safety benefits that the program will provide the students, teachers, citizens of the City, and staff of the District, and,

WHEREAS, the City and the District desire to build and maintain a positive relationship between police officers and the youth of our community and find that their cooperation in the matters contained in this Agreement will increase the efficiency and effectiveness of providing the governmental function of police protection on the District’s campuses to the benefit of all the taxpaying citizens of the City and the District.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

Section 1 The City Council hereby authorizes the City Manager to execute an agreement with Boerne Independent School District for the administration, terms, and conditions for the School Resource Officer program (**Exhibit A**) and to expend required funds up to the amounts established in the agreement and to execute any and all applicable documents to effectuate this resolution.

Section 2. That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this resolution for all purposes and are adopted as a part of the judgment and findings of the Council.

Section3. If any provision of this resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this resolution would have been enacted without such invalid provision.

Section 4. That it is officially found, determined, and declared that the meeting at which this resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this

resolution, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 5. All resolutions or parts thereof, which are in conflict or inconsistent with any provision of this resolution are hereby repealed to the extent of such conflict, and the provision of this resolution shall be and remain controlling as to the matters resolved herein.

Section 6. This resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 7. This resolution shall be in force and effect from and after its final passage, and it is so resolved.

PASSED, APPROVED, and ADOPTED on this 20th day of June 2024.

Gregory C. Maxton, Mayor

ATTEST:

APPROVED AS TO FORM:

Christina Picioccio, TRMC
City Secretary

Denton Navarro Rodriguez Bernal Santee & Zech
P.C., City Attorney

EXHIBIT A

**INTERLOCAL AGREEMENT BETWEEN
THE BOERNE INDEPENDENT SCHOOL DISTRICT
AND
THE CITY OF FAIR OAKS RANCH, TEXAS
FOR
THE SCHOOL RESOURCE OFFICER PROGRAM**

THIS AGREEMENT is made and entered into by and between THE BOERNE INDEPENDENT SCHOOL DISTRICT, a political subdivision of the State of Texas, (“DISTRICT”) ACTING THROUGH ITS Board of Trustees, and THE CITY OF FAIR OAKS RANCH, TEXAS, a Home Rule Municipality situated in Bexar County, (“CITY”) DISTRICT and CITY may sometimes hereafter be referred to individually as “PARTY” or collectively as the “PARTIES”. This Agreement sets forth the specific terms and conditions by which the School Resource Officer Program (“PROGRAM”) will be administered. Authority for this Agreement is granted and pursuant to the Interlocal Cooperation Act, Texas Government Code, Section 791 (“COOPERATION ACT”).

WHEREAS, pursuant to the COOPERATION ACT, the PARTIES are empowered to contract with each other for the performance of governmental functions, including police protection, and as permitted in Section 37.081 of the Texas Education Code by providing School Resource Officers (“SROs”) to the DISTRICT.

WHEREAS, the DISTRICT and the CITY share a mutual goal of ensuring a learning environment in that is free from the fear of crime, violence, and victimization by providing law enforcement and related services to the public schools located within the corporate boundaries of CITY; and

WHEREAS, the DISTRICT and the CITY recognize the potential outstanding public safety benefits that the PROGRAM will provide the students, teachers, and staff of the DISTRICT and all the citizens of the CITY; and

WHEREAS, the DISTRICT and the CITY desire to build and maintain a positive relationship between police officers and the youth of our community; and

WHEREAS, the DISTRICT has determined it is in its best interest to enter into an agreement with the CITY to provide such police services to the DISTRICT, and it has specifically authorized peace officer(s) licensed by the Texas Commission on Law Enforcement (“TCOLE”) to carry weapons in performing such services at all DISTRICT campuses and properties within the corporate boundaries of the CITY; and

WHEREAS, the CITY and DISTRICT find that their cooperation in the matters contained in this Agreement will increase the efficiency and effectiveness of providing the governmental function of police protection on the DISTRICT’s campuses to the benefit of all the taxpaying citizens of the CITY and the DISTRICT.

NOW THEREFORE, in order to carry out the intent of the PARTIES as expressed above, and in accordance with the COOPERATION ACT, the PARTIES agree as follows:

EXHIBIT A

ARTICLE I

The term of this Agreement is for three (3) years beginning immediately on the fourth (4th) day of August 2024, and shall continue in full force and effect until 11:59 p.m. on the thirtieth (30th) day of June 2027, unless sooner terminated as herein provided. This Agreement may be renewed by mutual consent for additional one (1) year terms not to exceed more than three (3) such additional terms. The process of renewal may be initiated by either PARTY by forwarding written notice to the other PARTY of such intent no less than thirty (30) days prior to the expiration of this Agreement. Renewal of this Agreement shall require action during an open meeting of the governing body of each respective PARTY hereto.

ARTICLE II

The City of Fair Oaks Ranch Police Department (“POLICE DEPARTMENT”) shall provide the following, which are deemed necessary to the success of the PROGRAM and the performance of duties by the officers:

A. Number and Assignment of Officers

1. The POLICE DEPARTMENT shall assign regularly employed SROs to the DISTRICT. The SROs will be assigned to the following campuses: Fair Oaks Ranch Elementary School and Van Raub Elementary School and any additional campus deemed necessary by the DISTRICT and located within the corporate boundaries of the CITY.
2. The School Superintendent in consultation with the POLICE DEPARTMENT shall determine the number of SROs to be employed at the DISTRICT and individual campuses for each academic school year or at any other time as mutually agreed between the PARTIES. The assigned campus will be the individual SRO's “home campus.”
3. The SROs shall be full-time POLICE DEPARTMENT employees, who are certified Peace Officers for the State of Texas and who meet all requirements as set forth by the TCOLE, DISTRICT, and the POLICE DEPARTMENT. The POLICE DEPARTMENT shall ensure that the SRO notifies the School Superintendent of any incident involving school property, students and/or employees.
4. At all times, the DISTRICT and the POLICE DEPARTMENT shall cooperate with one another to interview and review the qualification and experience of any potential SRO proposed by the POLICE DEPARTMENT. The DISTRICT shall have the right to veto and refuse the SRO assigned, and the POLICE DEPARTMENT shall propose a different SRO for consideration.
5. The POLICE DEPARTMENT shall designate and assign a qualified POLICE DEPARTMENT administrative officer licensed by TCOLE who shall serve as the Program Supervisor overseeing the SROs.

B. Supervision

1. The SRO will report to the School Superintendent or designee in carrying out his/her day-to-day duties while acting as an SRO during school days. The POLICE DEPARTMENT retains final authority, control, and command over the SRO’s law enforcement responsibilities.

EXHIBIT A

- 2. The SROs shall meet with the School Superintendent or designee during normal work hours at a place, time, and frequency designated by the DISTRICT. The meeting content shall encourage and maintain an effective and collaborative relationship between the PARTIES.
- 3. The day-to-day operation and administrative control of the SRO will be the responsibility of the DISTRICT if not delineated otherwise within this Agreement.
- 4. Responsibility for the SRO’s conduct both personally and professionally including any necessary discipline, shall remain with the POLICE DEPARTMENT.
- 5. The PARTIES shall each monitor, review, and provide oversight and supervision of the services as they are provided, and each agree to notify the other as soon as reasonably possible in the event the level or quality of any scheduling, operating, service, or performance issue becomes unsatisfactory.

C. Equipment

- 1. The POLICE DEPARTMENT will provide the SROs with the same law enforcement equipment, uniform, and vehicles that are available to other officers of the POLICE DEPARTMENT.
- 2. The DISTRICT will authorize the SRO to carry a weapon and act as a commissioned peace officer at all times, so long as the SRO is acting under his/her official capacity. Likewise, the DISTRICT campuses and properties.

D. Training

- 1. All SROs shall complete an active shooter response training program approved by TCOLE, as well as all other required training for SROs as required by law.
- 2. The POLICE DEPARTMENT shall be responsible for funding all department related training, and all costs related to said training, in areas deemed necessary by the POLICE DEPARTMENT.
- 3. The POLICE DEPARTMENT agrees to perform any obligations required to maintain all SROs as commissioned police officers with the POLICE DEPARTMENT with full Texas peace officer status.

ARTICLE III

The DISTRICT shall provide the following, which are deemed necessary to the success of the PROGRAM and the performance to the duties of the SROs:

A. Facilities & Equipment

- 1. Access to an air-conditioned and properly lighted private office that shall contain a telephone to be used for general business purposes.
- 2. A desk with drawers, a chair, work table, filing cabinet, and office supplies.
- 3. A computer consistent with what is furnished to other employees.
- 4. IT accessories such as a mouse, keyboard, and monitor.

EXHIBIT A

5. A location for files and records which can be properly locked and secured.
6. Secretarial assistance on an as-needed basis and as available.
7. District email addresses and access badges/key cards.
8. Use of any school-owned equipment of facilities shall comply with DISTRICT policies and procedures.

B. Training

1. The DISTRICT shall be responsible for finding all school related training (e.g. TASRO/NASRO conference, Active Shooter training, etc.) and all cost related to said training (e.g. registration, travel, housing, per diem (or reimbursement of meals), and any yearly dues for school related organizations), for the SROs in areas deemed necessary by the DISTRICT.
2. Subject to the obligations under the Family Educational Rights and Privacy Act (FERPA), 20 U.S.C. § 1232g, the DISTRICT agrees to provide the SROs with (a) unrestricted access to student and personnel records as necessary for the investigation of criminal offenses, to collect certain incident-based data, or to ensure the safety and security of DISTRICT campuses or events, and (b) unrestricted access to technology installed throughout Boerne ISD, including surveillance cameras, to provide for safety and security as permitted by law. SROs shall be designated as “school officials” under Boerne ISD Policy FL (local) for purposes of access to student records. In providing the services under this Agreement, the PARTIES agree to and shall abide by any and all federal, including but not limited to the FERPA, state and local law, including but not limited to a statute, ordinance, rule or regulation, pertaining to such services which is in effect or comes into effect while this Agreement, any violation of this Section shall constitute a material breach of this Agreement and shall entitle the non-breaching PARTY the right to immediately terminate this Agreement and seek all remedies allowed by law. The SROs agree to comply with all FERPA requirements and maintain the confidentiality of student records.

ARTICLE IV

The following shall establish regular duty hours, compensation for overtime, reassignments, and leave time for the SROs.

A. Duty Hours of SROs

1. The SROs shall be assigned to their home campuses on a full-time basis during the active school year and as mutually agreed to by the School Superintendent and Chief of Police. Except as agreed to herein, the work week of the SROs shall consist of no more than forty (40) hours.
2. SROs shall report to their home campus during the school hours for their home campus. The SRO shall arrive at the home campus at least thirty (30) minutes prior to the commencement of school hours and remain at their home campus at least thirty (30) minutes following the close of school hours. During their daily tour of duty, the SROs may be off campus, the SROs will promptly notify the principal or the principal’s designee prior to their absence.

EXHIBIT A

- 3. Time spent by the SROs attending training or court arising out of their employment and/or duties as an SRO shall be considered as hours worked under this Agreement.
- 4. The regular workday hours of the SROs may be adjusted by the DISTRICT on a temporary basis for specific situations. These adjustments will require the prior approval of the SRO’s assigned DISTRICT supervisor and the Chief of Police or their designee.
- 5. The POLICE DEPARTMENT may temporarily reassign an SRO, without advance notice or mutual agreement of the PARTIES, for a situation deemed by the POLICE DEPARTMENT to be a public safety emergency. The POLICE DEPARTMENT may temporarily reassign an SRO for a non-school and non-public safety emergency with the DISTRICT’s mutual agreement.
- 6. Leave time should be taken at times when the school is not in session. The SRO’s assigned DISTRICT supervisor must approve all requests for leave time during normal work periods and if at all possible, reasonable advance notice should be given to the principal. The SRO will coordinate vacation hours with the School Superintendent or their designee.

B. Overtime Hours for SROs

- 1. If the school requests the SRO to work in excess for forty (40) hours within a work week, the DISTRICT will reimburse the CITY for the additional hours at the SRO’s overtime rate as billed by the CITY.
- 2. If the CITY requests the SRO to work in excess of forty (40) hours within a work week, the CITY will be responsible for paying for the additional hours in accordance with established overtime procedures.
- 3. To the extent possible, any overtime hours that relate to SRO duties for the DISTRICT must be authorized and approved in writing by the School Superintendent or their designee prior to the performance of the overtime work and will be paid in accordance with procedures established by the CITY’s personnel policy manual, and paid by the DISTRICT.
- 4. SROs who enter into a contractual agreement with the DISTRICT for school-related duties such as coaching, intramural after-school programs, or teaching shall be paid by the DISTRICT in accordance with the DISTRICT’s established procedures. Such contractual agreements shall receive the prior approval of the Program Supervisor and must be in accordance with the POLICE DEPARTMENT’s and CITY’s policy.

ARTICLE V

Duties of the officers and the Program Supervisor involved in the PROGRAM shall include but not be limited to the following:

A. Duties of SROs Assigned to a School

The following shall be in addition to, and not in lieu of, the POLICE DEPARTMENT’s obligation to provide routine patrol services on the same basis as provided to other school campuses or other properties within the City.

EXHIBIT A

1. Duties and responsibilities of the SRO include:
 - a. Protection of the lives and property of the students, personnel, and visitors. The SROs will be based on their home campuses. They will serve and respond to other campuses located within the City of Fair Oaks Ranch. Their assignments to other campuses will be determined by mutual agreement of the POLICE DEPARTMENT and the School Superintendent or their designee.
 - b. Enforcement of applicable federal, state, and local laws and ordinances.
 - c. Investigations of criminal activity and accidents occurring at the assigned home campuses located within the corporate boundaries of the CITY.
 - d. Patrolling areas within or in the vicinity of the geographical boundaries of the home campus to protect all students, personnel, and visitors. Patrol and other law enforcement duties of the SROs shall be performed, in part, with the use of CITY-owned POLICE DEPARTMENT vehicles.
 - e. Being a visible presence during the school day in order to assist the DISTRICT administration with general public safety services during school hours.
 - f. Maintaining the peace and/or address any breaches of the peace as needed.
 - g. Engaging in all law enforcement activities arising from the enforcement of laws, including, but not limited to, issuing traffic citations, transporting arrested persons, completing follow-up activities, filing of affidavits and complaints, and participating in legal proceedings resulting from the law enforcement services provided in accordance with this Agreement.
 - h. Responding to Police calls for service during the course of the regular school day on campuses.
 - i. Helping to mediate disputes on campus, when requested, including working with students to help solve disputes in a non-violent manner.
 - j. Assisting with the prevention of property loss due to theft or vandalism.
 - k. Providing traffic control as needed. The SRO is not expected to provide daily traffic control at intersections, crosswalks, etc.
 - l. Assisting the DISTRICT with its Emergency Operation Plan.
 - m. Assisting with school safety projects, participating in emergency drills, emergency response, and after-action reviews within schools when requested by a school.
 - n. Providing training for staff as agreed upon by the School Superintendent and the Chief of Police.
 - o. Serving as a resource for law enforcement education at the request of school staff, such as speaking to classes on the law, search, and seizure, drugs, or motor vehicle laws.
 - p. Maintaining the confidentiality of student records as required by FERPA.

EXHIBIT A

- q. Provide assistance to other law enforcement officers with outside investigations concerning students attending the DISTRICT's schools or in matters regarding their school assignment.
- r. The SROs shall not act as school disciplinarians. However, if the principal believes an incident is a violation of the law, the principal may contact the SRO and the SRO shall then determine whether law enforcement action is appropriate.
- s. Make the principal of the school aware of any law enforcement action taken, as soon as practicable and in compliance with the law.
- t. Take appropriate law enforcement action against intruders and unwanted guests, at the principal or his/her designee's request, which may appear at the school and related school functions, to the extent that the SROs may do so under the authority of the law.
- u. When possible and practicable, advise the principal before requesting additional police assistance on campus.
- v. Make themselves available for conferences with students, parents, and faculty members in order to assist them with problems of law enforcement or crime prevention nature.
- w. Become familiar with all community agencies offering assistance to youths and their families such as mental health clinics, drug treatment centers, etc.
- x. Coordinate all security efforts at assigned home campuses located within the corporate boundaries of the CITY including the coordination of a safety audit of the campus and develop a long-range plan for campus safety. The plan will incorporate input from school staff, students, parents, and Police Department command staff.
- y. Assist the principal in identifying situations or school protocol, on campus or during school-sponsored events, which have a potential for becoming dangerous situations and develop action plans, through long-term problem solving, in an attempt to prevent or minimize their impact.
- z. Maintain detailed and accurate records of the operation of the PROGRAM as determined by the DISTRICT Supervisor and Police Chief.
- aa. SROs are not to be used for regularly assigned lunchroom duties, hall monitors, bus duties, or other monitoring duties. If there is a problem in one of these areas, the SRO may assist the school until the problem is solved upon request to do so.
- bb. Preparing reports and documentation related to events occurring within the corporate boundaries of the CITY.
- cc. Comply with the DISTRICT's policies and procedures while acting as the SRO on DISTRICT property and at DISTRICT events.

EXHIBIT A

- dd. Performing other duties that may be assigned from time to time by the School Superintendent and as approved by the Chief of Police, provided that the duty is legitimately and reasonably related to the services as described herein and is consistent with Federal and State law, local ordinances and orders as well as laws applicable to DISTRICT policies, procedures, rules, or regulations relating to the subject matter of this Agreement, and the policies, procedures, rules, and regulations of the POLICE DEPARTMENT.
2. Instructional responsibility of the SROs at their assigned schools:
 - a. All instruction by the SROs shall be as a guest speaker. The principal or a member of the faculty may request the SROs to provide instruction. The SROs shall not be asked to teach on a full-time basis.
 - b. In coordination with the principal, may make a variety of specialized, short-term law and safety-related presentations available to the school faculty and students.
 - c. Develop an expertise in various subjects that can be presented to the students. Such subjects should include a basic understanding of the laws, the role of a police officer and the police mission, and other topics that relate to student or school safety.
 3. Duties and responsibilities of the Program Supervisor include:
 - a. Program development and administration.
 - b. Approving reports, overseeing problem-solving efforts, providing leadership, training, direction, and evaluations.
 - c. Establishing rapport with individual principals.
 - d. Performing scheduled and non-scheduled visits to the school campuses in coordination with the principals.
 - e. Work in liaison with principals.

ARTICLE VI

A. The DISTRICT agrees to pay sixty percent (60%) of the CITY cost for each SRO during contract year 2024/25, inclusive of SRO employee benefits and standard CITY onboarding cost associated with new full-time equivalents (FTE's). For the remaining contract years 2025/2026 and 2026/2027, the DISTRICT agrees to pay the CITY a five percent (5%) increased rate per year, not to exceed seventy percent (70%). It is understood and agreed to by both Parties that the CITY shall provide the DISTRICT an itemized break-down accounting to support that the subsequent five percent (5%) increase(s) are to cover actual costs incurred and not in violation of Texas Education Code Section 37.081. The DISTRICT's contribution shall be adjusted and reimbursed accordingly should any SRO be absent from the campus for an extended period (one to five consecutive school days) that is not due to a public safety emergency as declared by the POLICE DEPARTMENT or local Emergency Operations Center ("EOC"). In the event of an extended public safety emergency (one that lasts longer than five (5) consecutive school days), the DISTRICT will maintain the option of utilizing the SRO to maintain the safety and security of DISTRICT students, staff, and visitors.

EXHIBIT A

The option will exist only when the execution of that option does not interfere with exigent circumstances or the critical nature of the emergency. The safety of the community as a whole will take priority. The DISTRICT may also choose to release the SRO back to the POLICE DEPARTMENT during the extended public safety emergency. In any case a removal or release of the SRO during the extended public safety emergency, the DISTRICT’s contribution will be adjusted or reimbursed accordingly. Authorized training and sick leave are excluded, as well as vacation days approved by the POLICE DEPARTMENT and the DISTRICT.

- B. The POLICE DEPARTMENT shall keep and maintain accurate records of dates of service and the hours served by the SRO. The POLICE DEPARTMENT shall be responsible for calculating and documenting the charge for services rendered pursuant to this Agreement. Records are subject to review by the Principal during regular business hours with forty-eight (48) hours’ advance notice.
- C. The DISTRICT shall be responsible for school-related training and overtime as discussed in Article III. B. and IV. B. above.
- D. The CITY will prepare and submit an invoice to the DISTRICT, payable to the CITY, annually on July 30 of each year or within thirty (30) days of receiving an invoice.

ARTICLE VII

Dismissal of SROs/Replacement

- A. In the event the principal of the school to which an SRO is assigned feels that the SRO is not effectively performing his/her duties, the principal shall request a meeting with the SRO’s supervisor in an attempt to correct the situation.
- B. If the working relationship between the principal and the SRO does not improve, mediation between the two parties may be held to attempt to resolve any problems that still exist.
- C. If within a reasonable amount of time after such mediation of the problems cannot be resolved, the principal may recommend to the SRO’s supervisor that the SRO be removed from the PROGRAM at his/her school and shall state the reasons therefore in writing.
- D. The Chief of Police and the School Superintendent shall jointly determine the status of the SRO and a replacement with suitable training acceptable to both parties shall be made if the SRO is removed from the school.
- E. The Chief of Police may dismiss or reassign the SRO based upon CITY and/or POLICE DEPARTMENT rules, regulations and/or general orders or when it is in the best interest of the DISTRICT, CITY, or the POLICE DEPARTMENT.
- F. In the event of the resignation, termination, dismissal, or reassignment of the SRO, the POLICE DEPARTMENT shall provide a replacement as soon as possible. During any such vacancy, the DISTRICT’s financing obligation shall be adjusted accordingly.
- G. In the event of a long-term absence by the SRO, the POLICE DEPARTMENT shall provide a temporary replacement whose training is acceptable to the PARTIES, within thirty (30) school days of receiving notice of such until such time as the SRO may reassume his/her duties.
- H. Transfers will not be permitted during the school year except under special circumstances such as vacancies or promotions. SROs requesting transfer to a new school should submit a request in

EXHIBIT A

writing prior to the beginning of the school year. Transfers shall be subject to the joint approval of the SRO’s supervisor and the principal.

ARTICLE VIII

- A. This Agreement may be terminated by either PARTY upon receipt of one (1) year advance written notice, as set forth in Article IX, that either PARTY has failed to substantially perform in accordance with the terms and conditions of this Agreement, and an attempt to mediate the issue has proven unsuccessful.
- B. PARTY upon expiration of one (1) year advance written notice, as set forth in Article IX, may terminate this Agreement without cause.
- C. Termination of this Agreement may only be accomplished as provided herein. In the event this Agreement is terminated, compensation will be made to the CITY for all services performed to the date of termination.

ARTICLE IX

Notices

Any and all notices or any other communication herein required or permitted shall be in writing and may be affected by personal delivery, or by registered or U.S. certified mail, return receipt requested at the address o the respective parties indicated below:

If to DISTRICT: Superintendent
 Boerne Independent School District
 235 Johns Road
 Boerne, Texas 78006

If to CITY: City Manager
 City of Fair Oaks Ranch
 7286 Dietz Elkhorn
 Fair Oaks Ranch, Texas 78015

ARTICLE X

- A. The DISTRICT, the CITY, and their agents, employees, and officers agree to cooperate in good faith in fulfilling the terms of this Agreement. Unforeseen difficulties or questions will be resolved by mediation. Each PARTY hereto acknowledges and represents that their respective governing body has duly authorized this Agreement.
- B. Notwithstanding any provision to the contrary herein, this Agreement is a contract for and with respect to the performance of governmental functions by governmental entities. The relationship of the DISTRICT and the CITY shall, with respect to that part of any service or function undertaken as a result of or pursuant to this Agreement, be that of independent contractors.
- C. The CITY shall have no liability whatsoever for or with respect to the DISTRICT’s use of any DISTRICT property or facility, or the actions of, or failure to act by, any employees, subcontractors, agents or assigns of the DISTRICT. The DISTRICT covenants and agrees that:
 - 1. The DISTRICT shall be solely responsible, as between the DISTRICT and the CITY and the agents, officers, and employees of the CITY, for and with respect to any claim

EXHIBIT A

or cause of action arising out of or with respect to any act, omission, or failure to act by the DISTRICT or its agents, officers, employees, and subcontractors, while on the DISTRICT's property or while using any DISTRICT facility or performing any function or providing or delivering any service undertaken by the DISTRICT pursuant to this Agreement.

2. For and with respect to the DISTRICT property or use of any DISTRICT facility, the DISTRICT hereby contracts, covenants, and agrees to obtain and maintain in full force and effect, during the term of this Agreement, a policy or policies of insurance, or risk pool coverage, in amounts sufficient to insure the DISTRICT and its agents, officers, and employees, and subcontractors, from any and against any claim, cause of action or liability arising out of or from the action, omission, or failure to act by the DISTRICT, its agents, officers, employees, and subcontractors in the course of their duties.
- D. The DISTRICT shall have no liability whatsoever for or with respect to the CITY's use of any CITY property or facility, or the actions of or failure to act by any agents, officers, employees, and subcontractors, of the CITY. The CITY covenants and agrees that:
1. The CITY shall be solely responsible, as between the CITY and the DISTRICT and the agents, officers, employees, and subcontractors of the DISTRICT, for and with respect to any claim or cause of action arising out of or with respect to any act. Omission, or failure to act by the CITY or its agents, officers, employees, and subcontractors, while on CITY property or while using any CITY facility or performing any function or providing or delivering any service undertaken by the CITY pursuant to this Agreement.
 2. For and with respect to the services to be provided by the CITY to the DISTRICT pursuant to this Agreement, the CITY hereby contracts, covenants, and agrees to obtain and maintain in full force and effect, during the term of this Agreement, a policy or policies of insurance, or risk pool coverage, in the amounts sufficient to insure the CITY and its agents, officers, employees, and subcontractors from and against any claim, cause of action, or liability arising out of or from the action, omission, or failure to act by the CITY, its agents, officers, employees, and subcontractors in the course of their duties.
- E. It is specifically agreed that as between the PARTIES, each PARTY to this Agreement shall be individually and respectively be responsible for responding to, dealing with, insuring against, defending, and otherwise handling and managing liability and potential liability pursuant to this Agreement.
- F. Each PARTY hereto reserves and does not waive any immunity or defense available to it at law or in equity as to any claim or cause of action whatsoever that may arise or result from the services provided and/or any circumstances arising under this Agreement. Neither the DISTRICT nor the CITY waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the law of the State of Texas on behalf of itself, its trustees, council members, officers, employees, and agents.
- G. No term or provision of this Agreement shall benefit or obligate any person or entity not a party to it. This Agreement shall not be interpreted nor construed to give to any third party to right to any claim or cause of action, and neither the CITY nor the DISTRICT shall be held legally liable for

EXHIBIT A

any claim or cause of action arising pursuant to, or out of the services provided under this Agreement except as specifically provided herein or by law. The PARTIES hereto shall cooperate fully in opposing any attempt by any third person or entity to claim any benefit, protection, release, or other consideration under this Agreement.

H. Nothing in this Agreement shall be deemed to extend, increase, or limit the jurisdiction or authority of either the CITY or the DISTRICT except as necessary to implement, perform, and obtain the services and duties provided for in this Agreement. Save and except only as specifically provided in this Agreement, all governmental functions and services traditionally provided by the DISTRICT, and all governmental and proprietary functions and services traditionally provided by the CITY, shall be and remain the sole responsibility of each such respective PARTY.

ARTICLE XI

This Agreement constitutes the full understanding of the PARTIES and supersedes all prior understandings and agreements between the PARTIES. No terms, conditions, understandings, or agreements purporting to modify or vary the terms of this Agreement shall be binding unless hereafter made in writing and signed by the PARTY to be charged.

ARTICLE XII

This Agreement, and each and every covenant herein, shall not be capable of assignment, unless the express written consent of the DISTRICT and the CITY is obtained.

ARTICLE XIII

Any clause, sentence, paragraph, or article of this Agreement which is determined by a court of competent jurisdiction to be invalid, illegal, or unenforceable in any respect shall not be deemed to impair, invalidate, or nullify the remainder of this Agreement.

ARTICLE XIV

This Agreement shall be construed in accordance with the laws and constitutions of the United States and the State of Texas. All obligations hereunder are performed in the City of Fair Oaks Ranch, Texas, and venue for any action arising hereunder shall lie in Kendall County, Texas.

ARTICLE XV

This Agreement constitutes a final written expression of all the terms of this Agreement and is a complete and exclusive statement of those terms.

EXHIBIT A

IN WITNESS WHEREOF, the PARTIES have caused this Agreement to be signed by their duly authorized officers on the date appearing adjacent to the signatures below. This Agreement shall become effective on the date of the last party to sign.

THE BOERNE INDEPENDENT SCHOOL DISTRICT

Superintendent of Schools

School Board President

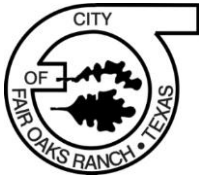
Date

Date

THE CITY OF FAIR OAKS RANCH

Fair Oaks Ranch City Manager

Date



**CITY COUNCIL CONSIDERATION ITEM
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Consideration and possible action on the first reading of an Ordinance of the City Council of The City of Fair Oaks Ranch, Texas, establishing a Transportation Safety Advisory Committee.
DATE: June 20, 2024
DEPARTMENT: City Council
PRESENTED BY: Laura Koerner, Council Member, Place 4

INTRODUCTION/BACKGROUND:

The City wants everyone who travels within or through our community to reach their destination safely. Accordingly, throughout the years, after staff presentations on traffic study results related to stop or yield signs, improved intersections, and speed limiting devices, the City Council has approved applicable ordinances.

Many municipalities have transportation safety committees which review and discuss transportation matters in their communities before Council consideration. At the May 2, 2024, City Council workshop, Council Member Koerner led a discussion on establishing a Fair Oaks Ranch Transportation Safety Advisory Committee (TSAC).

The proposed ordinance establishes the City of Fair Oaks Ranch Transportation Advisory Safety Committee. **Exhibit A** is a draft committee rules of procedures providing the committee composition, purpose, rules, and duties. Currently, no action on the rules is required. The Council would consider the Rules of Procedure following the establishment of the TSAC via ordinance. The ordinance and the rules are inclusive of the following:

Who? The Committee is made up of five regular members and two alternates. Terms are staggered for two (2) years. Volunteers must be residents of Fair Oaks Ranch. Additionally, the City Manager will assign city staff as non-voting members to participate and support the Committee with the minimum representation from Public Safety or Public Works departments.

What? The purpose and duties of the TSAC, include but not limited to:

- Improve the city’s quality of life through a citizen-government partnership that promotes transportation safety.
- Review transportation (vehicles, bicycles, pedestrians, etc.) safety issues submitted to them either by citizens or by city staff.
- Provide recommendations to the City Council with respect to means of transportation involving city-owned roadways, walks, and paths, including, but not limited to, no parking zones, yield and stop signs, speed limit increases and decreases, hike and bike lanes; and speed limiting devices.

- Direct citizen requests regarding privately-owned roadways, walks, and paths within the city to the appropriate organization (i.e. Country Club, FORHA, etc.).
- Advise the City Council and provide recommendations regarding the overall planning and programming of transportation safety improvements.
- Develop materials needed for promotion of transportation safety.
- Create and annually review a city’s transportation safety plan.
- Review proposed transportation safety ordinances and make recommendations to the City Council.
- Other duties as the City Council may direct.

When? The TSAC will meet quarterly or more frequently. Meetings will be open to the public and will follow the Texas Open Meetings Act.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

1. Continued improvement of the city’s quality of life relative to transportation safety.
2. Provides for a citizen-government partnership.
3. Meets the city’s Strategic Action Plan pillars of Reliable and Sustainable Infrastructure and Responsible Growth Management,

LONGTERM FINANCIAL & BUDGETARY IMPACT:

Budgeted funds for promotional items.

LEGAL ANALYSIS:

Ordinance – approved as to form.

RECOMMENDATION/PROPOSED MOTION:

I move to approve the first reading of an ordinance establishing the Fair Oaks Ranch Transportation Safety Advisory Committee.

AN ORDINANCE

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS, ESTABLISHING A TRANSPORTATION SAFETY ADVISORY COMMITTEE, AMENDING THE CITY’S CODE OF ORDINANCES, CHAPTER 1, ARTICLE 1.08 BOARDS, COMMISSIONS, AND COMMITTEES, AND PROVIDING FOR SEVERABILITY AND REPEALING CLAUSES AND AN EFFECTIVE DATE

WHEREAS, Chapter 1, Article 1.08 of the City of Fair Oaks Ranch Code of Ordinances provides for city Boards, Commissions, and Committees, and,

WHEREAS, the Fair Oaks Ranch City Council desires to create an advisory committee to review transportation (vehicles, bicycles, pedestrians, etc.) safety issues and provide recommendations to the Council, and,

WHEREAS, the City Council finds a Transportation Safety Advisory Committee is warranted after careful consideration of establishing an advisory committee to assist in the continuance of the city’s quality of life through a citizen-government partnership that promotes safe and secure public roads and walks, and,

WHEREAS, the City Council further finds that amending Chapter 1, Article 1.08 Boards, Commissions, and Committees is necessary to establish an advisory committee.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FAIR OAKS RANCH, TEXAS:

- Section 1.** The City Fair Oaks Ranch Transportation Safety Advisory Committee is established.
- Section 2.** The City of Fair Oaks Ranch Code of Ordinances Chapter 1, Article 1.08 Boards, Commissions, and Committees is hereby amended as set forth in the attached Exhibit A.
- Section 3.** City staff shall create, by resolution, the committee’s Rules of Procedures and present the rules at a future City Council meeting for consideration and approval.
- Section 4.** That the recitals contained in the preamble hereto are hereby found to be true and such recitals are hereby made a part of this ordinance for all purposes and are adopted as a part of the judgment and findings of the Council.
- Section 5.** It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this ordinance be severable, and, if any phrase, clause, sentence, paragraph, or section of this ordinance shall be declared invalid by judgment or decree of any court of competent jurisdiction, such invalidity shall not affect any of the remaining phrases, clauses, sentences, paragraphs, or sections of this ordinance and the remainder of this ordinance shall be enforced as written.
- Section 6.** That it is officially found, determined, and declared that the meeting at which this ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 7. The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.

Section 8. If any provision of this ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this ordinance would have been enacted without such invalid provision.

Section 9. All ordinances, or parts thereof, which are in conflict or inconsistent with any provision of this ordinance are hereby repealed to the extent of such conflict, and the provisions of this ordinance shall be and remain controlling as to the matters ordained herein.

Section 10. This ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 11. The provisions of this ordinance shall be cumulative of all ordinances not repealed by this ordinance and ordinances governing or regulating the same subject matter as that covered herein.

Section 12. This ordinance shall take effect immediately from and after its second reading, passage and any publication requirements as may be required by governing law.

PASSED and APPROVED on first reading by the City Council of the City of Fair Oaks Ranch, Texas, on this 20th day of June 2024.

PASSED, APPROVED, and ADOPTED on second and final reading by the City Council of the City of Fair Oaks Ranch, Texas, on reading this 18th day of July 2024.

Gregory C. Maxton, Mayor

ATTEST:

APPROVED AS TO FORM:

Christina Picioccio, TRMC
City Secretary

Denton Navarro Rodriguez Bernal Santee & Zech
P.C., City Attorney

EXHIBIT A

Chapter 1 “General Provisions;” Article 1.08 “Boards, Commissions, and Committees” is hereby amended with the inclusion of the following:

Sec. 1.08.003 Transportation Safety Advisory Committee

1. The Fair Oaks Ranch Transportation Safety Advisory Committee is hereby established.
2. The Committee shall consist of five (5) regular members and two (2) alternates who will serve staggered two (2) year terms, starting October 1, 2024.
3. Members serve at the will of the City Council and shall be resident citizens.
4. The City Manager will assign city staff as non-voting members to participate and support the Committee with the minimum representation from the Public Safety or Public Works department.

EXHIBIT A

TRANSPORTATION SAFETY ADVISORY COMMITTEE

Rules of Procedure

DRAFT

Adopted: July 2024

Ordinance 2024-xxx

EXHIBIT A
CITY OF FAIR OAKS RANCH
TRANSPORTATION SAFETY ADVISORY COMMITTEE
RULES OF PROCEDURE

1.0 Statement

It is hereby declared that the appointment to the Transportation Safety Advisory Committee is a distinct honor and the trust imposed in the appointee involves the corresponding obligation of the appointee to serve the community by regular attendance and participation in the proceedings of the body.

2.0 Creation and Membership

- 2.1** The Transportation Safety Advisory Committee (TSAC) was established, under Ordinance 2024-xx, and members serve at the will of the City Council. Appointments/reappointments to the Committee shall be made annually based on the term expiration and expressed interest of members to continue to serve, or at such other times as may be authorized by State Law. Members, including Alternates, shall be Fair Oaks Ranch resident citizens. Terms shall coincide with the city’s fiscal year (October 1 through September 30). Appointments to fill unexpired terms will be made on an as needed basis.
- 2.2** The Committee shall consist of five (5) members who shall be appointed by majority vote of the City Council. The members shall serve for a term of two (2) year, staggered, and are subject to removal for cause, as found by the City Council. Each member shall occupy a place on the Committee, such places being numbered 1 through 5. A vacancy on the TSAC shall be filled for the unexpired term.
- 2.3** City Council by majority vote shall appoint two (2) individuals as alternate Committee members to serve in the absence of one (1) or more regular members when requested to do so by the Chairperson or by the City Manager or designee. An alternate member serves for the same period as a regular member and is subject to removal in the same manner as a regular member. Alternates shall be Fair Oaks Ranch citizens and qualified voters of the City. A vacancy among the alternate members is filled in the same manner as a vacancy among the regular members.
- 2.4** The City Manager shall assign city staff as non-voting members to participate and support the Committee with the minimum representation from Public Safety or Public Works departments.
- 2.5** Staff should develop orientation sessions at the beginning of new terms of office for new and alternate Committee members. If a seat becomes vacant and a new member(s) are appointed to complete unexpired terms, the new member(s) should also attend the orientation sessions.
- 2.6** All members, including alternates, are encouraged to attend every called meeting

EXHIBIT A

of the TSAC. If necessary, the Presiding Officer will call an alternate member (s) to serve prior to taking a meeting Roll Call.

2.7 Sitting City Council members are prohibited from serving on the Transportation Safety Advisory Committee.

3.0 Officers

3.1 The Committee shall select from among its members in their first meeting of the fiscal year following new appointments, a Chairperson and Vice-chairperson to serve for a period of one (1) year.

3.2 If a vacancy of either position exists, a majority of the remaining members who are present and voting shall appoint an existing Committee member to complete the unexpired term.

3.3 In the absence of both the Chairperson and Vice-chairperson, the Committee shall elect an Acting Chairperson.

4.0 Officers Duties

4.1 The Chairperson shall preside over all posted meetings and perform all duties as required by law; Chapter 211, Texas Local Government Code, and Chapter 551, Texas Government Code.

4.2 The Vice-chairperson shall assume all duties of the Chairperson in the absence of the Chairperson.

5.0 Purpose and Duties of the Committee

- 5.1** The purpose and duties of the Transportation Safety Advisory Committee is to:
- Improve our city's quality of life through a citizen-government partnership that promotes transportation safety.
 - Review transportation (vehicles, bicycles, pedestrians, etc.) safety issues submitted to them either by citizens or by city staff.
 - Provide recommendations to the City Council with respect to means of transportation involving city-owned roadways, walks, paths, etc.
 - Changes to traffic patterns
 - Poor sight distance at intersections
 - Crosswalks
 - No Parking zones
 - Yield and stop signs
 - Speed limit increases and decreases
 - Hike and bike lanes; and/or,
 - Speed limiting devices.

EXHIBIT A

- Direct citizen requests regarding privately-owned roadways, walks, and paths within the city to the appropriate organization (i.e. Country Club, FORHA, etc.).
- Advise the City Council and provide recommendations regarding the overall planning and programming of transportation safety improvements.
- Duties may include, but are not limited to, the following:
 - Develop materials needed for promotion of transportation safety.
 - Create and annually review a city's transportation safety plan.
 - Review proposed transportation safety ordinances and make recommendations to the City Council.
 - All other duties as the City Council may direct.

6.0 Meeting Rules of Order

- 6.1 The Committee shall follow and abide by the current edition of the Roberts Rules of Orders on file in the City Secretary's office.
- 6.2 The Chairperson shall rule on all points of order.
- 6.3 The Committee may overrule the Chairperson on points of order by a two-thirds (2/3) vote of members present.

7.0 Quorum

- 7.1 A quorum shall consist of three (3) members. Alternate members shall be considered as a voting member for purposes of a quorum when regular members are not present.
- 7.2 No matters may be handled without the presence of a quorum.
- 7.3 All votes shall be by a majority of members present except as otherwise stated in these rules of procedure, City Charter, or State law.

8.0 Agendas

- 8.1 Meeting agendas shall be prepared by the City Secretary's office for each TSAC meeting. A copy of the agenda, at the minimum, shall be posted at the meeting location as required by law for a period of seventy-two (72) hours prior to the meeting.
- 8.2 All meetings shall follow, as closely as possible, the posted agenda.
- 8.3 Agendas may be amended by the Chairperson as to order of items, during the called meeting, but not as to content.
- 8.4 Committee members can suggest agenda items related to the scope of committee's duties and with sufficient notice for staff study, if warranted.

EXHIBIT A

9.0 Meeting Minutes

- 9.1 Minutes, paper, and voice recordings, of all regular and special meetings shall be kept in the City Secretary's office and are subject to amendment and ratification by the Committee at a regular meeting.
- 9.2 The minutes of the Committee's proceeding shall be "record minutes" showing the overall vote, or if a member is absent or failing to vote, shall reflect that fact.
- 9.3 The Chairperson or Vice-chairperson, in the absence of the Chairperson, will sign the Committee's approved minutes.

10.0 Regular Meetings

- 10.1 The Committee shall meet quarterly or more frequently at the Fair Oaks Ranch Municipal Complex or another location if properly posted, as required by law, for a period of seventy-two (72) hours. All meetings shall be open to the public.
- 10.2 Dates and time of the regular and special meetings shall be set by the Committee, in accordance with the City Manager. Under special circumstances the Committee may reschedule a meeting date and/or time.
- 10.3 Any Committee member missing three (3) consecutive regularly scheduled meetings without a valid excuse, provided to the Chairperson, which includes illness, death in the family, scheduled family vacation, or emergency shall be subject to dismissal from the Committee. The Chairperson has the responsibility of reporting any committee member's proposed dismissal to the City Council for their consideration.
- 10.4 City staff may make a recommendation on agenda items and may present findings or information as needed, or requested by the Committee or City Manager.

11.0 Special Meetings

- 11.1 When needed and in coordination with the City Manager, special meetings may be called by the Chairperson, at the request of two (2) or more members, or by a majority of the Committee at any previous meeting.
- 11.2 Special meetings must be posted in accordance with the open meetings act.

13.0 Addressing the Committee

- 13.1 Persons desiring to address the Committee may sign in prior to the start of a meeting, on a form provided by the City Secretary's office.
- 13.2 Persons who desire to address the Committee will be called to the podium by the Chairperson at the appropriate time and will follow the guidelines below when addressing the Committee:
 - A. Approach the podium, state their name and address and whether or not

EXHIBIT A

they are representing a person or organization.

- B. Speak so that all present in the room may hear clearly.
- C. Address all statements and questions to the Chairperson.
- D. Be courteous in language and deportment.
- E. Limit their comments to 5 minutes.

13.3 The Chairperson may interrupt a speaker to redirect or terminate remarks when they are not relevant to the matter before the Committee, or when the Chairperson determines the remarks to be out of order.

13.4 Committee members may question or ask/provide clarification from the speaker regarding specific statements made by the speaker.

14.0 City Staff Responsibilities

14.1 The City Manager or designee shall be responsible for providing the Committee with the necessary professional, technical, and clerical services, among which, shall be the following:

- A. Prepare and submit agenda, staff reports, and any special project.
- B. To the extent necessary, introduce and factually explain items on the agenda.
- C. Coordinate the services of all staff and other sources of public information for and on behalf of the Committee.
- D. Keep a true copy of all Committee proceedings.
- E. Have custody and maintain all Committee records.
- F. Attend to all official Committee correspondence and communications.

15.0 Written Request Required

15.1 Every submittal for Committee review and recommendation shall be made in writing on a city application form provided by the City Secretary's office. The request shall be complete in all respects before being accepted by the City Secretary's office.

16.0 Conflict of Interest Rules

16.1 Any member who concludes that he/she may have a conflict of interest on a matter before the Committee shall:

- A. File an Affidavit of Interest stating the nature and extent of the conflict of interest in accordance with Local Government Code Chapter 171.004 with the Committee Secretary, if required by law
- B. Disclose that fact and abstain from further participation in (e.g., voting on or discussing) the matter at hand.

EXHIBIT A

- 16.2 Any member who concludes that he/she may have a substantial interest in a business entity or in real property, as defined in Local Government Code Chapter 171.002, shall follow Section 16.1 above.
- 16.3 Any member found to have violated Sections 16.1 or 16.2 of these rules of procedures shall have their vote on the matter in question stricken from the record, and this fact shall be submitted to the City Council for further action.
- 16.4 If a committee member owns property within 200 feet of a regular meeting agenda item and no conflict of interest exists, he/she may abstain from voting on that item except in the case of a tie.

17.0 Motions

- 17.1 A motion may be made by any member.
- 17.2 A motion to recommend approval requiring City Council action shall require a majority favorable vote of the members present. *No request or application shall be continued under this rule beyond the next regular meeting.* Failure of the Committee to secure a majority concurring vote to approve or recommend approval at said next regular meeting shall be recorded in the minutes as a denial of the proposal under this rule.

18.0 Miscellaneous

- 18.1 Abstaining from a vote is not allowed except as in accordance with Section 16.0 Conflict of Interest Rules.
- 18.2 All members of the Committee are encouraged to obtain as much information on all requests as possible, including inspection of affected properties, from the City Manager or designee.

19.0 Records

- 19.1 In accordance with the city's adopted records retention schedule, applicable original Committee records shall be retained as a part of the permanent record.
- 19.2 Official records and citizen requests filed for Committee action in regular or special meetings shall be on file in the City Secretary's office and by appointment, shall be open to public inspection during customary working hours.

20.0 Amendments

- 20.1 This document may be amended, in whole or in part, by a majority vote of City Council present at a scheduled City Council meeting.



General Fund Budget Overview

FY 2024-25



Item #16.

Summer Fleming
Director of Finance

Preliminary Taxable Values



County	Tax Year 2023	Tax Year 2024	Change (\$)	Change (%)
Bexar	\$1,575,409,555	\$1,740,416,645	\$165,007,090	10.5%
Kendall	546,576,179	595,760,096	49,183,917	9.0%
Comal	363,190,122	382,691,282	19,501,160	5.4%
Total	\$2,485,175,856	\$2,718,868,023	\$233,692,167	9.4%



Changes to the Budget Since Last Workshop

- Increase in the Administration personnel budget of \$18,596 for new hire
- Increase in the HR & Comms technology budget of \$93 for software price increase
- Decrease of \$14,460 in the IT operating budget with new quotes
- Removal of the additional patrol vehicle from Public Safety capital budget (-\$74,000)
- Increase of \$2,000 in IT capital budget for annual replacement
- Removal of the Chartwell Lane drainage project from the Bond Capital Fund (-\$270,400)



General Fund Summary

Category	Amount
Revenues	\$11,029,718
Expenditures	(\$9,958,133)
Operating surplus/(deficit)	\$1,071,585
Net transfer (to)/from Equipment Replacement Fund	(\$316,438)
Transfer (to)/from Strategic Projects Fund	(\$60,000)
Capital Outlay	(\$200,600)
Total surplus/(deficit)	\$494,547



Fund Balance Summary

Category	FY 2023-24 Ending	FY 2024-25 Budget	FY 2024-25 Ending
Court Technology	\$23,587	(\$2,823)	\$20,764
Court Security	15,322	1,500	16,822
Other Restricted	87,551	5,200	92,751
Non-spendable	77,024	-	77,024
Tree Mitigation	149,600	(49,600)	100,000
Operating Reserve	4,738,120	182,798	4,920,918
Unallocated	1,840,423	357,472	2,197,894
Total Fund Balance	\$6,931,627	\$494,547	\$7,426,173



Questions?

Consolidated Budget						
By Fund						
Governmental Funds						
	General Fund	SAP	Equip Repl	Debt Service	Bond Capital Fund	TOTAL GOVERNMENTAL
Beginning Fund Balance Projected	6,931,627	14,498	1,182,420	87,492	-	8,216,036
<u>Revenues:</u>						
Taxes	8,889,869			1,080,000		9,969,869
Franchise Fees	762,350					762,350
Interest	450,000			7,000	17,000	474,000
Permits	168,200					168,200
Animal Control	1,495					1,495
Fines & Forfeitures	207,300					207,300
Fees & Services	318,024					318,024
Miscellaneous Income	232,480					232,480
Bond Proceeds					3,835,000	3,835,000
Utility Revenues						-
Transfers from other Funds	56,700	60,000	373,138			489,838
Total Revenues	11,086,418	60,000	373,138	1,087,000	3,852,000	16,458,556
<u>Expenditures:</u>						
Personnel	6,291,951					6,291,951
Supplies, Maintenance & Operations	1,273,836					1,273,836
Professional Services	2,118,840	60,000				2,178,840
Shared Services	273,507					273,507
Capital Outlay	200,600	-			3,202,665	3,403,265
Debt Service	-			1,160,981		1,160,981
Transfers & Non-Cash Adjustments	433,138		56,700			489,838
Total Expenditures	10,591,871	60,000	56,700	1,160,981	3,202,665	15,072,217
Revenues Over/(Under) Expenditures	494,547	-	316,438	(73,981)	649,335	1,386,339
Ending Fund Balance	7,426,173	14,498	1,498,858	13,511	649,335	9,602,375

GENERAL FUND PROJECTED FUND BALANCE					
Estimation of where Fund balances would be at 9/30/2025					
	<u>FINAL</u> <u>9/30/2023</u>	<u>2023-24</u> <u>Projected</u> <u>closeout</u>	<u>9/30/2024</u> <u>Projected</u> <u>Balance</u>	<u>2024-25</u> <u>Budget</u> <u>Closeout</u>	<u>9/30/2025</u> <u>Projected</u> <u>Balance</u>
<u>Non-spendable</u>	77,024	-	77,024	-	77,024
<u>Restricted</u>					
Court Technology	18,587	5,000	23,587	(2,823)	20,764
Court Security Building	15,322	-	15,322	1,500	16,822
Court Efficiency	1,079	515	1,594	450	2,044
Court Truancy Prevention Fund	15,809	5,000	20,809	5,700	26,509
Court Jury Fund	166	150	316	150	466
Felony Forfeiture	43,275	-	43,275	-	43,275
Lease Training	16,005	1,234	17,239	(1,100)	16,139
PEG Fees	4,319	-	4,319	-	4,319
Total Restricted	114,562	11,899	126,461	3,877	130,338
<u>Committed</u>	-	-	-		
<u>Assigned</u>					
Tree Mitigation	-	149,600	149,600	(49,600)	100,000
Legal Reserve	50,000	-	50,000	-	50,000
Operating Reserve	4,505,321	182,798	4,688,120	182,798	4,870,918
	4,555,321	332,398	4,887,720	133,198	5,020,918
<u>Unassigned</u>					
Allocated	1,049,228	(1,049,228)	-	-	-
Unallocated	829,095	1,011,328	1,840,423	357,472	2,197,894
	1,878,323	(37,900)	1,840,423	357,472	2,197,894
General Fund Balance	6,625,229	306,397	6,931,627	494,547	7,426,173

STRATEGIC PROJECTS FUND					
	FINAL	2023-24	9/30/2024	2024-25	9/30/2025
	<u>9/30/2023</u>	Projected	Projected	Budget	Projected
		<u>closeout</u>	<u>Balance</u>	<u>Closeout</u>	<u>Balance</u>
Assigned	3,269,573	(3,255,075)	14,498	-	14,498

EQUIPMENT REPLACEMENT FUND					
	FINAL	2023-24	9/30/2024	2024-25	9/30/2025
	<u>9/30/2023</u>	Projected	Projected	Budget	Projected
		<u>closeout</u>	<u>Balance</u>	<u>Closeout</u>	<u>Balance</u>
Assigned	1,140,475	41,945	1,182,420	316,438	1,498,858

DEBT SERVICE FUND					
	FINAL	2023-24	9/30/2024	2024-25	9/30/2025
	<u>9/30/2023</u>	Projected	Projected	Budget	Projected
		<u>closeout</u>	<u>Balance</u>	<u>Closeout</u>	<u>Balance</u>
Restricted	77,976	9,516	87,492	(73,981)	13,511

BOND CAPITAL FUND					
	FINAL	2023-24	9/30/2024	2024-25	9/30/2025
	<u>9/30/2023</u>	Projected	Projected	Budget	Projected
		<u>closeout</u>	<u>Balance</u>	<u>Closeout</u>	<u>Balance</u>
Restricted	-	-	-	649,335	649,335

Revenue Type	2021-22 Actual	2022-23 Actual	2023-24 Budget	2023-24 Projected	2024-25 Proposed	Budget vs Budget	Budget vs Budget %	Budget vs PY Projected
General Fund Revenue Detail								
Taxes								
General Property	5,958,773	6,410,186	6,545,557	6,698,557	6,964,647	419,090	6.4%	266,090
Delinquent Property	82,073	26,865	30,000	35,000	30,000	-	0.0%	(5,000)
Penalty & Interest	42,147	22,965	25,000	25,000	25,000	-	0.0%	-
Mixed Beverage	27,783	27,984	25,000	25,000	25,000	-	0.0%	-
Local Sales	1,050,767	1,104,090	1,116,715	1,182,835	1,230,148	113,433	10.2%	47,313
Street Maintenance	262,692	276,023	279,178	295,706	307,537	28,359	10.2%	11,831
Property Reduction	262,692	276,023	279,178	295,706	307,537	28,359	10.2%	11,831
Total Taxes	7,686,926	8,144,135	8,300,628	8,557,803	8,889,869	589,241	7.1%	332,066
Franchise Fees								
Time Warner Cable	61,589	64,073	60,900	60,900	60,900	-	0.0%	-
GVTC Cable/Telephone	67,732	64,222	70,035	65,035	65,000	(5,035)	-7.2%	(35)
AT&T Cable/Telephone	2,504	1,976	2,750	2,000	2,500	(250)	-9.1%	500
Miscellaneous	523	582	1,000	500	700	(300)	-30.0%	200
City Public Service	471,892	456,923	457,000	467,000	470,000	13,000	2.8%	3,000
Pedernales Electric Company	99,280	101,352	93,000	101,000	105,000	12,000	12.9%	4,000
Grey Forest Utilities	24,400	24,807	23,500	23,500	23,500	-	0.0%	-
Garbage Regular	31,323	34,465	31,000	35,000	34,000	3,000	9.7%	(1,000)
Garbage Recycling	2,165	-	1,500	750	750	(750)	-50.0%	-
Total Franchise Fees	761,408	748,401	740,685	755,685	762,350	21,665	2.9%	6,665
Interest								
Bank/Investment Interest	79,926	577,165	450,000	550,000	450,000	-	0.0%	(100,000)
Total Interest	79,926	577,165	450,000	550,000	450,000	-	0.0%	(100,000)

Revenue Type	2021-22 Actual	2022-23 Actual	2023-24 Budget	2023-24 Projected	2024-25 Proposed	Budget vs Budget	Budget vs Budget %	Budget vs PY Projected
Permits								
New Residential Permits	227,063	146,456	100,000	150,000	80,000	(20,000)	-20.0%	(70,000)
New Commerical Permits	-	2,592	5,000	5,000	5,000	-	0.0%	-
Remodeling/Additions	37,336	22,312	30,000	30,000	20,000	(10,000)	-33.3%	(10,000)
Other BC and Permits	69,950	58,109	61,000	61,000	50,000	(11,000)	-18.0%	(11,000)
Contractor Registration	9,995	8,330	9,200	9,200	9,000	(200)	-2.2%	(200)
Food/Health	3,990	3,875	3,875	4,235	4,200	325	8.4%	(35)
Total Permits Costs	348,333	241,674	209,075	259,435	168,200	(40,875)	-19.6%	(91,235)
Animal Control								
Pet Licenses	720	985	640	640	1,000	360	56.3%	360
Pet Impound/Quarantine	210	430	495	745	495	-	0.0%	(250)
Total Animal Control	930	1,415	1,135	1,385	1,495	360	31.7%	110
Fines & Forfeitures								
Municipal Court Fines	159,245	191,267	160,000	180,000	190,000	30,000	18.8%	10,000
Municipal Court Security	5,346	5,737	6,000	6,000	6,000	-	0.0%	-
Municipal Court Technology	4,414	4,714	5,000	5,000	5,000	-	0.0%	-
Municipal Court Efficiency	105	408	315	515	450	135	42.9%	(65)
Court Truancy Prevention Fund	5,356	5,793	5,000	5,000	5,700	700	14.0%	700
Municipal Court Jury Fund	107	116	150	150	150	-	0.0%	-
Total Fines & Forfeitures	174,573	208,035	176,465	196,665	207,300	30,835	17.5%	10,635
Fees & Services								
FORU Management	257,566	257,499	210,003	249,974	249,974	39,971	19.0%	-
Special Fees	19,131	11,888	25,000	25,000	25,000	-	0.0%	-
FORMDD Management	30,150	30,150	30,150	30,150	30,150	-	0.0%	-
Civic Center Rentals	-	-	-	-	-	-	0.0%	-
Tree Mitigation Fees	-	-	-	159,600	-	-	0.0%	(159,600)
Credit Card Service Fee	10,236	9,707	12,900	12,900	12,900	-	0.0%	-
Total Fees & Services	317,082	309,244	278,053	477,624	318,024	39,971	14.4%	(159,600)

Revenue Type	2021-22 Actual	2022-23 Actual	2023-24 Budget	2023-24 Projected	2024-25 Proposed	Budget vs Budget	Budget vs Budget %	Budget vs PY Projected
Miscellaneous								
Miscellaneous	15,422	121,167	120,661	120,661	127,280	6,619	5.5%	6,619
City Event Sponsorships	185	850	750	1,480	1,200	450	60.0%	(280)
Sale of Assets	673	16,931	-	-	-	-	0.0%	-
Other Sources - SBITAs	-	193,012	-	-	-	-	0.0%	-
Donations/Grants	1,283,952	310,696	103,600	103,600	88,600	(15,000)	-14.5%	(15,000)
School Guard Crossing Fund	11,261	12,391	10,665	13,165	13,500	2,835	26.6%	335
Lease Proceeds	1,582	1,576	1,850	4,234	1,900	50	2.7%	(2,334)
Police Seized Proceeds	777	54,677	-	-	-	-	0.0%	-
Total Miscellaneous	1,313,852	711,301	237,526	243,140	232,480	(5,046)	-2.1%	(10,660)
Transfers								
Capital Replacement	58,907	303,067	272,500	272,500	56,700	(215,800)	-79.2%	(215,800)
Total Transfers	58,907	303,067	272,500	272,500	56,700	(215,800)	-79.2%	(215,800)
Total Resources	10,741,938	11,244,436	10,666,067	11,314,237	11,086,418	420,351	3.9%	(227,819)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
General Fund								
Expenditure Summary								
Personnel								
Salaries	3,358,769	3,915,819	4,435,518	4,202,568	4,749,931	314,413	7.1%	547,363
Overtime	89,651	100,443	43,581	94,770	45,208	1,627	3.7%	(49,562)
Taxes - Social Security	204,231	239,701	275,418	256,750	295,670	20,252	7.4%	38,920
Taxes - Medicare	48,465	56,688	64,947	60,238	69,530	4,583	7.1%	9,292
Taxes SUTA/FUTA	1,390	568	5,454	5,454	7,266	1,812	33.2%	1,812
Workers Compensation	74,812	108,385	114,140	106,300	81,673	(32,467)	-28.4%	(24,627)
Retirement	407,306	482,728	552,703	521,441	611,586	58,883	10.7%	90,145
Health Insurance	497,595	567,474	666,615	542,038	661,983	(4,632)	-0.7%	119,945
Uniform Allowance	21,000	23,500	27,000	24,000	28,000	1,000	3.7%	4,000
Car Allowance	7,200	7,200	7,200	7,477	7,200	-	0.0%	(277)
Allowance for Vacancies	-	-	(145,612)	-	(266,096)	(120,484)	82.7%	(266,096)
Total Personnel Costs	4,710,417	5,502,505	6,046,964	5,821,034	6,291,951	244,987	4.1%	470,917
Supplies, Maintenance & Operations								
Supplies and Consumables	28,374	30,367	32,825	32,825	33,275	450	1.4%	450
Minor Equipment and Furniture	49,740	37,741	46,340	51,826	43,590	(2,750)	-5.9%	(8,236)
Fuel	67,960	74,201	65,450	65,450	65,500	50	0.1%	50
Uniforms	20,156	30,013	22,730	22,730	31,605	8,875	39.0%	8,875
Miscellaneous	531	-	-	-	-	-	0.0%	-
Vehicle Maintenance/Repairs	39,402	27,828	35,880	35,880	35,880	-	0.0%	-
Equipment Maintenance/Repairs	13,968	17,632	15,500	15,500	15,500	-	0.0%	-
Building Maintenance/Repairs	26,973	76,344	23,063	52,063	28,063	5,000	21.7%	(24,001)
Landscaping & Greenspace Maintenance	6,373	1,712	15,500	15,500	5,500	(10,000)	-64.5%	(10,000)
Street Maintenance	951,877	894,353	870,000	910,431	930,000	60,000	6.9%	19,569
Drainage Work	1,076	4,940	20,000	20,000	20,000	-	0.0%	-
Committees - Communications	199	82	500	500	500	-	0.0%	-
Committees - Planning & Zoning	58	-	500	500	500	-	0.0%	-
Committee - Board of Adjustments	203	-	500	500	500	-	0.0%	-
Committee - Audit	-	-	500	500	500	-	0.0%	-
Urban Wildlife	-	-	500	500	500	-	0.0%	-

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Court Technology	8,360	-	2,823	2,823	7,823	5,000	177.1%	5,000
Court Security	2,008	-	6,000	51,338	4,500	(1,500)	-25.0%	(46,838)
Oak Wilt Program	-	-	-	-	15,000	15,000	0.0%	15,000
Tree and Landscape Protection	-	-	-	-	29,750	29,750	0.0%	29,750
City Approved Events	-	-	-	-	4,850	4,850	0.0%	4,850
Emergency Response	-	436,482	500	500	500	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	1,217,258	1,631,694	1,159,111	1,279,366	1,273,836	114,725	9.90%	(5,531)
Services								
Professional Services	1,213,859	1,298,848	1,457,175	1,495,395	1,456,539	(636)	0.0%	(38,856)
Dues/Subscriptions	14,834	16,482	18,996	21,596	19,323	327	1.7%	(2,273)
Training/Seminars & Related Travel	48,238	56,455	114,005	114,505	120,615	6,610	5.8%	6,110
Meetings and Related Travel	5,621	7,738	22,000	22,000	22,590	590	2.7%	590
Elections	-	21,306	32,000	32,000	32,000	-	0.0%	-
Investigations	11,519	4,677	7,000	7,000	6,000	(1,000)	-14.3%	(1,000)
Lease Training	-	-	3,000	3,000	3,000	-	0.0%	-
Asset Forfeiture	-	22,954	-	-	-	-	0.0%	-
Public Relations	24,928	50,927	64,100	64,791	84,100	20,000	31.2%	19,309
Employee Appreciation	12,801	14,420	15,340	15,340	14,760	(580)	-3.8%	(580)
Employment Costs	2,467	2,738	2,675	2,675	2,675	-	0.0%	-
Recording/Reporting/History	5,571	8,651	10,000	10,000	10,000	-	0.0%	-
Tech/Internet/Software	174,317	150,471	309,812	310,975	347,238	37,426	12.1%	36,263
Total Services Costs	1,514,155	1,655,667	2,056,103	2,099,277	2,118,840	62,737	3.05%	19,563
Shared Services								
Facility Contracts & Services	80,087	67,745	176,555	143,592	102,470	(74,085)	-42.0%	(41,122)
Postage	3,176	2,434	5,625	5,625	4,125	(1,500)	-26.7%	(1,500)
General Liability Insurance	51,940	58,066	65,000	86,378	90,000	25,000	38.5%	3,622
Electricity	44,754	41,173	44,000	44,000	44,000	-	0.0%	-
Phone/Cable/Alarms	33,947	33,334	41,648	41,648	32,912	(8,736)	-21.0%	(8,736)
Total Shared Services Costs	213,904	202,752	332,828	321,243	273,507	(59,321)	-17.82%	(47,736)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Capital Outlay & Transfers								
Furniture, Fixtures, Equipment & Vehicles	150,182	519,820	514,111	719,832	200,600	(313,511)	-61.0%	(519,232)
Leases and SBITA's	-	86,078	-	-	-	-	0.0%	-
Transfer to Debt Service Fund 06	-	-	-	-	-	-	0.0%	-
Transfer to SAP Fund 02	1,236,222	3,442,995	813,526	813,526	60,000	(753,526)	-92.6%	(753,526)
Transfer to Equip Repl Fund 31	275,185	354,495	301,945	301,945	373,138	71,193	23.6%	71,193
Total Capital Outlay & Transfers Costs	1,661,589	4,403,388	1,629,582	1,835,303	633,738	(995,844)	-61.11%	(1,201,565)
Total Departmental Budget	9,317,323	13,396,006	11,224,588	11,356,222	10,591,871	(632,717)	-5.64%	(764,351)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Mayor & Council								
Supplies, Maintenance & Operations								
Supplies and Consumables	-	-	-	-	-	-	0.0%	-
Minor Equipment and Furniture	-	-	-	-	-	-	0.0%	-
Fuel	-	-	-	-	-	-	0.0%	-
Uniforms	-	266	350	350	350	-	0.0%	-
Miscellaneous	-	-	-	-	-	-	0.0%	-
Committees - Communications	199	82	500	500	500	-	0.0%	-
Committees - Planning & Zoning	58	-	500	500	500	-	0.0%	-
Committee - Board of Adjustments	203	-	500	500	500	-	0.0%	-
Committee - Audit	-	-	500	500	500	-	0.0%	-
Urban Wildlife	-	-	500	500	500	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	460	348	2,850	2,850	2,850	-	0.0%	-
Services								
Professional Services	-	-	-	-	-	-	0.0%	-
Dues/Subscriptions	2,944	3,068	3,200	3,200	3,245	45	1.4%	45
Training/Seminars & Related Travel	-	-	7,000	7,000	7,000	-	0.0%	-
Meetings and Related Travel	3,415	3,642	11,800	11,800	11,800	-	0.0%	-
Public Relations	449	586	5,250	5,250	5,250	-	0.0%	-
Total Services Costs	6,808	7,295	27,250	27,250	27,295	45	0.2%	45
Total Departmental Budget	7,268	7,643	30,100	30,100	30,145	45	0.1%	45

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
City Administration								
Personnel								
Salaries	400,189	414,704	472,019	339,582	463,923	(8,096)	-1.7%	124,341
Overtime	47	85	119	261	125	6	5.0%	(136)
Taxes - Social Security	21,509	23,236	26,986	20,336	27,248	262	1.0%	6,912
Taxes - Medicare	5,731	6,061	6,846	4,946	6,729	(117)	-1.7%	1,783
Taxes SUTA/FUTA	241	35	306	306	398	92	30.1%	92
Workers Compensation	703	1,462	1,424	1,260	1,004	(420)	-29.5%	(256)
Retirement	47,595	50,596	58,274	42,774	59,189	915	1.6%	16,415
Health Insurance	35,507	29,177	33,807	22,490	33,458	(349)	-1.0%	10,968
Car Allowance	7,200	7,200	7,200	7,477	7,200	-	0.0%	(277)
Allowance for Vacancies	-	-	(2,918.00)	-	(6,086)	(3,168)	108.6%	(6,086)
Total Personnel Costs	518,723	532,557	604,063	439,431	593,188	(10,875)	-1.8%	153,757
Supplies, Maintenance & Operations								
Supplies and Consumables	651	375	650	650	850	200	30.8%	200
Minor Equipment and Furniture	497	417	1,600	1,789	1,250	(350)	-21.9%	(539)
Fuel	25	25	100	100	150	50	50.0%	50
Uniforms	137	131	250	250	360	110	44.0%	110
Total Supplies, Maintenance & Operations Costs	1,309	948	2,600	2,789	2,610	10	0.4%	(179)
Services								
Professional Services	107,817	116,236	85,040	110,040	105,000	19,960	23.5%	(5,040)
Dues/Subscriptions	4,073	4,607	3,995	3,995	4,318	323	8.1%	323
Training/Seminars & Related Travel	7,914	3,475	17,220	17,220	16,375	(845)	-4.9%	(845)
Meetings and Related Travel	1,093	2,056	5,300	5,300	5,840	540	10.2%	540
Employee Appreciation	54	575	250	250	300	50	20.0%	50
Total Services Costs	120,951	126,948	111,805	136,805	131,833	20,028	17.9%	(4,973)
Capital Outlay & Transfers								
Furniture, Fixtures, Equipment & Vehicles	27,360	-	-	-	-	-	0.0%	-
Total Capital Outlay & Transfers Costs	27,360	-	-	-	-	-	0.0%	-
Total Departmental Budget	668,343	660,453	718,468	579,025	727,631	9,163	1.3%	148,605

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
City Secretary								
Personnel								
Salaries	139,469	152,779	160,347	166,955	171,626	11,279	7.0%	4,671
Taxes - Social Security	8,098	8,928	9,942	9,992	10,641	699	7.0%	649
Taxes - Medicare	1,894	2,088	2,325	2,337	2,489	164	7.1%	152
Taxes SUTA/FUTA	18	18	180	180	234	54	30.0%	54
Workers Compensation	369	478	484	428	372	(112)	-23.1%	(56)
Retirement	16,337	18,202	19,791	20,167	21,891	2,100	10.6%	1,724
Health Insurance	19,401	19,738	21,360	15,875	18,343	(3,017)	-14.1%	2,468
Allowance for Vacancies	-	-	-	-	-	-	0.0%	-
Total Personnel Costs	185,587	202,231	214,429	215,934	225,596	11,167	5.2%	9,662
Supplies, Maintenance & Operations								
Supplies and Consumables	912	1,162	1,200	1,200	950	(250)	-20.8%	(250)
Minor Equipment and Furniture	95	267	400	1,164	200	(200)	-50.0%	(964)
Uniforms	-	87	100	100	100	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	1,007	1,516	1,700	2,464	1,250	(450)	-26.5%	(1,214)
Services								
Professional Services	3,249	2,807	10,889	10,889	11,039	150	1.4%	150
Dues/Subscriptions	671	708	960	960	1,000	40	4.2%	40
Training/Seminars & Related Travel	3,209	6,052	6,180	6,180	6,400	220	3.6%	220
Meetings and Related Travel	178	432	1,500	1,500	1,500	-	0.0%	-
Elections	-	21,306	32,000	32,000	32,000	-	0.0%	-
Employee Appreciation	35	129	100	100	100	-	0.0%	-
Recording/Reporting/History	5,571	8,651	10,000	10,000	10,000	-	0.0%	-
Tech/Internet/Software	-	-	10,930	10,930	10,930	-	0.0%	-
Total Services Costs	12,914	40,085	72,559	72,559	72,969	410	0.6%	410
Total Departmental Budget	199,507	243,831	288,688	290,957	299,815	11,127	3.9%	8,858

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Human Resources and Communications								
Personnel								
Salaries	94,621	117,752	129,503	137,601	180,878	51,375	39.7%	43,277
Taxes - Social Security	5,594	6,996	8,029	8,165	11,214	3,185	39.7%	3,049
Taxes - Medicare	1,308	1,636	1,878	1,910	2,623	745	39.7%	713
Taxes SUTA/FUTA	14	14	135	135	234	99	73.3%	99
Workers Compensation	277	384	391	346	392	1	0.3%	46
Retirement	11,029	14,022	15,984	16,618	23,071	7,087	44.3%	6,453
Health Insurance	8,016	10,083	10,927	10,698	15,404	4,477	41.0%	4,706
Allowance for Vacancies	-	-	-	-	-	-	0.0%	-
Total Personnel Costs	120,858	150,887	166,847	175,473	233,816	66,969	40.1%	58,343
Supplies, Maintenance & Operations								
Supplies and Consumables	4,123	1,330	1,600	1,600	1,900	300	18.8%	300
Minor Equipment and Furniture	5,082	1,414	1,600	1,600	6,400	4,800	300.0%	4,800
Uniforms	178	143	150	150	250	100	66.7%	100
Total Supplies, Maintenance & Operations Costs	9,384	2,887	3,350	3,350	8,550	5,200	155.2%	5,200
Services								
Professional Services	2,795	520	550	550	1,625	1,075	195.5%	1,075
Dues/Subscriptions	1,440	2,269	2,280	4,880	2,175	(105)	-4.6%	(2,705)
Training/Seminars & Related Travel	2,933	3,874	8,875	8,875	10,775	1,900	21.4%	1,900
Meetings and Related Travel	724	826	950	950	1,000	50	5.3%	50
Public Relations	17,912	43,667	50,750	51,441	66,250	15,500	30.5%	14,809
Employee Appreciation	10,343	10,822	12,040	12,040	11,310	(730)	-6.1%	(730)
Employment Costs	2,467	2,738	2,675	2,675	2,675	-	0.0%	-
Tech/Internet/Software	-	150	31,915	34,470	17,902	(14,013)	-43.9%	(16,568)
Total Services Costs	38,614	64,867	110,035	115,881	113,712	3,677	3.3%	(2,169)
Total Departmental Budget	168,855	218,641	280,232	294,704	356,078	75,846	27.1%	61,374

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Finance								
Personnel								
Salaries	150,934	185,120	217,514	197,232	221,550	4,036	1.9%	24,318
Overtime	79	184	157	150	167	10	6.4%	17
Taxes - Social Security	8,658	10,797	13,496	11,295	13,746	250	1.9%	2,451
Taxes - Medicare	2,025	2,525	3,156	2,642	3,215	59	1.9%	573
Taxes SUTA/FUTA	20	26	225	225	293	68	30.2%	68
Workers Compensation	461	699	656	580	480	(176)	-26.8%	(100)
Retirement	17,894	22,183	26,866	23,722	28,280	1,414	5.3%	4,558
Health Insurance	29,012	30,166	37,043	28,715	35,084	(1,959)	-5.3%	6,369
Allowance for Vacancies	-	-	(4,025)	-	-	4,025	-100.0%	-
Total Personnel Costs	209,084	251,701	295,088	264,562	302,815	7,727	2.6%	38,253
Supplies, Maintenance & Operations								
Supplies and Consumables	1,044	714	1,300	1,300	1,300	-	0.0%	-
Minor Equipment and Furniture	106	661	500	500	500	-	0.0%	-
Uniforms	86	96	250	250	250	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	1,235	1,471	2,050	2,050	2,050	-	0.0%	-
Services								
Professional Services	85,399	71,584	75,735	78,905	85,785	10,050	13.3%	6,880
Dues/Subscriptions	1,525	673	410	410	462	52	12.7%	52
Training/Seminars & Related Travel	1,795	4,096	6,100	6,600	6,350	250	4.1%	(250)
Meetings and Related Travel	-	12	400	400	400	-	0.0%	-
Employee Appreciation	156	200	250	250	250	-	0.0%	-
Tech/Internet/Software	-	-	9,740	9,440	10,083	343	3.5%	643
Total Services Costs	88,875	76,565	92,635	96,005	103,330	10,695	11.5%	7,325
Total Departmental Budget	299,194	329,737	389,773	362,617	408,195	18,422	4.7%	45,578

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Information Technology								
Personnel								
Salaries	80,330	86,779	91,101	94,858	97,680	6,579	7.2%	2,822
Taxes - Social Security	4,613	5,039	5,648	5,451	6,056	408	7.2%	605
Taxes - Medicare	1,079	1,179	1,321	1,275	1,416	95	7.2%	141
Taxes SUTA/FUTA	9	9	90	90	117	27	30.0%	27
Workers Compensation	184	274	275	243	211	(64)	-23.3%	(32)
Retirement	9,414	10,339	11,244	11,458	12,459	1,215	10.8%	1,001
Health Insurance	12,312	12,725	13,187	14,834	15,095	1,908	14.5%	261
Total Personnel Costs	107,942	116,344	122,866	128,210	133,034	10,168	8.3%	4,824
Supplies, Maintenance & Operations								
Supplies and Consumables	195	87	200	200	200	-	0.0%	-
Minor Equipment and Furniture	244	247	200	578	200	-	0.0%	(378)
Uniforms	79	92	100	100	100	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	518	426	500	878	500	-	0.0%	(378)
Services								
Professional Services	2,732	909	114,000	114,000	2,000	(112,000)	-98.2%	(112,000)
Dues/Subscriptions	88	88	175	175	388	213	121.4%	213
Training/Seminars & Related Travel	1,367	1,364	4,750	4,750	6,250	1,500	31.6%	1,500
Meetings and Related Travel	-	180	350	350	350	-	0.0%	-
Employee Appreciation	109	109	100	100	100	-	0.0%	-
Tech/Internet/Software	174,317	150,321	184,728	184,728	231,721	46,993	25.4%	46,993
Total Services Costs	178,612	152,970	304,103	304,103	240,809	(63,294)	-20.8%	(63,294)
Shared Services								
Facility Contracts & Services	25,184	18,397	17,461	17,461	18,991	1,530	8.8%	1,530
Phone/Cable/Alarms	33,947	33,334	41,648	41,648	32,912	(8,736)	-21.0%	(8,736)
Total Shared Services Costs	59,132	51,731	59,109	59,109	51,903	(7,206)	-12.2%	(7,206)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Capital Outlay & Transfers								
Furniture, Fixtures, Equipment & Vehicles	41,066	207,564	20,626	20,048	27,000	6,374	30.9%	6,952
Lease Principal	-	19,213	-	-	-	-	0.0%	-
Lease Interest	-	2,682	-	-	-	-	0.0%	-
SBITA Principal	-	59,762	-	-	-	-	0.0%	-
SBITA Interest	-	3,485	-	-	-	-	0.0%	-
Total Capital Outlay & Transfers Costs	<u>41,066</u>	<u>292,706</u>	<u>20,626</u>	<u>20,048</u>	<u>27,000</u>	<u>6,374</u>	<u>30.9%</u>	<u>6,952</u>
Total Departmental Budget	387,269	614,176	507,204	512,348	453,246	(53,958)	-10.6%	(59,102)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Municipal Court								
Personnel								
Salaries	86,985	102,498	107,605	112,032	115,418	7,813	7.3%	3,386
Overtime	2,177	-	344	300	369	25	7.3%	69
Taxes - Social Security	5,170	5,615	6,693	6,160	7,179	486	7.3%	1,019
Taxes - Medicare	1,209	1,314	1,565	1,441	1,679	114	7.3%	238
Taxes SUTA/FUTA	18	18	180	180	234	54	30.0%	54
Workers Compensation	369	319	325	288	250	(75)	-23.1%	(38)
Retirement	10,487	12,212	13,324	13,556	14,769	1,445	10.8%	1,213
Health Insurance	18,991	27,723	29,433	28,402	29,510	77	0.3%	1,108
Total Personnel Costs	125,407	149,698	159,469	162,359	169,408	9,939	6.2%	7,049
Supplies, Maintenance & Operations								
Supplies and Consumables	1,493	1,516	1,700	1,700	1,700	-	0.0%	-
Minor Equipment and Furniture	291	2,546	1,400	1,778	200	(1,200)	-85.7%	(1,578)
Fuel	-	-	-	-	-	-	0.0%	-
Uniforms	217	32	150	150	150	-	0.0%	-
Court Technology	8,360	-	2,823	2,823	7,823	5,000	177.1%	5,000
Court Security	2,008	-	6,000	51,338	4,500	(1,500)	-25.0%	(46,838)
Total Supplies, Maintenance & Operations Costs	12,369	4,094	12,073	57,789	14,373	2,300	19.1%	(43,416)
Services								
Professional Services	78,478	94,197	74,590	74,590	73,040	(1,550)	-2.1%	(1,550)
Dues/Subscriptions	70	155	800	800	800	-	0.0%	-
Training/Seminars & Related Travel	2,550	2,513	3,550	3,550	6,650	3,100	87.3%	3,100
Meetings and Related Travel	46	96	300	300	300	-	0.0%	-
Employee Appreciation	-	50	100	100	100	-	0.0%	-
Tech/Internet/Software	-	-	1,092	-	-	(1,092)	-100.0%	-
Total Services Costs	81,144	97,012	80,432	79,340	80,890	458	0.6%	1,550
Total Departmental Budget	218,920	250,804	251,974	299,488	270,671	18,697	7.4%	(28,817)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Public Safety and Emergency Services								
Personnel								
Salaries	1,665,671	2,015,402	2,231,540	2,147,139	2,373,776	142,236	6.4%	226,637
Overtime	74,082	84,341	36,430	85,147	36,846	416	1.1%	(48,301)
Taxes - Social Security	105,650	128,063	140,614	135,025	149,459	8,845	6.3%	14,434
Taxes - Medicare	24,708	29,950	32,886	31,579	34,954	2,068	6.3%	3,375
Taxes SUTA/FUTA	604	281	2,700	2,700	3,510	810	30.0%	810
Workers Compensation	54,276	80,113	82,732	80,098	56,686	(26,046)	-31.5%	(23,412)
Retirement	206,310	252,956	279,794	270,772	307,440	27,646	9.9%	36,668
Health Insurance	247,223	286,570	329,966	269,129	336,200	6,234	1.9%	67,071
Uniform Allowance	21,000	23,500	27,000	24,000	28,000	1,000	3.7%	4,000
Allowance for Vacancies	-	-	(103,920)	-	(209,473)	(105,553)	101.6%	(209,473)
Total Personnel Costs	2,399,524	2,901,175	3,059,742	3,045,589	3,117,398	57,656	1.9%	71,809
Supplies, Maintenance & Operations								
Supplies and Consumables	3,657	3,267	5,000	5,000	4,500	(500)	-10.0%	(500)
Minor Equipment and Furniture	28,511	14,684	26,550	27,683	18,700	(7,850)	-29.6%	(8,983)
Fuel	46,970	51,124	43,000	43,000	43,000	-	0.0%	-
Uniforms	13,350	20,383	11,550	11,550	18,750	7,200	62.3%	7,200
Vehicle Maintenance/Repairs	25,475	20,114	20,880	20,880	20,880	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	117,963	109,572	106,980	108,113	105,830	(1,150)	-1.1%	(2,283)
Services								
Professional Services	674,484	715,345	850,171	859,771	945,850	95,679	11.3%	86,079
Dues/Subscriptions	3,076	3,059	4,275	4,275	4,025	(250)	-5.8%	(250)
Training/Seminars & Related Travel	21,399	21,098	24,250	24,250	27,300	3,050	12.6%	3,050
Meetings and Related Travel	-	-	500	500	500	-	0.0%	-
Investigations	11,519	4,677	7,000	7,000	6,000	(1,000)	-14.3%	(1,000)
Lease Training	-	-	3,000	3,000	3,000	-	0.0%	-
Asset Forfeiture	-	22,954	-	-	-	-	0.0%	-
Public Relations	6,567	6,674	8,100	8,100	12,600	4,500	55.6%	4,500
Employee Appreciation	1,149	1,507	1,500	1,500	1,500	-	0.0%	-
Tech/Internet/Software	-	-	43,550	43,550	40,108	(3,442)	-7.9%	(3,442)
Total Services Costs	718,194	775,314	942,346	951,946	1,040,883	98,537	10.5%	88,937

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Capital Outlay & Transfers								
Furniture, Fixtures, Equipment & Vehicles	-	256,926	247,985	384,542	65,000	(182,985)	-73.8%	(319,542)
Total Capital Outlay & Transfers Costs	-	256,926	247,985	384,542	65,000	(182,985)	-73.8%	(319,542)
Total Departmental Budget	3,235,681	4,042,987	4,357,053	4,490,190	4,329,111	(27,942)	-0.6%	(161,079)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Maintenance								
Personnel								
Salaries	303,898	390,621	517,301	506,512	595,142	77,841	15.0%	88,630
Overtime	13,197	14,745	6,004	8,062	7,136	1,132	18.9%	(926)
Taxes - Social Security	18,623	23,847	32,445	30,446	37,341	4,896	15.1%	6,895
Taxes - Medicare	4,355	5,577	7,588	7,120	8,733	1,145	15.1%	1,613
Taxes SUTA/FUTA	402	90	990	990	1,404	414	41.8%	414
Workers Compensation	14,295	22,176	25,552	21,015	20,575	(4,977)	-19.5%	(440)
Retirement	37,039	48,287	64,589	61,932	76,821	12,232	18.9%	14,889
Health Insurance	70,394	90,832	114,337	88,090	114,242	(95)	-0.1%	26,152
Allowance for Vacancies	-	-	(34,749)	-	(50,537)	(15,788)	45.4%	(50,537)
Total Personnel Costs	462,203	596,174	734,057	724,167	810,857	76,800	10.5%	86,690
Supplies, Maintenance & Operations								
Supplies and Consumables	6,933	6,985	6,000	6,000	8,250	2,250	37.5%	2,250
Minor Equipment and Furniture	12,499	14,613	12,250	13,194	12,850	600	4.9%	(344)
Fuel	14,931	17,451	15,000	15,000	15,000	-	0.0%	-
Uniforms	5,028	8,082	7,900	7,900	9,225	1,325	16.8%	1,325
Vehicle Maintenance/Repairs	13,927	7,713	15,000	15,000	15,000	-	0.0%	-
Equipment Maintenance/Repairs	13,968	17,632	15,500	15,500	15,500	-	0.0%	-
Building Maintenance/Repairs	26,973	76,344	23,063	52,063	28,063	5,000	21.7%	(24,001)
Landscaping & Greenspace Maintenance	6,373	1,712	15,500	15,500	5,500	(10,000)	-64.5%	(10,000)
Street Maintenance	19,530	26,527	30,000	30,000	30,000	-	0.0%	-
Drainage	1,076	4,940	20,000	20,000	20,000	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	121,238	181,999	160,213	190,157	159,388	(826)	-0.5%	(30,770)
Services								
Professional Services	4,963	543	200	10,650	200	-	0.0%	(10,450)
Dues/Subscriptions	100	189	932	932	932	-	0.0%	-
Training/Seminars & Related Travel	5,489	6,463	12,700	12,700	15,075	2,375	18.7%	2,375
Meetings and Related Travel	-	249	400	400	400	-	0.0%	-
Employee Appreciation	521	506	500	500	600	100	20.0%	100
Tech/Internet/Software	-	-	21,548	21,548	24,821	3,273	15.2%	3,273
Total Services Costs	11,072	7,951	36,280	46,730	42,028	5,748	15.8%	(4,702)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Capital Outlay & Transfers								
Furniture, Fixtures, Equipment & Vehicles	81,756	49,300	233,000	306,742	102,600	(130,400)	-56.0%	(204,142)
Total Capital Outlay & Transfers Costs	81,756	49,300	233,000	306,742	102,600	(130,400)	-56.0%	(204,142)
Total Departmental Budget	676,270	835,424	1,163,550	1,267,796	1,114,873	(48,677)	-4.2%	(152,924)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Building Codes and Permits								
Personnel								
Salaries	192,229	157,700	188,147	174,584	244,734	56,587	30.1%	70,150
Overtime	-	-	278	278	462	184	66.2%	184
Taxes - Social Security	11,673	9,417	11,682	10,248	15,202	3,520	30.1%	4,954
Taxes - Medicare	2,730	2,202	2,732	2,397	3,555	823	30.1%	1,158
Taxes SUTA/FUTA	27	36	270	270	468	198	73.3%	198
Workers Compensation	941	1,228	1,042	928	999	(43)	-4.1%	71
Retirement	22,617	18,844	23,256	21,099	31,275	8,019	34.5%	10,176
Health Insurance	27,749	27,385	38,906	34,633	38,898	(8)	0.0%	4,265
Total Personnel Costs	257,965	216,812	266,313	244,436	335,593	69,280	26.0%	91,157
Supplies, Maintenance & Operations								
Supplies and Consumables	528	476	575	575	675	100	17.4%	100
Minor Equipment and Furniture	1,974	328	750	1,883	2,300	1,550	206.7%	417
Fuel	2,368	1,182	3,900	3,900	5,175	1,275	32.7%	1,275
Uniforms	150	213	530	530	770	240	45.3%	240
Total Supplies, Maintenance & Operations Costs	5,020	2,200	5,755	6,888	8,920	3,165	55.0%	2,032
Services								
Professional Services	16,651	56,687	46,000	36,000	22,000	(24,000)	-52.2%	(14,000)
Dues/Subscriptions	165	1,053	590	590	515	(75)	-12.7%	(75)
Training/Seminars & Related Travel	1,098	2,317	11,100	11,100	6,200	(4,900)	-44.1%	(4,900)
Meetings and Related Travel	-	-	100	100	100	-	0.0%	-
Employee Appreciation	133	111	150	150	200	50	33.3%	50
Tech/Internet/Software	-	-	144	144	155	11	7.6%	11
Total Services Costs	18,047	60,168	58,084	48,084	29,170	(28,914)	-49.8%	(18,914)
Total Departmental Budget	281,031	279,180	330,152	299,408	373,683	43,531	13.2%	74,275

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Engineering and Planning								
Personnel								
Salaries	244,441	292,464	320,441	326,072	285,204	(35,237)	-11.0%	(40,868)
Overtime	68	1,089	249	573	103	(146)	-58.6%	(470)
Taxes - Social Security	14,644	17,763	19,883	19,631	17,584	(2,299)	-11.6%	(2,047)
Taxes - Medicare	3,425	4,155	4,650	4,591	4,137	(513)	-11.0%	(454)
Taxes SUTA/FUTA	38	42	378	378	374	(4)	-1.1%	(4)
Workers Compensation	2,937	1,252	1,259	1,114	704	(555)	-44.1%	(410)
Retirement	28,582	35,088	39,581	39,342	36,391	(3,190)	-8.1%	(2,951)
Health Insurance	28,989	33,074	37,649	29,172	25,749	(11,900)	-31.6%	(3,423)
Total Personnel Costs	323,125	384,926	424,090	420,872	370,246	(53,844)	-12.7%	(50,626)
Supplies, Maintenance & Operations								
Supplies and Consumables	4,348	10,060	11,000	11,000	9,350	(1,650)	-15.0%	(1,650)
Minor Equipment and Furniture	441	2,564	1,090	1,657	990	(100)	-9.2%	(667)
Fuel	3,666	4,419	3,450	3,450	2,175	(1,275)	-37.0%	(1,275)
Uniforms	931	488	1,400	1,400	1,300	(100)	-7.1%	(100)
Street Maintenance	932,348	867,826	840,000	880,431	900,000	60,000	7.1%	19,569
Oak Wilt Program	-	-	-	-	15,000	15,000	0.0%	15,000
Tree and Landscape Protection	-	-	-	-	29,750	29,750	0.0%	29,750
City Approved Events	-	-	-	-	4,850	4,850	0.0%	4,850
Total Supplies, Maintenance & Operations Costs	941,734	885,358	856,940	897,938	963,415	56,875	6.6%	15,877
Services								
Professional Services	237,292	240,020	200,000	200,000	210,000	10,000	5.0%	10,000
Dues/Subscriptions	683	615	1,379	1,379	1,464	85	6.2%	85
Training/Seminars & Related Travel	485	5,201	12,280	12,280	12,240	(40)	-0.3%	(40)
Meetings and Related Travel	165	244	400	400	400	-	0.0%	-
Employee Appreciation	301	411	350	350	300	(50)	-14.3%	(50)
Tech/Internet/Software	-	-	6,165	6,165	11,518	5,353	86.8%	5,353
Total Services Costs	238,926	246,492	220,574	220,574	235,922	15,348	7.0%	15,348

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Capital Outlay & Transfers								
Furniture, Fixtures, Equipment & Vehicles	-	6,030	12,500	8,500	-	(12,500)	-100.0%	(8,500)
Total Capital Outlay & Transfers Costs	-	6,030	12,500	8,500	-	(12,500)	-100.0%	(8,500)
Total Departmental Budget	1,503,785	1,522,806	1,514,104	1,547,884	1,569,583	5,879	0.4%	(27,901)

Expenditure Type	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25	Budget v Adopted	Budget v Budget %	Budget v PY Projected
Non-Departmental and Shared								
Supplies, Maintenance & Operations								
Supplies and Consumables	4,490	4,395	3,600	3,600	3,600	-	0.0%	-
Emergency Response	-	436,482	500	500	500	-	0.0%	-
Total Supplies, Maintenance & Operations Costs	5,021	440,877	4,100	4,100	4,100	-	0.0%	-
Shared Services								
Facility Contracts & Services	54,902	49,348	159,094	126,131	83,479	(75,615)	-47.5%	(42,652)
Postage	3,176	2,434	5,625	5,625	4,125	(1,500)	-26.7%	(1,500)
General Liability Insurance	51,940	58,066	65,000	86,378	90,000	25,000	38.5%	3,622
Electricity	44,754	41,173	44,000	44,000	44,000	-	0.0%	-
Total Shared Services Costs	154,772	151,021	273,719	262,134	221,604	(52,115)	-19.0%	(40,530)
Capital Outlay & Transfers								
Transfer to SAP Fund 02	1,236,222	3,442,995	813,526	813,526	60,000	(753,526)	-92.6%	(753,526)
Transfer to Equip Repl Fund 31	275,185	354,495	301,945	301,945	373,138	71,193	23.6%	71,193
Lease Principal	-	812	-	-	-	-	0.0%	-
Lease Interest	-	124	-	-	-	-	0.0%	-
Total Capital Outlay & Transfers Costs	1,511,407	3,798,426	1,115,471	1,115,471	433,138	(682,333)	-61.2%	(682,333)
Total Departmental Budget	1,671,201	4,390,324	1,393,290	1,381,705	658,842	(734,448)	-52.7%	(722,863)

Governmental Strategic Projects Fund

	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25
Beginning Fund Balance	1,073,184	1,407,555	3,269,573	3,269,573	14,498
<u>Revenues:</u>					
Transfer from General Fund	1,236,222	3,442,995	813,526	813,526	60,000
Total Revenue	1,236,222	3,442,995	813,526	813,526	60,000
<u>Reliable and Sustainable Infrastructure</u>					
City Civic Center	-	17,748	-	395,067	-
City Hall Renovation	376,825	321,403	-	340,416	-
Chartwell and Dietz Intersection	352,393	98,126	-	-	-
Post Oak Trail Widening	-	664,506	-	210,494	-
Dietz Elkhorn Reconstruction	-	100,721	309,235	509,429	-
Dietz Elkhorn Sidewalk	-	14,770	300,000	435,230	-
Battle Intense Sidewalk	-	48,912	-	-	-
Drainage CIP #5 Rolling Acres Trail	14,262	48,833	-	222,905	-
Drainage CIP #17 Silver Spur Trail	12,841	28,796	-	-	-
Drainage CIP #34 Tivoli Way	23,428	88,747	-	1,111,253	-
Drainage CIP #37 Turf Paradise Lane	-	93,770	-	-	-
Drainage CIP #61 Rockinghorse Lane	-	29,609	-	-	-
Bond Development Program	52,031	-	-	147,969	-
Drainage CIP #35 Chartwell Lane	-	-	64,829	64,829	-
Drainage CIP #15 Delta Dawn	-	-	245,000	245,000	-
<u>Public Health, Safety, and Welfare</u>					
Public Safety Command Structure Program Review	895	-	-	-	-
Fire Services Program Review	1,128	-	-	73,775	-
Emergency Medical Services Program Review	1,128	-	-	-	-
Fire Station #3 Upgrades	-	-	150,000	150,000	-

	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25
<u>Operational Excellence</u>					
Compensation and Benefit Plan Study	-	-	-	-	50,000
Employee Handbook	-	-	-	-	10,000
Communications and Marketing Strategy	27,471	2,068	-	40,071	-
Records Management	3,591	-	-	-	-
IT Infrastructure projects	24,835	-	-	-	-
City Records Digitization Program	-	22,967	-	-	-
Ticketing with GIS compatibility	10,498	-	-	-	-
Fuel Station	-	-	-	82,163	-
3rd Party Scanning	-	-	-	40,000	-
<u>Capital Improvement</u>					
Infrastructure	-	-	-	-	-
Furniture and Equipment (City Hall Renovation)	524	-	-	-	-
Total Expenditures	901,851	1,580,977	1,069,064	4,068,601	60,000
Total Change in Fund Balance	334,371	1,862,018	(255,538)	(3,255,075)	-
Ending Fund Balance	1,407,555	3,269,573	3,014,035	14,498	14,498

Vehicle and Equipment Replacement Fund					
	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25
Beginning Fund Balance	872,769	1,089,047	1,140,475	1,140,475	1,182,420
<u>Revenues:</u>					
Transfer from General Fund	275,185	354,495	301,945	301,945	373,138
Total Revenue	275,185	354,495	301,945	301,945	373,138
<u>Transfers</u>					
Transfer to General Fund for Purchases	58,907	303,067	260,000	260,000	56,700
Total Expenditures	58,907	303,067	260,000	260,000	56,700
Revenue Over / (Under) Expenditures	216,278	51,428	41,945	41,945	316,438
Beginning Fund Balance	1,089,047	1,140,475	1,182,420	1,182,420	1,498,858

Scheduled Replacements:	
2025 Ford Explorer	20,700
2024 Ford Ranger 4x4	30,000
Walk In Cooler	6,000
	<u>56,700</u>

Debt Service Fund					
	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25
Beginning Fund Balance	44,337	52,658	77,976	77,976	87,492
<u>Revenues:</u>					
General Property-I & S	545,404	568,287	539,997	552,579	1,074,000
Delinquent Property	8,161	2,728	3,500	3,500	3,500
Penalty & Interest	3,932	2,003	2,500	2,500	2,500
Interest Income on Investments	409	4,829	3,500	4,500	7,000
Total Revenue	557,906	577,848	549,497	563,079	1,087,000
<u>Expenditures:</u>					
Bond Principal	450,000	460,000	470,000	470,000	1,000,000
Bond Interest Payable	99,185	92,130	83,163	83,163	160,581
Bond Agent Fees	400	400	400	400	400
Total Expenditures	549,585	552,530	553,563	553,563	1,160,981
Revenue Over / (Under) Expenditures	8,321	25,318	(4,066)	9,516	(73,981)
Ending Fund Balance	52,658	77,976	73,910	87,492	13,511

Bond Capital Fund					
	Actual 2021-22	Actual 2022-23	Adopted Budget 2023-24	Projected 2023-24	Proposed 2024-25
Beginning Fund Balance	-	-	-	-	-
<u>Revenues:</u>					
Bond Proceeds	-	-	-	-	3,835,000
Bond Premium	-	-	-	-	-
Interest Income	-	-	-	-	17,000
Total Revenue	-	-	-	-	3,852,000
<u>Expenditures:</u>					
Dietz Elkhorn Rdwy Incidentals	-	-	-	-	-
Dietz Elkhorn Rdwy Construction	-	-	-	-	2,093,922
Rolling Acres Rdwy Incidentals	-	-	-	-	-
Rolling Acres Rdwy Construction	-	-	-	-	-
Ammann Rdwy Incidentals	-	-	-	-	-
Ammann Rdwy Construction	-	-	-	-	439,699
Battle Intense Rdwy Incidentals	-	-	-	-	-
Battle Intense Rdwy Construction	-	-	-	-	420,000
Drainage CIP #35 Chartwell Lane	-	-	-	-	-
Drainage CIP #2 8472 Rolling Acres Trail	-	-	-	-	67,600
Drainage CIP #4 8040 Rolling Acres Trail	-	-	-	-	67,600
Drainage CIP #42 Vestal Park Culvert	-	-	-	-	113,844
Total Expenditures	-	-	-	-	3,202,665
Revenue Over / (Under) Expenditures	-	-	-	-	649,335
Ending Fund Balance	-	-	-	-	649,335



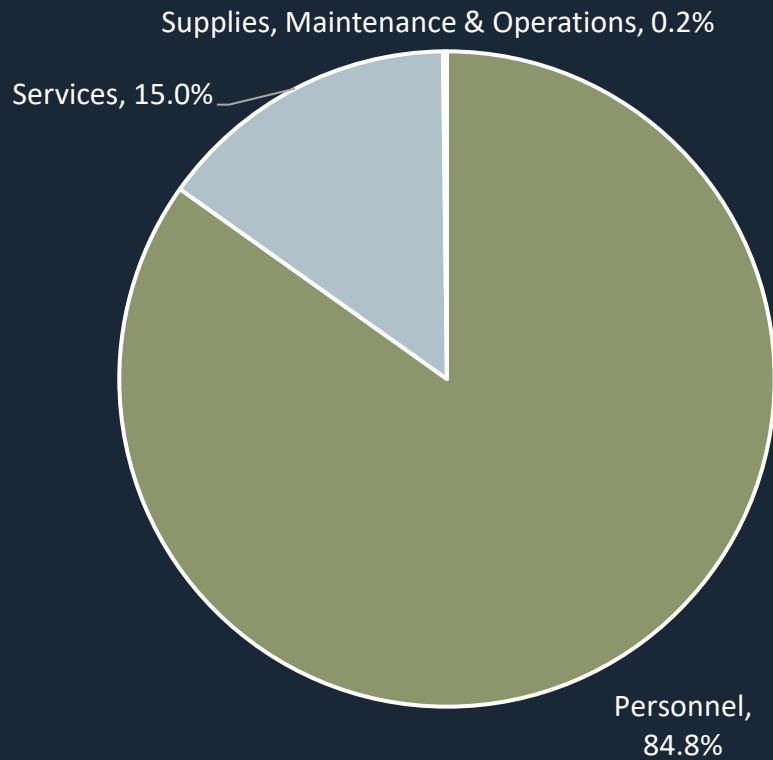
Administration

FY 2024-25 Proposed Budget

Proposed FY 2024-25 Budget: \$920,813

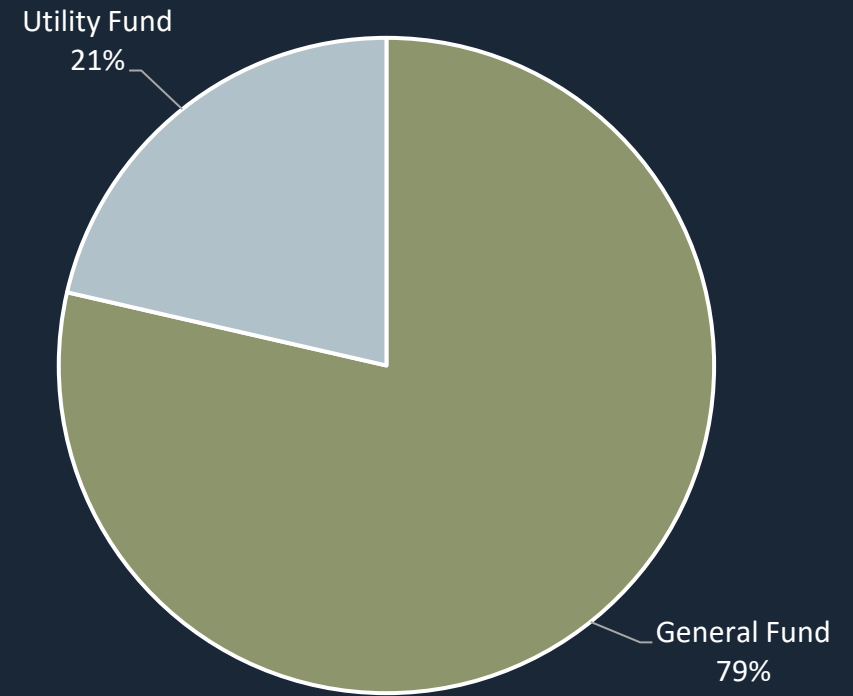


Budget by Category

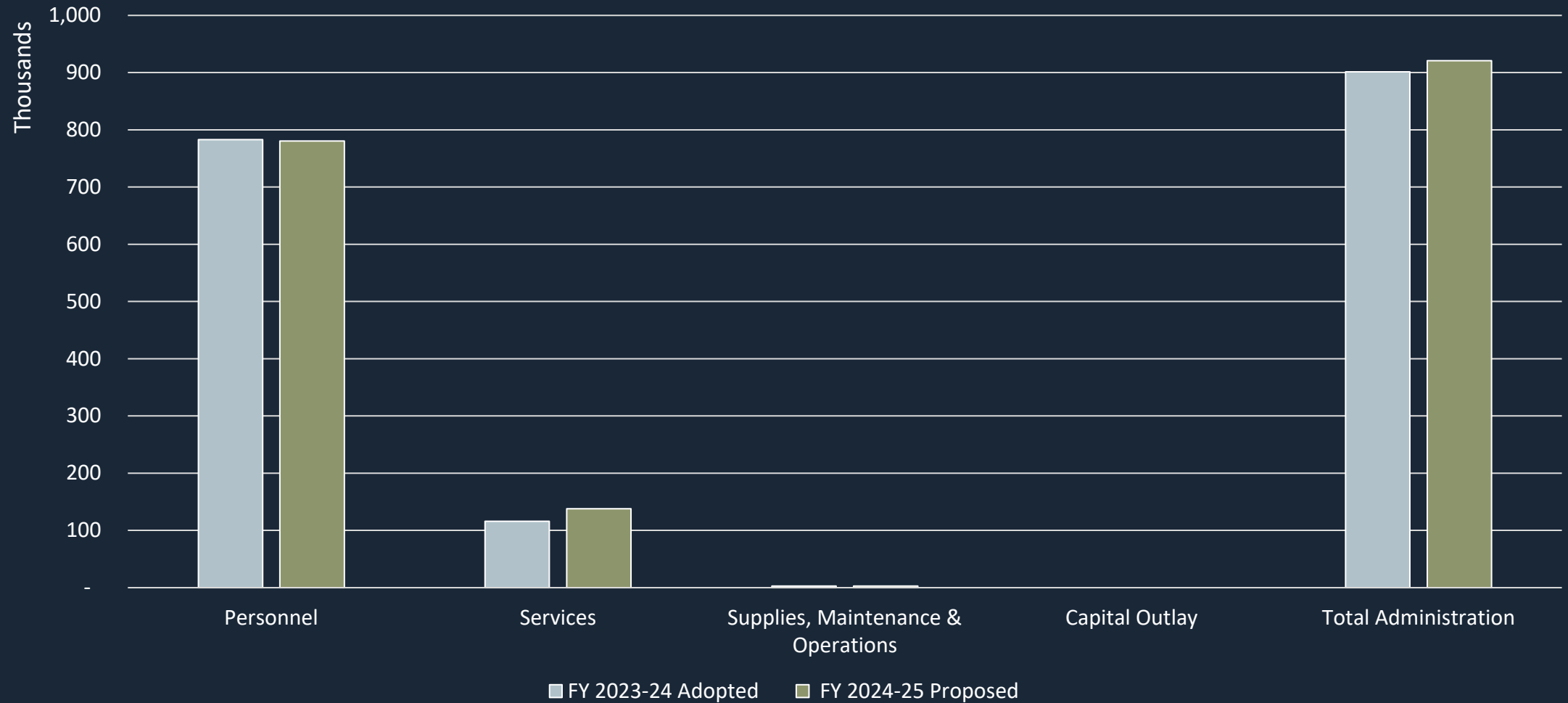


5 positions
0 vacancies

Budget by Fund



Changes to the Budget



Budget Highlights



- \$20,000 increase in Attorney Services based on current year actuals
- Personnel costs decreasing slightly year over year due to employee turnover



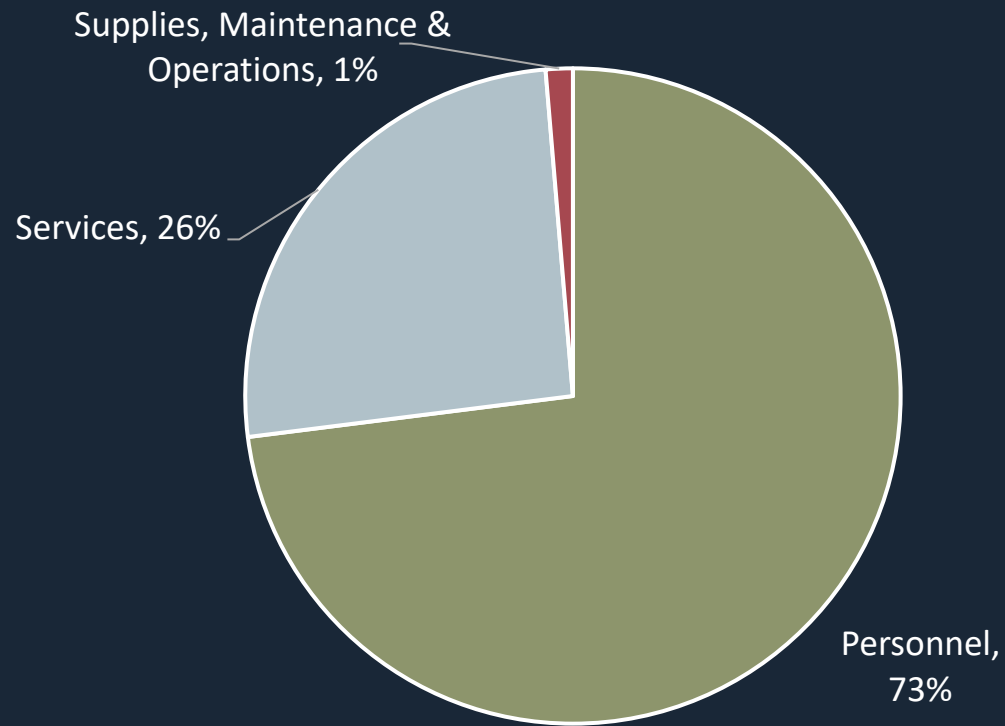
Human Resources and Communications

FY 2024-25 Proposed Budget

Proposed FY 2024-25 Budget: \$640,576

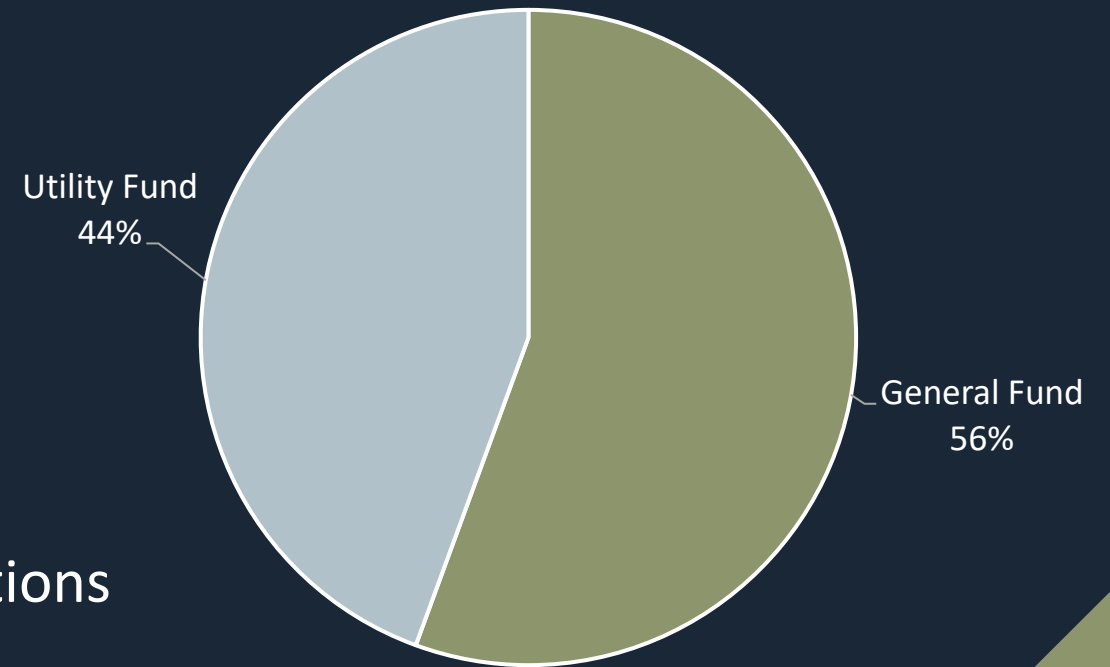


Budget by Category

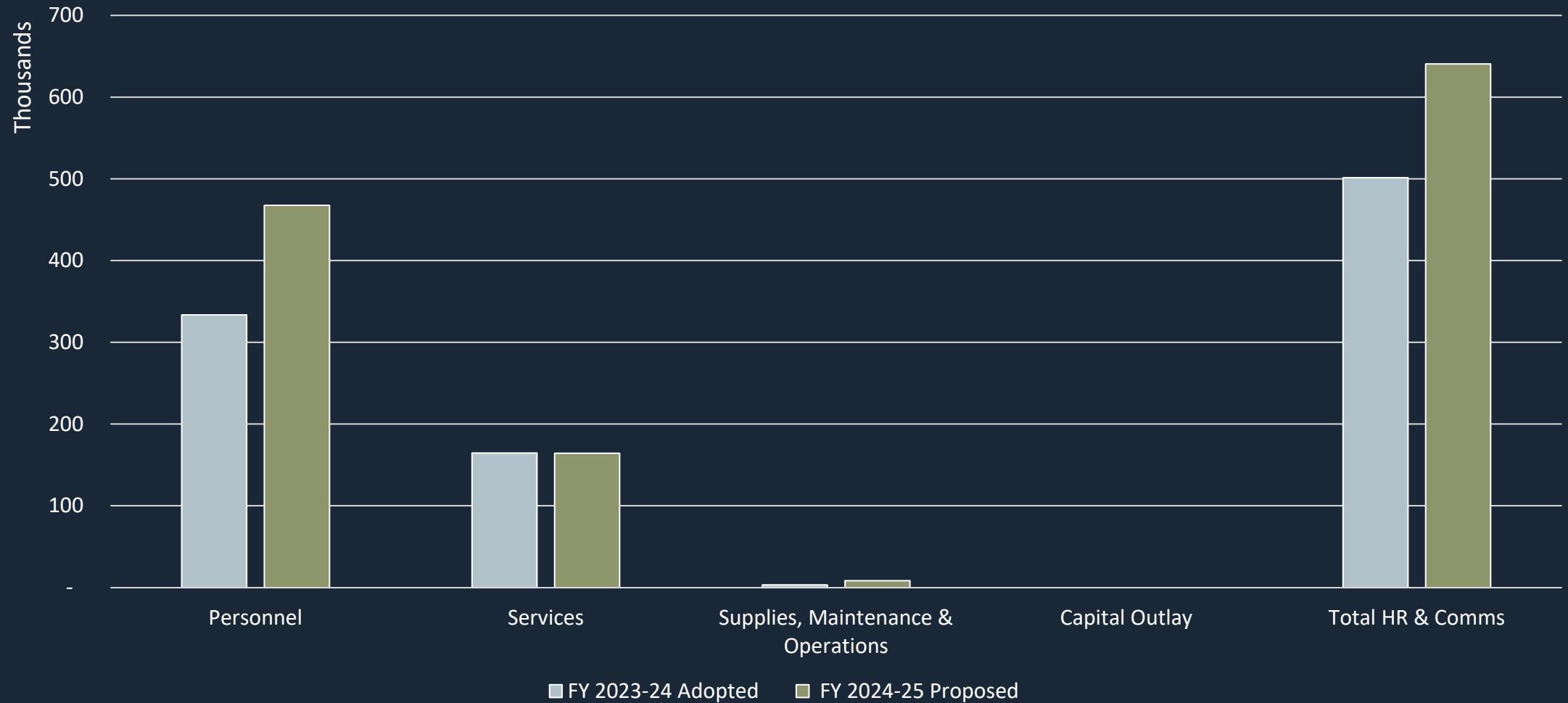


4 positions
1 vacancy

Budget by Fund



Changes to the Budget



Budget Highlights



- Includes a new FTE: Communications Manager
 - Salary \$85,000
 - Taxes & Benefits \$26,229
 - Supplies & Computer \$5,100
 - Training \$1,000
- Includes a new Citizen Engagement Platform (\$15,000)
- Includes a decrease of \$25,000 in HRIS software costs
- Includes \$50,000 for a compensation and benefits study and \$10,000 for updating the employee handbook (budgeted in SAP Fund)



Date: May 31, 2024
To: Mayor Maxton and Members of the City Council
From: Scott M. Huizenga, ICMA-CM, City Manager

New FTE Request – Communications Manager

For the FY 2024-25 Proposed Budget, I recommend the addition of a new Communications Manager position. The scope and demand of City Communications have increased dramatically since its inception several years ago. A mid-level managerial position is needed to ensure continued project delivery and the successful implementation of the Strategic Communications Plan. This position will also allow Human Resources to focus on its core mission and strategic projects by separating the two functions into distinct departments.

Growth of the Communications Function Since Previous Budgets

The communications function has been within the Human Resources department since its inception. During FY 2018-19, the City Council approved one new position to handle daily functions related to Human Resources along with a split function for Communications. At that time, the communications scope of services only included occasional posts to the City’s sole social media platform (Facebook) and updating documents on the City website. Since then, there has been a significant shift towards enhancing communications efforts due to feedback from the community and City Council. As a result, the Communications Department has expanded from requiring 0.5 position to the equivalent of two full time positions – one full-time position and two 0.5 positions – over the past four years. Meanwhile, the function has grown considerably to include:

- Greatly expanded and proactive social media management.
- Extensive graphics, audio, and video production.
- A regular newsletter and feature articles.
- Direct planning and management of at least 3-4 public events per year, including citizen town halls, the annual state of the city address, the Independence Day celebration and other celebrations and recognitions.
- Expanded website management.
- Media campaigns on key city issues and initiatives.
- Emergency communications.

The Director of Human Resources and Communications supervises the communications function. With an increased focus on communications, critical HR functions have taken a back seat. Communications strategy and direction largely falls to the City Manager or the HR Director, neither of whom have the time or the background to lead a robust, cohesive communications function.

Key Elements of the Strategic Communications Plan

The Strategic Communications Plan (SCP) outlines five priorities with 23 projects. Several projects have been started and now need ongoing attention including:



- **Publish and Promote Vision, Mission, and Goals:** Ensuring these are visible on web platforms and communicated effectively.
- **Website Redesign:** Completing the design phase and improving the user experience and accessibility.
- **Gateway Signage Program:** Entering the design phase to enhance city identity and recognition.
- **Develop and disseminate a City Style Guide:** Providing a uniform standard that provides one design aesthetic and one voice for all city communications.
- **Publishing a monthly newsletter:** Expanding city coverage for key city programs and events.
- **Developing working relationships with media.** Re-establishing contacts with local and regional media outlets to expand our reach.
- **Promoting an Emergency Communications Platform:** Furthering the reach of Regroup to reach residents during important or emergency events.

Several other priorities and projects remain to be developed or expanded.

- **Establish Guidelines for City Events:** Drafting and reviewing guidelines to promote city events efficiently.
- **Community Survey and Polls:** Developing tools to engage residents and gather feedback.
- **Press Release Process and Public Information Officer:** Establishing a consistent process for distributing press releases and identifying a public information officer.
- **Ensuring a Well-Informed Workforce:** Internal communication is a joint function of human resources and communications that has been largely undeveloped while external communications have taken priority.

Many projects remain on the list. And, maintenance and operation of existing projects is also critical to the success of the SCP. Additionally, there is limited media presence in Fair Oaks Ranch, and often the City is the only organization that can provide important information to our residents.

A Communications Manager is critical to executing these elements of the SCP. They will oversee the implementation of the plan, ensuring all projects and programs are completed on time and to a high standard. This role will facilitate better coordination among departments, improve resident engagement, and enhance the city's overall communication strategy.

Consideration of Alternatives

The City has considered alternatives to a new position. For example, the City Council authorized a Human Resources Generalist job classification last year to relieve the director of some of the burden for daily and administrative tasks. The City also partnered with a third-party contractor to produce informational content for town halls and the recent bond election. However, the director remains responsible for primary oversight of the communications function, leaving little room for much-needed development of human resources priorities.

While staff have managed these enhanced service requests, the current staffing model of splitting time and resources between Human Resources and Communications is unsustainable. Longstanding HR projects, such as a new employee handbook, a revised compensation plan, benefits analyses, and recruitment initiatives have been stifled by an increasing need for leveraging communications resources, many times unexpectedly.



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www.fairoaksranchtx.org

Most importantly, the City has not designated a formal Public Information Officer to deal with routine and non-routine requests for information and engagement. This is most critical during emergencies and unforeseen events.

Location and Startup Costs

City Hall was near capacity when the recent remodel was completed. This has been a known issue. This new position, when combined with other requests including a City Planner and a Project Manager, will necessitate a “hybrid” office model in which certain positions share office space throughout the week. Other positions may have to be relocated depending on the final space allocation plan. Additional startup costs include:

- Computer Monitors, Keyboard, Mouse, Webcam, Soundbar: \$2,000
- Desk Phone: \$300
- City Cell Phone: \$1,000
- Desk Furniture & Chair: \$1,500

Future Budget Needs

The Communications Department and its services have been a major focus for the City Council in recent years, and this position will be needed for the foreseeable future to plan, manage, and continue the enhancement of services. The projects currently proposed in the strategic action plan will form the foundation by which this department will proactively support all other departmental initiatives in future years. As large CIP and departmental SAP projects continue to be planned and budgeted, there will be an increased need for developing educational marketing and feedback communication opportunities.

Funding the Position

The position will be funded jointly by the General Fund and the Enterprise Fund at an estimated cost of \$85,000 plus benefits and startup costs.



CITY OF FAIR OAKS RANCH Position Description

Job Title:	Communications Manager
Department:	Human Resources / Communications
Pay Grade:	29
Reporting Manager:	Director of Human Resources and Communications
FLSA:	Exempt

Overview:

Under minimal supervision the purpose of this position is to implement and enhance the day-to-day operations of the City’s internal and external communication program. This position will serve as the project manager for the department and will execute various tasks related to marketing, communications, public relations, and multimedia. It will be responsible for branding, writing, editing, traditional media, social media, along with website and graphic design initiatives. This position will also play a critical leadership role within the Communications Department.

Essential Duties and Responsibilities:

- Develops comprehensive communication strategies based on business plans by identifying and evaluating appropriate methods to reach targeted markets. Methods may include targeted e-mail, social networks, web page updates, surveys, video, video production, or other methods.
- Contributes to and implements a strategic operating plan by analyzing statistics, identifying issues requiring change, and determining cost-effective methods to address them.
- Manages the production of various media content materials distributed to the public, including concept design, layout, writing, copy editing, and printing or publishing.
- Responsible for managing special projects, developing new projects and activities to promote good public relations that enhance the image of the City.
- Designs and executes appropriate strategies concerning communication opportunities through direct partnerships with staff, managers, directors, and City Council.
- Identifies and evaluates trends from review of internal and external data to assist in the creation and preparation of the departmental budget.
- Oversees the City’s online strategy, which includes providing content for the City website and social media assets.
- Supervises the personnel management of one employee including motivation, project assignments, discipline, grievances, and formal performance evaluations.
- Prepares and maintains reports necessary to carry out the functions of the department along with periodic reports for management as requested to track strategic accomplishments.

Effective: June 2024



- Stays up to date on industry knowledge including legal and technical changes.
- Evaluates potential communications strategies to determine effective delivery methods, evaluates existing and potential software to determine whether upgrades or replacements are needed and whether existing systems are optimized.
- Attends committee meetings and public gatherings to coordinate and assist in optimizing campaigns and communication efforts.
- Regular and consistent attendance for the assigned work schedule is essential.
- Performs other duties as assigned.

Minimum Qualifications:

- Valid Texas Class C Driver’s License
- Bachelor’s Degree in Communications, Journalism, Public Relations, Marketing, or a related field from an accredited college or university.
- Five years of increasingly responsible, professional level experience in journalism, mass media communication, marketing, public relations, or public information.
- Two years of experience managing personnel.
- Experience to include any combination of creative/journalistic writing experience, interview experience, and presentation experience.

Preferred Qualifications:

- Public sector, higher education, corporate, public relations agency experience is preferred.
- Experience with the latest outreach, engagement technologies, and interactive media is highly desirable.
- Experience designing programs and writing or modifying code.
- Any work-related experience resulting in acceptable proficiency levels in the above Minimum Qualifications is an acceptable substitute for the specified education and experience requirements.

Knowledge, Skills & Abilities:

Knowledge of:

- Business concepts, terminology, principles, and practices to manage an effective communications program.
- Effective time management skills with the ability to handle multiple deadlines while reporting breaking news.
- Government regulations, rules, and procedures including Texas Open Meetings Act (TOMA), and the Texas Public Information Act (PIA).

Ability to:

- Work under minimal supervision; exercise initiative, professional judgement, decision making, time management, and organizations skills.

Effective: June 2024



- Develop videos and interactive content using productions skills.
- Establish and maintain collaborative working relationships.
- Exercise discretion when handling sensitive and confidential information.
- Work flexible hours, including evenings and weekends, as needed.

Skilled in:

- Strong verbal and written communication skills using various tones and formats to present information across multiple platforms and venues.
- Strong analytical and research abilities to obtain information from varying sources.
- Collaboration with others to gain information, resolve problems, and garner support.
- Execute existing guidelines, recommend, and create new approaches as needed
- High level of accuracy and attention to detail.

Physical Demands:

- Regularly requires sitting, talking, hearing, visual acuity to read print and digital sources, standing, walking, manual dexterity, use of hands to finger, handle, or feel objects, tools, and controls.
- Must be able to walk, stand, stretch, bend, twist, stoop, kneel, and operate equipment.
- Hearing and speech to communicate in person and over the telephone.
- May require frequent lifting, lowering, pushing, pulling, or moving 20-30 lbs. and occasionally up to 50 lbs.

Work Environment:

- 75% of work will be performed indoors at the office
- 25% of work will be performed outdoors or in the field.
- Subject to outside weather conditions

The City of Fair Oaks Ranch provides equal employment opportunities to applicants and employees without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, protected veteran status, or disability.

<http://www.dol.gov/ofccp/regs/compliance/posters/ofccpost.htm>.

Please note that job application deadlines will vary by position. The ability to enter and submit an application will not guarantee that the position is still open and that your application will be reviewed and considered. If you have questions regarding a specific job application deadline, please email hr@fairoaksranchtx.org (for internal candidates – contact the hiring manager).

Employee Signature

Date

Effective: June 2024



Physical Demands & Working Conditions

Activity	Constant	Frequent	Occasional	Not Required	Activity	Constant	Frequent	Occasional	Not Required
Ability to Hear (with/without aid)	X				Pulling – Hand Over Hand		X		
Ability to See (with/without aid)	X				Pulling – Straight		X		
Bending		X			Pulling – Light (under 15 lbs.)	X			
Carrying – Light (under 15 lbs.)	X				Pulling – Moderate (15 – 44 lbs.)		X		
Carrying – Moderate (15 – 44 lbs.)		X			Pulling – Heavy (45 lbs. and greater)			X	
Carrying – Heavy (45 lbs. and greater)			X		Pushing – Light (under 15 lbs.)	X			
Chemical Hazards				X	Pushing – Moderate (15 – 44 lbs.)		X		
Climbing			X		Pushing – Heavy (45 lbs. and greater)			X	
Counting		X			Reaching above Shoulder	X			
Crawling			X		Reading	X			
Depth Perception	X				Sitting	X			
Dust/Mites Hazards				X	Standing	X			
Electrical Hazards				X	Stooping		X		
Grasping – Dual Simultaneous	X				Temperatures – Extreme Cold			X	
Grasping – Simple	X				Temperatures – Extreme Heat			X	
Heights			X		Temperatures – Extreme Shifts			X	
Identify Colors	X				Twisting		X		
Kneeling		X			Walking	X			
Lifting – Light (under 15 lbs.)	X				Wet Hazards			X	
Lifting – Moderate (15 – 44 lbs.)		X			Working Alone		X		
Lifting – Heavy (45 lbs. and greater)			X		Working Indoors		X		
Mechanical Hazards			X		Working Outdoors			X	
Noise - Extreme			X		Working on Scaffolding or Ladders			X	
Operating Forklift				X	Writing	X			
Operating Heavy Equipment				X					
Operating Motor Vehicle		X							
Operating Office Equipment	X								



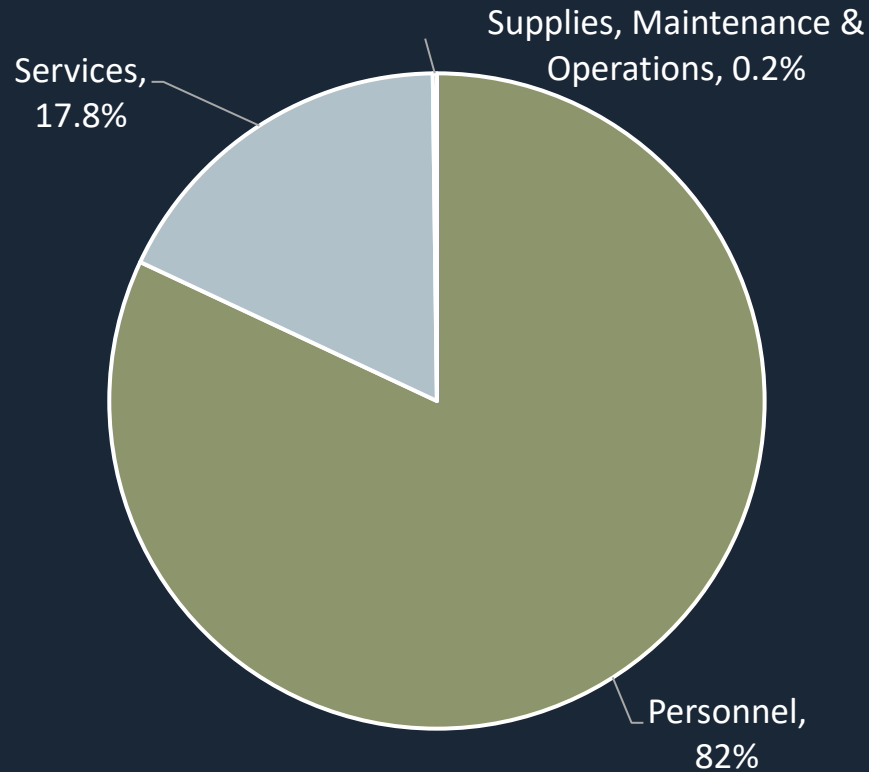
Finance

FY 2024-25 Proposed Budget

Proposed FY 2024-25 Budget: \$739,589

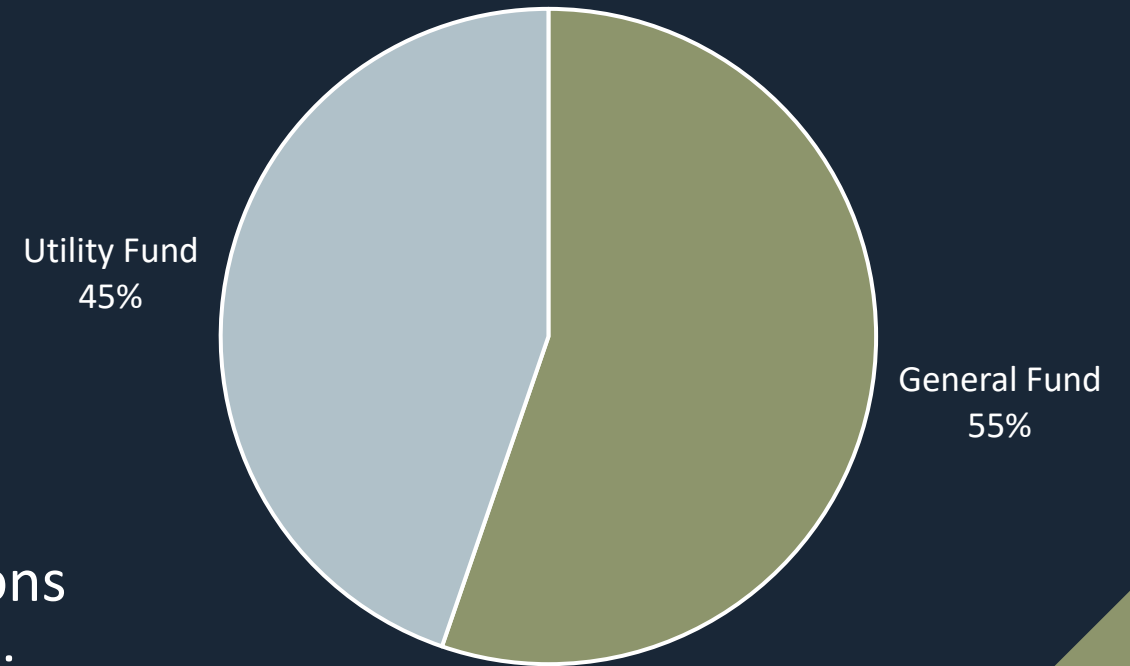


Budget by Category

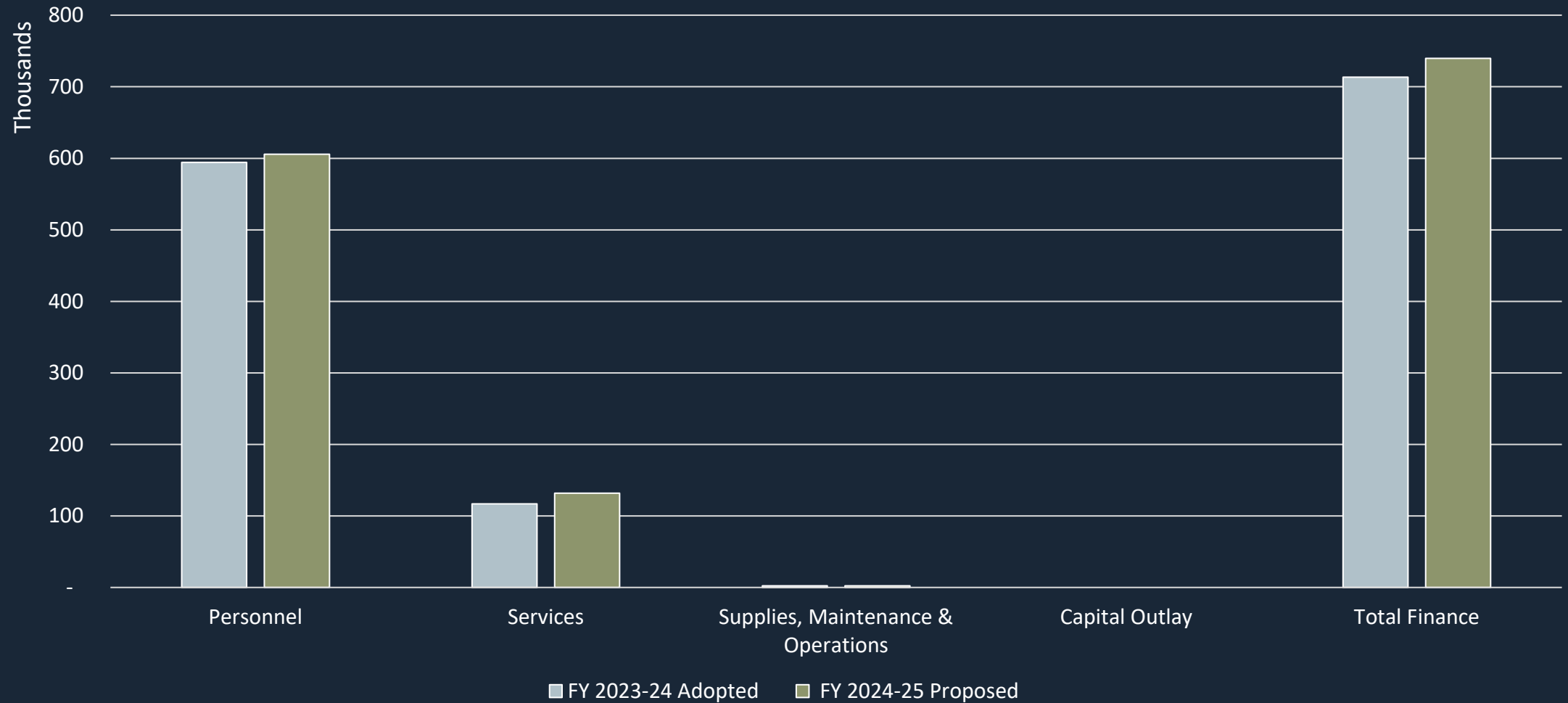


5 positions
0 vacancies

Budget by Fund



Changes to the Budget



Budget Highlights



- Includes an increase of \$7,700 in appraisal district fees and \$4,800 in annual audit fees
- Includes an increase of \$1,000 for biennial training for the Investment Officer as required by PFIA

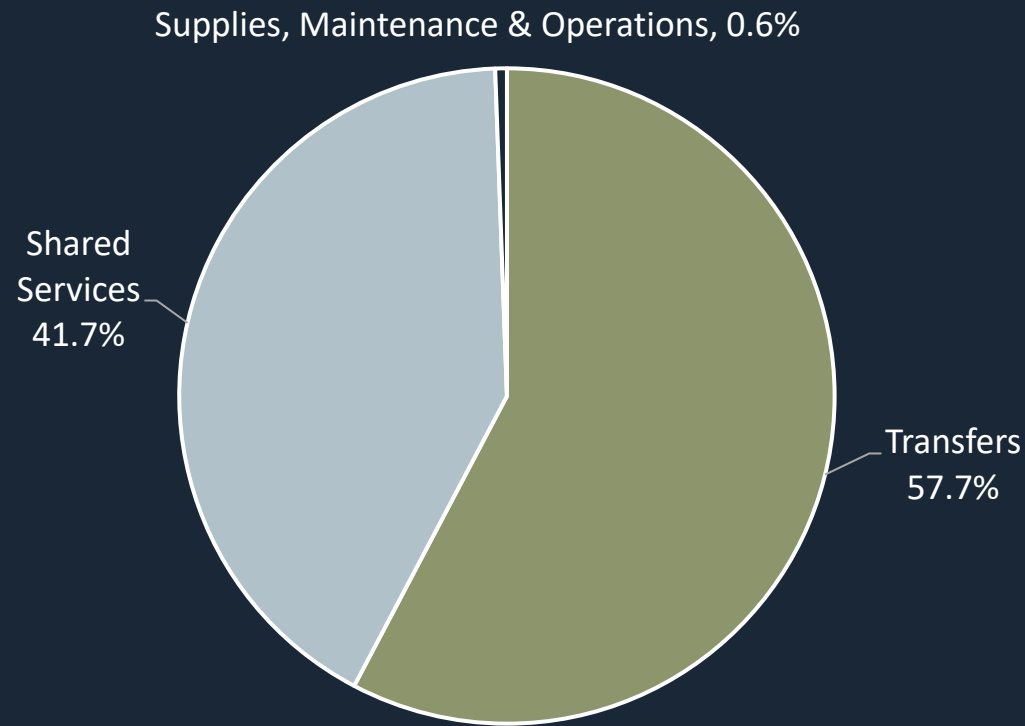


Non-Departmental/Shared FY 2024-25 Proposed Budget

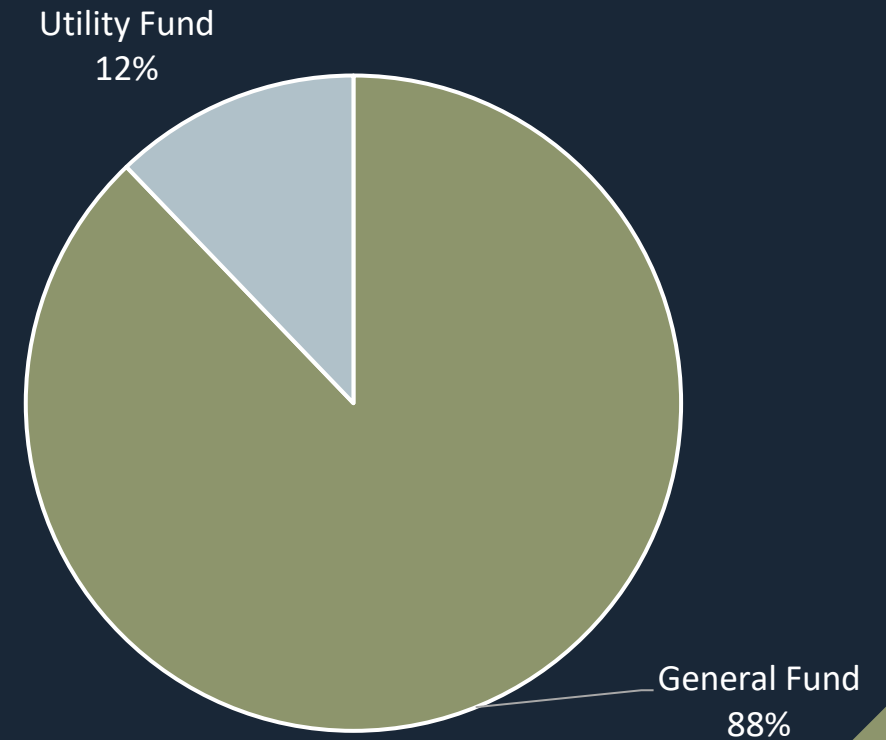
Proposed FY 2024-25 Budget: \$750,217



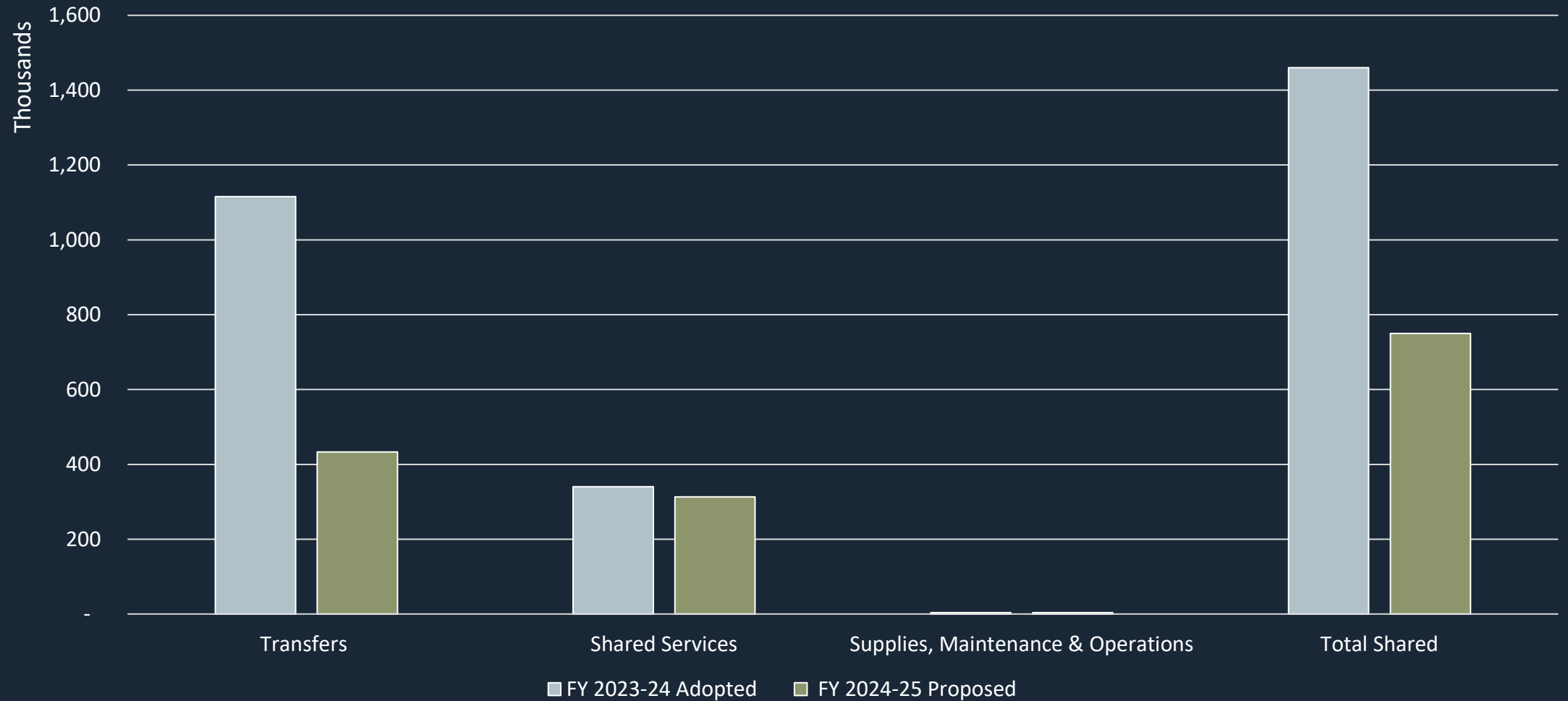
Budget by Category



Budget by Fund



Changes to the Budget



Budget Highlights



- Includes a \$682,333 decrease in transfers to other funds



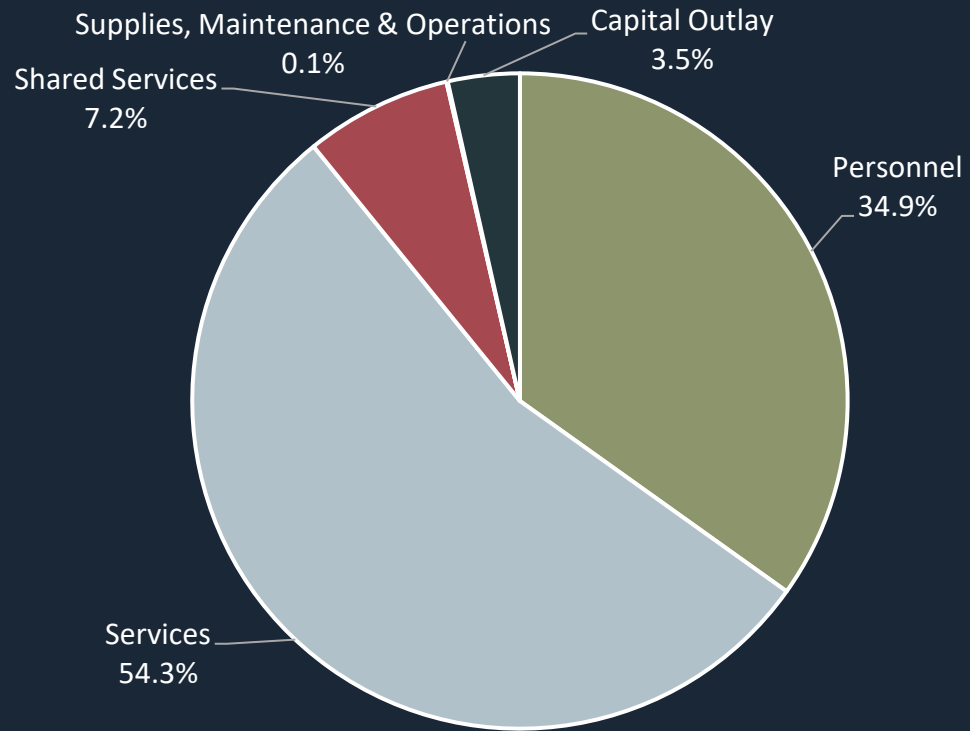
Information Technology

FY 2024-25 Proposed Budget

Proposed FY 2024-25 Budget: \$763,092

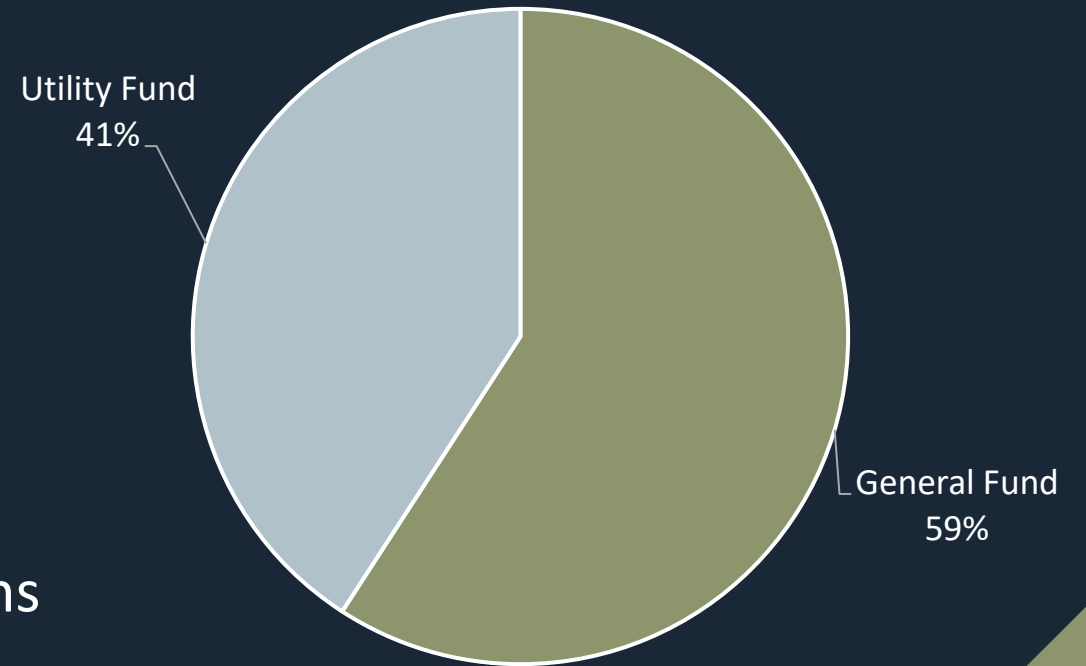


Budget by Category

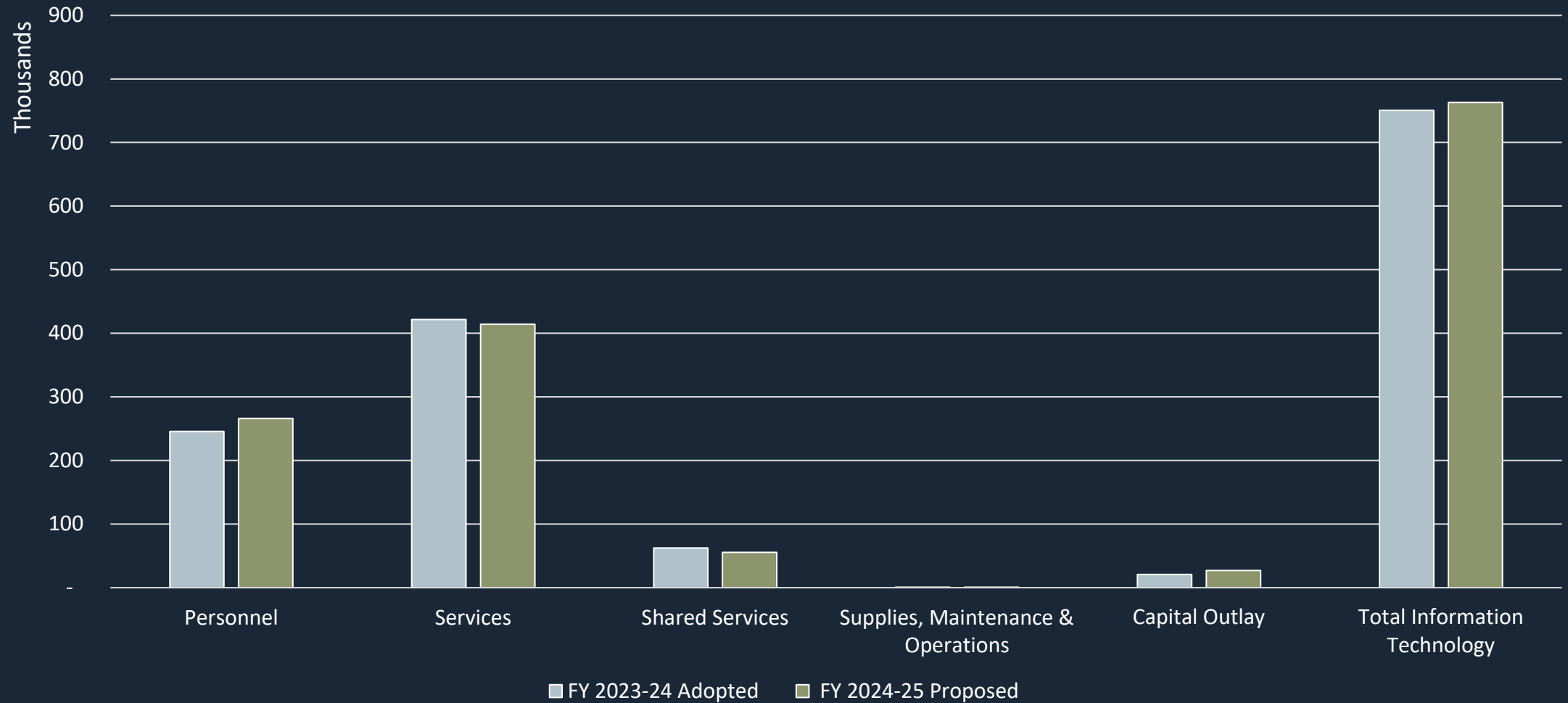


2 positions
0 vacancies

Budget by Fund



Changes to the Budget



Budget Highlights



- Includes an increase in software and technology costs (\$93,000 of which is new for FY2024-25)
 - Threat Hunter (\$38,800)
 - Anti-Virus Endpoint Protection (\$10,750)
 - SIEM (\$38,600)
 - Public Safety UPS (\$3667)
 - City Hall UPS (\$2,000)
- Includes a decrease of \$112,000 in professional services for one time expenditure (vulnerability testing)
- Includes a \$4,000 decrease in the cost of cell service after a change in contract
- Includes \$27,000 for annual workstation replacement

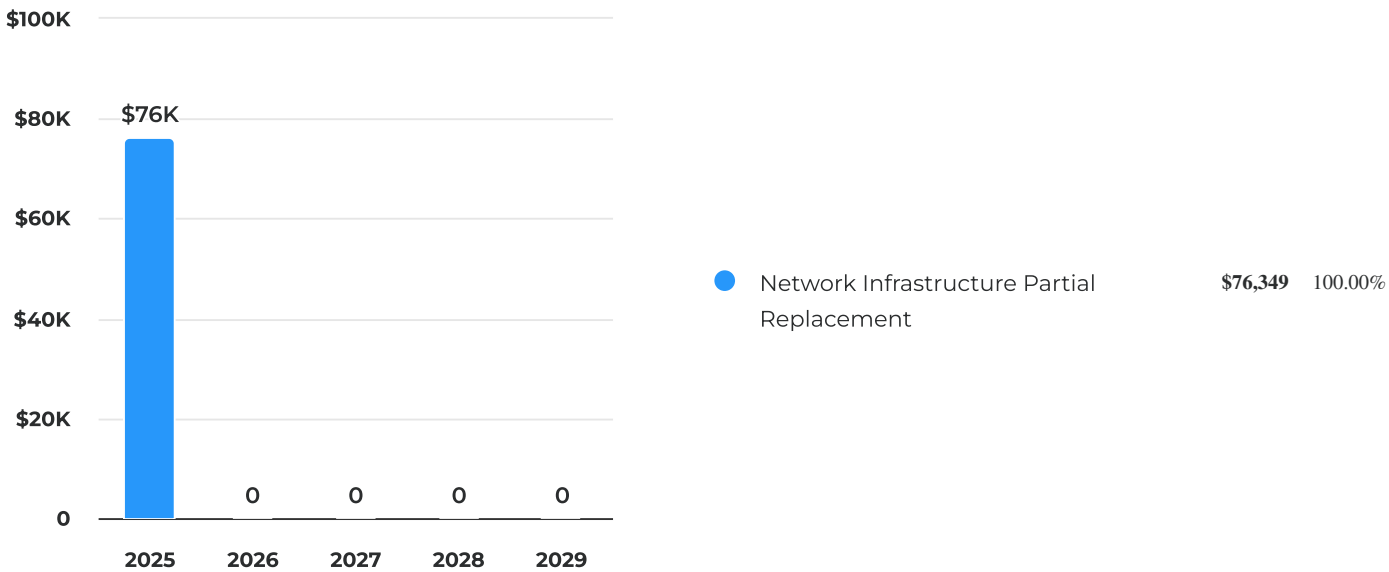


Requests Not Yet Funded

Network Infrastructure Partial Replacement (\$76,349)

Information Technology

FY25 - FY29 Information Technology Projects



Summary of Requests

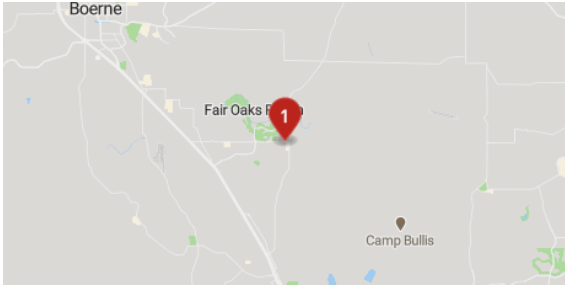
Category	FY2025	FY2026	FY2027	FY2028	FY2029	Total
Network Infrastructure Partial Replacement	\$76,349	\$0	\$0	\$0	\$0	\$76,349
Total Summary of Requests	\$76,349	\$0	\$0	\$0	\$0	\$76,349

Network Infrastructure Partial Replacement

Overview

Request Owner	Brian LeJeune, IT Manager
Department	Information Technology
Type	Capital Equipment
Estimated Start Date	10/7/2024
Estimated Completion Date	02/2/2025

Project Location



Request Description

This project would replace the pertinent parts of the existing network infrastructure (firewalls, switches, and access points) with a unified system that has the flexibility to provide connectivity for the next 5-years with growth calculated. This project is a partial network infrastructure replacement where we are replacing devices that are either out of compliance or will be end of support shortly next fiscal year. The new equipment will fall in line with what we have planned for inclusion with our server infrastructure replacement in a future budget cycle request. Our existing system does not have the ability to adapt to additions to our network infrastructure for long-haul connections like fiber optics. Our existing system is pieced together with technologies from three (3) different vendors. This was maintained to minimize costs over the years with select technologies like the firewall being changed due to overprovisioning of resources by the previous managed service provider (MSP). While this project will support the server replacement project, the network infrastructure could be replaced ahead of that project in order to lay the groundwork. The existing network infrastructure does not have adequate bandwidth to process large amounts of data in a timely fashion. The wireless infrastructure is no longer supported by the vendor, which also means we would fall out of compliance with CJIS since we are no longer receiving vendor security updates. Newer wireless technologies have also been released to allow for faster file transfers with newer devices as well as still maintaining backwards compatibility for older legacy technologies. The fiber connections are maxed out on our existing switching infrastructure, which would prohibit our ability to handle connections with our water plants being planned in a future fiscal year. The switch vendor also limits the number of copper connections available if you utilize any of the fiber connections as a cost-saving measure which impacts switchport density available for connections by endpoints (phones, printers, servers, or workstations). The new infrastructure proposed also includes two (2) firewalls that would work in tandem to provide connectivity, which would increase uptime for staff during planned network maintenance like a security patch. Our dependence on an Internet connection with more cloud-based technologies makes small interruptions from security patches and regular network maintenance a hindrance and impacts productivity. Our existing firewall vendor support has drastically diminished in quality over the years and has impacted our ability to properly seek advice on technologies or areas of configuration in question. Lastly, the existing firewall vendor has recently notified us that they will no longer provide security updates for our firewall model beyond March when they launch their latest software update.

Details

Explanation of Costs and Cost Savings

Unifying the technologies in use for our network infrastructure will not only simplify the configurations, but also provide time savings when looking for information during a cybersecurity incident.

The costs associated are broken up by hardware, software, and services (support and replacement program).

The amount of time not waiting on the phone for a qualified technician with our current firewall vendor will save us weeks of time each year alone. Having a unified technology will allow for the integration of services in the future and ease rollout of additional security.

Grants could possibly be a funding source for one-time charges like these, but they would need to be budgeted as we do not have grants for this particular project available at the moment. The Grants Office could do some searching for us over the summer and we could submit for grants that are identified in our industry.

Supplemental attachments



Capital Cost

FY2025 Budget	Total Budget (all years)	Project Total
\$76.3K	\$76.3K	\$76.3K

Detailed Breakdown

Category	FY2025 <i>Requested</i>	Total
Hardware	\$75,506	\$75,506
Software	\$842	\$842
Total	\$76,349	\$76,349

Funding Sources

FY2025 Budget	Total Budget (all years)	Project Total
\$76.3K	\$76.3K	\$76.3K

Detailed Breakdown

Category	FY2025 <i>Requested</i>	Total
UF Operations	\$38,174	\$38,174
GF Operations	\$38,174	\$38,174
Total	\$76,349	\$76,349

Operational Costs

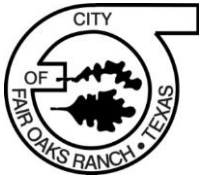
FY2025 Budget
\$37K

Total Budget (all years)
\$37K

Project Total
\$37K

Detailed Breakdown

Category	FY2025 <i>Requested</i>	Total
Subscriptions	\$36,990	\$36,990
Total	\$36,990	\$36,990



**CITY COUNCIL WORKSHOP
CITY OF FAIR OAKS RANCH, TEXAS**

AGENDA TOPIC: Noble Lark Drive at Dietz Elkhorn Road Closure
DATE: June 20, 2024
DEPARTMENT: Public Works Department
PRESENTED BY: Carole Vanzant, Assistant City Manager
Oscar Michael Garza, PE, PTOE, PTP, RSP₁, City of Fair Oaks Ranch GEC

INTRODUCTION/BACKGROUND:

Residents along Noble Lark Drive and Kalkallo Drive have noted an increase of traffic since the opening of Van Raub Elementary School. Motorists use the roadway as a cut-through to and from Dietz Elkhorn Road, where the school is located. In September 2023, residents invited the Mayor and staff members to a meeting to discuss concerns regarding the Noble Lark Drive access. The majority of comments, from the sixteen residents, centered around reportedly unsafe behavior of drivers during the school drop off and pick up times.

On December 18, 2023, the City temporarily closed Noble Lark Drive at Dietz Elkhorn Road with barricades to assess the impacts to traffic flow in the area. The Mayor, Council Member Rhoden, and staff met on March 22, 2024 with seven Woods of Fair Oaks Ranch subdivision residents and one from the Reserve Apartments to hear their feedback on their experience due to the temporary closure. Majority of comments centered around:

1. Concerns that the shutdown impacts emergency response time to the school.
2. Increased traffic at the four-way stop at Dietz Elkhorn and Square Gate causing longer commute time.
3. Children arriving home later by bus, reportedly by up to 30 minutes.
4. Funding of road closure.
5. The data the City will collect to determine the fate of Noble Lark.

On March 28, 2024, a similar meeting was held by Council Members Koerner and Olvera and staff with twenty-one residents from Noble Lark and Kalkallo and one resident outside this area. Majority of comments centered around:

1. The decision coming down to safety vs convenience.
2. Children, walkers, and bikers are no longer being impacted by heavy traffic after the closure.
3. No more vehicles queuing and blocking driveways or impeding solid waste pick up service.
4. Noble Lark not intended to be used as a through street.
5. Reducing to one exit being an inconvenience, but prioritizing safety of residents.

The Leon Springs Volunteer Fire Department there has been no reported known issues regarding response times or ingress/egress issues on the roadway. The Boerne Independent School District advised the City they do not have an official position on the closure.

The Noble Lark Drive Closure Analysis presentation provides a recap of the analysis conducted by the City’s General Engineering Consultant (GEC). The staff recommendation is to permanently close Noble Lark Drive at Dietz Elkhorn Road. The presentation and report provides a summary of:

- 1. Various traffic count results along with pre- and post-travel times.
- 2. Key study considerations.
- 3. Drone footage.
- 4. Pros and cons of available alternatives with cost estimates for permanently closing or opening Noble Lark Drive.
- 5. Reasons for recommending permanent closure.

Staff seeks direction on the recommendation and alternatives. Staff will develop further plans and estimates as needed based on the direction provided. An ordinance would be required to permanently close the street.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

- 1. The health, safety, and welfare of Fair Oaks Ranch residents is the paramount objective of the City of Fair Oaks Ranch
- 2. The permanent closure of Noble Lark Drive redirects traffic to collector and connector routes that were designed to handle the higher volumes of traffic and restricts travel along the residential routes of Noble Lark Drive and Kalkallo Drive thereby enhancing safety for residents.
- 3. The study summarizes that the minimal impacts of reopening this intersection are not substantial enough to outweigh the safety benefits provided to residents.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

A permanent closure will require some form of permanent barrier to enforce the restriction. The cost of this permanent barrier will depend on the design the City chooses. Options may include gated emergency access, permanent barricades such as the continuation of fencing or boulders, a hammerhead turnaround, or a partial closure involving a right turn only from Noble Lark Drive onto Dietz Elkhorn Road.

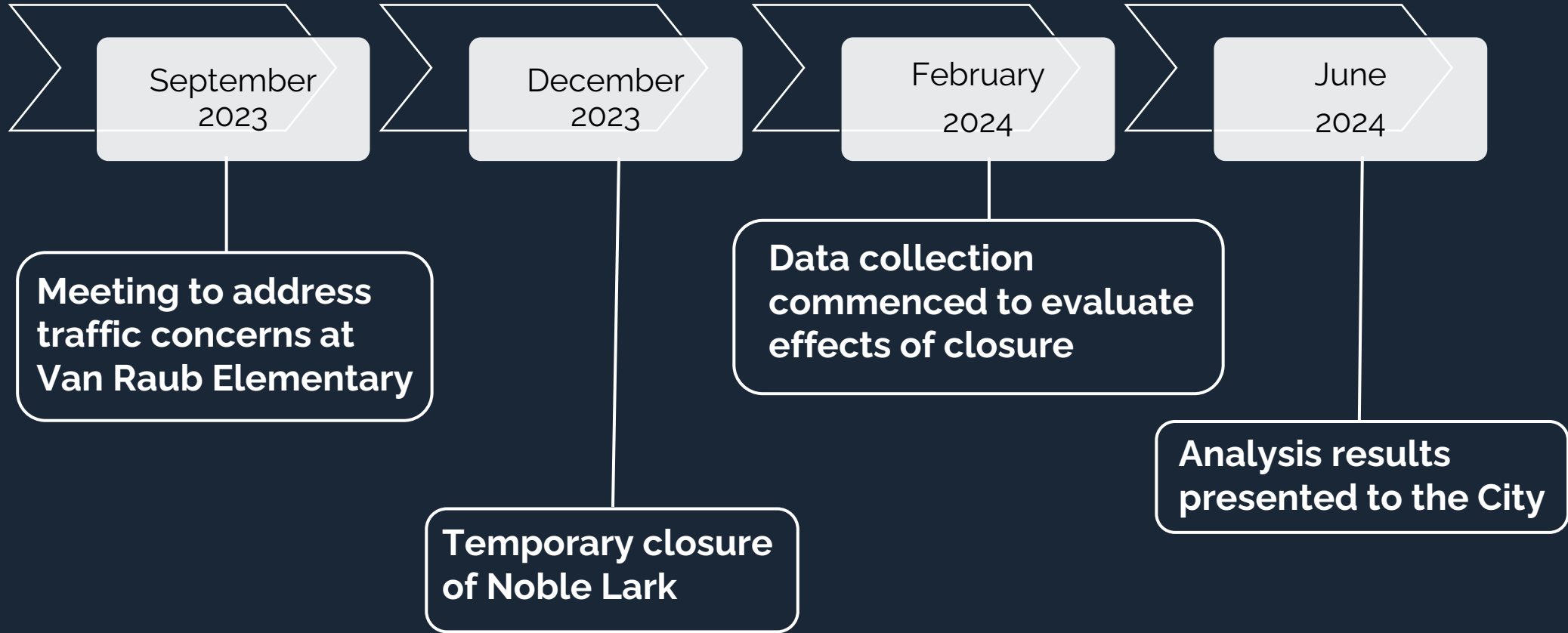
In the long-term, improvements will be required at the intersections of Dietz Elkhorn Road with Fair Oaks Parkway, Square Gate, and Old Fredericksburg Road to improve the Level of Service at each of these locations. The impact of these costs will depend on the improvement implemented.



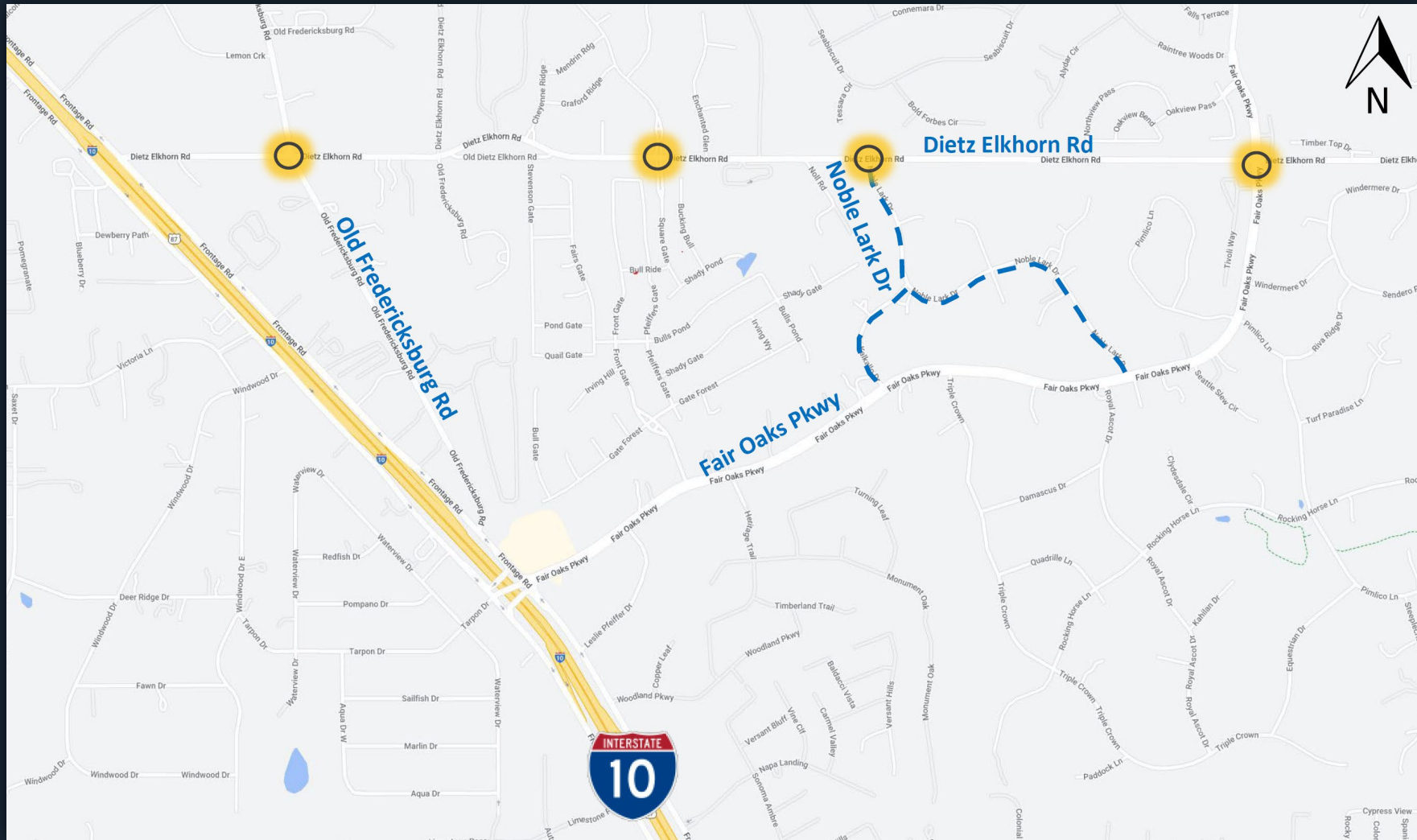
NOBLE LARK DRIVE CLOSURE ANALYSIS

Carole Vanzant, Assistant City Manager
Oscar Michael Garza, PE, PTOE, PTP, RSP1, City of Fair Oaks Ranch GEC

BACKGROUND



STUDY LOCATION



STUDY METHODOLOGY



- Multiple Project Site Visits were conducted to observe and document existing traffic conditions.
- Travel time runs were conducted between I-10 & Fair Oaks Pkwy and Van Raub Elementary School.
- Data Collection in the form of Turning Movement Counts (TMCs) were collected and analyzed.
- An analysis of the traffic operations and travel times at four intersections along Dietz Elkhorn Road for the Pre & Post Closure of Noble Lark Drive.
- Sim Traffic was utilized to establish queuing along the corridor.



KEY STUDY CONSIDERATIONS



- Van Raub Elementary School opened on Dietz Elkhorn Road
- I-10 Frontage Road converted to one-way system/flow
- Traffic increased on Noble Lark Road (due to cut-through)
- An all-way stop condition was installed at Dietz Elkhorn Road & Square Gate to enhance safety for students crossing
- Traffic increasing due to Lemon Creek Development
- Noble Lark Drive temporarily closed for assessment

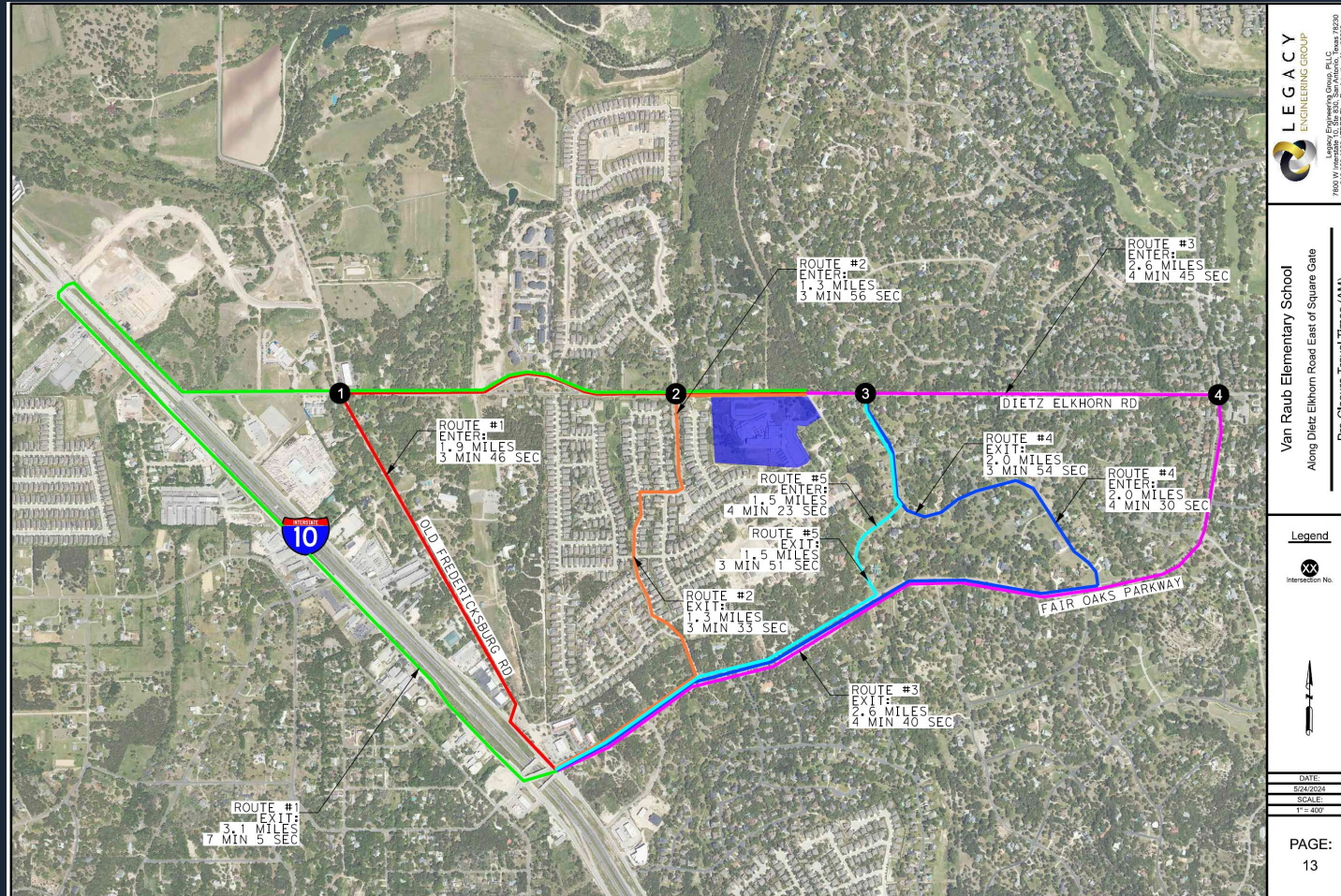


DRONE VIDEOS



City of Fair Oaks Ranch

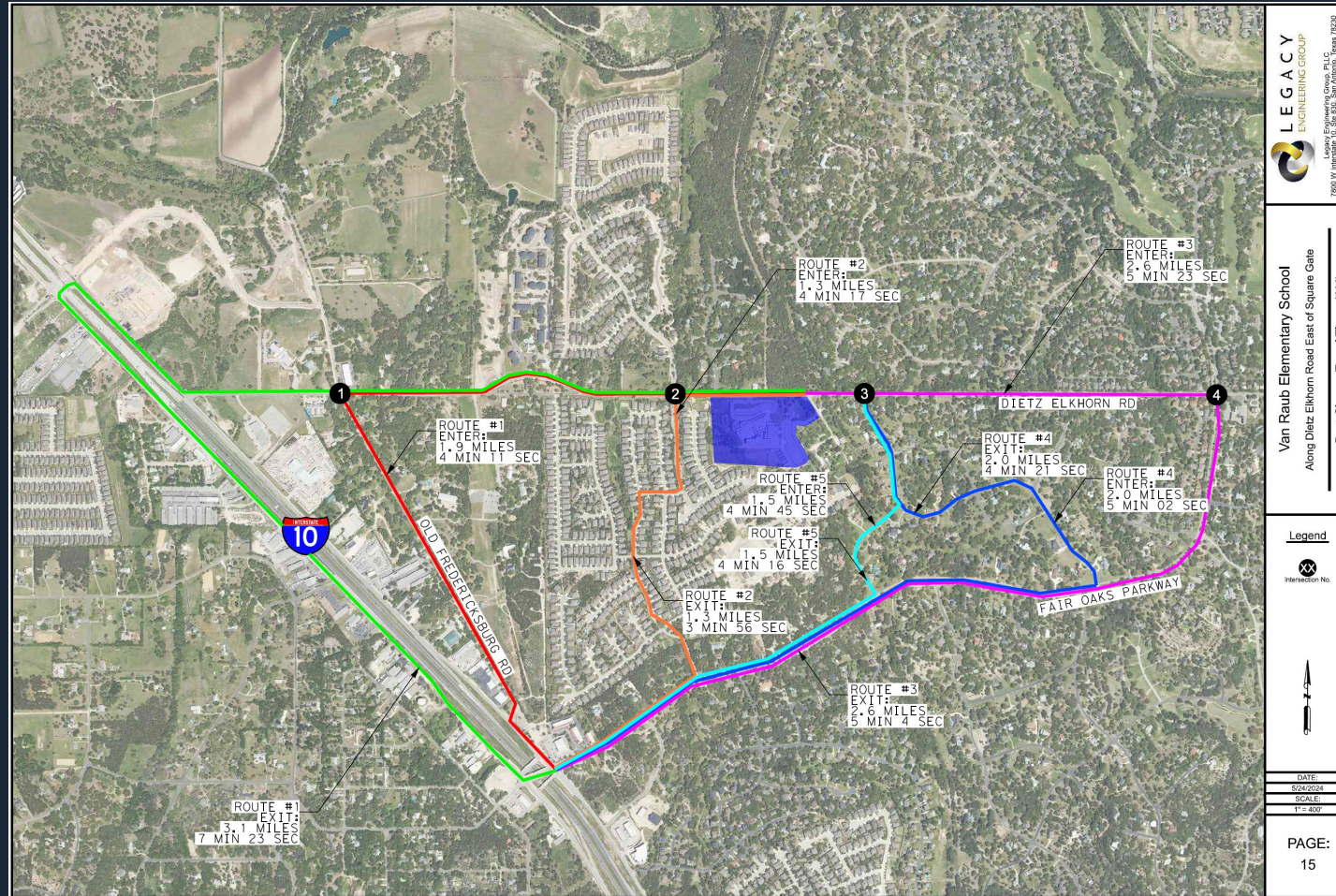
TRAVEL TIME ANALYSIS (AM ~ PRE-CLOSURE)



LEGACY
 ENGINEERING GROUP
 1860 W. Interstate 10, Suite 100, San Antonio, Texas 78240
 210.592.1800 | TDD: 210.592.1800

Van Raub Elementary School
 Along Dietz Elkhorn Road East of Square Gate
 Pre-Closure Travel Times (AM)

TRAVEL TIME ANALYSIS (AM ~ POST-CLOSURE)



ALTERNATIVES CONSIDERED



- Permanently Close Noble Lark Drive at Dietz Elkhorn Road
- Re-Open Noble Lark Drive at Dietz Elkhorn Road
- Convert Noble Lark Drive to One-Way Operation (Southbound)
- Convert Noble Lark Drive to One-Way Operation (Northbound)
- Right-In/Right-Out Configuration

ALT 1: PERMANENTLY CLOSE NOBLE LARK DRIVE



PROS

- Enhances Safety for Noble Lark Drive
- Prevents Cut-Through Traffic Flow on Neighborhood Street
- Aligns with City Transportation Plan (Moving Traffic to Collectors)

CONS

- Increases Travel Times / Delays on Collectors
- Requires Permanent Structure

\$ Cost is Dependent on Closure Method

ALT 2: RE-OPEN NOBLE LARK DRIVE



PROS

- Decreases Travel Times / Delays on Collectors

CONS

- Impacts Safety for Noble Lark Drive
- Impacts Roadway Infrastructure
- Traffic Calming Measures May be Required

- \$ Cost is dependent on traffic calming measures implemented

ALT 3: CONVERT NOBLE LARK DRIVE (SB ONLY)



PROS

- Reduces Cut-Through Traffic Flow on Neighborhood Street

CONS

- Impacts Safety for Noble Lark Drive
- Increases Travel Times / Delays on Collectors
- Creates Driver Confusion
- Includes Risk of Wrong-Way Driving

~\$10,000 Estimated Cost for signage and raised median

ALT 4: CONVERT NOBLE LARK DRIVE (NB ONLY)



PROS

- Reduces Cut-Through Traffic Flow on Neighborhood Street
- Decreases Travel Times / Delays on Collectors

CONS

- Impacts Safety for Noble Lark Drive
- Creates Driver Confusion
- Includes Risk of Wrong-Way Driving

~\$10,000 Estimated cost for signage and raised median

ALT 5: RIGHT OUT ONLY AT NOBLE LARK DRIVE



PROS

- Reduces Cut-Through Traffic Flow on Neighborhood Street
- Decreases Travel Times / Delays on Collectors

CONS

- Impacts Safety for Noble Lark Drive
- Includes Risk of U-Turns on Dietz-Elkhorn
(See Next Slide)
- Potential Impacts to Adjacent Properties

~\$7,500 for Raised Traffic Control Island



ALT 5: RIGHT OUT ONLY AT NOBLE LARK DRIVE



Item #17.



OTHER SPECIAL CONSIDERATIONS



- ✓ Square Gate is a gated community but is being used by non-residents of Square Gate
- ✓ Pedestrian crossing at Square Gate is not represented by a crossing guard
- ✓ Lemon Creek Development impacting traffic volumes on Dietz Elkhorn Road
- ✓ Dietz Elkhorn Road & Fair Oaks Parkway intersection experiences poor LOS during peak periods with or without closure



RECOMMENDATION



Based on this analysis, it is our recommendation to permanently close Noble Lark Drive at Dietz Elkhorn Road based on the following:

- The minor improvements in operations and travel times (~30 seconds) associated with re-opening the intersection do not supersede the safety benefits that the closure provides.
- The closure supports the City's Transportation Plan and UDC, which includes a defined breakdown of street classifications (with heavier traffic being sent to Collectors versus local neighborhood streets).
- The peak queues experienced at the study intersections are cleared within 5-10 minutes of the school drop-off and pick-up periods.



PERMANENT CLOSURE – NEXT STEPS

If Council supports this recommendation, the following options would need to be considered for a permanent barrier:

- Extend Existing Rock Fence
- Construct an Emergency Access Gate
- Construct a Partial Hammerhead Turnaround
- Construct a Boulder Barricade



~\$1,000



~\$10,000



~\$5,000



~\$15,000



QUESTIONS/DISCUSSION



Noble Lark Drive Closure at Dietz Elkhorn Road

Traffic Engineering Study

PREPARED FOR:

City of Fair Oaks Ranch, Texas



PREPARED BY:



06/10/2024

Oscar Michael Garza, PE, PTOE, PTP, RSP1
Legacy Engineering Group, PLLC

City of Fair Oaks Ranch

June 2024

TABLE OF CONTENTS

Table of Contents1

List of Figures1

List of Tables2

List of Appendices3

Project Description4

 Introduction4

 Study Methodology5

 Existing Conditions6

Traffic Data7

 Site Visit Notes8

 Drone Footage9

 Travel Time Analysis13

 Travel Time Summary13

Proposed Conditions / Scenario Summary18

 Proposed Option 118

 Proposed Option 219

 Proposed Option 320

 Proposed Option 421

 Proposed Option 522

Operational Analysis24

 Level of Service Analysis24

 Queueing Analysis27

 Permanent Closure Considerations30

Conclusion & Recommendation31

LIST OF FIGURES

Figure 1 – Study Location Map4

Figure 2 – TMC Data Locations5

Figure 3 – Old Fredericksburg Rd Intersection6

Figure 4 – Square Gate Intersection6

Figure 5 – Fair Oaks Pkwy Intersection6

EXHIBIT A

Figure 6 – Noble Lark Dr Northbound7

Figure 7 – Approximately 750 LF Queue at Dietz Elkhorn Rd and Square Gate (AM)9

Figure 8 – Approximately 415 LF Queue at Dietz Elkhorn Rd and Old Fredericksburg Rd (AM)10

Figure 9 – Approximately 775 LF Queue at Dietz Elkhorn Rd and Fair Oaks Pkwy Eastbound (PM)10

Figure 10 – Approximately 750 LF Queue at Dietz Elkhorn Rd and Square Gate Westbound (PM).....11

Figure 11 – Queue Cleared at Dietz Elkhorn Rd and Square Gate Westbound (PM)11

Figure 12 – Noble Lark Dr Closure Eastbound12

Figure 13 – Dietz Elkhorn Rd & Noble Lark Dr Closed Access.....18

Figure 14 – Dietz Elkhorn Rd & Noble Lark Dr Open19

Figure 15 – Dietz Elkhorn Rd & Noble Lark Dr One-Way Southbound20

Figure 16 – Dietz Elkhorn Rd & Noble Lark Dr One-Way Northbound21

Figure 17 – Dietz Elkhorn Rd & Noble Lark Dr One-Way Northbound22

Figure 18 – Proposed Option 5 Potential U-Turn Movements23

Figure 19 – Synchro Model Screenshot24

Figure 20 – Boulder Barricade30

Figure 21 – Emergency Access Gate30

Figure 22 – Partial Hammerhead Turnaround.....30

Figure 23 – Extended Existing Rock Fence.....30

LIST OF TABLES

Table 1 – Noble Lark Drive Pre / Post Closure Analysis Times & Travel (Entering)13

Table 2 – Noble Lark Drive Pre / Post Closure Analysis Times & Travel (Exiting)13

Table 3 – Average Control Delay Ranges25

Table 4 – Dietz Elkhorn Rd & Old Fredericksburg Rd LOS Results25

Table 5 – Dietz Elkhorn Rd & Square Gate LOS Results26

Table 6 – Dietz Elkhorn Rd & Noble Lark Dr LOS Results26

Table 7 – Dietz Elkhorn Rd & Fair Oaks Pkwy LOS Results.....27

Table 8 – Dietz Elkhorn Rd & Old Fredericksburg Rd Queue Results.....27

Table 9 – Dietz Elkhorn Rd & Square Gate Queue Results28

Table 10 – Dietz Elkhorn Rd & Noble Lark Dr Queue Results28

Table 11 – Dietz Elkhorn Rd & Fair Oaks Pkwy Queue Results29

LIST OF APPENDICES

APPENDIX A – TRAFFIC DATA

APPENDIX B – SIM TRAFFIC QUEUEING REPORTS

APPENDIX C – SYNCHRO OUTPUT REPORTS

APPENDIX D – EXISTING LOS RESULTS 2021 FAIR OAKS PARKWAY & DIETZ ELKHORN ROAD

APPENDIX E – RIGHT-OUT AUTOTURN EXHIBIT DISPLAYING TURNAROUND MOVEMENT

PROJECT DESCRIPTION

INTRODUCTION

Legacy Engineering Group was retained to conduct a Traffic Engineering Study along Dietz Elkhorn Road between Old Fredericksburg Road and Fair Oaks Parkway in Fair Oaks Ranch, TX. The purpose of this study is to analyze the effects of closing access to Noble Lark Drive at Dietz Elkhorn Road. The study location map is shown in Figure 1.

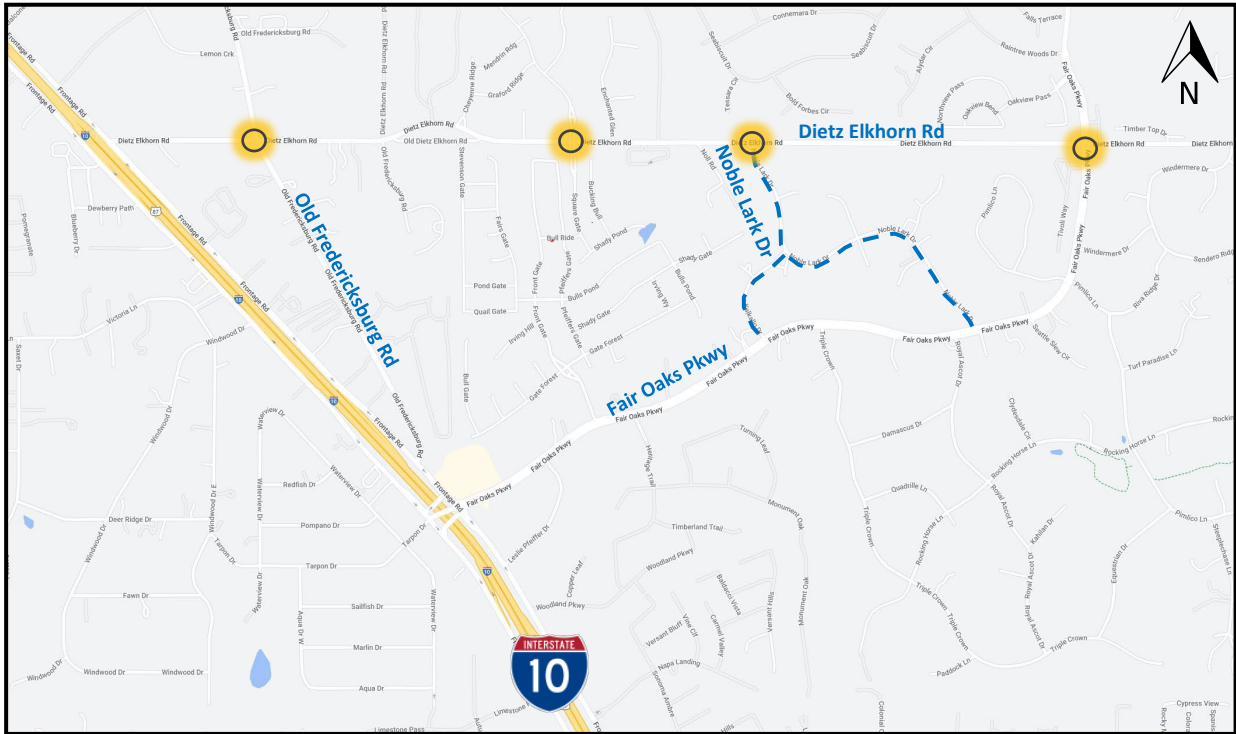


Figure 1 – Study Location Map

STUDY METHODOLOGY

The following study methodology was utilized to develop the findings within the report:

- A Project Site Visit was conducted to observe and document existing traffic conditions along Dietz Elkhorn Road and Noble Lark Drive, as well as travel times for the appropriate intersections
- Collection and review of Turning Movement Counts (TMCs)
- An analysis of the traffic operations and travel times at four intersections along Dietz Elkhorn Road for the Pre & Post Closure of Noble Lark Drive
- Utilized Sim Traffic to establish queuing along the corridor

Figure 2 shows the locations where TMC data was collected.

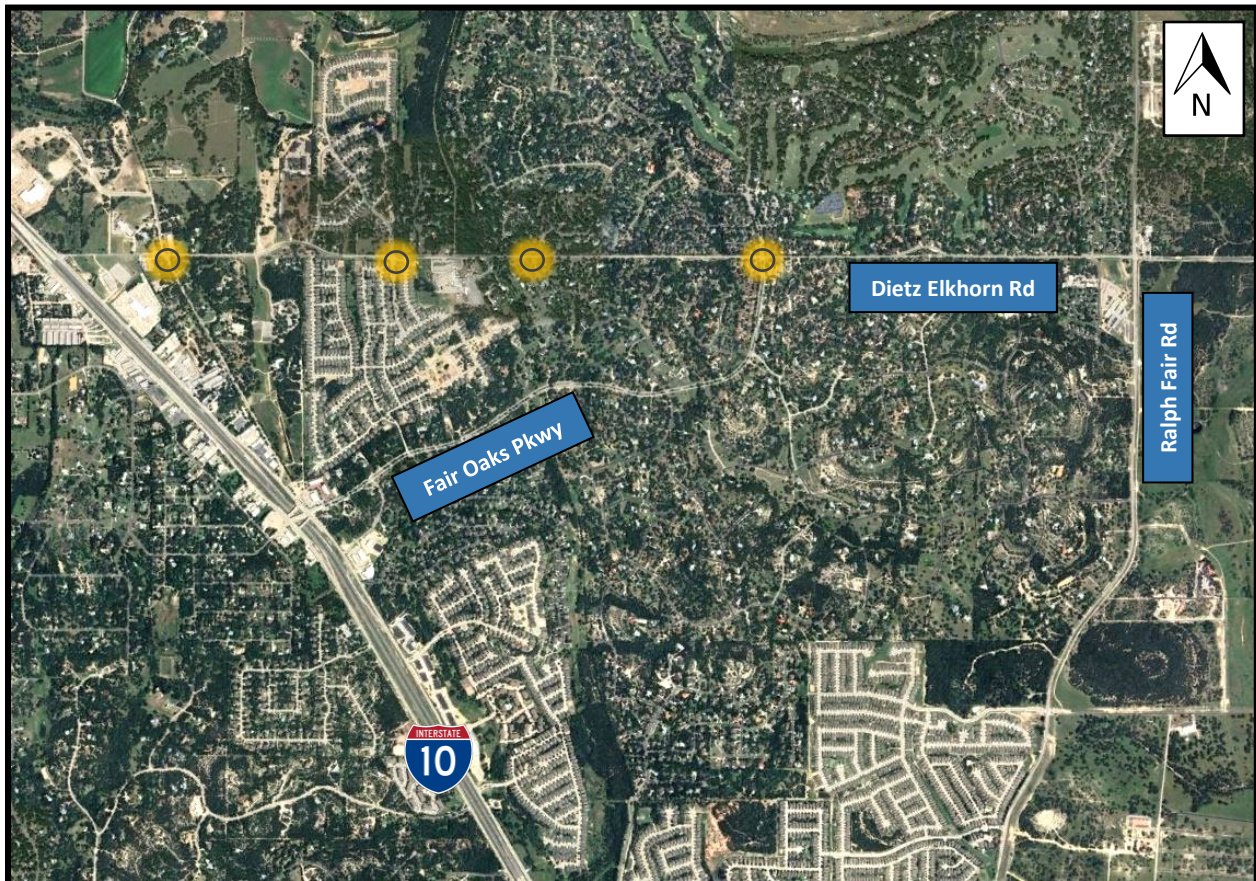


Figure 2 – TMC Data Locations

EXISTING CONDITIONS

Dietz Elkhorn Road

Dietz Elkhorn Road is a two-lane undivided roadway that extends in a general east-west direction within the study limits and has a posted speed limit of 35 MPH. The studied roadway is identified as a Collector on the City of Fair Oaks Ranch Unified Development Code (UDC) Planning Map with an Annual Average Daily Traffic (AADT) of 2,440 (as of 2020 utilizing TxDOT STARS II Traffic County Database System). An aerial photo of three Dietz Elkhorn Road study intersections can be seen in Figures 3-5.

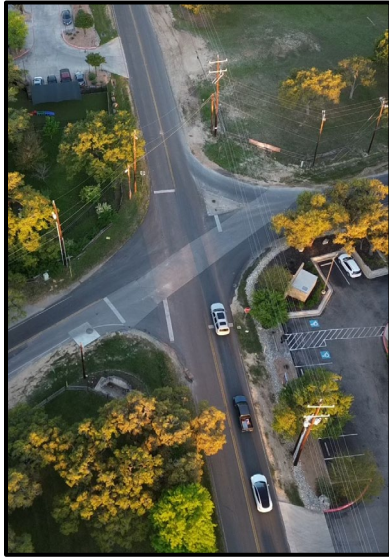


Figure 3 – Old Fredericksburg Rd Intersection

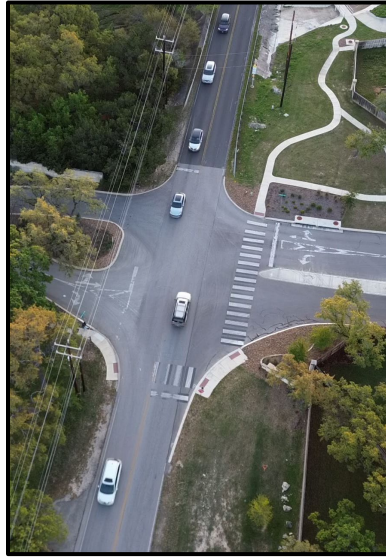


Figure 4 – Square Gate Intersection

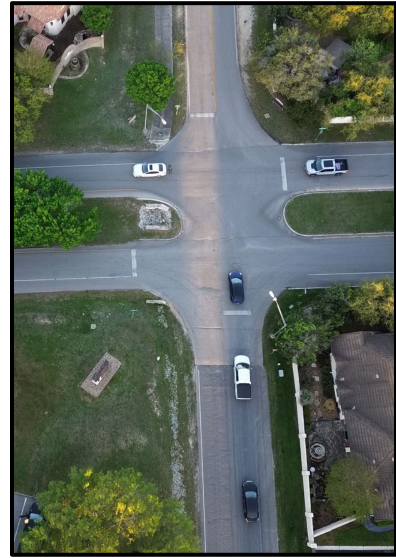


Figure 5 – Fair Oaks Pkwy Intersection

Old Fredericksburg Road

Old Fredericksburg Road is a two-lane undivided roadway that extends in a general north-south direction within the study limits and has a posted speed limit of 35 MPH. The studied roadway is owned and maintained by Bexar County, with an AADT of 1,124 (as of 2020 utilizing TxDOT STARS II Traffic County Database System).

Square Gate

Square Gate is a two-lane undivided roadway that extends in a general north-south direction within the study limits and has a posted speed limit of 25 MPH. Square gate is a private/gated roadway that leads to the Front Gate Subdivision and has a two-lane northbound approach at the intersection with Dietz Elkhorn Road. During site visits, it was observed that this route was utilized as a “cut-through” movement for vehicles traveling to/from Van Raub Elementary School.

Fair Oaks Parkway

Fair Oaks Parkway is a two-lane divided roadway that extends in a general north-south direction within the study limits and has a posted speed limit of 35 MPH. on the City of Fair Oaks Ranch Unified Development Code (UDC) Planning Map with an Annual Average Daily Traffic (AADT) of 8,895 (as of 2020 utilizing TxDOT STARS II Traffic County Database System). As shown within Appendix D, the intersection of Dietz Elkhorn Road & Fair Oaks Pkwy has been studied in the past and the Level of Service (LOS) results have been provided.

Noble Lark Drive

Noble Lark Drive is a two-lane undivided roadway that extends in a general north-south direction within the study limits and has a posted speed limit of 30 MPH. The typical section includes one lane in each direction. A photo of a typical section for Noble Lark Drive can be seen in Figure 6.

During site visits, it was observed that this route was utilized as a “cut-through” movement for vehicles traveling to/from Van Raub Elementary School. Consequently, this residential street experiences elevated traffic levels, particularly during school peak periods, resulting in potential safety concerns and increased loading on the roadway infrastructure. The higher traffic density disrupts the intended local traffic flow, resulting in a significant deviation from the street's design purpose of serving neighborhood residents.



Figure 6 – Noble Lark Dr Northbound

TRAFFIC DATA

Traffic data was collected at the following intersections from 7-9 AM and 2-6 PM on Thursday, March 7, 2024.

- Dietz Elkhorn Road & Old Fredericksburg Road
- Dietz Elkhorn Road & Square Gate
- Dietz Elkhorn Road & Fair Oaks Parkway

Please note that all traffic data can be found in Appendix A of this report.

SITE VISIT NOTES

Site visits were conducted on multiple days from March through May 2024 and notes have been provided as follows:

- March 7th, 2024 — Observation of vehicular queuing activity for both AM and PM peak periods. The observed school peaks for Van Raub Elementary School are as follows:
 - AM Arrival: 7:00 AM to 8:00 AM
 - PM Dismissal: 3:00 PM to 4:00 PM

- March 26th, 2024 — Observation of vehicular queuing activity for both AM and PM peak periods. The observed school peaks for Van Raub Elementary School are as follows:
 - AM Arrival: 7:00 AM to 8:00 AM
 - PM Dismissal: 2:45 PM to 3:45 PM

- March 27th, 2024 — Observation of vehicular queuing activity during both AM and PM peak periods. The observed school peaks for Van Raub Elementary School are as follows:
 - AM Arrival: 7:20 AM to 8:20 AM
 - PM Dismissal: 2:45 PM to 3:45 PM

- May 2nd, 2024 — Conducted travel times runs during school peak periods.
 - AM Arrival: 7:00 AM to 8:30 AM
 - PM Dismissal: 2:45 PM to 3:45 PM

Summary of site visits:

- During the AM observation, queueing along Dietz Elkhorn Road at Old Fredericksburg Road was observed only for the westbound direction, while in the PM queueing was observed at the intersection for the eastbound direction. Please note that the queues decreased significantly within 5 minutes of the maximum queue length.

- During the AM observations, queueing along Dietz Elkhorn Road and Square Gate was observed in both the westbound and eastbound directions, while in the PM only westbound queues were observed with minimal queueing in the eastbound direction. Please note that the queues decreased significantly within 5-10 minutes of the maximum queue length.

- During the AM and PM observations, queueing along Dietz Elkhorn Road and Fair Oaks Parkway was observed in the eastbound direction. Please note that the queues decreased significantly within 10 minutes of the maximum queue length.

DRONE FOOTAGE

The studied segment of Dietz Elkhorn Road is approximately 2 miles long and portions of the corridor can be seen in Figures 7-12. Each image shows an overlay of the queuing. Figure 7 shows the queue extending over 750 LF from the Dietz Elkhorn Road and Square Gate intersection in the AM peak period. Figure 8 shows the queue extending approximately 415 LF on the westbound approach at Dietz Elkhorn Road and Old Fredericksburg Road during the AM peak period. Figure 9 shows the queue extending approximately 775 LF along the eastbound approach of Dietz Elkhorn Road and Fair Oaks Parkway during the PM peak period. Figure 10 shows the queue extending over 750 LF along the westbound approach of Dietz Elkhorn Road and Square Gate during the PM peak period. Figure 11 shows the existing PM queue cleared up within 5-10 minutes of the maximum queue length during the PM peak period. Figure 12 shows the existing Noble Lark Drive closure.



Figure 7 – Approximately 750 LF Queue at Dietz Elkhorn Rd and Square Gate (AM)



Figure 8 – Approximately 415 LF Queue at Dietz Elkhorn Rd and Old Fredericksburg Rd (AM)

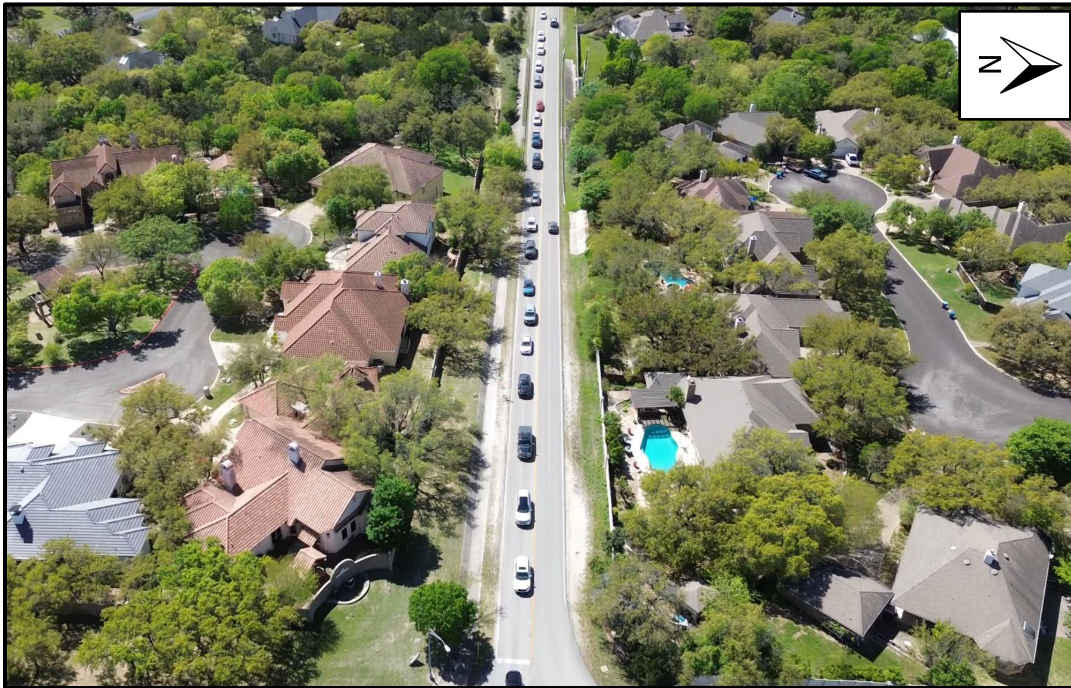


Figure 9 – Approximately 775 LF Queue at Dietz Elkhorn Rd and Fair Oaks Pkwy Eastbound (PM)



Figure 10 – Approximately 750 LF Queue at Dietz Elkhorn Rd and Square Gate Westbound (PM)



Figure 11 – Queue Cleared at Dietz Elkhorn Rd and Square Gate Westbound (PM)



Figure 12 – Noble Lark Dr Closure Eastbound

TRAVEL TIME ANALYSIS

Travel times were calculated utilizing a combination of data collection analysis and predictive modeling. “Pre-Closure” traffic data was estimated based on a previously conducted traffic analysis in 2021 by the City of Fair Oaks Ranch. Estimating travel times in traffic engineering involves traffic flow characteristics, roadway conditions, predictive modeling, data collection, and environmental factors. An origin was established at the intersection of I-10 & Fair Oaks Pkwy with a destination of Van Raub Elementary School (to/from as entering/exiting), and five different potential routes were studied as shown in Table 1 and 2 below.

Table 1 – Noble Lark Drive Pre / Post Closure Analysis Times & Travel (Entering)

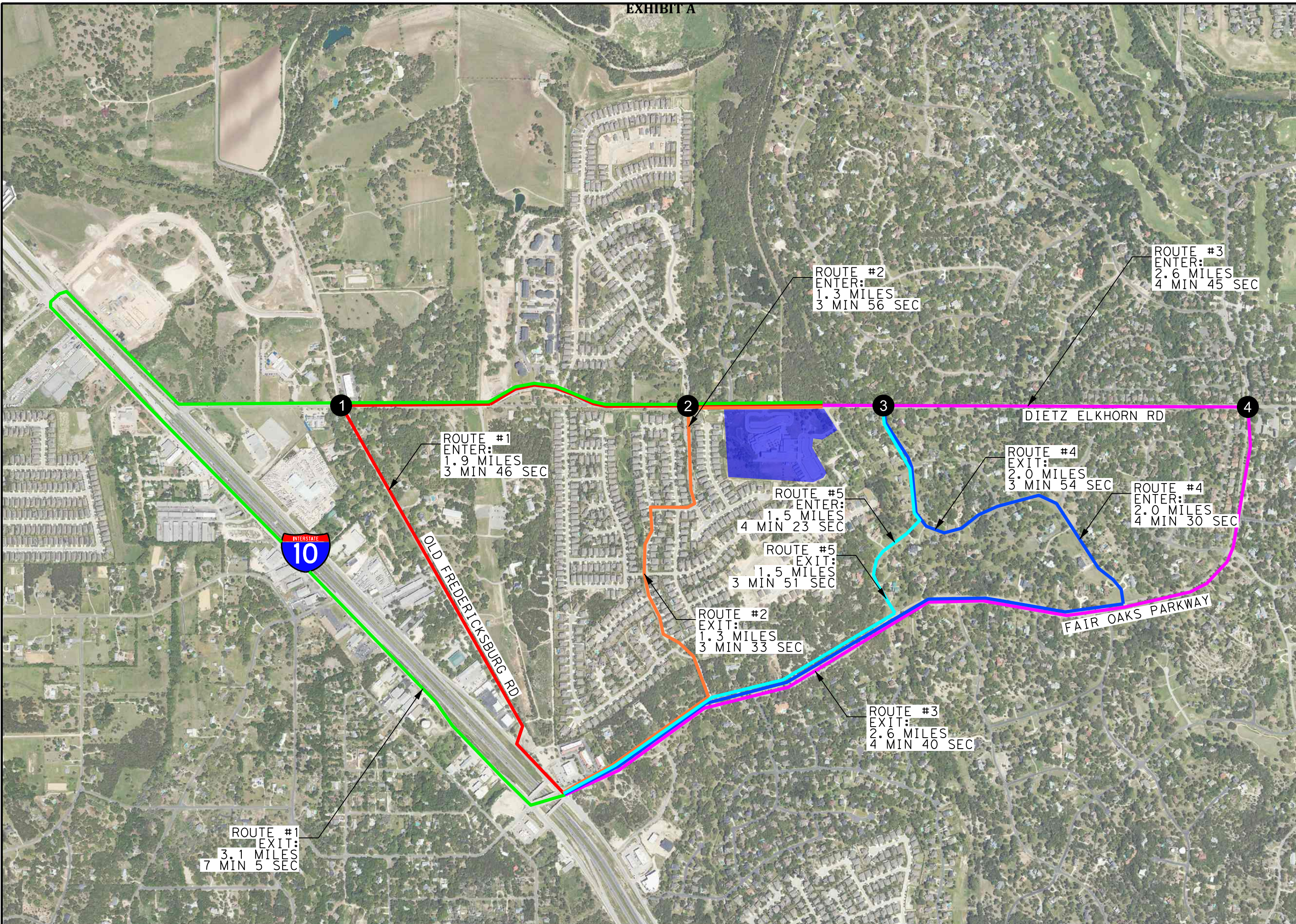
Entering		Route #1		Route #2		Route #3		Route #4		Route #5	
Travel Time Run #		Old Fredericksburg Rd		Square Gate		Fair Oaks Pkwy		Noble Lark Dr		Kalkallo Dr	
		Pre-Closure	Post-Closure	Pre-Closure	Post-Closure	Pre-Closure	Post-Closure	Pre-Closure	Post-Closure	Pre-Closure	Post-Closure
AM	1	0:03:41	0:04:06	0:04:05	0:04:23	0:04:32	0:05:13	0:04:22	0:04:53	0:04:15	0:04:37
	2	0:03:50	0:04:16	0:03:47	0:04:10	0:04:58	0:05:33	0:04:38	0:05:11	0:04:30	0:04:52
PM	1	0:03:48	0:04:25	0:03:27	0:03:52	0:04:42	0:05:09	0:05:06	0:05:34	0:04:53	0:05:26
	2	0:03:51	0:04:09	0:03:18	0:03:43	0:04:54	0:05:21	0:04:44	0:05:17	0:04:37	0:05:05
Average	AM	0:03:46	0:04:11	0:03:56	0:04:17	0:04:45	0:05:23	0:04:30	0:05:02	0:04:23	0:04:45
	PM	0:03:49	0:04:17	0:03:23	0:03:48	0:04:48	0:05:15	0:04:55	0:05:25	0:04:45	0:05:15

Table 2 – Noble Lark Drive Pre / Post Closure Analysis Times & Travel (Exiting)

Exit		Route #1		Route #2		Route #3		Route #4		Route #5	
Travel Time Run #		Old Fredericksburg Rd		Square Gate		Fair Oaks Pkwy		Noble Lark Drive		Kalkallo Dr	
		Pre-Closure	Post-Closure	Pre-Closure	Post-Closure	Pre-Closure	Post-Closure	Pre-Closure	Post-Closure	Pre-Closure	Post-Closure
AM	1	0:07:24	0:07:36	0:03:44	0:04:04	0:04:53	0:05:01	0:04:03	0:04:31	0:03:52	0:04:11
	2	0:06:47	0:07:09	0:03:22	0:03:48	0:04:26	0:05:08	0:03:44	0:04:11	0:03:49	0:04:22
PM	1	0:08:57	0:11:26	0:07:26	0:07:54	0:04:13	0:04:34	0:04:24	0:04:49	0:04:14	0:04:36
	2	0:06:18	0:06:20	0:05:07	0:06:29	0:04:04	0:04:40	0:03:53	0:04:24	0:03:44	0:04:11
Average	AM	0:07:05	0:07:23	0:03:33	0:03:56	0:04:40	0:05:04	0:03:54	0:04:21	0:03:51	0:04:16
	PM	0:07:38	0:08:53	0:06:16	0:07:11	0:04:09	0:04:37	0:04:09	0:04:36	0:03:59	0:04:24

TRAVEL TIME SUMMARY

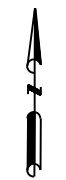
The results of this analysis found that opening Noble Lark Drive decreases travel times to Van Raub Elementary School by approximately 30 seconds. An overlay of the routes can be seen in the exhibits on pages 14-17.



Van Raub Elementary School
 Along Dietz Elkhorn Road East of Square Gate
 Pre-Closure Travel Times (AM)

Legend

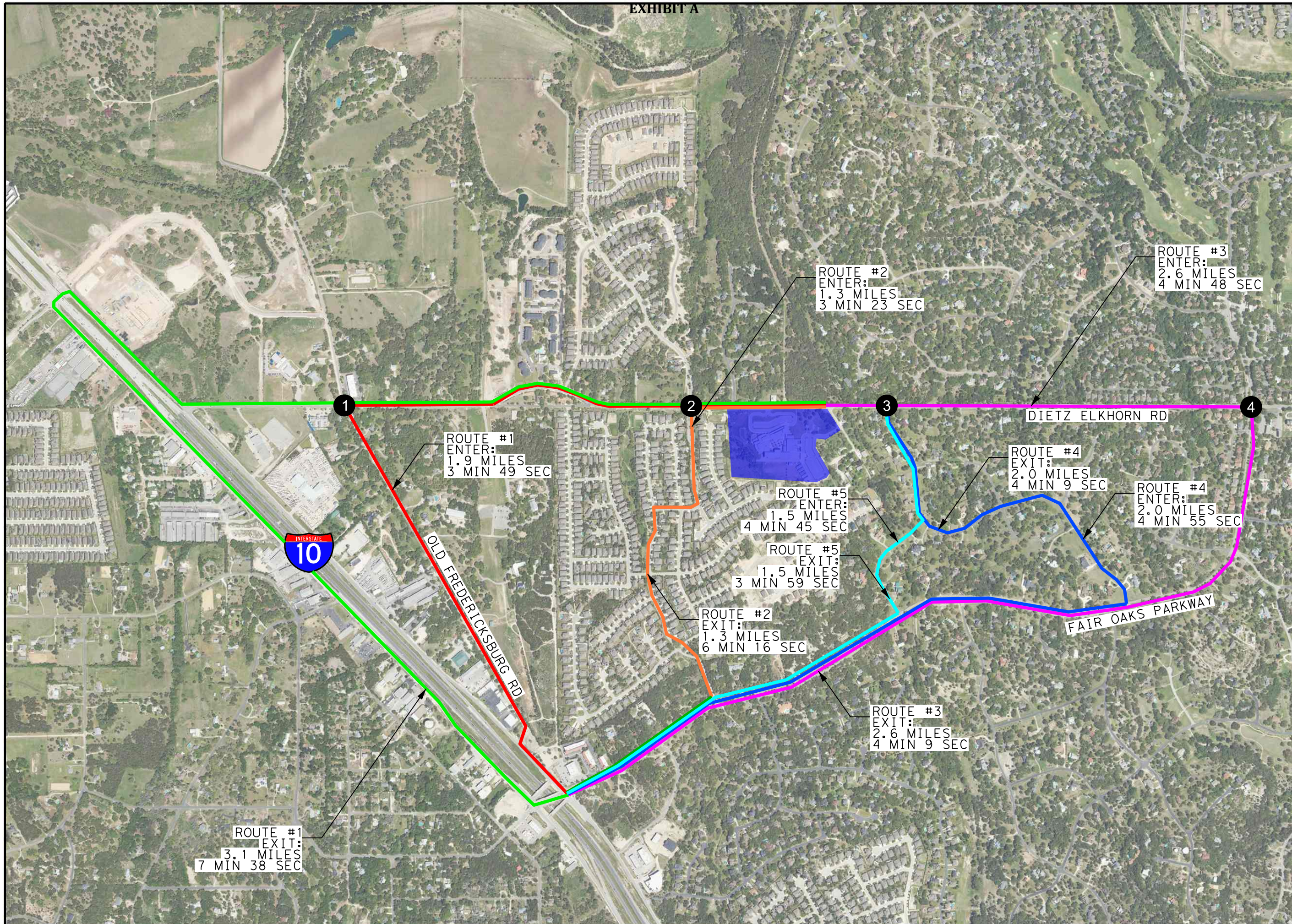
XX Intersection No.



DATE:
6/10/2024
SCALE:
1" = 400'

PAGE:
14

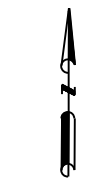
EXHIBIT A



Van Raub Elementary School
 Along Dietz Elkhorn Road East of Square Gate
 Pre-Closure Travel Times (PM)

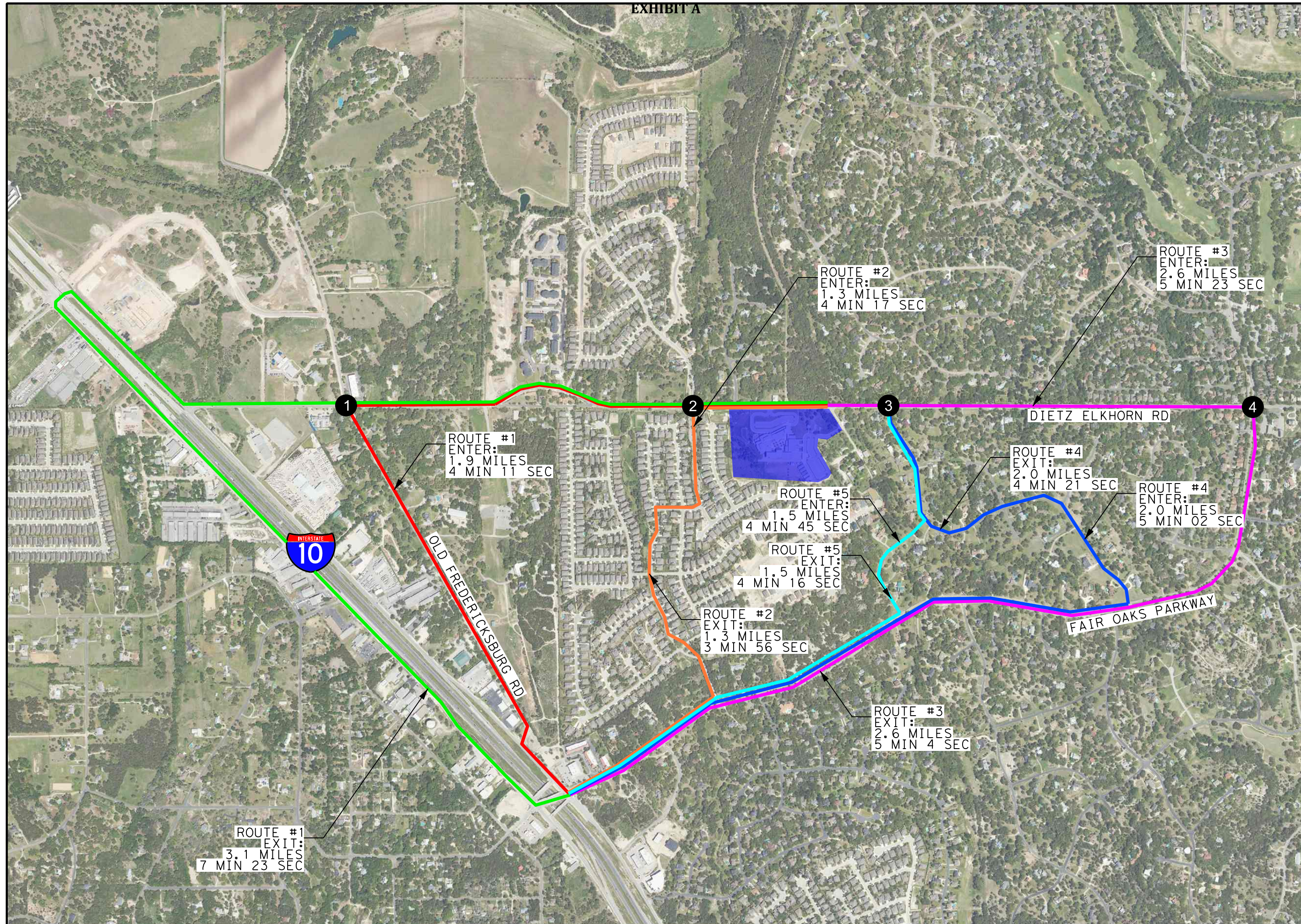
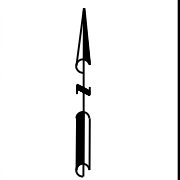
Legend

XX Intersection No.



DATE:
6/10/2024
SCALE:
1" = 400'

PAGE:
15



ROUTE #1
EXIT:
3.1 MILES
7 MIN 23 SEC

ROUTE #1
ENTER:
1.9 MILES
4 MIN 11 SEC

ROUTE #2
EXIT:
1.3 MILES
3 MIN 56 SEC

ROUTE #5
EXIT:
1.5 MILES
4 MIN 16 SEC

ROUTE #5
ENTER:
1.5 MILES
4 MIN 45 SEC

ROUTE #3
EXIT:
2.6 MILES
5 MIN 4 SEC

ROUTE #2
ENTER:
1.3 MILES
4 MIN 17 SEC

ROUTE #4
EXIT:
2.0 MILES
4 MIN 21 SEC

ROUTE #4
ENTER:
2.0 MILES
5 MIN 02 SEC

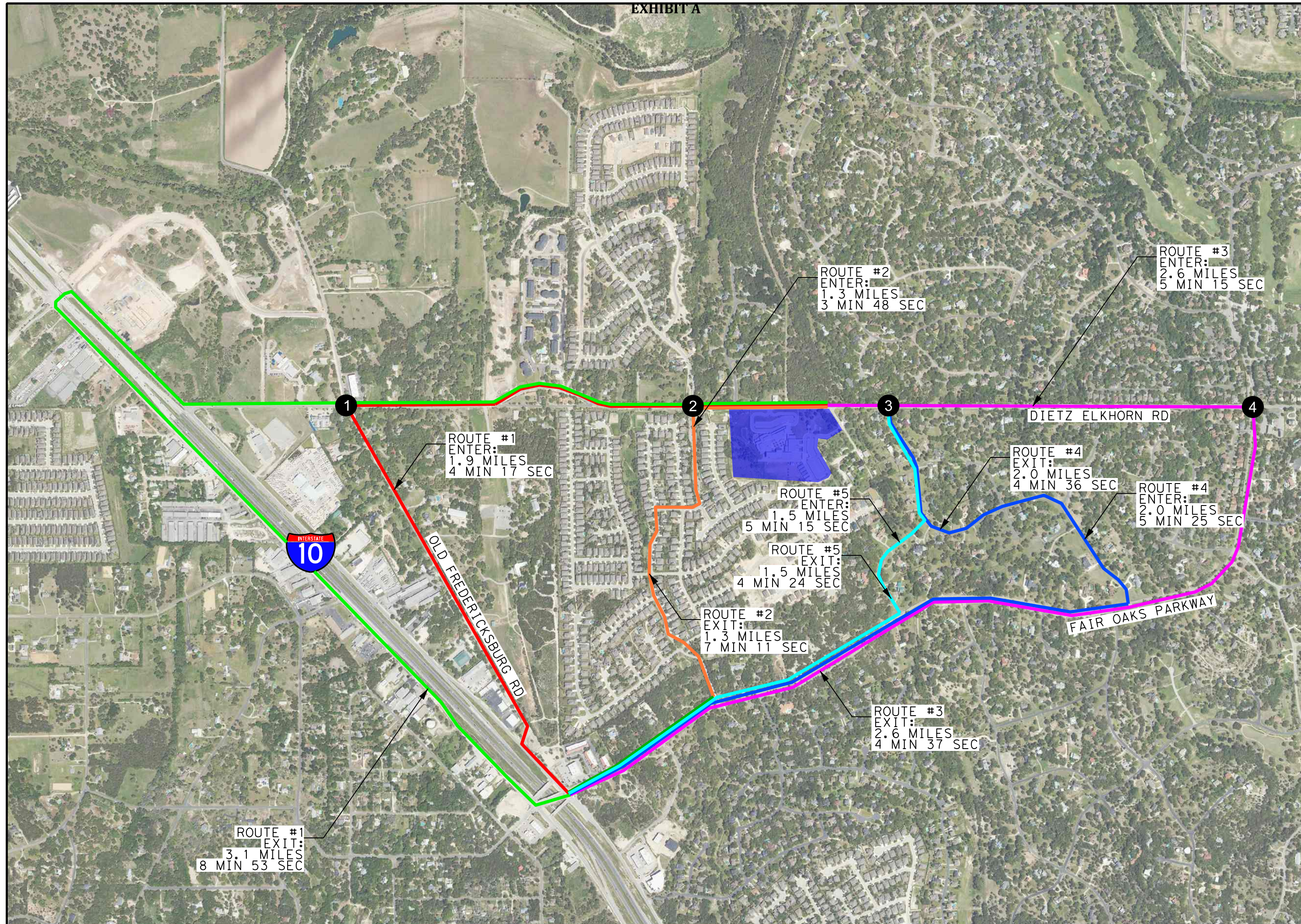
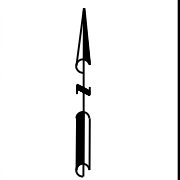
ROUTE #3
ENTER:
2.6 MILES
5 MIN 23 SEC



OLD FREDERICKSBURG RD

DIETZ ELKHORN RD

FAIR OAKS PARKWAY



PROPOSED CONDITIONS / SCENARIO SUMMARY

The following section details the Proposed Conditions / Scenario based on the LOS and queueing analysis conducted.

PROPOSED OPTION 1

The closure of Noble Lark Drive will enhance safety and prevent the cut-through traffic movements to/from Van Raub Elementary School during school peak periods. This scenario enhances public safety along the corridor considering that Noble Lark Drive was designed as a local residential street. An image of the proposed movements allowed can be seen below in Figure 13.

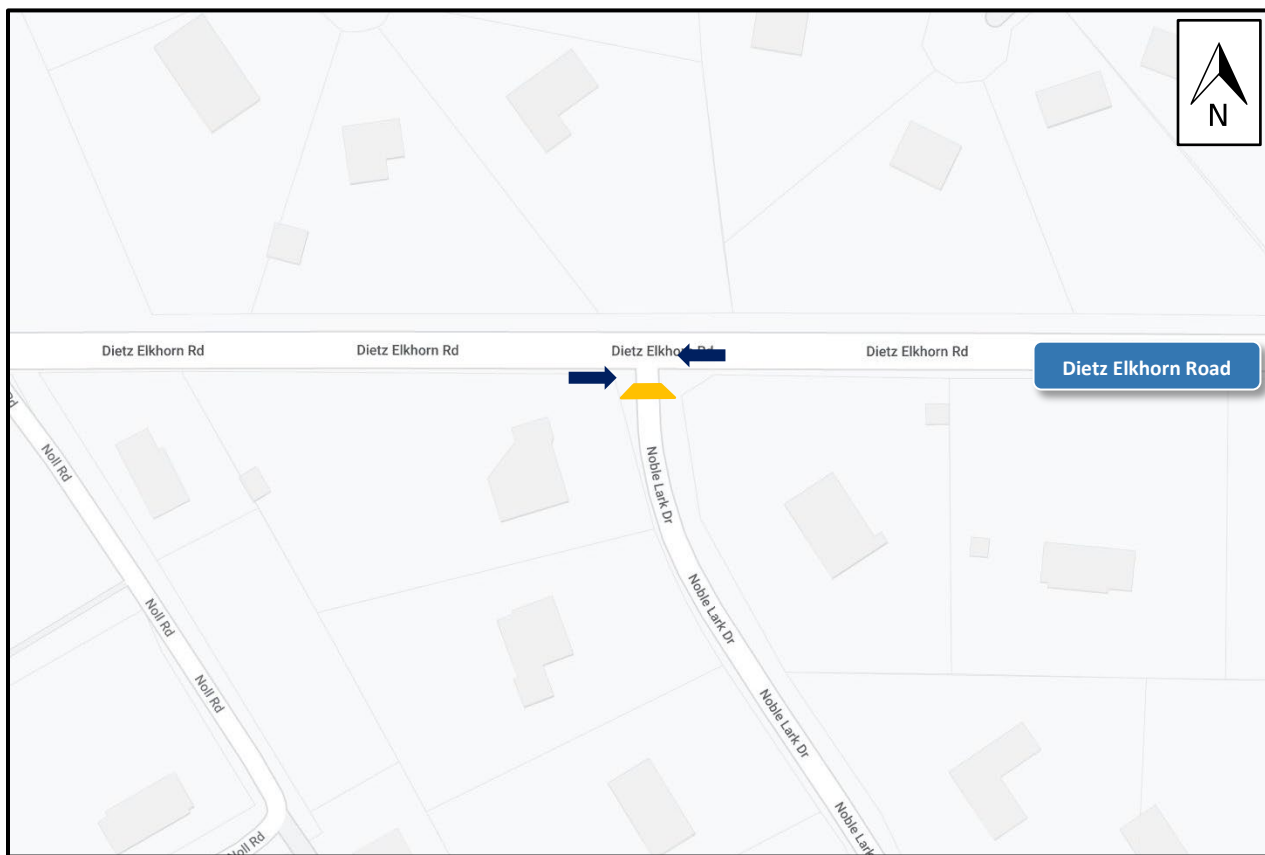


Figure 13 – Dietz Elkhorn Rd & Noble Lark Dr Closed Access

Pros to permanently closing Noble Lark Drive

- Enhances safety
- Prevents cut-through traffic flow on neighborhood street
- Aligns with City Transportation Plan (Moving Traffic to Collectors)

Cons to permanently closing Noble Lark Drive

- Increases travel times / delays on collectors
- Requires permanent structure

PROPOSED OPTION 2

The reopening of Noble Lark Drive after a temporary closure was considered as a potential option. This scenario will alleviate queues at studied intersections (which will be discussed later in this report); however, it will have a negative impact on safety along Noble Lark Drive. An image of the proposed movements allowed can be seen below in Figure 14.

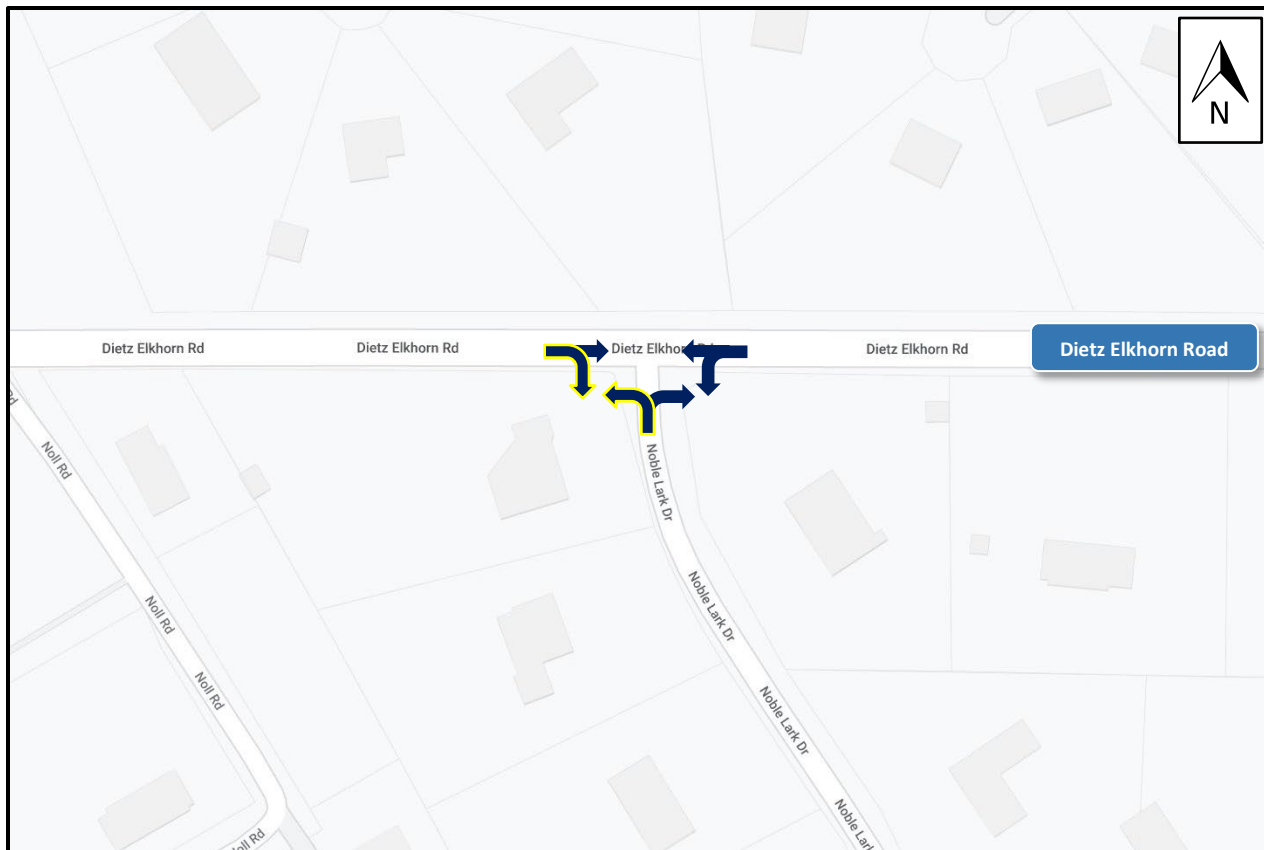


Figure 14 – Dietz Elkhorn Rd & Noble Lark Dr Open

The outlined arrows shown in Figure 14 represent traffic movements generated by Van Raub Elementary School.

Pros to reopening Noble Lark Drive

- Decreases travel times / delays on collectors

Cons to reopening Noble Lark Drive

- Impacts safety along Noble Lark Drive
- Impacts roadways infrastructure
- Traffic calming measures may be required

PROPOSED OPTION 3

Opening Noble Lark Drive to one-way southbound operations was considered as an option to alleviate extensive queuing at Dietz Elkhorn Road and Fair Oaks Parkway in the eastbound direction. By restricting vehicular movements to one direction, one-way streets can streamline traffic operations, minimize conflicts at intersections, and reduce potential queues. An image of the proposed movements allowed can be seen below in Figure 15.

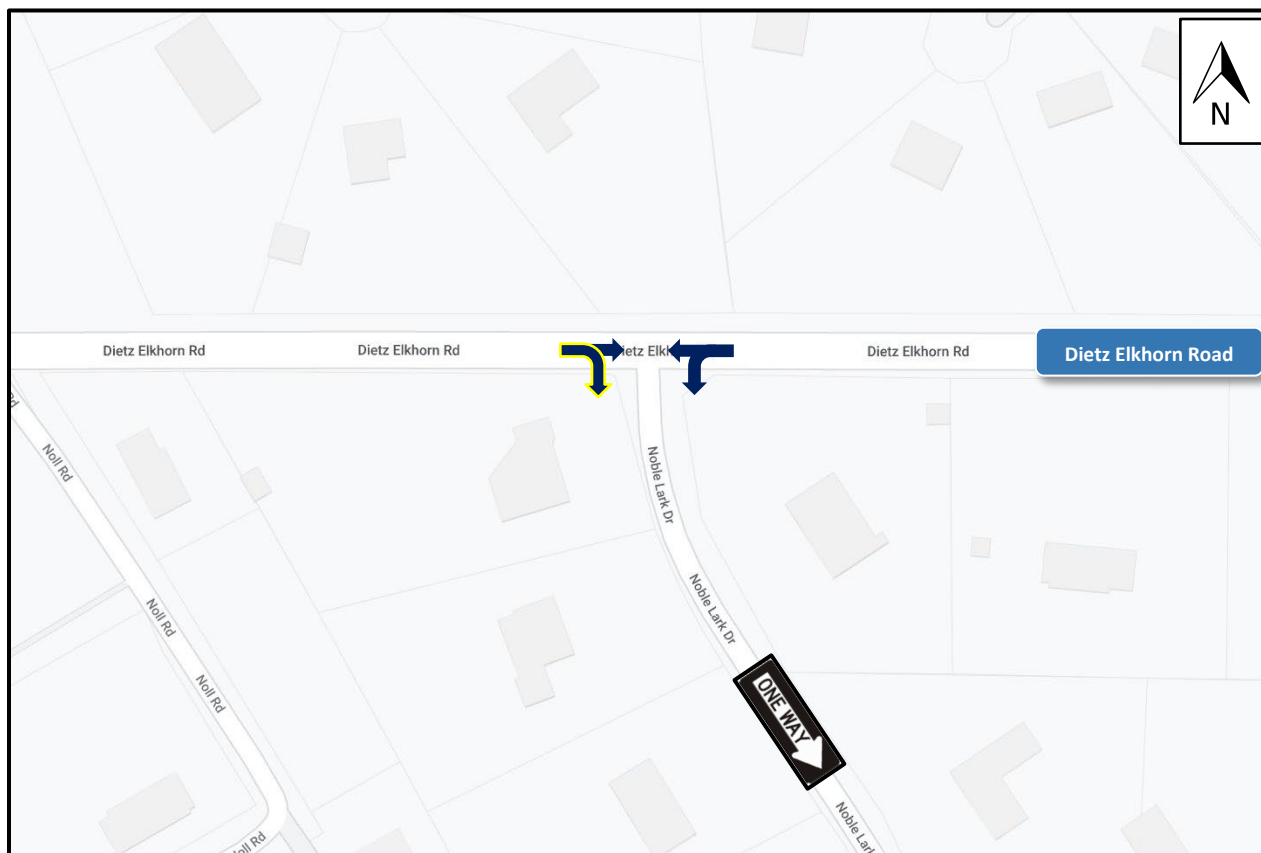


Figure 15 – Dietz Elkhorn Rd & Noble Lark Dr One-Way Southbound

The outlined arrows shown in Figure 15 represent traffic movements generated by Van Raub Elementary School.

Pros to converting Noble Lark Drive to a southbound one-way

- Reduces cut-through traffic flow on neighborhood street

Cons to converting Noble Lark Drive to a southbound one-way

- Impacts safety for Noble Lark Drive
- Increase travel times / delays on collectors
- Creates driver confusion
- Includes risk of wrong-way driving

PROPOSED OPTION 4

Opening Noble Lark Drive to one-way northbound operations was considered as an option to alleviate extensive queuing at Dietz Elkhorn Road and Square Gate in the eastbound direction. By restricting vehicular movements to one direction, one-way streets can streamline traffic operations, minimize conflicts at intersections, and reduce potential queues. An image of the proposed movements allowed can be seen below in Figure 16.

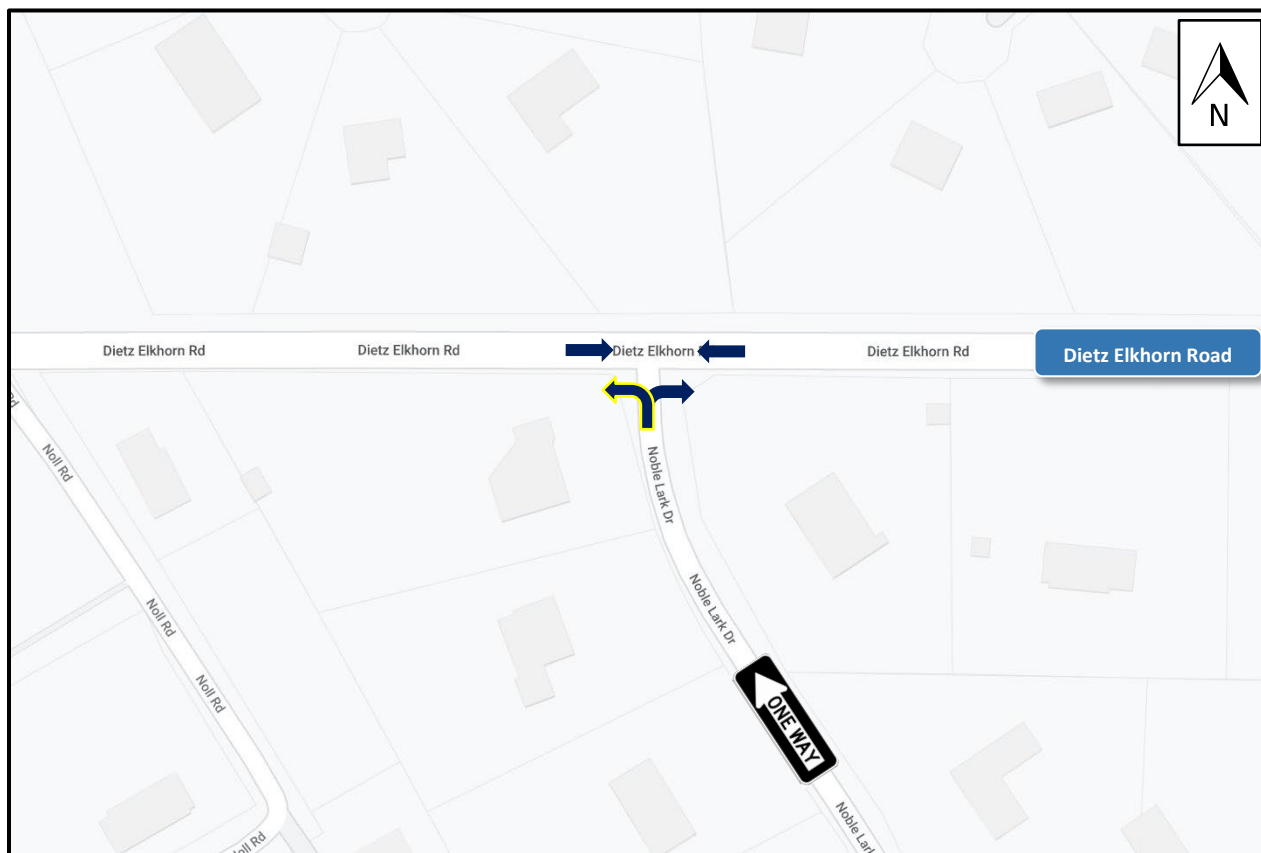


Figure 16 – Dietz Elkhorn Rd & Noble Lark Dr One-Way Northbound

The outlined arrows shown in Figure 16 represent traffic movements generated by Van Raub Elementary School.

Pros to converting Noble Lark Drive to a northbound one-way

- Reduces cut-through traffic flow on neighborhood street
- Decreases travel times / delays on collectors

Cons to converting Noble Lark Drive to a northbound one-way

- Impacts safety along Noble Lark Drive
- Creates driver confusion
- Includes risk of wrong-way driving

PROPOSED OPTION 5

Opening Noble Lark Drive to northbound exiting right-turn only operations was considered as an option to allow residents on Noble Lark Drive access to Dietz Elkhorn Road with minimal conflicts. However, this may encourage U-turn movements on a corridor not designed for such movements. An image of the proposed movements allowed can be seen below in Figure 17.

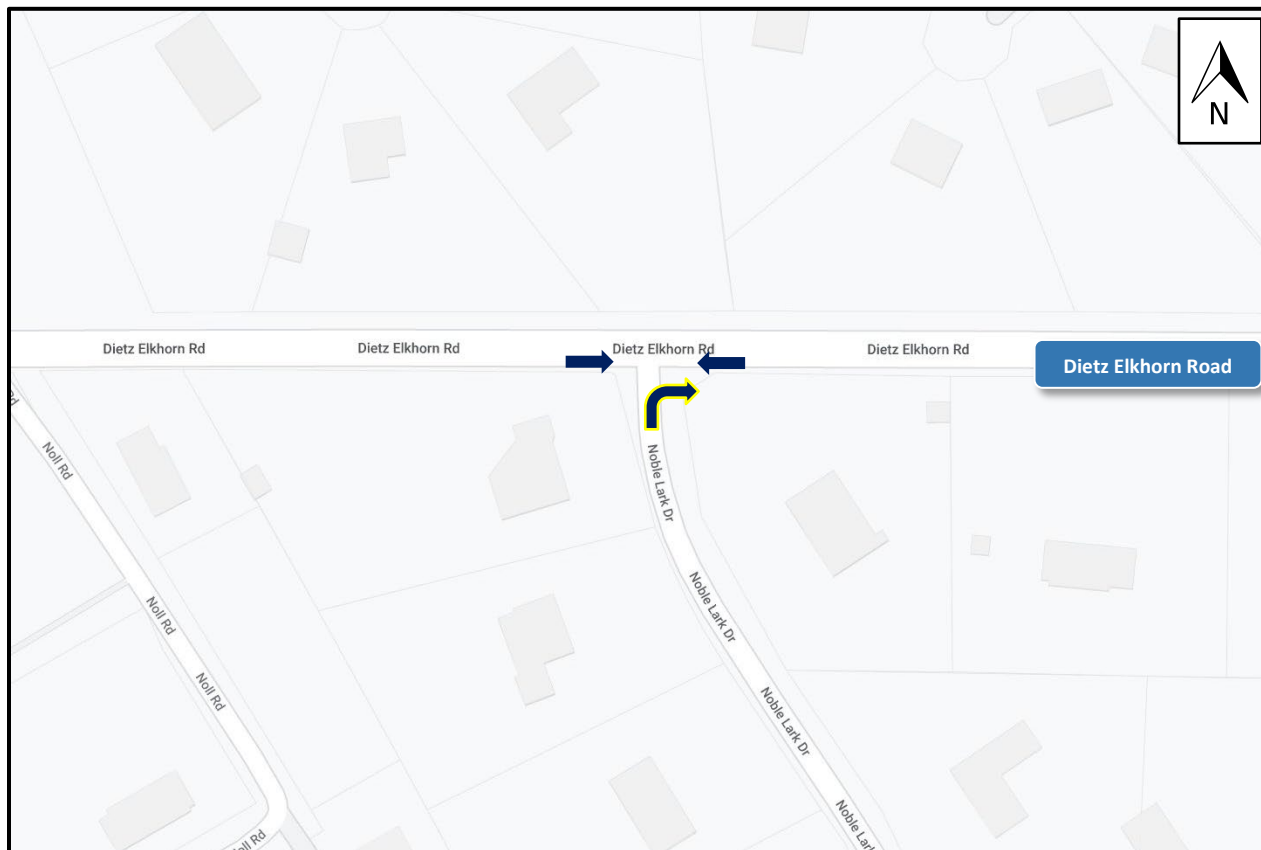


Figure 17 – Dietz Elkhorn Rd & Noble Lark Dr One-Way Northbound

The outlined arrows shown in Figure 17 represent traffic movements generated by Van Raub Elementary School.

Pros to converting Noble Lark Drive to a northbound one-way

- Reduces cut-through traffic flow on neighborhood street
- Decreases travel times / delay on collectors

Cons to converting Noble Lark Drive to a northbound one-way

- Impacts safety along Noble Lark Drive
- Includes risk of U-turn on Diets Elkhorn Road
- Potential impacts to adjacent properties

Please note that an exhibit showing the potential U-turn movements this option may create can be seen in figure 18 and in Appendix E of this report.



Figure 18 – Proposed Option 5 Potential U-Turn Movements

OPERATIONAL ANALYSIS

LEVEL OF SERVICE ANALYSIS

The traffic simulation analysis was conducted using Synchro 12.0 Traffic Simulation Software. The analysis process involved the development of a base model, calibration of the base model, and an alternative comparison to the base model. Development of the base model involves the creation of a system network, also referred to as the link-node diagram. The network development includes link-node assignments, traffic control, roadway geometry, lane designations & assignments, traffic volumes, and turning movements. A screenshot of the Synchro Model created for this study can be seen in Figure 19.

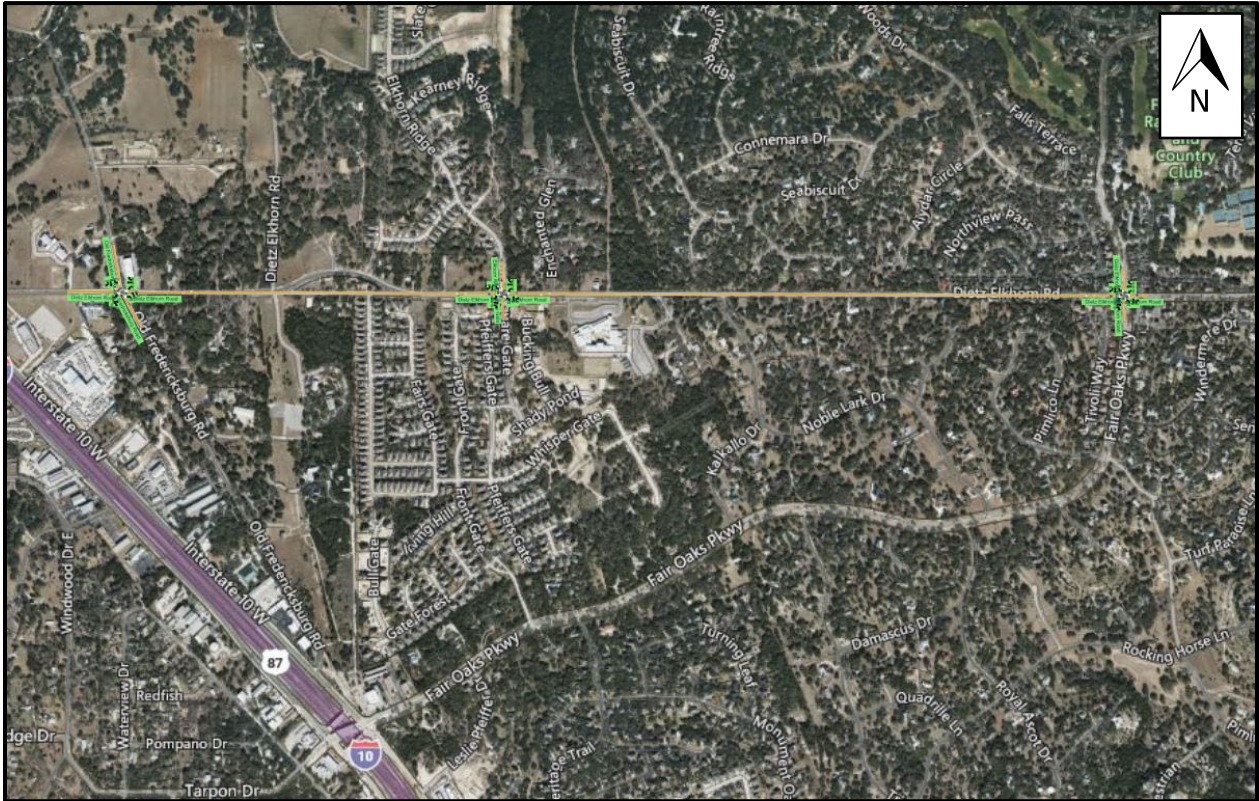


Figure 19 – Synchro Model Screenshot

Based on criteria found in the *Highway Capacity Manual 2010 (HCM)*, the critical minor street approach is used to determine the Levels of Service (LOS) for Two-Way Stop Controlled (TWSC) intersections. For signalized intersections, the LOS is determined based on the measures of effectiveness obtained from the traffic simulation output and the average control delay in seconds per vehicle (sec/veh) from the model.

Table 3 shows the average control delay ranges with the corresponding LOS for TWSC intersections.

Table 3 – Average Control Delay Ranges

Level of Service	Average Control Delay (sec/veh) Per Approach (TWSC)
A	≤10
B	> 10 – ≤15
C	> 15 – ≤25
D	> 25 – ≤35
E	> 35 – ≤50
F	> 50

This traffic analysis evaluated four options as described in the previous section and are summarized below:

- Proposed Option 1 (Noble Lark Drive Access Closed)
- Proposed Option 2 (Noble Lark Drive Access Open)
- Proposed Option 3 (Noble Lark Drive Access One-Way Southbound)
- Proposed Option 4 (Noble Lark Drive Access One-Way Northbound)
- Proposed Option 5 (Noble Lark Drive Access Right-Out Northbound)

Tables 4-7 present a summary of the intersection and approach LOS values obtained from the traffic simulation.

Table 4 – Dietz Elkhorn Rd & Old Fredericksburg Rd LOS Results

Dietz Elkhorn Rd & Old Fredericksburg Rd	Intersection Analysis								Control Type: AWSC	
	Northbound Old Fredericksburg Rd		Southbound Old Fredericksburg Rd		Eastbound Dietz Elkhorn Rd		Westbound Dietz Elkhorn Rd		Intersection Average	
	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
AM Peak Period										
Proposed Option 1	12.3	B	38.5	E	10.8	B	18.3	C	18.3	C
Proposed Option 2	8.6	A	6.5	A	8.9	A	19.4	C	12.7	B
Proposed Option 3	14.2	B	6.9	A	11.8	B	19.2	B	14.0	B
Proposed Option 4	7.2	A	6.3	A	8.4	A	22.4	C	14.1	B
Proposed Option 5	14.6	B	7.0	A	15.6	B	21.6	C	16.0	C
PM Peak Period										
Proposed Option 1	6.9	A	17.6	C	9.4	A	20.5	C	16.2	C
Proposed Option 2	6.0	A	6.5	A	10.3	B	18.4	B	11.9	B
Proposed Option 3	6.4	A	6.6	A	8.0	A	13.9	B	9.5	A
Proposed Option 4	7.0	A	7.2	A	10.0	A	19.6	B	13.4	B
Proposed Option 5	7.8	A	7.5	A	9.4	A	19.4	B	13.2	B

Table 5 – Dietz Elkhorn Rd & Square Gate LOS Results

Dietz Elkhorn Rd & Square Gate /Elkhorn Ridge	Intersection Analysis								Control Type: AWSC	
	Northbound Square Gate		Southbound Elkhorn Ridge		Eastbound Dietz Elkhorn Rd		Westbound Dietz Elkhorn Rd		Intersection Average	
	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
AM Peak Period										
Proposed Option 1	7.0	A	6.6	A	14.2	B	19.6	C	14.4	B
Proposed Option 2	4.1	A	5.1	A	8.0	A	9.5	A	8.0	A
Proposed Option 3	6.3	A	6.8	A	12.0	B	10.0	A	10.1	B
Proposed Option 4	4.7	A	5.8	A	9.0	A	8.5	A	8.2	A
Proposed Option 5	7.0	A	8.8	A	15.3	B	15.4	B	13.6	B
PM Peak Period										
Proposed Option 1	5.4	A	5.4	A	11.8	B	14.4	B	11.9	B
Proposed Option 2	5.0	A	5.1	A	9.9	A	10.1	B	8.9	A
Proposed Option 3	5.0	A	4.7	A	9.8	A	8.4	A	8.4	A
Proposed Option 4	4.8	A	5.1	A	9.7	A	10.4	B	9.2	A
Proposed Option 5	4.8	A	4.7	A	9.3	A	10.2	B	9.0	A

Table 6 – Dietz Elkhorn Rd & Noble Lark Dr LOS Results

Dietz Elkhorn Rd & Noble Lark Dr	Intersection Analysis								Control Type: TWSC	
	Northbound Noble Lark Dr		Southbound		Eastbound Dietz Elkhorn Rd		Westbound Dietz Elkhorn Rd		Intersection Average	
	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
AM Peak Period										
Proposed Option 1										
Proposed Option 2	12.9	B			4.5	A	3.3	A	6.3	A
Proposed Option 3					4.8	A	3.0	A	4.1	A
Proposed Option 4	15.2	B			2.4	A	3.9	A	8.1	A
Proposed Option 5	2.9	A			2.5	A	3.9	A	3.0	A
PM Peak Period										
Proposed Option 1										
Proposed Option 2	4.1	A			2.6	A	1.7	A	2.3	A
Proposed Option 3					3.9	A	2.2	A	3.3	A
Proposed Option 4	6.8	A			2.9	A	3.5	A	3.7	A
Proposed Option 5	2.2	A			2.9	A	3.5	A	3.1	A

Table 7 – Dietz Elkhorn Rd & Fair Oaks Pkwy LOS Results

Dietz Elkhorn Rd & Fair Oaks Pkwy	Intersection Analysis								Control Type: AWSC	
	Northbound Fair Oaks Pkwy		Southbound Fair Oaks Pkwy		Eastbound Dietz Elkhorn Rd		Westbound Dietz Elkhorn Rd		Intersection Average	
	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
AM Peak Period										
Proposed Option 1	25.2	C	213.2	F	13.8	A	16.8	C	73.1	F
Proposed Option 2	11.5	B	100.8	F	14.5	B	20.8	C	48.9	E
Proposed Option 3	23.8	C	133.4	F	13.0	B	15.9	C	56.6	F
Proposed Option 4	13.8	B	115.7	F	14.0	B	14.7	B	52.9	F
Proposed Option 5	24.6	C	127	F	13.5	B	13.9	B	57.4	F
PM Peak Period										
Proposed Option 1	13.5	B	11.0	B	22.5	C	9.0	A	14.7	B
Proposed Option 2	11.6	B	8.6	A	12.3	B	7.6	A	10.2	B
Proposed Option 3	13.9	B	10.3	B	12.3	B	7.0	A	11.6	B
Proposed Option 4	11.9	B	9.8	A	12.8	B	7.5	A	11.0	B
Proposed Option 5	13	B	10	A	12.8	B	8.4	A	11.4	B

QUEUEING ANALYSIS

A queueing analysis was conducted at each study intersection along the project limits utilizing SimTraffic simulation software to display the results. The corresponding models were calibrated according to the conditions observed during the site visits. The observed queues during the site visits were matched with the queues simulated in SimTraffic. Tables 8 – 11 display the 95th percentile queue lengths in linear feet.

Table 8 – Dietz Elkhorn Rd & Old Fredericksburg Rd Queue Results

Dietz Elkhorn Rd & Old Fredericksburg Rd	Queue Analysis											
	Northbound Old Fredericksburg Rd			Southbound Old Fredericksburg Rd			Eastbound Dietz Elkhorn Rd			Westbound Dietz Elkhorn Rd		
	Queue Length (ft)			Queue Length (ft)			Queue Length (ft)			Queue Length (ft)		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak Period												
Proposed Option 1	200		437			284			442			
Proposed Option 2	86		83			90			336			
Proposed Option 3	215		63			221			353			
Proposed Option 4	77		88			107			355			
Proposed Option 5	176		83			190			413			
PM Peak Period												
Proposed Option 1	76		324			75			409			
Proposed Option 2	64		54			105			173			
Proposed Option 3	66		71			119			926			
Proposed Option 4	57		62			86			178			
Proposed Option 5	69		77			80			173			

Table 9 – Dietz Elkhorn Rd & Square Gate Queue Results

Dietz Elkhorn Rd & Square Gate	Queue Analysis											
	Northbound Square Gate			Southbound Elkhorn Ridge			Eastbound Dietz Elkhorn Rd			Westbound Dietz Elkhorn Rd		
	Queue Length (ft)			Queue Length (ft)			Queue Length (ft)			Queue Length (ft)		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak Period												
Proposed Option 1	43	87		49	42		1329			746		
Proposed Option 2	42	48		60	48		133			236		
Proposed Option 3	46	54		62	50		210			273		
Proposed Option 4	40	56		55	53		115			827		
Proposed Option 5	38	84		72	44		193			206		
PM Peak Period												
Proposed Option 1	40	47		46	43		136			1271		
Proposed Option 2	42	47		54	51		105			173		
Proposed Option 3	34	48		39	51		126			151		
Proposed Option 4	41	54		45	63		125			214		
Proposed Option 5	44	48		46	47		79			109		

Table 10 – Dietz Elkhorn Rd & Noble Lark Dr Queue Results

Dietz Elkhorn Rd & Noble Lark Dr	Queue Analysis											
	Northbound Noble Lark Dr			Southbound			Eastbound Dietz Elkhorn Rd			Westbound Dietz Elkhorn Rd		
	Queue Length (ft)			Queue Length (ft)			Queue Length (ft)			Queue Length (ft)		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak Period												
Proposed Option 1												
Proposed Option 2	166											
Proposed Option 3												
Proposed Option 4	176											
Proposed Option 5	38											
PM Peak Period												
Proposed Option 1												
Proposed Option 2	69											
Proposed Option 3												
Proposed Option 4	52											
Proposed Option 5	38											

Table 11 – Dietz Elkhorn Rd & Fair Oaks Pkwy Queue Results

Dietz Elkhorn Rd & Fair Oaks Pkwy	Queue Analysis											
	Northbound Fair Oaks Pkwy			Southbound Fair Oaks Pkwy			Eastbound Dietz Elkhorn Rd			Westbound Dietz Elkhorn Rd		
	Queue Length (ft)			Queue Length (ft)			Queue Length (ft)			Queue Length (ft)		
	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak Period												
Proposed Option 1	140			509			140			164		
Proposed Option 2	138			302			125			153		
Proposed Option 3	171			352			144			128		
Proposed Option 4	163			423			249			202		
Proposed Option 5	139			265			191			115		
PM Peak Period												
Proposed Option 1	293			149			425			111		
Proposed Option 2	212			104			165			85		
Proposed Option 3	203			129			183			80		
Proposed Option 4	154			99			248			96		
Proposed Option 5	167			106			109			98		

PERMANENT CLOSURE CONSIDERATIONS

If the City of Fair Oaks Ranch were to permanently close Noble Lark Drive, the following should be considered:

- Cul-de-Sac Conversion: Transforming the end of the street into a cul-de-sac provides a turnaround area for vehicles. This option often includes implementing signage to indicate the change and possibly installing a physical barrier such as a curb or decorative planter to block through traffic.
- Barricades: Installing permanent barricades, such as bollards, fences, or large planters, physically prevents vehicles from accessing the closed section. Appropriate signage is necessary to inform drivers of the closure.
- Emergency-Access Gates: Deploying emergency gates offers a flexible solution, allowing the road to remain accessible to emergency vehicles while preventing cut-through traffic. These gates are typically locked and only accessible by authorized personnel, ensuring security and maintaining the integrity of the closure.

Should Noble Lark Drive be permanently closed, each of these options should be evaluated further utilizing traffic engineering judgment to ensure they meet the specific needs of the area based on factors such as local traffic patterns, emergency access requirements, and community input. Imagery of the proposed permanent closers can be seen in Figures 20-23.



Figure 20 – Boulder Barricade



Figure 21 – Emergency Access Gate



Figure 22 – Partial Hammerhead Turnaround



Figure 23 – Extended Existing Rock Fence

CONCLUSION & RECOMMENDATION

Legacy Engineering Group was retained to conduct a Traffic Engineering Study for the Noble Lark Drive Closure at Dietz Elkhorn Road in Fair Oaks Ranch, TX. The study utilized the following procedures and methodology:

- Multiple Project Site Visits were conducted to observe and document existing traffic conditions.
- Travel time runs were conducted between I-10 & Fair Oaks Pkwy and Van Raub Elementary School.
- Data Collection in the form of TMCs were collected and analyzed.
- An analysis of the traffic operations and travel times at four intersections along Dietz Elkhorn Road for the Pre & Post Closure of Noble Lark Drive.
- Sim Traffic was utilized to establish queuing along the corridor.

This traffic engineering study comprehensively analyzed the existing closure and compared it with three potential alternative scenarios. The results of our analysis showed that the LOS and queues at the study intersections would decrease with the reopening of Noble Lark Drive; however, based on safety and intended roadway design, these improvements in operations would not supersede the safety risks of creating a collector roadway within a residential area. Reopening Noble Lark Drive would increase vehicle-pedestrian conflicts, raising the risk of accidents, particularly in this high pedestrian activity area. Similarly, the closure has provided a safer environment for walking, cycling, and other non-motorized transportation modes, contributing to a more sustainable and health-conscious community. Reopening the street would reduce these benefits, deterring non-motorized transport users due to increased vehicular traffic and associated safety concerns.

In conclusion, although the closure of Noble Lark Drive has created a slight increase in traffic congestion along alternative routes, the closure has provided safety benefits that far outweigh the convenience associated with a cut-through movement. Also, considering that Noble Lark Drive was designed as a local residential street, the cut-through traffic should be redirected to Collector routes that were designed accordingly (e.g., Fair Oaks Parkway, Dietz Elkhorn Road, Old Fredericksburg Road). Based on this analysis, it is our recommendation to permanently close Noble Lark Drive.



06/10/2024

A handwritten signature in blue ink, appearing to read "Oscar Michael Garza", written over a horizontal line.

Oscar Michael Garza, PE, PTOE, PTP, RSP₁
Legacy Engineering Group

APPENDIX A – TRAFFIC DATA

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Fair Oaks Parkway - TMC

Thu Mar 7, 2024

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163034, Location: 29.73105, -98.642469

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Fair Oaks Parkway Southbound						Dietz Elkhorn Rd Westbound						Fair Oaks Parkway Northbound						Dietz Elkhorn Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-07 7:00AM	15	61	26	0	102	0	6	12	17	0	35	0	19	13	10	0	42	0	7	8	3	0	18	1	197
7:15AM	14	68	25	0	107	0	14	9	30	0	53	0	35	17	42	0	94	0	39	9	6	0	54	2	308
7:30AM	22	86	3	0	111	0	7	23	41	0	71	0	10	38	6	0	54	0	45	19	12	0	76	0	312
7:45AM	30	80	0	0	110	0	0	31	29	0	60	0	25	33	3	0	61	0	5	12	12	0	29	0	260
Hourly Total	81	295	54	0	430	0	27	75	117	0	219	0	89	101	61	0	251	0	96	48	33	0	177	3	1077
8:00AM	13	71	3	0	87	0	3	22	17	0	42	0	10	42	3	0	55	0	4	15	7	0	26	1	210
8:15AM	8	69	5	0	82	0	2	14	21	0	37	1	18	33	1	0	52	0	2	15	7	0	24	0	195
8:30AM	14	74	4	0	92	0	5	16	23	0	44	0	10	47	3	0	60	0	2	11	9	0	22	0	218
8:45AM	20	53	6	0	79	0	2	15	16	0	33	0	18	45	2	0	65	0	4	10	9	0	23	0	200
Hourly Total	55	267	18	0	340	0	12	67	77	0	156	1	56	167	9	0	232	0	12	51	32	0	95	1	823
2:00PM	17	50	0	0	67	0	3	15	9	0	27	0	15	67	0	0	82	0	2	5	14	0	21	0	197
2:15PM	22	65	6	0	93	0	6	16	16	0	38	0	18	58	1	0	77	0	1	13	18	0	32	0	240
2:30PM	18	36	5	0	59	0	4	14	11	0	29	0	21	55	7	0	83	0	5	13	23	0	41	1	212
2:45PM	10	49	8	0	67	0	4	13	16	0	33	0	25	68	10	0	103	0	6	14	18	0	38	1	241
Hourly Total	67	200	19	0	286	0	17	58	52	0	127	0	79	248	18	0	345	0	14	45	73	0	132	2	890
3:00PM	12	42	7	0	61	0	17	13	20	0	50	0	21	58	10	0	89	0	25	20	9	0	54	0	254
3:15PM	23	58	4	0	85	0	8	15	12	0	35	0	24	71	6	0	101	0	41	16	26	0	83	0	304
3:30PM	21	65	6	0	92	0	4	21	16	0	41	1	8	50	3	0	61	0	5	20	21	0	46	0	240
3:45PM	22	43	5	0	70	0	3	9	13	0	25	0	22	73	1	0	96	0	8	14	31	0	53	1	244
Hourly Total	78	208	22	0	308	0	32	58	61	0	151	1	75	252	20	0	347	0	79	70	87	0	236	1	1042
4:00PM	11	45	6	0	62	0	6	16	14	0	36	1	22	63	5	0	90	1	11	14	31	0	56	0	244
4:15PM	15	53	8	0	76	0	7	13	16	0	36	0	26	76	2	0	104	0	9	20	18	0	47	0	263
4:30PM	17	66	2	0	85	0	3	18	20	0	41	0	25	89	3	0	117	0	6	16	33	0	55	4	298
4:45PM	21	55	5	0	81	0	4	27	19	0	50	0	26	63	1	0	90	0	5	12	15	0	32	1	253
Hourly Total	64	219	21	0	304	0	20	74	69	0	163	1	99	291	11	0	401	1	31	62	97	0	190	5	1058
5:00PM	23	51	7	0	81	0	3	17	22	0	42	0	31	70	0	0	101	0	8	12	20	0	40	1	264
5:15PM	20	67	5	0	92	0	10	14	17	0	41	0	25	77	1	0	103	0	2	18	17	0	37	0	273
5:30PM	12	64	4	0	80	0	2	14	14	0	30	0	24	97	1	0	122	0	5	16	16	0	37	0	269
5:45PM	13	64	4	0	81	0	5	21	16	0	42	0	24	57	3	1	85	0	5	10	16	0	31	0	239
Hourly Total	68	246	20	0	334	0	20	66	69	0	155	0	104	301	5	1	411	0	20	56	69	0	145	1	1045
Total	413	1435	154	0	2002	0	128	398	445	0	971	3	502	1360	124	1	1987	1	252	332	391	0	975	13	5935
% Approach	20.6%	71.7%	7.7%	0%	-	-	13.2%	41.0%	45.8%	0%	-	-	25.3%	68.4%	6.2%	0.1%	-	-	25.8%	34.1%	40.1%	0%	-	-	-
% Total	7.0%	24.2%	2.6%	0%	33.7%	-	2.2%	6.7%	7.5%	0%	16.4%	-	8.5%	22.9%	2.1%	0%	33.5%	-	4.2%	5.6%	6.6%	0%	16.4%	-	-
Motorcycles	1	1	0	0	2	-	0	1	1	0	2	-	1	0	0	0	1	-	0	0	0	0	0	-	5
% Motorcycles	0.2%	0.1%	0%	0%	0.1%	-	0%	0.3%	0.2%	0%	0.2%	-	0.2%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	407	1420	152	0	1979	-	125	388	435	0	948	-	498	1346	119	1	1964	-	249	327	384	0	960	-	5851
% Lights	98.5%	99.0%	98.7%	0%	98.9%	-	97.7%	97.5%	97.8%	0%	97.6%	-	99.2%	99.0%	96.0%	100%	98.8%	-	98.8%	98.5%	98.2%	0%	98.5%	-	98.6%
Single-Unit Trucks	2	9	0	0	11	-	2	5	2	0	9	-	2	9	2	0	13	-	1	1	7	0	9	-	42
% Single-Unit Trucks	0.5%	0.6%	0%	0%	0.5%	-	1.6%	1.3%	0.4%	0%	0.9%	-	0.4%	0.7%	1.6%	0%	0.7%	-	0.4%	0.3%	1.8%	0%	0.9%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	3	5	2	0	10	-	1	4	7	0	12	-	1	5	3	0	9	-	2	4	0	0	6	-	37
% Buses	0.7%	0.3%	1.3%	0%	0.5%	-	0.8%	1.0%	1.6%	0%	1.2%	-	0.2%	0.4%	2.4%	0%	0.5%	-	0.8%	1.2%	0%	0%	0.6%	-	0.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	10	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	76.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	23.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Dietz Elkhorn Rd at Fair Oaks Parkway - TMC

Thu Mar 7, 2024

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163034, Location: 29.73105, -98.642469

Item #17.

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

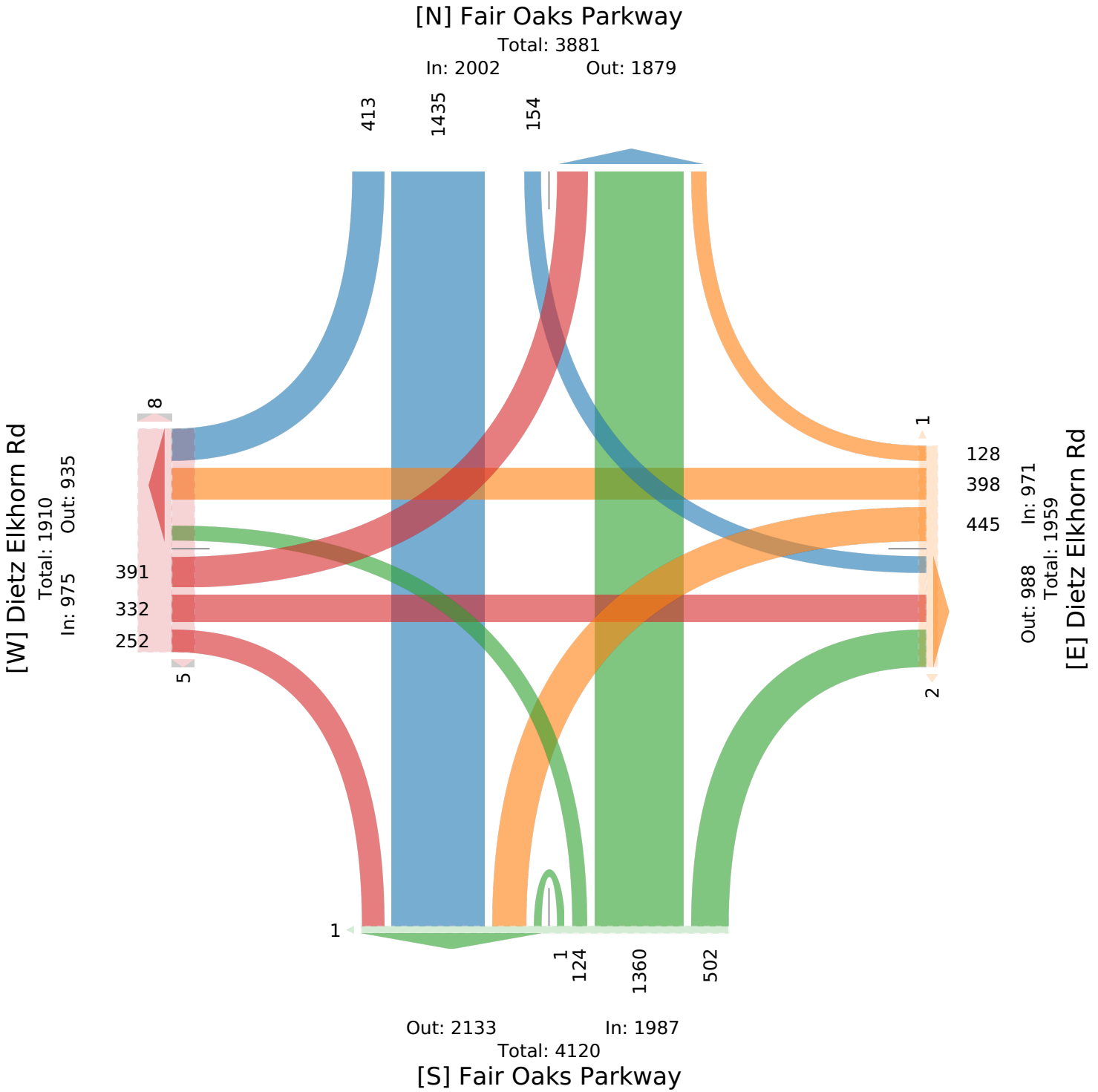


EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Fair Oaks Parkway - TMC

Thu Mar 7, 2024

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163034, Location: 29.73105, -98.642469

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Fair Oaks Parkway Southbound						Dietz Elkhorn Rd Westbound						Fair Oaks Parkway Northbound						Dietz Elkhorn Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-07 7:15AM	14	68	25	0	107	0	14	9	30	0	53	0	35	17	42	0	94	0	39	9	6	0	54	2	308
7:30AM	22	86	3	0	111	0	7	23	41	0	71	0	10	38	6	0	54	0	45	19	12	0	76	0	312
7:45AM	30	80	0	0	110	0	0	31	29	0	60	0	25	33	3	0	61	0	5	12	12	0	29	0	260
8:00AM	13	71	3	0	87	0	3	22	17	0	42	0	10	42	3	0	55	0	4	15	7	0	26	1	210
Total	79	305	31	0	415	0	24	85	117	0	226	0	80	130	54	0	264	0	93	55	37	0	185	3	1090
% Approach	19.0%	73.5%	7.5%	0%	-	-	10.6%	37.6%	51.8%	0%	-	-	30.3%	49.2%	20.5%	0%	-	-	50.3%	29.7%	20.0%	0%	-	-	-
% Total	7.2%	28.0%	2.8%	0%	38.1%	-	2.2%	7.8%	10.7%	0%	20.7%	-	7.3%	11.9%	5.0%	0%	24.2%	-	8.5%	5.0%	3.4%	0%	17.0%	-	-
PHF	0.658	0.887	0.310	-	0.935	-	0.429	0.685	0.713	-	0.796	-	0.571	0.774	0.321	-	0.702	-	0.517	0.724	0.771	-	0.609	-	0.873
Motorcycles	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0.9%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	79	302	30	0	411	-	24	84	115	0	223	-	80	125	53	0	258	-	93	52	37	0	182	-	1074
% Lights	100%	99.0%	96.8%	0%	99.0%	-	100%	98.8%	98.3%	0%	98.7%	-	100%	96.2%	98.1%	0%	97.7%	-	100%	94.5%	100%	0%	98.4%	-	98.5%
Single-Unit Trucks	0	1	0	0	1	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	4
% Single-Unit Trucks	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	2.3%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	2	1	0	3	-	0	1	1	0	2	-	0	2	1	0	3	-	0	3	0	0	3	-	11
% Buses	0%	0.7%	3.2%	0%	0.7%	-	0%	1.2%	0.9%	0%	0.9%	-	0%	1.5%	1.9%	0%	1.1%	-	0%	5.5%	0%	0%	1.6%	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Fair Oaks Parkway - TMC

Thu Mar 7, 2024

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163034, Location: 29.73105, -98.642469

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

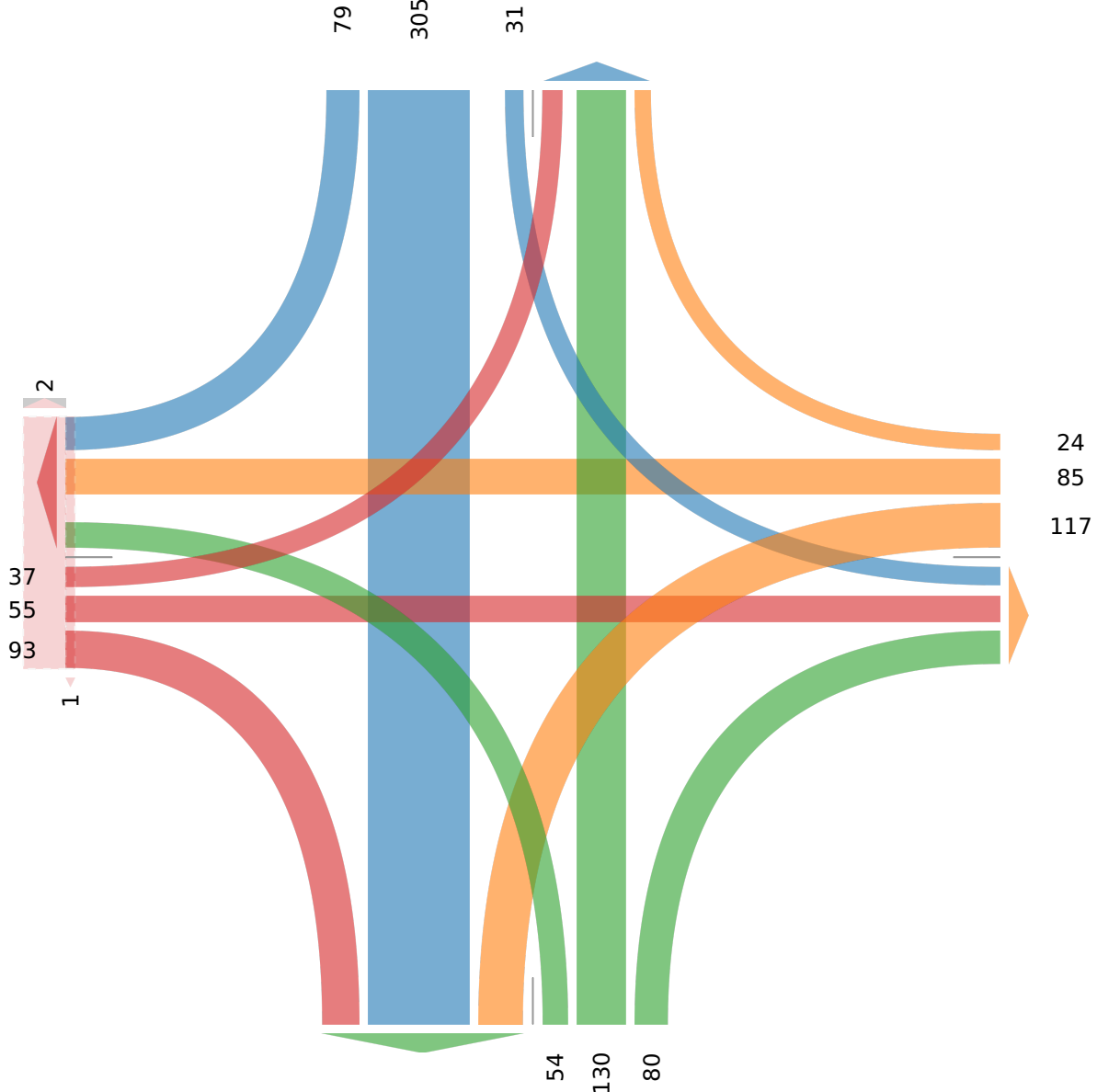
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Fair Oaks Parkway

Total: 606
In: 415 Out: 191

[W] Dietz Elkhorn Rd

Total: 403
In: 185 Out: 218



Out: 166 In: 226
Total: 392
[E] Dietz Elkhorn Rd

Out: 515 In: 264
Total: 779

[S] Fair Oaks Parkway

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Fair Oaks Parkway - TMC

Thu Mar 7, 2024

PM Peak (4:30 PM - 5:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163034, Location: 29.73105, -98.642469

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Fair Oaks Parkway Southbound					Dietz Elkhorn Rd Westbound					Fair Oaks Parkway Northbound					Dietz Elkhorn Rd Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-03-07 4:30PM	17	66	2	0	85	0	3	18	20	0	41	0	25	89	3	0	117	0	6	16	33	0	55	4	298
4:45PM	21	55	5	0	81	0	4	27	19	0	50	0	26	63	1	0	90	0	5	12	15	0	32	1	253
5:00PM	23	51	7	0	81	0	3	17	22	0	42	0	31	70	0	0	101	0	8	12	20	0	40	1	264
5:15PM	20	67	5	0	92	0	10	14	17	0	41	0	25	77	1	0	103	0	2	18	17	0	37	0	273
Total	81	239	19	0	339	0	20	76	78	0	174	0	107	299	5	0	411	0	21	58	85	0	164	6	1088
% Approach	23.9%	70.5%	5.6%	0%	-	-	11.5%	43.7%	44.8%	0%	-	-	26.0%	72.7%	1.2%	0%	-	-	12.8%	35.4%	51.8%	0%	-	-	-
% Total	7.4%	22.0%	1.7%	0%	31.2%	-	1.8%	7.0%	7.2%	0%	16.0%	-	9.8%	27.5%	0.5%	0%	37.8%	-	1.9%	5.3%	7.8%	0%	15.1%	-	-
PHF	0.880	0.892	0.679	-	0.921	-	0.500	0.704	0.886	-	0.870	-	0.863	0.840	0.417	-	0.878	-	0.656	0.806	0.644	-	0.745	-	0.913
Motorcycles	1	0	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Motorcycles	1.2%	0%	0%	0%	0.3%	-	0%	1.3%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Lights	77	238	19	0	334	-	19	75	74	0	168	-	107	299	5	0	411	-	21	58	82	0	161	-	1074
% Lights	95.1%	99.6%	100%	0%	98.5%	-	95.0%	98.7%	94.9%	0%	96.6%	-	100%	100%	100%	0%	100%	-	100%	100%	96.5%	0%	98.2%	-	98.7%
Single-Unit Trucks	1	0	0	0	1	-	1	0	1	0	2	-	0	0	0	0	0	-	0	0	3	0	3	-	6
% Single-Unit Trucks	1.2%	0%	0%	0%	0.3%	-	5.0%	0%	1.3%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	3.5%	0%	1.8%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	2	1	0	0	3	-	0	0	3	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	6
% Buses	2.5%	0.4%	0%	0%	0.9%	-	0%	0%	3.8%	0%	1.7%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.6%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Fair Oaks Parkway - TMC

Thu Mar 7, 2024

PM Peak (4:30 PM - 5:30 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163034, Location: 29.73105, -98.642469

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

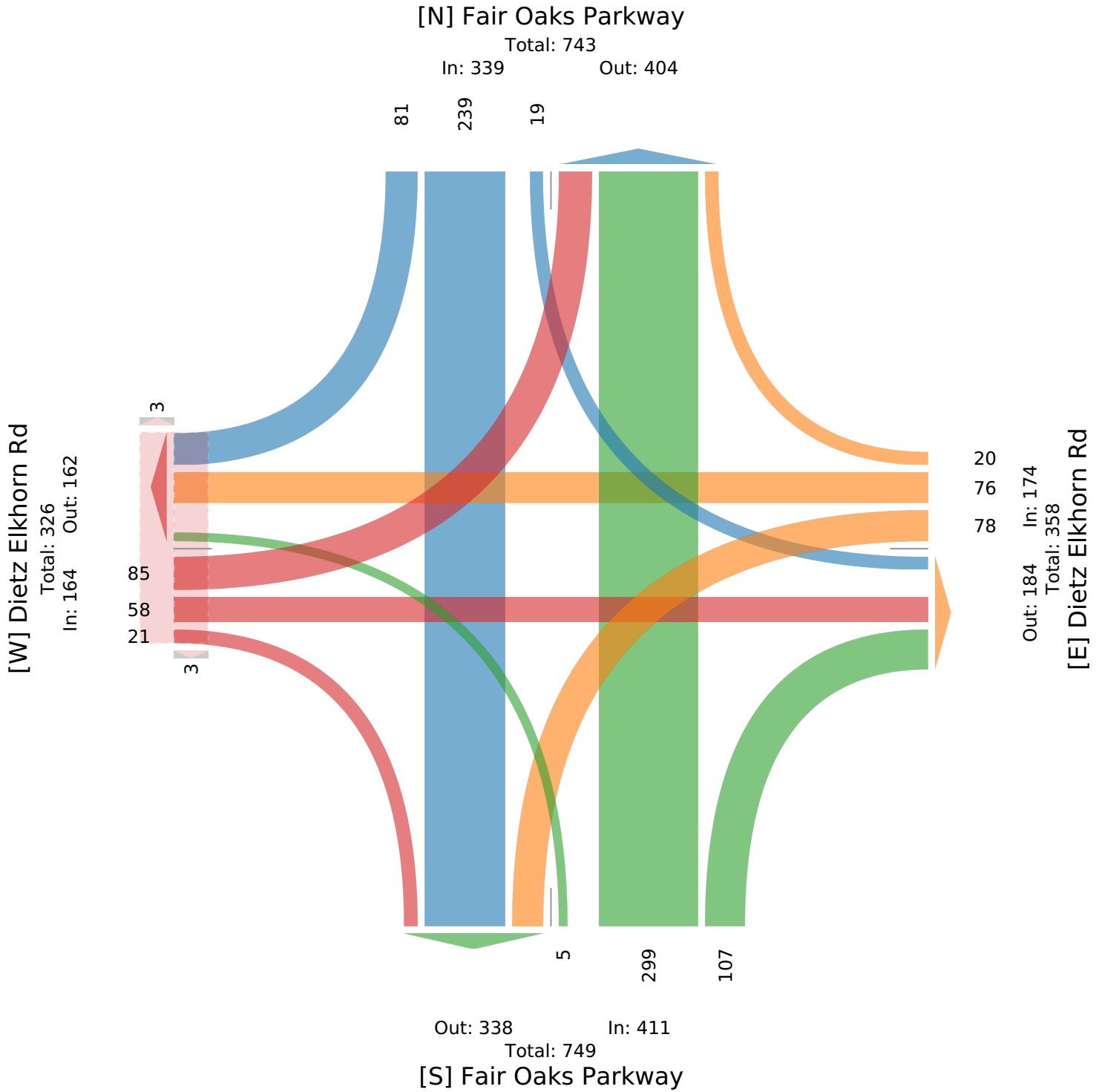


EXHIBIT A

Item #17.

Old Fredericksburg Rd at Dietz Elkhorn Rd - TMC

Thu Mar 7, 2024

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163035, Location: 29.731164, -98.672932

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Old Fredericksburg Rd Southbound						Dietz Elkhorn Rd Westbound						Old Fredericksburg Rd Northbound						Dietz Elkhorn Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-07 7:00AM	20	0	9	0	29	0	6	70	1	0	77	0	40	5	2	0	47	0	2	30	4	0	36	0	189
7:15AM	13	3	9	0	25	0	3	83	0	0	86	0	58	3	0	0	61	0	0	54	13	0	67	1	239
7:30AM	11	1	10	0	22	0	14	103	0	0	117	0	19	11	1	0	31	0	0	16	11	0	27	0	197
7:45AM	27	1	16	0	44	0	44	80	1	0	125	1	10	17	1	0	28	0	1	9	27	0	37	0	234
Hourly Total	71	5	44	0	120	0	67	336	2	0	405	1	127	36	4	0	167	0	3	109	55	0	167	1	859
8:00AM	65	2	25	0	92	0	25	49	2	0	76	1	6	8	4	0	18	0	1	9	14	0	24	0	210
8:15AM	29	1	12	0	42	0	11	45	0	0	56	0	11	9	2	0	22	1	0	5	13	0	18	0	138
8:30AM	14	4	9	0	27	0	13	52	0	0	65	0	13	8	4	0	25	0	0	20	7	0	27	0	144
8:45AM	9	1	19	0	29	0	5	46	2	0	53	0	8	2	3	0	13	0	0	7	7	0	14	1	109
Hourly Total	117	8	65	0	190	0	54	192	4	0	250	1	38	27	13	0	78	1	1	41	41	0	83	1	601
2:00PM	6	0	27	0	33	0	18	24	0	0	42	0	7	7	1	0	15	0	0	10	7	0	17	0	107
2:15PM	6	0	24	0	30	0	27	46	2	0	75	0	13	15	1	0	29	0	1	29	16	0	46	0	180
2:30PM	11	0	28	0	39	0	10	40	2	0	52	0	15	6	1	0	22	0	2	40	9	0	51	0	164
2:45PM	6	1	21	0	28	0	11	24	3	0	38	0	29	5	1	0	35	0	0	37	12	0	49	0	150
Hourly Total	29	1	100	0	130	0	66	134	7	0	207	0	64	33	4	0	101	0	3	116	44	0	163	0	601
3:00PM	8	2	31	0	41	0	10	50	0	0	60	0	16	7	1	0	24	0	0	29	12	0	41	0	166
3:15PM	19	1	36	0	56	0	23	91	0	0	114	0	11	5	6	0	22	0	0	21	12	0	33	0	225
3:30PM	17	0	26	0	43	0	29	52	2	0	83	0	13	9	1	0	23	0	0	30	20	0	50	0	199
3:45PM	19	1	40	0	60	0	18	54	1	0	73	0	11	7	3	0	21	0	2	27	12	0	41	0	195
Hourly Total	63	4	133	0	200	0	80	247	3	0	330	0	51	28	11	0	90	0	2	107	56	0	165	0	785
4:00PM	13	2	46	0	61	0	15	41	1	0	57	0	16	4	2	0	22	0	0	20	7	0	27	0	167
4:15PM	18	1	55	0	74	0	12	35	1	0	48	0	13	6	2	0	21	0	1	18	11	0	30	0	173
4:30PM	15	2	33	0	50	0	18	39	0	0	57	0	16	4	0	0	20	0	0	15	12	0	27	0	154
4:45PM	21	1	28	0	50	0	26	44	0	0	70	0	10	6	2	0	18	0	0	26	9	0	35	0	173
Hourly Total	67	6	162	0	235	0	71	159	2	0	232	0	55	20	6	0	81	0	1	79	39	0	119	0	667
5:00PM	18	5	35	0	58	0	18	42	0	0	60	0	14	2	5	0	21	0	0	30	7	0	37	0	176
5:15PM	15	1	30	0	46	0	16	37	0	0	53	0	19	5	0	0	24	0	0	19	3	0	22	0	145
5:30PM	10	0	31	0	41	0	12	35	1	0	48	0	12	4	0	0	16	0	2	22	9	0	33	0	138
5:45PM	9	1	34	0	44	0	20	25	1	0	46	0	14	3	1	0	18	0	0	22	5	0	27	0	135
Hourly Total	52	7	130	0	189	0	66	139	2	0	207	0	59	14	6	0	79	0	2	93	24	0	119	0	594
Total	399	31	634	0	1064	0	404	1207	20	0	1631	2	394	158	44	0	596	1	12	545	259	0	816	2	4107
% Approach	37.5%	2.9%	59.6%	0%	-	-	24.8%	74.0%	1.2%	0%	-	-	66.1%	26.5%	7.4%	0%	-	-	1.5%	66.8%	31.7%	0%	-	-	-
% Total	9.7%	0.8%	15.4%	0%	25.9%	-	9.8%	29.4%	0.5%	0%	39.7%	-	9.6%	3.8%	1.1%	0%	14.5%	-	0.3%	13.3%	6.3%	0%	19.9%	-	-
Motorcycles	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	390	31	622	0	1043	-	394	1173	20	0	1587	-	384	154	43	0	581	-	12	536	257	0	805	-	4016
% Lights	97.7%	100%	98.1%	0%	98.0%	-	97.5%	97.2%	100%	0%	97.3%	-	97.5%	97.5%	97.7%	0%	97.5%	-	100%	98.3%	99.2%	0%	98.7%	-	97.8%
Single-Unit Trucks	3	0	5	0	8	-	4	14	0	0	18	-	2	2	1	0	5	-	0	3	1	0	4	-	35
% Single-Unit Trucks	0.8%	0%	0.8%	0%	0.8%	-	1.0%	1.2%	0%	0%	1.1%	-	0.5%	1.3%	2.3%	0%	0.8%	-	0%	0.6%	0.4%	0%	0.5%	-	0.9%
Articulated Trucks	5	0	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	5
% Articulated Trucks	1.3%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	1	0	7	0	8	-	6	18	0	0	24	-	8	2	0	0	10	-	0	6	1	0	7	-	49
% Buses	0.3%	0%	1.1%	0%	0.8%	-	1.5%	1.5%	0%	0%	1.5%	-	2.0%	1.3%	0%	0%	1.7%	-	0%	1.1%	0.4%	0%	0.9%	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Item #17.

Old Fredericksburg Rd at Dietz Elkhorn Rd - TMC

Thu Mar 7, 2024

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163035, Location: 29.731164, -98.672932

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Old Fredericksburg Rd

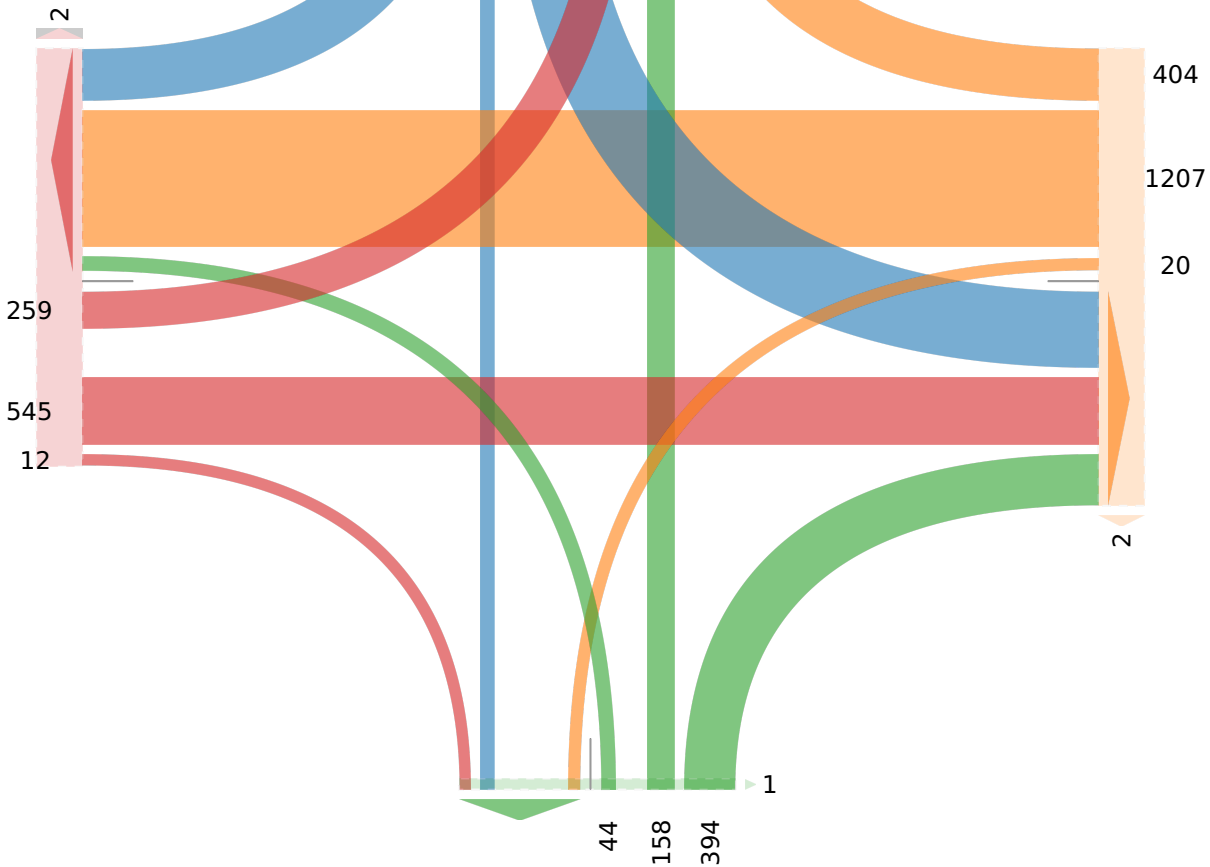
Total: 1885

In: 1064 Out: 821

399
31
634

[W] Dietz Elkhorn Rd

Total: 2466
In: 816 Out: 1650



[S] Old Fredericksburg Rd

Out: 63 In: 596
Total: 659

44
158
394

EXHIBIT A

Item #17.

Old Fredericksburg Rd at Dietz Elkhorn Rd - TMC

Thu Mar 7, 2024

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163035, Location: 29.731164, -98.672932

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Old Fredericksburg Rd Southbound					Dietz Elkhorn Rd Westbound					Old Fredericksburg Rd Northbound					Dietz Elkhorn Rd Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-03-07 7:15AM	13	3	9	0	25	0	3	83	0	0	86	0	58	3	0	0	61	0	0	54	13	0	67	1	239
7:30AM	11	1	10	0	22	0	14	103	0	0	117	0	19	11	1	0	31	0	0	16	11	0	27	0	197
7:45AM	27	1	16	0	44	0	44	80	1	0	125	1	10	17	1	0	28	0	1	9	27	0	37	0	234
8:00AM	65	2	25	0	92	0	25	49	2	0	76	1	6	8	4	0	18	0	1	9	14	0	24	0	210
Total	116	7	60	0	183	0	86	315	3	0	404	2	93	39	6	0	138	0	2	88	65	0	155	1	880
% Approach	63.4%	3.8%	32.8%	0%	-	-	21.3%	78.0%	0.7%	0%	-	-	67.4%	28.3%	4.3%	0%	-	-	1.3%	56.8%	41.9%	0%	-	-	-
% Total	13.2%	0.8%	6.8%	0%	20.8%	-	9.8%	35.8%	0.3%	0%	45.9%	-	10.6%	4.4%	0.7%	0%	15.7%	-	0.2%	10.0%	7.4%	0%	17.6%	-	-
PHF	0.446	0.583	0.600	-	0.497	-	0.489	0.765	0.375	-	0.808	-	0.401	0.574	0.375	-	0.566	-	0.500	0.407	0.602	-	0.578	-	0.921
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	114	7	60	0	181	-	83	312	3	0	398	-	91	38	6	0	135	-	2	84	64	0	150	-	864
% Lights	98.3%	100%	100%	0%	98.9%	-	96.5%	99.0%	100%	0%	98.5%	-	97.8%	97.4%	100%	0%	97.8%	-	100%	95.5%	98.5%	0%	96.8%	-	98.2%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	2
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	2.3%	0%	0%	1.3%	-	0.2%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0.9%	0%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	1	0	0	0	1	-	3	3	0	0	6	-	2	1	0	0	3	-	0	2	1	0	3	-	13
% Buses	0.9%	0%	0%	0%	0.5%	-	3.5%	1.0%	0%	0%	1.5%	-	2.2%	2.6%	0%	0%	2.2%	-	0%	2.3%	1.5%	0%	1.9%	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-	-	-	-	-100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Item #17.

Old Fredericksburg Rd at Dietz Elkhorn Rd - TMC

Thu Mar 7, 2024

AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163035, Location: 29.731164, -98.672932

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

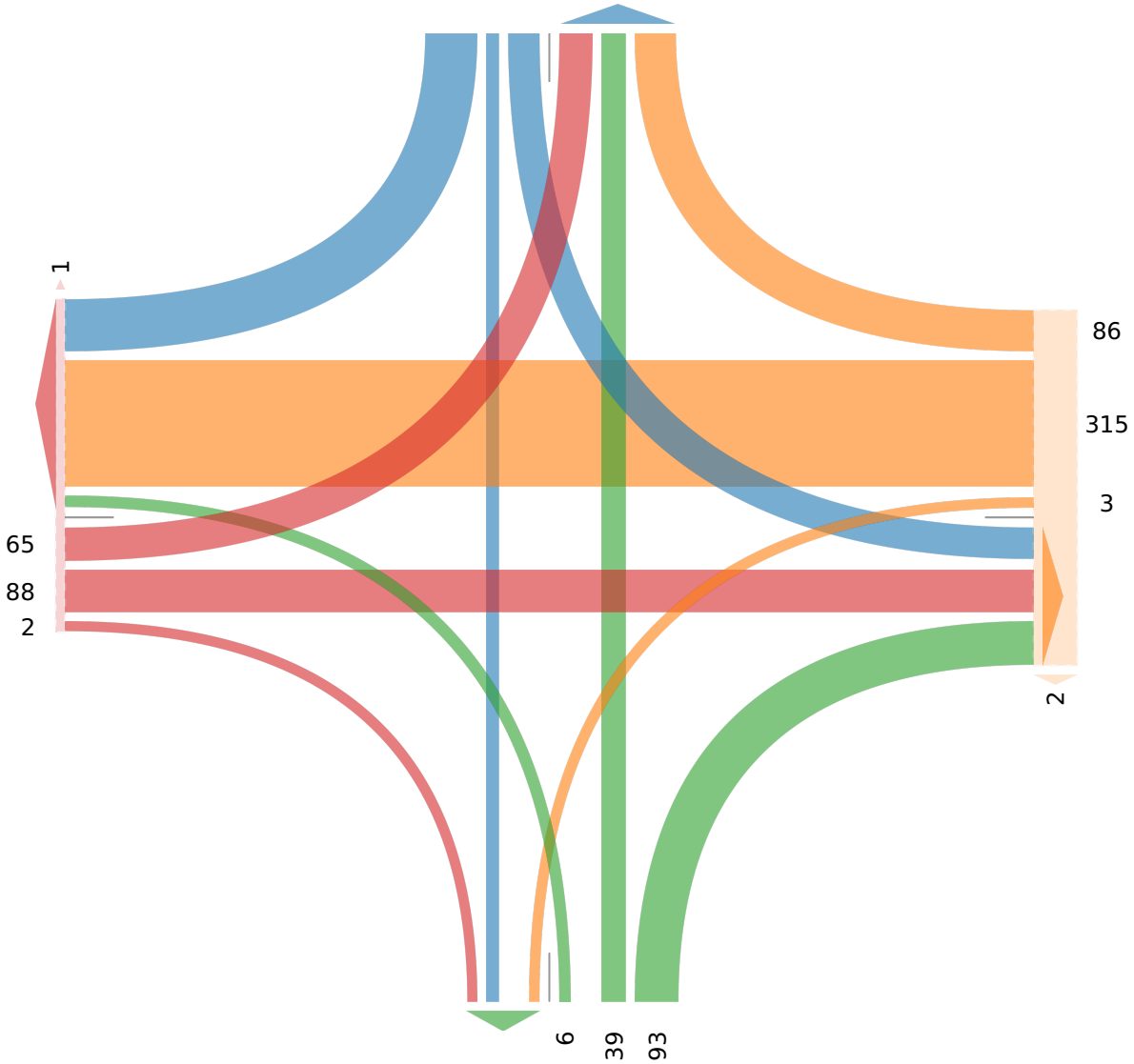
[N] Old Fredericksburg Rd

Total: 373

In: 183 Out: 190

116
7
60

[W] Dietz Elkhorn Rd
Total: 592
In: 155 Out: 437



[E] Dietz Elkhorn Rd
Out: 241 In: 404
Total: 645

Out: 12 In: 138
Total: 150

[S] Old Fredericksburg Rd

EXHIBIT A

Item #17.

Old Fredericksburg Rd at Dietz Elkhorn Rd - TMC

Thu Mar 7, 2024

PM Peak (3:15 PM - 4:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163035, Location: 29.731164, -98.672932

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Old Fredericksburg Rd Southbound					Dietz Elkhorn Rd Westbound					Old Fredericksburg Rd Northbound					Dietz Elkhorn Rd Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-03-07 3:15PM	19	1	36	0	56	0	23	91	0	0	114	0	11	5	6	0	22	0	0	21	12	0	33	0	225
3:30PM	17	0	26	0	43	0	29	52	2	0	83	0	13	9	1	0	23	0	0	30	20	0	50	0	199
3:45PM	19	1	40	0	60	0	18	54	1	0	73	0	11	7	3	0	21	0	2	27	12	0	41	0	195
4:00PM	13	2	46	0	61	0	15	41	1	0	57	0	16	4	2	0	22	0	0	20	7	0	27	0	167
Total	68	4	148	0	220	0	85	238	4	0	327	0	51	25	12	0	88	0	2	98	51	0	151	0	786
% Approach	30.9%	1.8%	67.3%	0%	-	-	26.0%	72.8%	1.2%	0%	-	-	58.0%	28.4%	13.6%	0%	-	-	1.3%	64.9%	33.8%	0%	-	-	-
% Total	8.7%	0.5%	18.8%	0%	28.0%	-	10.8%	30.3%	0.5%	0%	41.6%	-	6.5%	3.2%	1.5%	0%	11.2%	-	0.3%	12.5%	6.5%	0%	19.2%	-	-
PHF	0.895	0.500	0.804	-	0.902	-	0.733	0.654	0.500	-	0.717	-	0.797	0.694	0.500	-	0.957	-	0.250	0.817	0.638	-	0.755	-	0.873
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	68	4	148	0	220	-	83	231	4	0	318	-	50	22	12	0	84	-	2	94	50	0	146	-	768
% Lights	100%	100%	100%	0%	100%	-	97.6%	97.1%	100%	0%	97.2%	-	98.0%	88.0%	100%	0%	95.5%	-	100%	95.9%	98.0%	0%	96.7%	-	97.7%
Single-Unit Trucks	0	0	0	0	0	-	1	5	0	0	6	-	1	2	0	0	3	-	0	1	1	0	2	-	11
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	1.2%	2.1%	0%	0%	1.8%	-	2.0%	8.0%	0%	0%	3.4%	-	0%	1.0%	2.0%	0%	1.3%	-	1.4%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	1	2	0	0	3	-	0	1	0	0	1	-	0	3	0	0	3	-	7
% Buses	0%	0%	0%	0%	0%	-	1.2%	0.8%	0%	0%	0.9%	-	0%	4.0%	0%	0%	1.1%	-	0%	3.1%	0%	0%	2.0%	-	0.9%
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Item #17.

Old Fredericksburg Rd at Dietz Elkhorn Rd - TMC

Thu Mar 7, 2024

PM Peak (3:15 PM - 4:15 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163035, Location: 29.731164, -98.672932

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

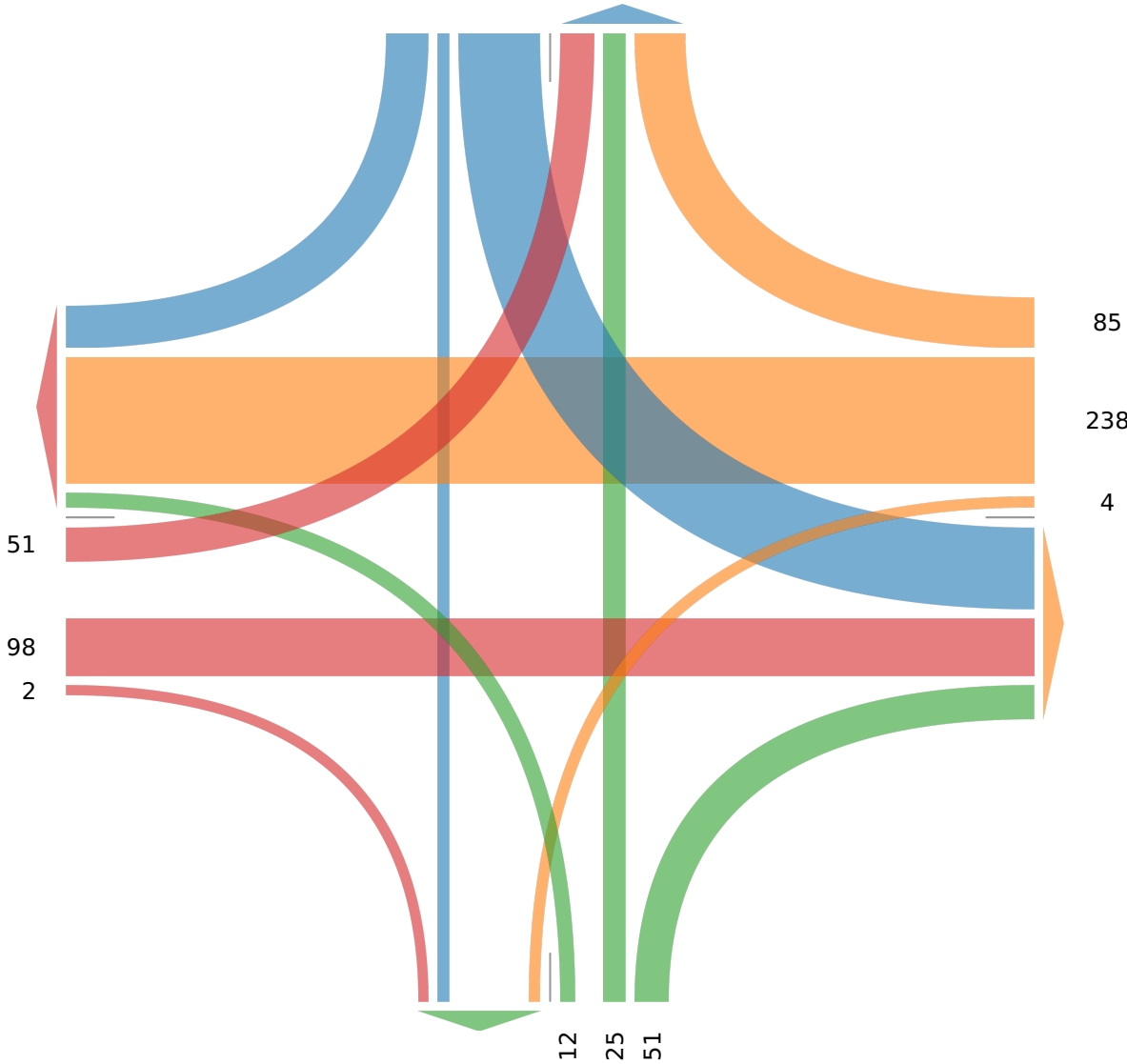
[N] Old Fredericksburg Rd

Total: 381

In: 220 Out: 161

68 4 148

[W] Dietz Elkhorn Rd
Total: 469
In: 151 Out: 318



[E] Dietz Elkhorn Rd
In: 327
Out: 297
Total: 624

[S] Old Fredericksburg Rd
Out: 10 In: 88
Total: 98

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Elkhorn Ridge/Square Gate - TMC

Thu Mar 7, 2024

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163036, Location: 29.731127, -98.661353

CJ Hensch Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction	Elkhorn Ridge Southbound						Dietz Elkhorn Rd Westbound						Square Gate Northbound						Dietz Elkhorn Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-07 7:00AM	8	0	7	0	15	0	4	54	7	0	65	0	20	0	1	0	21	0	0	74	5	0	79	0	180
7:15AM	8	0	21	0	29	0	8	79	14	0	101	0	42	0	2	0	44	8	2	102	8	0	112	8	286
7:30AM	6	2	7	0	15	0	7	99	16	0	122	0	15	1	4	0	20	1	2	52	13	0	67	1	224
7:45AM	8	0	3	0	11	0	2	87	0	0	89	0	2	1	2	0	5	2	1	25	6	0	32	2	137
Hourly Total	30	2	38	0	70	0	21	319	37	0	377	0	79	2	9	0	90	11	5	253	32	0	290	11	827
8:00AM	9	1	1	0	11	0	1	40	2	0	43	0	1	1	1	0	3	0	2	27	6	0	35	0	92
8:15AM	5	1	2	0	8	0	0	25	2	0	27	0	0	1	4	0	5	0	3	20	8	0	31	0	71
8:30AM	9	1	1	0	11	0	3	32	0	0	35	0	1	0	1	0	2	2	3	23	12	0	38	2	86
8:45AM	6	0	4	0	10	0	5	32	0	0	37	0	2	0	1	0	3	0	1	20	9	0	30	0	80
Hourly Total	29	3	8	0	40	0	9	129	4	0	142	0	4	2	7	0	13	2	9	90	35	0	134	2	329
2:00PM	4	1	1	0	6	0	2	26	0	0	28	0	2	0	0	0	2	0	6	27	8	0	41	0	77
2:15PM	10	1	3	0	14	0	1	44	3	0	48	0	3	1	4	0	8	0	3	35	12	0	50	0	120
2:30PM	3	0	1	1	5	0	1	30	2	0	33	0	3	0	0	0	3	0	1	58	14	0	73	0	114
2:45PM	8	4	5	0	17	0	2	22	3	0	27	0	4	0	0	0	4	0	1	78	8	0	87	1	135
Hourly Total	25	6	10	1	42	0	6	122	8	0	136	0	12	1	4	0	17	0	11	198	42	0	251	1	446
3:00PM	7	3	9	1	20	0	5	49	10	0	64	0	12	4	4	0	20	10	5	56	7	0	68	10	172
3:15PM	3	1	0	0	4	0	12	93	9	0	114	0	2	1	2	0	5	0	1	48	11	0	60	0	183
3:30PM	8	1	2	0	11	0	4	67	6	0	77	0	4	1	2	0	7	0	0	52	14	0	66	0	161
3:45PM	10	2	6	0	18	0	2	48	5	0	55	0	2	1	5	0	8	0	3	49	9	0	61	0	142
Hourly Total	28	7	17	1	53	0	23	257	30	0	310	0	20	7	13	0	40	10	9	205	41	0	255	10	658
4:00PM	5	4	2	0	11	0	2	34	2	0	38	0	1	0	1	0	2	1	2	51	12	0	65	2	116
4:15PM	3	0	5	0	8	0	3	33	1	0	37	0	3	1	4	0	8	1	1	52	16	0	69	1	122
4:30PM	4	0	4	0	8	0	6	37	3	0	46	0	3	1	1	0	5	1	1	43	17	0	61	1	120
4:45PM	8	1	2	0	11	0	3	56	5	0	64	0	2	1	2	0	5	1	5	33	14	0	52	1	132
Hourly Total	20	5	13	0	38	0	14	160	11	0	185	0	9	3	8	0	20	4	9	179	59	0	247	5	490
5:00PM	4	2	1	0	7	0	4	38	5	0	47	0	3	0	3	0	6	0	2	39	19	0	60	3	120
5:15PM	6	3	1	0	10	0	4	37	1	0	42	0	1	1	2	0	4	0	3	49	15	0	67	0	123
5:30PM	3	2	3	0	8	0	2	32	0	0	34	0	3	1	2	0	6	0	4	33	12	0	49	0	97
5:45PM	7	3	1	0	11	0	2	28	5	0	35	0	2	0	0	0	2	0	3	27	20	0	50	0	98
Hourly Total	20	10	6	0	36	0	12	135	11	0	158	0	9	2	7	0	18	0	12	148	66	0	226	3	438
Total	152	33	92	2	279	0	85	1122	101	0	1308	0	133	17	48	0	198	27	55	1073	275	0	1403	32	3188
% Approach	54.5%	11.8%	33.0%	0.7%	-	-	6.5%	85.8%	7.7%	0%	-	-	67.2%	8.6%	24.2%	0%	-	-	3.9%	76.5%	19.6%	0%	-	-	-
% Total	4.8%	1.0%	2.9%	0.1%	8.8%	-	2.7%	35.2%	3.2%	0%	41.0%	-	4.2%	0.5%	1.5%	0%	6.2%	-	1.7%	33.7%	8.6%	0%	44.0%	-	-
Motorcycles	0	0	0	0	0	-	0	2	1	0	3	-	0	0	0	0	0	-	1	0	0	0	1	-	4
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.2%	1.0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	1.8%	0%	0%	0%	0.1%	-	0.1%
Lights	148	33	92	2	275	-	82	1095	100	0	1277	-	131	15	46	0	192	-	53	1050	270	0	1373	-	3117
% Lights	97.4%	100%	100%	100%	98.6%	-	96.5%	97.6%	99.0%	0%	97.6%	-	98.5%	88.2%	95.8%	0%	97.0%	-	96.4%	97.9%	98.2%	0%	97.9%	-	97.8%
Single-Unit Trucks	2	0	0	0	2	-	3	8	0	0	11	-	1	0	0	0	1	-	1	7	3	0	11	-	25
% Single-Unit Trucks	1.3%	0%	0%	0%	0.7%	-	3.5%	0.7%	0%	0%	0.8%	-	0.8%	0%	0%	0%	0.5%	-	1.8%	0.7%	1.1%	0%	0.8%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	2	0	0	0	2	-	0	17	0	0	17	-	1	2	2	0	5	-	0	16	2	0	18	-	42
% Buses	1.3%	0%	0%	0%	0.7%	-	0%	1.5%	0%	0%	1.3%	-	0.8%	11.8%	4.2%	0%	2.5%	-	0%	1.5%	0.7%	0%	1.3%	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	26	-	-	-	-	-	30	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96.3%	-	-	-	-	-	93.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.7%	-	-	-	-	-	6.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Dietz Elkhorn Rd at Elkhorn Ridge/Square Gate - TMC

Thu Mar 7, 2024

Full Length (7 AM-9 AM, 2 PM-6 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163036, Location: 29.731127, -98.661353

Item #17.

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Elkhorn Ridge

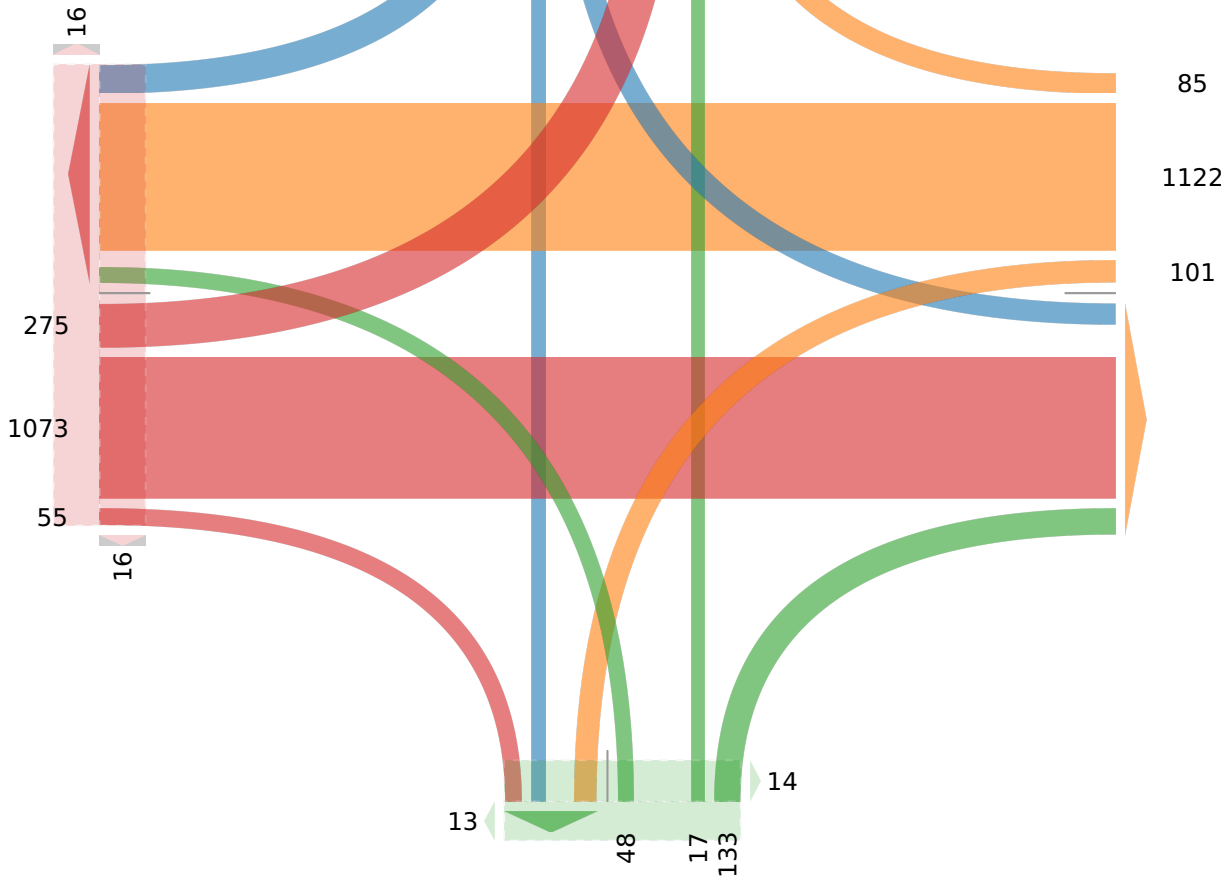
Total: 658

In: 279 Out: 379

152
33
92
2

[W] Dietz Elkhorn Rd

Total: 2725
In: 1403 Out: 1322



Out: 189 In: 198

Total: 387

[S] Square Gate

Out: 1298 In: 1308
Total: 2606
[E] Dietz Elkhorn Rd

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Elkhorn Ridge/Square Gate - TMC

Thu Mar 7, 2024

AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163036, Location: 29.731127, -98.661353

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Elkhorn Ridge Southbound						Dietz Elkhorn Rd Westbound						Square Gate Northbound						Dietz Elkhorn Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-07 7:00AM	8	0	7	0	15	0	4	54	7	0	65	0	20	0	1	0	21	0	0	74	5	0	79	0	180
7:15AM	8	0	21	0	29	0	8	79	14	0	101	0	42	0	2	0	44	8	2	102	8	0	112	8	286
7:30AM	6	2	7	0	15	0	7	99	16	0	122	0	15	1	4	0	20	1	2	52	13	0	67	1	224
7:45AM	8	0	3	0	11	0	2	87	0	0	89	0	2	1	2	0	5	2	1	25	6	0	32	2	137
Total	30	2	38	0	70	0	21	319	37	0	377	0	79	2	9	0	90	11	5	253	32	0	290	11	827
% Approach	42.9%	2.9%	54.3%	0%	-	-	5.6%	84.6%	9.8%	0%	-	-	87.8%	2.2%	10.0%	0%	-	-	1.7%	87.2%	11.0%	0%	-	-	-
% Total	3.6%	0.2%	4.6%	0%	8.5%	-	2.5%	38.6%	4.5%	0%	45.6%	-	9.6%	0.2%	1.1%	0%	10.9%	-	0.6%	30.6%	3.9%	0%	35.1%	-	-
PHF	0.938	0.250	0.452	-	0.603	-	0.656	0.806	0.578	-	0.773	-	0.470	0.500	0.563	-	0.511	-	0.625	0.620	0.615	-	0.647	-	0.723
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	29	2	38	0	69	-	20	314	37	0	371	-	77	1	8	0	86	-	5	247	30	0	282	-	808
% Lights	96.7%	100%	100%	0%	98.6%	-	95.2%	98.4%	100%	0%	98.4%	-	97.5%	50.0%	88.9%	0%	95.6%	-	100%	97.6%	93.8%	0%	97.2%	-	97.7%
Single-Unit Trucks	1	0	0	0	1	-	1	0	0	0	1	-	1	0	0	0	1	-	0	1	1	0	2	-	5
% Single-Unit Trucks	3.3%	0%	0%	0%	1.4%	-	4.8%	0%	0%	0%	0.3%	-	1.3%	0%	0%	0%	1.1%	-	0%	0.4%	3.1%	0%	0.7%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	5	0	0	5	-	1	1	1	0	3	-	0	5	1	0	6	-	14
% Buses	0%	0%	0%	0%	0%	-	0%	1.6%	0%	0%	1.3%	-	1.3%	50.0%	11.1%	0%	3.3%	-	0%	2.0%	3.1%	0%	2.1%	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	10	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-90.9%	-	-	-	-	-	-90.9%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.1%	-	-	-	-	-	9.1%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Elkhorn Ridge/Square Gate - TMC

Thu Mar 7, 2024

AM Peak (7 AM - 8 AM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163036, Location: 29.731127, -98.661353

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Elkhorn Ridge

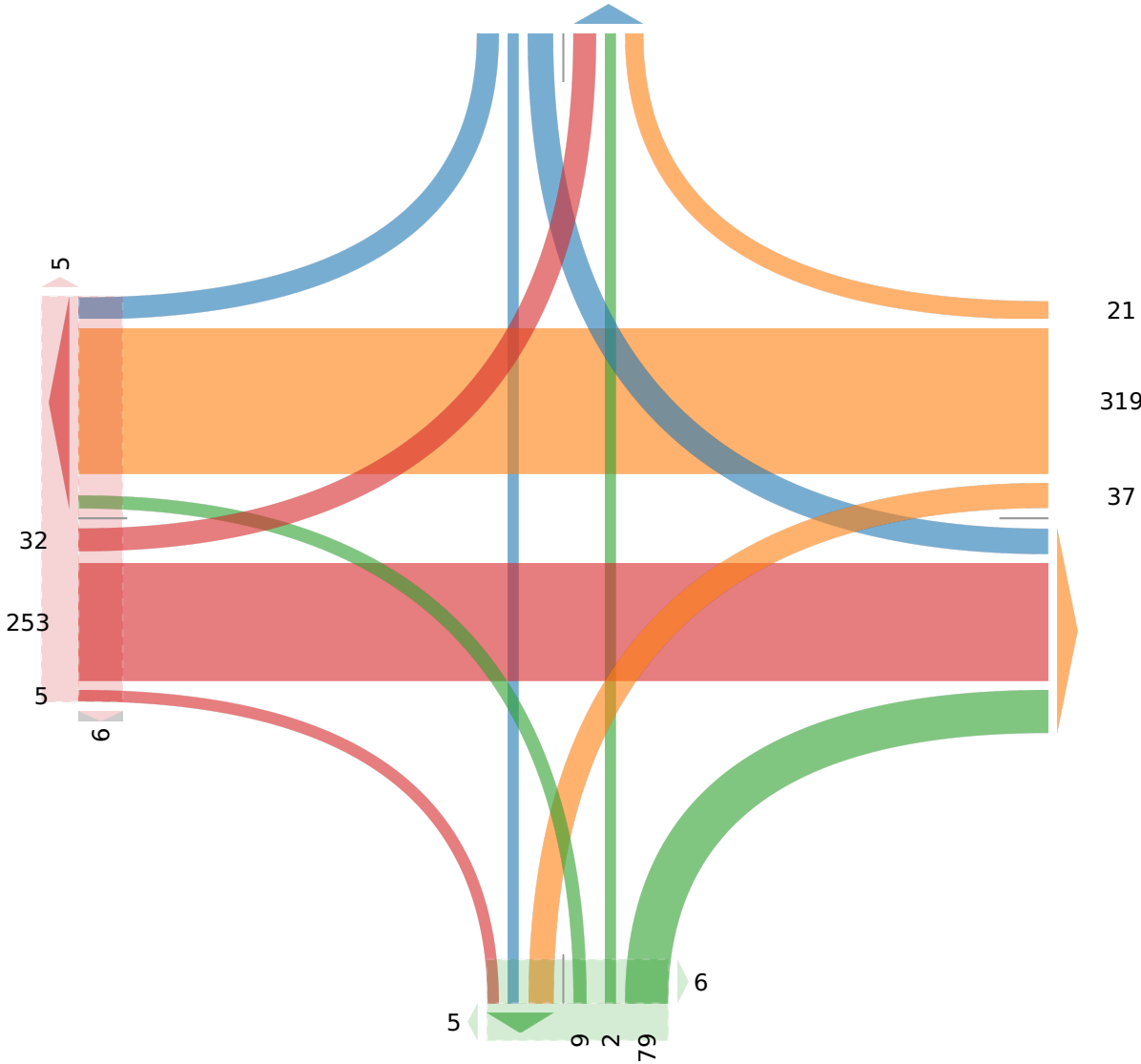
Total: 125

In: 70 Out: 55

30 2 38

[W] Dietz Elkhorn Rd

Total: 648
In: 290 Out: 358



Out: 44 In: 90

Total: 134

[S] Square Gate

EXHIBIT A

Item #17.

Dietz Elkhorn Rd at Elkhorn Ridge/Square Gate - TMC

Thu Mar 7, 2024

PM Peak (3 PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163036, Location: 29.731127, -98.661353

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Elkhorn Ridge Southbound						Dietz Elkhorn Rd Westbound						Square Gate Northbound						Dietz Elkhorn Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-03-07 3:00PM	7	3	9	1	20	0	5	49	10	0	64	0	12	4	4	0	20	10	5	56	7	0	68	10	172
3:15PM	3	1	0	0	4	0	12	93	9	0	114	0	2	1	2	0	5	0	1	48	11	0	60	0	183
3:30PM	8	1	2	0	11	0	4	67	6	0	77	0	4	1	2	0	7	0	0	52	14	0	66	0	161
3:45PM	10	2	6	0	18	0	2	48	5	0	55	0	2	1	5	0	8	0	3	49	9	0	61	0	142
Total	28	7	17	1	53	0	23	257	30	0	310	0	20	7	13	0	40	10	9	205	41	0	255	10	658
% Approach	52.8%	13.2%	32.1%	1.9%	-	-	7.4%	82.9%	9.7%	0%	-	-	50.0%	17.5%	32.5%	0%	-	-	3.5%	80.4%	16.1%	0%	-	-	-
% Total	4.3%	1.1%	2.6%	0.2%	8.1%	-	3.5%	39.1%	4.6%	0%	47.1%	-	3.0%	1.1%	2.0%	0%	6.1%	-	1.4%	31.2%	6.2%	0%	38.8%	-	-
PHF	0.700	0.583	0.472	0.250	0.663	-	0.479	0.691	0.750	-	0.680	-	0.417	0.438	0.650	-	0.500	-	0.450	0.915	0.732	-	0.938	-	0.899
Motorcycles	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	3.3%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Lights	27	7	17	1	52	-	22	249	29	0	300	-	20	7	13	0	40	-	9	203	39	0	251	-	643
% Lights	96.4%	100%	100%	100%	98.1%	-	95.7%	96.9%	96.7%	0%	96.8%	-	100%	100%	100%	0%	100%	-	100%	99.0%	95.1%	0%	98.4%	-	97.7%
Single-Unit Trucks	1	0	0	0	1	-	1	1	0	0	2	-	0	0	0	0	0	-	0	0	2	0	2	-	5
% Single-Unit Trucks	3.6%	0%	0%	0%	1.9%	-	4.3%	0.4%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	4.9%	0%	0.8%	-	0.8%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	7	0	0	7	-	0	0	0	0	0	-	0	2	0	0	2	-	9
% Buses	0%	0%	0%	0%	0%	-	0%	2.7%	0%	0%	2.3%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.8%	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	10	-	-	-	-	-	-	10
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

EXHIBIT A

Dietz Elkhorn Rd at Elkhorn Ridge/Square Gate - TMC

Thu Mar 7, 2024

PM Peak (3 PM - 4 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1163036, Location: 29.731127, -98.661353

Item #17.

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

[N] Elkhorn Ridge

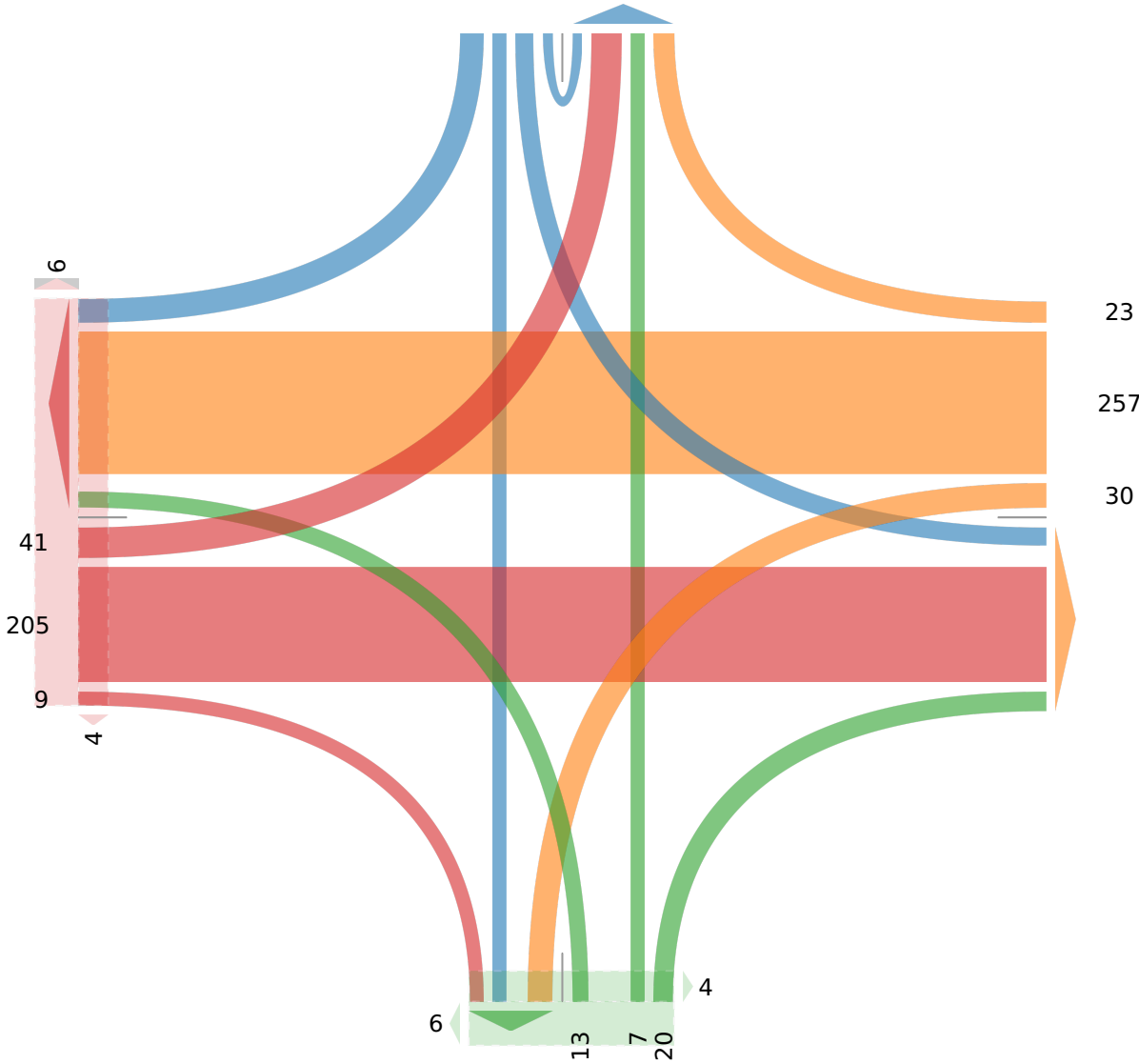
Total: 125

In: 53 Out: 72

28 7 17 1

[W] Dietz Elkhorn Rd

Total: 553
In: 255 Out: 298



23

257

30

Out: 242 In: 310

Total: 552

[E] Dietz Elkhorn Rd

Out: 46 In: 40

Total: 86

[S] Square Gate

APPENDIX B – SIM TRAFFIC QUEUEING REPORTS

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 1: Old Fredricksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	388	423	195	226
Average Queue (ft)	138	245	99	83
95th Queue (ft)	283	355	169	189
Link Distance (ft)	2014	3576	1634	926
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Square Gate/Elkhorn Ridge & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	1188	712	54	98	53	50
Average Queue (ft)	520	476	11	54	33	16
95th Queue (ft)	1020	780	37	81	52	41
Link Distance (ft)	3576	5918	973	973	1193	1193
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair Oaks Parkway & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	184	190	176	527
Average Queue (ft)	92	98	89	267
95th Queue (ft)	140	164	140	509
Link Distance (ft)	5918	1763	1524	1021
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/17/2024

Intersection: 1: Old Fredricksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	95	562	99	453
Average Queue (ft)	53	231	45	141
95th Queue (ft)	75	409	76	324
Link Distance (ft)	1693	3577	3360	1693
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Square Gate/Elkhorn Ridge & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	180	1184	48	56	50	69
Average Queue (ft)	83	737	16	33	24	22
95th Queue (ft)	136	1271	40	47	46	43
Link Distance (ft)	3577	5914	965	965	1199	1199
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair Oaks Parkway & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	552	143	420	194
Average Queue (ft)	247	65	140	96
95th Queue (ft)	425	111	293	149
Link Distance (ft)	5914	3347	1843	1515
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 1: Old Fredericksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	86	331	93	63	78
Average Queue (ft)	56	145	57	34	40
95th Queue (ft)	77	261	79	56	65
Link Distance (ft)	1607	3574	2216	1455	1455
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	191	400	53	79	100	55
Average Queue (ft)	88	172	14	33	42	23
95th Queue (ft)	142	312	42	57	73	51
Link Distance (ft)	3574	2057	927	927	632	632
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	148	219	197	400
Average Queue (ft)	76	85	81	156
95th Queue (ft)	125	153	138	302
Link Distance (ft)	3802	2119	1617	1758
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	229
Average Queue (ft)	114
95th Queue (ft)	195
Link Distance (ft)	1408
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/17/2024

Intersection: 1: Old Fredericksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	116	232	90	92	53
Average Queue (ft)	70	128	39	40	29
95th Queue (ft)	107	209	64	67	50
Link Distance (ft)	1647	3575	2363	1495	1495
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	134	194	54	53	55	54
Average Queue (ft)	71	111	13	28	28	23
95th Queue (ft)	105	173	42	47	54	51
Link Distance (ft)	3575	2057	882	882	741	741
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	203	100	266	119
Average Queue (ft)	103	55	111	69
95th Queue (ft)	165	85	212	104
Link Distance (ft)	3802	2124	1736	1966
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

05/17/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement	EB	NB
Directions Served	TR	LR
Maximum Queue (ft)	29	97
Average Queue (ft)	1	40
95th Queue (ft)	10	69
Link Distance (ft)	2057	1314
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 1: Old Fredericksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	240	250	199	50	70
Average Queue (ft)	111	147	111	29	39
95th Queue (ft)	185	228	183	53	59
Link Distance (ft)	1607	3574	2216	1455	1455
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	262	283	54	53	75	52
Average Queue (ft)	128	160	16	34	37	20
95th Queue (ft)	207	258	44	52	62	46
Link Distance (ft)	3574	2063	927	927	632	632
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	190	142	476	406
Average Queue (ft)	93	86	184	194
95th Queue (ft)	144	128	360	352
Link Distance (ft)	3808	2119	1617	1758
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/18/2024

Intersection: 1: Old Fredericksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	143	1222	85	72	52
Average Queue (ft)	72	480	38	44	32
95th Queue (ft)	119	926	66	71	51
Link Distance (ft)	1647	3575	2363	1495	1495
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	135	173	31	56	31	79
Average Queue (ft)	81	97	11	24	30	27
95th Queue (ft)	126	151	34	48	39	51
Link Distance (ft)	3575	2063	882	882	741	741
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	233	94	281	203
Average Queue (ft)	112	57	108	73
95th Queue (ft)	183	80	203	129
Link Distance (ft)	3809	2124	1736	1966
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

05/18/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 1: Old Fredericksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	131	581	89	68	101
Average Queue (ft)	66	230	53	32	52
95th Queue (ft)	104	418	74	59	84
Link Distance (ft)	1607	3574	2216	1455	1455
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	155	765	53	74	75	52
Average Queue (ft)	82	384	16	34	40	20
95th Queue (ft)	135	709	46	64	61	48
Link Distance (ft)	3574	2069	927	927	632	632
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	313	280	224	468
Average Queue (ft)	153	110	91	235
95th Queue (ft)	249	202	163	423
Link Distance (ft)	3802	2119	1617	1758
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

05/28/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	201
Average Queue (ft)	90
95th Queue (ft)	154
Link Distance (ft)	1408
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Baseline

05/18/2024

Intersection: 1: Old Fredericksburg Road & Dietz Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	97	255	66	74	67
Average Queue (ft)	57	99	36	40	29
95th Queue (ft)	86	178	57	62	52
Link Distance (ft)	1647	3575	2363	1495	1495
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	141	243	31	55	31	79
Average Queue (ft)	81	145	16	27	24	28
95th Queue (ft)	125	214	41	54	45	63
Link Distance (ft)	3575	2069	882	882	741	741
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	260	115	187	115
Average Queue (ft)	154	60	99	66
95th Queue (ft)	248	96	154	99
Link Distance (ft)	3802	2124	1736	1966
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

05/18/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement	NB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	35
95th Queue (ft)	52
Link Distance (ft)	1314
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

APPENDIX C – SYNCHRO OUTPUT REPORTS

SimTraffic Simulation Summary
Baseline

05/16/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2920
Vehs Exited	2825
Starting Vehs	74
Ending Vehs	169
Travel Distance (mi)	3032
Travel Time (hr)	183.9
Total Delay (hr)	78.4
Total Stops	4099
Fuel Used (gal)	110.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	751
Vehs Exited	665
Starting Vehs	74
Ending Vehs	160
Travel Distance (mi)	721
Travel Time (hr)	34.7
Total Delay (hr)	9.7
Total Stops	1081
Fuel Used (gal)	24.3

SimTraffic Simulation Summary
Baseline

05/16/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	721
Vehs Exited	699
Starting Vehs	160
Ending Vehs	182
Travel Distance (mi)	739
Travel Time (hr)	40.8
Total Delay (hr)	14.9
Total Stops	1028
Fuel Used (gal)	25.6

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	717
Vehs Exited	727
Starting Vehs	182
Ending Vehs	172
Travel Distance (mi)	786
Travel Time (hr)	51.4
Total Delay (hr)	24.2
Total Stops	987
Fuel Used (gal)	29.7

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	731
Vehs Exited	734
Starting Vehs	172
Ending Vehs	169
Travel Distance (mi)	786
Travel Time (hr)	56.9
Total Delay (hr)	29.5
Total Stops	1003
Fuel Used (gal)	30.5

SimTraffic Performance Report
Baseline

05/16/2024

1: Old Fredricksburg Road & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.3	0.3	0.3
Total Delay (hr)	1.1	2.9	1.4	2.7	8.0
Total Del/Veh (s)	10.8	18.3	12.3	38.5	18.3

2: Square Gate/Elkhorn Ridge & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.1
Total Delay (hr)	2.5	2.5	0.4	0.2	5.6
Total Del/Veh (s)	14.2	19.6	7.0	6.6	14.4

3: Fair Oaks Parkway & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	20.0	20.1
Denied Del/Veh (s)	0.0	0.2	0.4	110.4	34.3
Total Delay (hr)	2.5	1.7	3.2	34.3	41.7
Total Del/Veh (s)	13.8	16.8	25.2	213.2	73.1

Total Network Performance

Denied Delay (hr)	20.2
Denied Del/Veh (s)	24.3
Total Delay (hr)	58.2
Total Del/Veh (s)	70.0

SimTraffic Simulation Summary
Baseline

05/16/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2157
Vehs Exited	2119
Starting Vehs	72
Ending Vehs	110
Travel Distance (mi)	2173
Travel Time (hr)	91.3
Total Delay (hr)	16.3
Total Stops	3512
Fuel Used (gal)	71.2

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	531
Vehs Exited	513
Starting Vehs	72
Ending Vehs	90
Travel Distance (mi)	520
Travel Time (hr)	21.6
Total Delay (hr)	3.6
Total Stops	848
Fuel Used (gal)	17.1

SimTraffic Simulation Summary

Baseline

05/16/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	536
Vehs Exited	524
Starting Vehs	90
Ending Vehs	102
Travel Distance (mi)	544
Travel Time (hr)	22.8
Total Delay (hr)	4.1
Total Stops	879
Fuel Used (gal)	17.9

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	517
Vehs Exited	538
Starting Vehs	102
Ending Vehs	81
Travel Distance (mi)	539
Travel Time (hr)	22.8
Total Delay (hr)	4.2
Total Stops	869
Fuel Used (gal)	17.7

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	573
Vehs Exited	544
Starting Vehs	81
Ending Vehs	110
Travel Distance (mi)	571
Travel Time (hr)	24.1
Total Delay (hr)	4.5
Total Stops	916
Fuel Used (gal)	18.5

SimTraffic Performance Report
Baseline

05/16/2024

1: Old Fredricksburg Road & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.3	0.3	0.2
Total Delay (hr)	0.6	3.1	0.3	1.3	5.2
Total Del/Veh (s)	9.4	20.5	6.9	17.6	16.2

2: Square Gate/Elkhorn Ridge & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	1.3	1.9	0.1	0.1	3.5
Total Del/Veh (s)	11.8	14.4	5.0	5.4	11.9

3: Fair Oaks Parkway & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.4	0.3	0.2
Total Delay (hr)	2.5	0.5	1.6	1.2	5.8
Total Del/Veh (s)	22.5	9.0	13.5	11.0	14.7

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	16.2
Total Del/Veh (s)	26.1

SimTraffic Simulation Summary
Baseline

05/17/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2813
Vehs Exited	2768
Starting Vehs	45
Ending Vehs	90
Travel Distance (mi)	2086
Travel Time (hr)	146.6
Total Delay (hr)	73.5
Total Stops	3419
Fuel Used (gal)	83.8

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	725
Vehs Exited	659
Starting Vehs	45
Ending Vehs	111
Travel Distance (mi)	500
Travel Time (hr)	24.1
Total Delay (hr)	6.6
Total Stops	929
Fuel Used (gal)	17.5

SimTraffic Simulation Summary
Baseline

05/17/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	708
Vehs Exited	708
Starting Vehs	111
Ending Vehs	111
Travel Distance (mi)	536
Travel Time (hr)	33.1
Total Delay (hr)	14.2
Total Stops	848
Fuel Used (gal)	20.4

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	692
Vehs Exited	703
Starting Vehs	111
Ending Vehs	100
Travel Distance (mi)	513
Travel Time (hr)	41.1
Total Delay (hr)	23.2
Total Stops	812
Fuel Used (gal)	21.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	688
Vehs Exited	698
Starting Vehs	100
Ending Vehs	90
Travel Distance (mi)	538
Travel Time (hr)	48.2
Total Delay (hr)	29.6
Total Stops	830
Fuel Used (gal)	24.0

SimTraffic Performance Report
Baseline

05/17/2024

1: Old Fredericksburg Road & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2
Total Delay (hr)	0.7	3.4	0.6	0.5	5.1
Total Del/Veh (s)	11.1	23.9	8.0	6.7	14.8

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	1.0	1.1	0.1	0.2	2.4
Total Del/Veh (s)	9.3	8.0	4.5	6.0	8.0

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	41.3	41.4
Denied Del/Veh (s)	0.0	0.3	0.3	208.7	89.0
Total Delay (hr)	0.8	2.4	1.2	17.1	21.5
Total Del/Veh (s)	14.5	20.8	11.5	100.8	48.9

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.3	0.1
Total Delay (hr)	0.6	0.3	0.9	1.7
Total Del/Veh (s)	4.3	3.5	11.8	6.0

Total Network Performance

Denied Delay (hr)	41.5
Denied Del/Veh (s)	51.2
Total Delay (hr)	32.0
Total Del/Veh (s)	40.3

SimTraffic Simulation Summary
Baseline

05/17/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2256
Vehs Exited	2219
Starting Vehs	42
Ending Vehs	79
Travel Distance (mi)	1840
Travel Time (hr)	75.8
Total Delay (hr)	11.3
Total Stops	3059
Fuel Used (gal)	61.0

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	579
Vehs Exited	542
Starting Vehs	42
Ending Vehs	79
Travel Distance (mi)	470
Travel Time (hr)	19.4
Total Delay (hr)	3.0
Total Stops	775
Fuel Used (gal)	15.7

SimTraffic Simulation Summary
Baseline

05/17/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	537
Vehs Exited	539
Starting Vehs	79
Ending Vehs	77
Travel Distance (mi)	432
Travel Time (hr)	17.7
Total Delay (hr)	2.5
Total Stops	724
Fuel Used (gal)	14.1

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	560
Vehs Exited	584
Starting Vehs	77
Ending Vehs	53
Travel Distance (mi)	484
Travel Time (hr)	20.2
Total Delay (hr)	3.2
Total Stops	799
Fuel Used (gal)	15.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	580
Vehs Exited	554
Starting Vehs	53
Ending Vehs	79
Travel Distance (mi)	454
Travel Time (hr)	18.5
Total Delay (hr)	2.6
Total Stops	761
Fuel Used (gal)	15.2

SimTraffic Performance Report
Baseline

05/17/2024

1: Old Fredericksburg Road & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2
Total Delay (hr)	0.7	2.0	0.2	0.5	3.3
Total Del/Veh (s)	10.3	18.4	6.0	6.5	11.9

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	1.0	0.9	0.1	0.2	2.1
Total Del/Veh (s)	10.1	9.9	5.0	5.1	8.9

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.3	0.3	0.2
Total Delay (hr)	1.0	0.5	1.3	0.8	3.6
Total Del/Veh (s)	12.3	7.6	11.6	8.6	10.2

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.1	0.2
Total Delay (hr)	0.8	0.2	0.1	1.1
Total Del/Veh (s)	4.5	3.8	7.4	4.5

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	11.1
Total Del/Veh (s)	17.5

SimTraffic Simulation Summary
Baseline

05/17/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2174
Vehs Exited	2142
Starting Vehs	59
Ending Vehs	91
Travel Distance (mi)	1776
Travel Time (hr)	72.8
Total Delay (hr)	10.5
Total Stops	3030
Fuel Used (gal)	58.7

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	577
Vehs Exited	557
Starting Vehs	59
Ending Vehs	79
Travel Distance (mi)	464
Travel Time (hr)	19.0
Total Delay (hr)	2.8
Total Stops	799
Fuel Used (gal)	15.3

SimTraffic Simulation Summary
Baseline

05/17/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	519
Vehs Exited	537
Starting Vehs	79
Ending Vehs	61
Travel Distance (mi)	415
Travel Time (hr)	16.9
Total Delay (hr)	2.2
Total Stops	704
Fuel Used (gal)	13.8

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	512
Vehs Exited	511
Starting Vehs	61
Ending Vehs	62
Travel Distance (mi)	429
Travel Time (hr)	17.3
Total Delay (hr)	2.3
Total Stops	728
Fuel Used (gal)	13.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	566
Vehs Exited	537
Starting Vehs	62
Ending Vehs	91
Travel Distance (mi)	468
Travel Time (hr)	19.5
Total Delay (hr)	3.2
Total Stops	799
Fuel Used (gal)	15.6

SimTraffic Performance Report
Baseline

05/17/2024

1: Old Fredericksburg Road & Diets Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.2	0.2	0.1
Total Delay (hr)	0.5	1.4	0.3	0.5	2.7
Total Del/Veh (s)	8.0	13.9	6.4	6.6	9.5

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	1.1	0.7	0.1	0.1	2.0
Total Del/Veh (s)	9.8	8.4	5.0	4.7	8.4

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.4	0.3	0.3
Total Delay (hr)	0.9	0.4	1.9	1.0	4.2
Total Del/Veh (s)	12.3	7.0	13.9	10.3	11.6

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0
Total Delay (hr)	0.4	0.1	0.6
Total Del/Veh (s)	3.9	2.2	3.3

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	10.3
Total Del/Veh (s)	16.6

SimTraffic Simulation Summary
Baseline

05/17/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2982
Vehs Exited	2903
Starting Vehs	54
Ending Vehs	133
Travel Distance (mi)	2384
Travel Time (hr)	153.2
Total Delay (hr)	69.4
Total Stops	3768
Fuel Used (gal)	91.3

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	754
Vehs Exited	685
Starting Vehs	54
Ending Vehs	123
Travel Distance (mi)	587
Travel Time (hr)	27.4
Total Delay (hr)	6.8
Total Stops	1052
Fuel Used (gal)	20.1

SimTraffic Simulation Summary
Baseline

05/17/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	738
Vehs Exited	718
Starting Vehs	123
Ending Vehs	143
Travel Distance (mi)	595
Travel Time (hr)	35.7
Total Delay (hr)	14.6
Total Stops	911
Fuel Used (gal)	21.9

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	721
Vehs Exited	748
Starting Vehs	143
Ending Vehs	116
Travel Distance (mi)	585
Travel Time (hr)	42.7
Total Delay (hr)	22.1
Total Stops	865
Fuel Used (gal)	23.7

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	769
Vehs Exited	752
Starting Vehs	116
Ending Vehs	133
Travel Distance (mi)	617
Travel Time (hr)	47.4
Total Delay (hr)	25.8
Total Stops	940
Fuel Used (gal)	25.5

SimTraffic Performance Report
Baseline

05/17/2024

1: Old Fredericksburg Road & Diets Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.2	0.4	0.2	0.2
Total Delay (hr)	1.2	2.5	1.5	0.5	5.7
Total Del/Veh (s)	11.8	19.2	14.2	6.9	14.0

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	2.1	1.0	0.3	0.2	3.7
Total Del/Veh (s)	12.0	10.0	6.3	6.8	10.1

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	30.3	30.3
Denied Del/Veh (s)	0.0	0.3	0.5	171.8	61.5
Total Delay (hr)	1.1	1.7	3.2	21.2	27.1
Total Del/Veh (s)	13.0	15.9	23.8	133.4	56.6

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	0.3	1.2
Total Del/Veh (s)	4.8	3.0	4.1

Total Network Performance

Denied Delay (hr)	30.5
Denied Del/Veh (s)	36.0
Total Delay (hr)	38.9
Total Del/Veh (s)	46.1

SimTraffic Simulation Summary
Baseline

05/17/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2175
Vehs Exited	2146
Starting Vehs	44
Ending Vehs	73
Travel Distance (mi)	1955
Travel Time (hr)	80.5
Total Delay (hr)	12.5
Total Stops	3365
Fuel Used (gal)	64.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	526
Vehs Exited	488
Starting Vehs	44
Ending Vehs	82
Travel Distance (mi)	445
Travel Time (hr)	18.3
Total Delay (hr)	2.6
Total Stops	784
Fuel Used (gal)	14.6

SimTraffic Simulation Summary
Baseline

05/17/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	563
Vehs Exited	568
Starting Vehs	82
Ending Vehs	77
Travel Distance (mi)	511
Travel Time (hr)	21.2
Total Delay (hr)	3.3
Total Stops	876
Fuel Used (gal)	16.7

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	537
Vehs Exited	549
Starting Vehs	77
Ending Vehs	65
Travel Distance (mi)	503
Travel Time (hr)	20.8
Total Delay (hr)	3.5
Total Stops	854
Fuel Used (gal)	16.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	549
Vehs Exited	541
Starting Vehs	65
Ending Vehs	73
Travel Distance (mi)	496
Travel Time (hr)	20.2
Total Delay (hr)	3.0
Total Stops	851
Fuel Used (gal)	16.2

SimTraffic Performance Report
Baseline

05/17/2024

1: Old Fredericksburg Road & Diets Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.1
Total Delay (hr)	0.7	2.7	0.2	0.5	4.1
Total Del/Veh (s)	10.0	19.6	7.0	7.2	13.4

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	1.0	1.3	0.1	0.1	2.5
Total Del/Veh (s)	9.7	10.4	4.8	5.1	9.2

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.4	0.3	0.3
Total Delay (hr)	1.2	0.4	1.5	0.8	4.0
Total Del/Veh (s)	12.8	7.5	11.9	9.8	11.0

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.2	0.2	0.6
Total Del/Veh (s)	2.9	3.5	6.8	3.7

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	12.3
Total Del/Veh (s)	19.9

SimTraffic Simulation Summary
Baseline

05/17/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2928
Vehs Exited	2851
Starting Vehs	47
Ending Vehs	124
Travel Distance (mi)	2209
Travel Time (hr)	117.5
Total Delay (hr)	39.8
Total Stops	4010
Fuel Used (gal)	79.6

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	765
Vehs Exited	689
Starting Vehs	47
Ending Vehs	123
Travel Distance (mi)	551
Travel Time (hr)	25.2
Total Delay (hr)	5.9
Total Stops	1109
Fuel Used (gal)	19.0

SimTraffic Simulation Summary
Baseline

05/17/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	742
Vehs Exited	749
Starting Vehs	123
Ending Vehs	116
Travel Distance (mi)	569
Travel Time (hr)	30.2
Total Delay (hr)	10.2
Total Stops	1052
Fuel Used (gal)	20.2

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	711
Vehs Exited	719
Starting Vehs	116
Ending Vehs	108
Travel Distance (mi)	559
Travel Time (hr)	31.7
Total Delay (hr)	12.1
Total Stops	942
Fuel Used (gal)	20.7

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	710
Vehs Exited	694
Starting Vehs	108
Ending Vehs	124
Travel Distance (mi)	531
Travel Time (hr)	30.4
Total Delay (hr)	11.6
Total Stops	907
Fuel Used (gal)	19.7

SimTraffic Performance Report
Baseline

05/17/2024

1: Old Fredericksburg Road & Diets Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2
Total Delay (hr)	0.5	3.6	0.5	0.4	5.1
Total Del/Veh (s)	8.4	22.4	7.2	6.3	14.1

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.9	1.6	0.1	0.2	2.8
Total Del/Veh (s)	9.0	8.5	4.7	5.8	8.2

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	3.8	3.9
Denied Del/Veh (s)	0.1	0.4	0.4	21.9	8.5
Total Delay (hr)	1.1	1.4	1.5	20.1	24.1
Total Del/Veh (s)	14.0	14.7	13.8	115.7	52.9

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.4	0.2
Total Delay (hr)	0.2	0.3	1.9	2.4
Total Del/Veh (s)	2.4	3.9	15.2	8.1

Total Network Performance

Denied Delay (hr)	4.0
Denied Del/Veh (s)	4.9
Total Delay (hr)	35.8
Total Del/Veh (s)	43.4

SimTraffic Simulation Summary Baseline

06/09/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	70
# of Intervals	5
# of Recorded Intervals	5
Vehs Entered	3324
Vehs Exited	3196
Starting Vehs	0
Ending Vehs	128
Travel Distance (mi)	2608
Travel Time (hr)	160.7
Total Delay (hr)	69.2
Total Stops	4318
Fuel Used (gal)	98.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

Vehs Entered	309
Vehs Exited	240
Starting Vehs	0
Ending Vehs	69
Travel Distance (mi)	239
Travel Time (hr)	9.6
Total Delay (hr)	1.3
Total Stops	431
Fuel Used (gal)	7.8

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	782
Vehs Exited	705
Starting Vehs	69
Ending Vehs	146
Travel Distance (mi)	589
Travel Time (hr)	30.0
Total Delay (hr)	9.4
Total Stops	1069
Fuel Used (gal)	20.8

SimTraffic Simulation Summary
Baseline

06/09/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	771
Vehs Exited	786
Starting Vehs	146
Ending Vehs	131
Travel Distance (mi)	627
Travel Time (hr)	39.4
Total Delay (hr)	17.3
Total Stops	983
Fuel Used (gal)	23.6

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	717
Vehs Exited	734
Starting Vehs	131
Ending Vehs	114
Travel Distance (mi)	563
Travel Time (hr)	37.0
Total Delay (hr)	17.2
Total Stops	894
Fuel Used (gal)	21.9

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	745
Vehs Exited	731
Starting Vehs	114
Ending Vehs	128
Travel Distance (mi)	589
Travel Time (hr)	44.7
Total Delay (hr)	24.0
Total Stops	941
Fuel Used (gal)	24.0

SimTraffic Performance Report
Baseline

06/09/2024

1: Old Fredericksburg Road & Diets Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.1	0.3	0.1	0.2
Total Delay (hr)	1.7	3.4	1.6	0.5	7.1
Total Del/Veh (s)	15.6	21.6	14.6	7.0	16.0

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.2	0.1	0.1
Total Delay (hr)	2.6	2.4	0.4	0.3	5.7
Total Del/Veh (s)	14.1	16.0	6.8	8.1	13.2

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	24.3	24.4
Denied Del/Veh (s)	0.1	0.3	0.4	120.7	46.3
Total Delay (hr)	1.3	1.5	2.8	24.0	29.6
Total Del/Veh (s)	14.1	14.1	21.5	129.3	57.8

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.5	0.5	0.0	1.0
Total Del/Veh (s)	2.5	4.3	3.4	3.2

Total Network Performance

Denied Delay (hr)	24.6
Denied Del/Veh (s)	26.2
Total Delay (hr)	44.7
Total Del/Veh (s)	48.4

Queuing and Blocking Report
Baseline

06/09/2024

Intersection: 1: Old Fredericksburg Road & Diets Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	190	247	265	50	100
Average Queue (ft)	87	108	85	30	44
95th Queue (ft)	170	201	163	48	77
Link Distance (ft)	1590	3575	1110	862	862
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	239	341	50	98	112	31
Average Queue (ft)	87	111	15	47	34	25
95th Queue (ft)	164	219	44	76	66	44
Link Distance (ft)	3575	2074	989	989	697	697
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	153	143	392	764
Average Queue (ft)	79	80	118	566
95th Queue (ft)	135	133	254	989
Link Distance (ft)	3799	998	787	701
Upstream Blk Time (%)				69
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

06/09/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement	NB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	630
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

SimTraffic Simulation Summary
Baseline

06/04/2024

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	5
# of Recorded Intervals	4
Vehs Entered	2207
Vehs Exited	2167
Starting Vehs	53
Ending Vehs	93
Travel Distance (mi)	1948
Travel Time (hr)	80.4
Total Delay (hr)	12.6
Total Stops	3305
Fuel Used (gal)	63.6

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	
Vehs Entered	546
Vehs Exited	520
Starting Vehs	53
Ending Vehs	79
Travel Distance (mi)	475
Travel Time (hr)	19.5
Total Delay (hr)	3.0
Total Stops	801
Fuel Used (gal)	15.5

SimTraffic Simulation Summary
Baseline

06/04/2024

Interval #2 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	556
Vehs Exited	541
Starting Vehs	79
Ending Vehs	94
Travel Distance (mi)	500
Travel Time (hr)	20.6
Total Delay (hr)	3.2
Total Stops	845
Fuel Used (gal)	16.3

Interval #3 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	548
Vehs Exited	574
Starting Vehs	94
Ending Vehs	68
Travel Distance (mi)	494
Travel Time (hr)	20.5
Total Delay (hr)	3.3
Total Stops	846
Fuel Used (gal)	16.3

Interval #4 Information Recording

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Vehs Entered	557
Vehs Exited	532
Starting Vehs	68
Ending Vehs	93
Travel Distance (mi)	478
Travel Time (hr)	19.8
Total Delay (hr)	3.1
Total Stops	813
Fuel Used (gal)	15.5

SimTraffic Performance Report
Baseline

06/04/2024

1: Old Fredericksburg Road & Diets Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.1
Total Delay (hr)	0.6	2.7	0.3	0.5	4.1
Total Del/Veh (s)	9.4	19.4	7.8	7.5	13.2

2: Square Gate & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.3	0.1	0.1	0.2
Total Delay (hr)	0.9	1.2	0.1	0.1	2.4
Total Del/Veh (s)	9.3	10.2	4.8	4.7	9.0

3: Fair oaks Pkwy & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.4	0.4	0.3
Total Delay (hr)	1.1	0.6	1.7	0.9	4.3
Total Del/Veh (s)	12.8	8.4	13.0	10.0	11.4

4: Noble Lark & Dietz Elkhorn Road Performance by approach

Approach	EB	WB	NB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.2	0.0	0.4
Total Del/Veh (s)	2.9	3.5	2.2	3.1

Total Network Performance

Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	12.4
Total Del/Veh (s)	19.7

Queuing and Blocking Report
Baseline

06/04/2024

Intersection: 1: Old Fredericksburg Road & Diets Elkhorn Road

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	93	194	91	119	52
Average Queue (ft)	55	109	42	43	30
95th Queue (ft)	80	173	69	77	50
Link Distance (ft)	1575	3574	1240	1132	1132
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Square Gate & Dietz Elkhorn Road

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	LT	R
Maximum Queue (ft)	109	128	53	52	54	55
Average Queue (ft)	51	77	16	24	28	24
95th Queue (ft)	79	109	44	48	46	47
Link Distance (ft)	3574	2073	1026	1026	881	881
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Fair oaks Pkwy & Dietz Elkhorn Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	137	136	245	132
Average Queue (ft)	79	60	97	69
95th Queue (ft)	109	98	167	106
Link Distance (ft)	3799	1344	931	929
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Baseline

06/04/2024

Intersection: 4: Noble Lark & Dietz Elkhorn Road

Movement	NB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	716
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

APPENDIX D – EXISTING LOS RESULTS 2021 FAIR OAKS PARKWAY & DIETZ ELKHORN ROAD

Dietz Elkhorn & Fair Oaks	Intersection Analysis									
	Northbound Fair Oaks		Southbound Fair Oaks		Eastbound Dietz Elkhorn		Westbound Dietz Elkhorn		Intersection Average	
	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS
2021 AM Peak Period										
Existing	9.0	A	9.9	A	8.8	A	9.3	A	9.4	A
Rounabout	5.1	A	6.5	A	5.1	A	5.0	A	5.6	A
2026 AM Peak Period										
Existing	12.6	B	17.1	C	11.0	B	12.5	B	14.3	B
Rounabout	6.5	A	10.0	B	6.7	A	6.7	A	8.0	A
2031 AM Peak Period										
Existing	56.7	F	232.6	F	20.8	C	34.9	D	121.5	F
Rounabout	10.1	B	31.7	D	11.2	B	11.0	B	19.4	C
2021 PM Peak Period										
Existing	12.1	B	10.3	B	9.9	A	10.0	A	11.0	B
Rounabout	7.6	A	5.8	A	5.6	A	6.2	A	6.6	A
2026 PM Peak Period										
Existing	54.6	F	21.2	C	15.6	C	16.3	C	33.9	D
Rounabout	13.7	B	8.2	A	8.0	A	9.6	A	10.8	B
2031 PM Peak Period										
Existing	545.9	F	206.3	F	51.5	F	61.7	F	306.0	F
Rounabout	101.6	F	16.6	C	16.6	C	27.1	D	54.7	F

APPENDIX E – RIGHT-OUT AUTOTURN EXHIBIT DISPLAYING TURNAROUND MOVEMENT

EXHIBIT A



Item #17.



Legacy Engineering Group, PLLC
 7800 W Interstate 10, Ste 830, San Antonio, Texas 78223
 210.660.1960 / TBPE Firm Registration No. 20623

Noble Lark Traffic Study

Dietz Elkhorn Road & Noble Lark Drive

Proposed Option #5 (Right-Out Only)

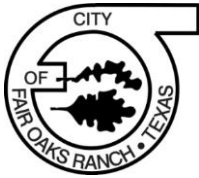
Legend

■
 Raised Concrete Median



DATE:
 6/10/2024
 SCALE:
 1" = 25'

PAGE:



CITY COUNCIL REPORT CITY OF FAIR OAKS RANCH, TEXAS

AGENDA TOPIC: Update on Request for Proposals for Municipal Solid Waste Collection, Disposal and Recycling Services

DATE: June 20, 2024

DEPARTMENT: Finance

PRESENTED BY: Clayton Hoelscher, Procurement Manager

INTRODUCTION/BACKGROUND:

At the City Council meeting on April 4, 2024, staff presented Republic Services’ renewal proposal for the existing franchise agreement for the collection, hauling, and disposal of residential garbage and refuse waste. As a result, City Council requested staff bring forth a draft Request for Proposals (RFP) for solid waste collection services. An RFP was presented at the April 18, 2024 meeting for input.

On April 23rd, the RFP was advertised. Proposals were due on May 21st, and five proposals were received from the following companies.

- Republic Services of San Antonio
- Tiger Sanitation LLC
- Texas Pride Disposal
- Frontier Waste Solutions
- Waste Connections Lone Star Inc.

An evaluation team reviewed the proposals and elected to interview multiple firms. As part of the review process, the City evaluated key components such as the following.

- Price, to include any future potential rate increases
- Availability and location of staff and equipment
- Amount and age of available primary and backup fleet
- Relevant experience
- Resources available for customer service
- Ability to provide a seamless transition to a new provider (if applicable)

Negotiations are ongoing with the top ranked companies. There will be no reductions in service for residents. As part of the RFP process and negotiations, the City will be looking into enhanced features to provide greater flexibility for citizens.

The City will continue to negotiate a Franchise Agreement to bring to the July 18 Council Meeting for approval. This will include an ordinance, which requires a second reading, planned for the August 8 meeting.

POLICY ANALYSIS/BENEFIT(S) TO CITIZENS:

Seeking proposals allows the City to compare multiple options to determine which is the most advantageous for the residents of Fair Oaks Ranch.

LONGTERM FINANCIAL & BUDGETARY IMPACT:

- Minimal budgetary impact to the City.
- Customers' monthly service rates could change based on the terms of a new franchise agreement.