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## MEETING NOTICE

The Platinum Roads Panel of the City of Woodcreek, Texas will conduct a special meeting at City Hall, 41 Champions Circle, Woodcreek, TX. The meeting will be held on June 16, 2022 at 5:30 PM. All attendees are encouraged to wear face coverings when a minimum of six-foot social distancing cannot be maintained.

**Note: Smoking is not allowed anywhere on the property of City Hall.**

The public may watch this meeting live at the following link:

<https://meetings.ipvideotalk.com/189560711>. The public may listen to this meeting by dialing one of the following numbers: 1(617) 315- 8088 or toll free at 1(866) 948-0772. When prompted enter Meeting ID:189560711.

A recording of the meeting will be made and will be available to the public in accordance with the Texas Public Information Act upon written request. This notice, as amended, is posted pursuant to the Texas Open Meetings Act (Vernon's Texas Codes Ann. Gov. Code Chapter 551).

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## AGENDA

### CALL TO ORDER

### ROLL CALL AND ESTABLISH QUORUM

### PUBLIC COMMENTS

Any citizen shall have a reasonable opportunity to be heard at any and all meetings of the Governing Body in regard to: (1) any and all matters to be considered at any such meeting, or (2) any matter a citizen may wish to bring to the Council's attention. No member of the Governing Body may discuss or comment on any citizen public comment, except to make: (1) a statement of specific factual information given in response to the inquiry, or (2) a recitation of existing policy in response to the inquiry. Any deliberation of or decision about the subject of the inquiry shall be limited to a proposal to place the subject on the agenda for a subsequent meeting per Texas Local Government code Sec. 551.042.

Citizen comments will be allowed at the beginning of every meeting, or alternatively, before an item on the agenda on which the citizen wishes to speak is to be considered. All citizens will be allowed to comment for three (3) minutes per person and shall be allowed more time at the Mayor's discretion. In addition, citizens may pool their allotted speaking time. To pool time, a speaker must present the names of three (3) individuals present in the audience who wish to yield their three minutes. Citizens may present materials regarding any agenda item to the City Secretary at or before a meeting, citizens attending any meeting are requested to complete a form providing their name, address, and agenda item/concern, but are not required to do so before speaking and presenting it to the City Secretary prior to the beginning of such meeting. Comments may only be disallowed and/or limited as per Government Code § 551.007(e).

Submit written comments by email to [woodcreek@woodcreektx.gov](mailto:woodcreek@woodcreektx.gov) by noon on the day prior to the meeting. Please include your full name, home or work address, and agenda item number. Written comments will be part of the official written record only. A recording of the meeting will be made and will be available to the public in accordance with the Texas Public Information Act upon written request

## CONSENT AGENDA

*All the following items are considered self-explanatory by the Council and may be acted upon with one motion. There will be no separate discussion of these items unless a Councilmember or Citizen so requests. For a Citizen to request removal of an item from the Consent Agenda, a written request must be completed and submitted to the City Manager.*

1. Approval of Platinum Roads Panel Meeting Minutes from May 24, 2022

## REGULAR AGENDA

2. Discussion and Take Appropriate Action on the Required Completion of the Public Information Act and Texas Open Meetings Act
3. Report from Chairperson Bailey Regarding Meetings Attended Being the Special City Council Held on May 25th, 2022 and the Comprehensive Plan Advisory Workgroup Meeting Held on May 31st, 2022
4. Review Reports from Latest Roads Advisory Group and Take Appropriate Action
5. Discussion and Take Appropriate Action on Coordination with Physical Systems Focus Group Representative of the Comprehensive Plan Advisory Workgroup
6. Discuss and Take Appropriate Action on the Direction from the City Council of the City of Woodcreek to Review Projects to be Covered by the American Rescue Act of 2021 Funds Received by the City of Woodcreek for the Purpose of Managing and Treating Stormwater or Subsurface Drainage Water, Facilitating Water Reuse, and Securing Publicly Owned Treatment Works
7. Discussion on Financing Options for Street and Drainage Projects

## ADJOURN

*The Governing Body may retire to executive session any time between the meeting's opening and adjournment for the purpose of consultation with legal counsel pursuant to Chapter 551.071 of the Texas Government Code; discussion of personnel matters pursuant to Chapter 551.074 of the Texas Government Code; deliberation regarding real property pursuant to Chapter 551.072 of the Texas Government Code; deliberation regarding economic development negotiations pursuant to Chapter 551.087 of the Texas Government Code; and/or deliberation regarding the deployment, or specific occasions for implementation of security personnel or devices pursuant to Chapter 551.076 of the Texas Government Code. Action, if any, will be taken in open session.*

*This agenda has been reviewed and approved by the City's legal counsel and the presence of any subject in any Executive Session portion of the agenda constitutes a written interpretation of Texas Government Code Chapter 551 by legal counsel for the governmental body and constitutes an opinion by the attorney that the items discussed therein may be legally discussed in the closed portion of the meeting considering available opinions of a court of record and opinions of the Texas Attorney General known to the attorney. This provision has been added to this agenda with the intent to meet all elements necessary to satisfy Texas Government Code Chapter 551.144(c) and the meeting is conducted by all participants in reliance on this opinion.*

### **Attendance by Other Elected or Appointed Officials:**

*It is anticipated that members of other city board, commissions and/or committees may attend the meeting in numbers that may constitute a quorum of the other city boards, commissions and/or committees. Notice is hereby given that the meeting, to the extent required by law, is also noticed as a meeting of the other boards, commissions and/or committees of the City, whose members may be in attendance. The members of the boards, commissions and/or committees may participate in discussions on the same items listed on the agenda, which occur at the meeting, but no action will be taken by such in attendance unless such item and action is specifically provided for on an agenda for that board, commission or committee subject to the Texas Open Meetings Act.*

*The City of Woodcreek is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call the City Secretary's Office at 512-847-9390 for information. Hearing-impaired or speech disabled persons equipped with telecommunications devices for the deaf may call 7-1-1 or may utilize the statewide Relay Texas program at 1-800-735-2988.*

*Pursuant to Section 30.07, Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly.*

I certify that the above notice was posted on the 9th day of June, 2022 at 2:01 PM.

By: \_\_\_\_\_

**Brenton B. Lewis, City Manager**

**PLATINUM ROADS PANEL**  
**May 24, 2022; 3:30 PM**  
**Woodcreek, Texas**

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**MINUTES**

**CALL TO ORDER**

Council Liaison Aurora LeBrun called the meeting to order at 3:30 PM.

**ROLL CALL AND ESTABLISH QUORUM**

**PRESENT**

Panel Member Cody Abney  
Panel Member Linnea Bailey  
Panel Member Ed Fleming  
Panel Member Joe Green  
Council Liaison Aurora F. LeBrun

**ABSENT**

Panel Member Jill Bloom

**STAFF PRESENT**

City Secretary Suzanne Mac Kenzie  
Administrative Assistant Maureen Mele

**PUBLIC COMMENTS**

No public comments were offered.

**REGULAR AGENDA**

**1. Introductions**

Self-introductions were made.

Council Liaison LeBrun said that she will help the panel to facilitate work. Panel has authority and autonomy to make recommendations to the City Council as communicated through Council Liaison LeBrun.

The agenda order was switched to consider item 4 at this time.

**4. Election of Chairperson and Vice-Chairperson**

A motion was made by Panelist Green for Panelist Bailey to serve as Chairperson. The motion was seconded by Panelist Abney.

A roll call vote was held.

Voting Yea: Panelist Abney, Panelist Bailey, Panelist Fleming, Panelist Green

The motion carried with a 4-0-0 vote.

A motion was made by Panelist Bailey for Panelist Abney to serve as Vice-Chair. The motion was seconded by Panelist Fleming.

A roll call vote was held.

Voting Yea: Panelist Abney, Panelist Bailey, Panelist Fleming, Panelist Green



The motion carried with a 4-0-0 vote.

2. **Review Governing Ordinance**

3. **Purpose of Today's Meeting**

Council Liaison LeBrun discussed agenda items 2 and 3 together. The role and responsibilities of the Platinum Roads Panel to the Comprehensive Plan Advisory Committee was discussed.

5. **Review Packet of Background Information**

A description of the documents available on-line was provided by Council Liaison LeBrun. A further description of the Comprehensive Plan sections and the relevancy of the Panel to the Extra Territorial Jurisdiction was added.

Chairperson Bailey agreed to represent the Platinum Roads Panel to the Comprehensive Plan Advisory Workgroup.

6. **Discuss and Take Appropriate Action on Future Meeting Schedule**

The panel consensus was to meet the third Thursday of the month at 5:30 PM. The next meeting will be on Thurs. June 16, 2022 at 5:30 PM at City Hall.

**ADJOURN**

The meeting was adjourned at 4:25 PM.

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**Linnea Bailey, Chairperson**

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**Suzanne Mac Kenzie, City Secretary**

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## TECHNICAL MEMORANDUM

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**PROJECT:** City of Woodcreek General Services

**SUBJECT:** Pavement Management Program

**DATE:** February 26, 2021



*B.R. Bell*  
February 26, 2021

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### INTRODUCTION

K Friese + Associates, Inc. (KFA) was tasked with performing a city-wide pavement evaluation for the City of Woodcreek. KFA performed site visits to determine the current condition of all roads owned and maintained by the City. This information was used to recommend pavement solutions and develop guidelines to consistently assess pavement condition in the future.

The majority of the streets within the City were built with the original development in the 1970's and 1980's. From visual observation, it is apparent that the original street construction consisted of a two-course surface treatment (chip seal) overlaid on either base material or native caliche subgrade. The City has subsequently repaired certain roads with chip seal. This construction makes some pavement repair strategies like crack sealing and seal coating infeasible. It was also communicated that chip seal is not a desirable strategy for the City due to the amount of loose aggregate that collects on the roadside.

### Methodology

This evaluation utilizes the methodology described in the Manual for Condition Rating of Flexible Pavements (MTO SP-024) developed by the Ontario Ministry of Transportation. This methodology includes a visual inspection of the streets with a scoring system based on ride comfort as well as types and severity of pavement distress. First, a geodatabase of the existing roads in Woodcreek was developed in ArcMap – a Geographic Information Systems (GIS) based software program. The roadways were divided into sections based on intersections with other roads to evaluate the pavement condition more accurately. Each section of roadway was inspected to determine its Pavement Condition Index (PCI). The PCI is a numerical rating based on subjective observations for the condition of the pavement, where 0 is the worst and 100 is the best. It measures the type, severity, and extent of pavement distresses as well as the smoothness of the road.

The PCI inspection was conducted through a visual inspection of the pavement. The RCR, shown in **Table 1**, is a subjective scale used to assess how the public would rate the pavement quality.

8 - 10	Excellent	Very smooth
6 - 8	Good	Smooth with a few bumps or depressions
4 - 6	Fair	Comfortable with intermittent bumps or depressions
2 - 4	Poor	Uncomfortable with frequent bumps or depressions
0 - 2	Very Poor	Uncomfortable with constant bumps or depressions

**Table 1. RCR Scale**

The roadway sections were visually inspected to identify pavement distresses. The type, severity, and frequency of each distress was recorded. An example of the form that was used to inspect the roads is shown in **Exhibit 1**. MTO SP-024 provides a detailed description of the types of distresses.

## Exhibit 1: PCI Evaluation Form

Flexible Pavement Condition Evaluation Form													
Survey Date: _____			Evaluated by: _____										
Road (Street) Name: _____			Location: from _____ to _____										
Section #: _____			Class of Road (circle one): freeway arterial collector local										
			Severity (S <sub>i</sub> )					Density(D <sub>i</sub> )					
			Very Slight	Slight	Moderate	Severe	Very Severe	Few	Intermittent	Frequent	Extensive	Throughout	
Ride Comfort Rating (at posted speed)													
10 9 8 7 6 5 4 3 2 1													
Pavement			W <sub>i</sub>	0.25	0.5	1	1.5	2	0.25	0.5	1	1.5	2
Surface Defects	Raveling & loss of surface aggregate		1.5										
	Flushing		0.5										
Surface Deformations	Rippling and Shoving		1										
	Wheel Track Rutting		3										
	Distortion		3										
Cracking	Longitudinal Wheel Track	Single and Multiple	1										
		Alligator	3										
	Centerline	Single and Multiple	0.5										
		Alligator	2										
	Pavement Edge	Single and Multiple	0.5										
		Alligator	1.5										
	Transverse	Half, full and multiple	1										
		Alligator	3										
	Longitudinal - meander or mid-lane		1										

To calculate the PCI, each distress was given a weighting factor ( $W_i$ ) that correlates to how much it affects pavement quality, shown in **Exhibit 1**. The weight of the distress was used along with the severity and density to determine the Distress Manifestation Index (DMI) using the following formula:

$$DMI = \sum_i^n W_i \times (S_i + D_i)$$

where:

- N = Number of distresses
- $W_i$  = Weight of the distress, i
- $S_i$  = Severity of the distress, i
- $D_i$  = Density of the distress, i

The PCI was then calculated using the RCR and DMI with the following formula:

$$PCI = 100 - (DMI + (10 - RCR))$$

After the PCI was calculated for each roadway section, it was used to determine the maintenance requirements. **Table 2** defines the different PCI rating categories and their corresponding maintenance classification. The maintenance classification and time before rehabilitation should occur was determined using the decision matrix shown in **Table 3** for each road section.

**Table 2. PCI Rating Scale**

PCI Rating	Range	Definition	Maintenance Classification
Good	100 - 85	Pavement has minor or no distresses and requires only routine maintenance.	Preventative
Satisfactory	84 - 70	Pavement has scattered low-severity to medium distresses that need only routine maintenance.	Preventative
At risk	69 - 50	Pavement has low, medium, and high severity distresses that may cause a reduction in ride quality.	Rehabilitation
Poor	49 - 25	Pavement has predominantly medium and high severity distresses that cause noticeable reduction in ride quality and pavement life span.	Rehabilitation
Serious	24 - 0	Pavement has mainly high severity distresses that cause significant reduction in ride quality and pavement life span. Immediate repairs are needed.	Reconstruction

**Table 3. PCI Decision Matrix**

Time of Improvement	Arterial	Collector	Local
Adequate	> 85	>80	>80
6-10 years	76-85	71-80	66-80
1-5 years	56-75	51-70	46-65
Rehabilitate Now	50-55	45-50	40-45
Reconstruct Now	< 50	< 45	< 40

The proposed solutions for each section were provided using the suggested treatments for each type of pavement distress outlined in MTO SP-024. In general, crack sealing is usually recommended for slight to moderate cracking, a seal coat recommended for slight to moderate raveling and slight alligator cracking, and patch repairs recommended for several raveling and moderate rippling, shoving, rutting, distortion, and alligator cracking. For sections with an extension amount of severe or very severe distresses, milling and overlay was suggested. For the City of Woodcreek, however, the non-conventional construction of the streets will not make crack repairs or seal coating feasible. Therefore, the preventative strategies are not applicable for this study. A 2" HMA overlay will be proposed for the streets with the highest priority. Also, patch repairs of potholes will be included. The definitions for the distress types are located in **Appendix A**. The tables in **Appendix B** provide more details on the suggested solutions for each type and severity of pavement distress.

## Pavement Results

The PCI of the roads range from 75 to 99. Approximately 80% of the sections were classified as “good” and 20% were considered “satisfactory”. The remaining were private roads that were not considered. A proposed solution was provided for each section with a PCI below 85. The complete roadway evaluations are included in the **Attachment B: PCI Evaluation Results** and a summary of the results is shown in **Appendix C**.

## Project Identification

Each roadway section was given a ranking to determine its maintenance priority. Priority points were given to each section based on its PCI Condition Category, **Table 4**, and the amount of traffic, **Table 5**. The sections with the most priority points were given the highest maintenance priority. A complete list of the priority for each section is shown in **Appendix D**.

**Table 4. PCI Condition Priority Points**

PCI Condition Category	Priority Points
Good	1
Satisfactory	2
At Risk	3
Poor	4
Serious	5



**Table 5. Traffic Priority Points**

Amount of Traffic	Priority Points	
	PCI $\geq$ 70	PCI < 70
Light Traffic	1	1
Medium Traffic	1	2
High Traffic	1	3

After the road sections were ranked, the top projects were identified that has the highest priority. Each project contains one or more roadway section that is categorized as “at risk” based on the PCI. Cost estimates were prepared for each top project including engineering and construction costs. The construction unit costs were obtained from recent TxDOT data, shown in **Table 6**. The following assumptions were made to estimate the cost of the road repairs.

**Table 6. Unit Costs**

Proposed Solution	Units	Unit Cost
Pothole Spot Repair	SY	\$50
Overlay	SY	\$25

A priority list for the first projects was developed, shown in **Table 7**. A color coded map showing the range of PCI scores is included in **Attachment A: PCI Scores**. The exact order of street improvements will be determined by available funds and it may take more than 1 year to facilitate the improvements.

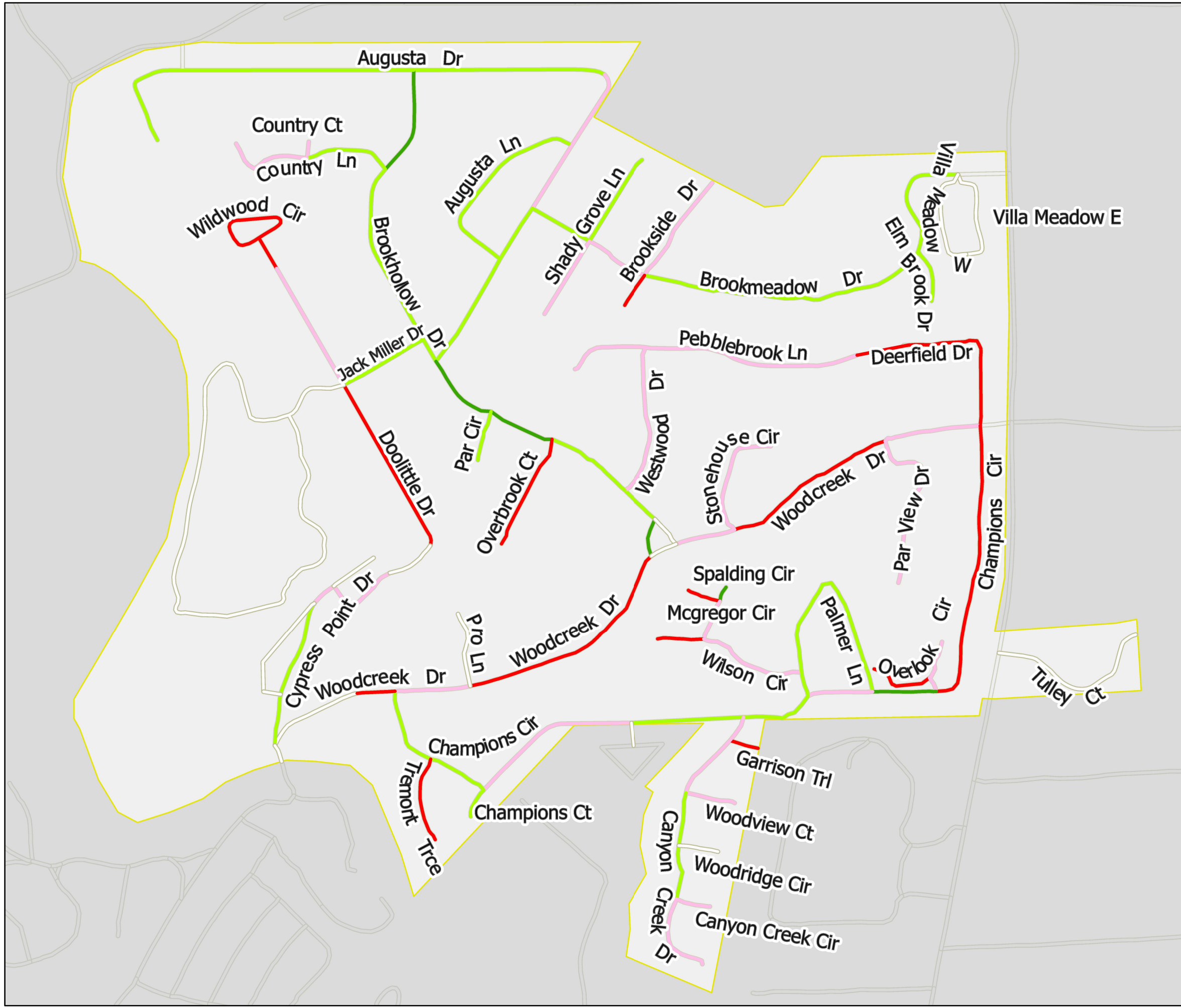
**Table 7. Priority Project List**

<b>Project Priority</b>	<b>Road Name</b>	<b>Project Limits</b>	<b>Proposed Solutions</b>	<b>Estimated Cost</b>
1	Woodcreek Dr	E. of Cypress Point to Champions Cir	Overlay	\$ 29,611
2	Brookside Dr	Begin to Brookmeadow Dr	Patch Repairs & Overlay	\$ 25,431
3	Deerfield Dr	Begin to Woodcreek Dr	Overlay	\$ 51,911
4	Garrison Trl	Canyon Creek Dr to End	Overlay	\$ 16,900
5	Doolittle Dr	Wildwood Cir to Doolittle Dr	Overlay	\$ 10,133
6	Tremont Trce	Begin to Champions Cir	Patch Repairs & Overlay	\$ 31,875
7	Wilson Cir	Being to Spalding Cir	Patch Repairs & Overlay	\$ 20,600
8	Overbrook Ct	Begin to Brookhollow Dr	Patch Repairs & Overlay	\$ 45,300
9	Champions Cir	Overlook Ct to Woodcreek Dr	Patch Repairs & Overlay	\$ 106,667
10	Mcgregor Cir	Begin to Spalding Cir	Patch Repairs & Overlay	\$ 35,383
11	Wildwood Cir	Doolittle Dr to Doolittle Dr	Overlay	\$ 37,763
12	Woodcreek Dr	Stonehouse Cir to Par View Dr	Patch Repairs & Overlay	\$ 29,333
13	Doolittle Dr	Private Rd to Jack Miller Dr	Patch Repairs & Overlay	\$ 73,556
14	Overlook Cir	Palmer Ln to DRVW	Overlay	\$ 59,356
			Subtotal	\$ 573,819
			Contingency (25%)	\$ 143,455
			Total Cost	\$ 717,274

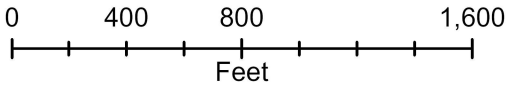
# Attachment A

## City of Woodcreek

### PCI Scores



- PCI
- < 85
  - 85 - 89
  - 90 - 94
  - 95 - 100
  - Private



Scale: 1:8,000

Date: 2/10/2021

## Appendix A: Glossary of Terms

**Centerline Crack:** a crack that runs along or near the centerline of the pavement

**Longitudinal Meander and Mid-Lane Crack:** a crack that wanders from edge to edge of the pavement or a crack that parallels the centerline of the pavement at or near the middle of the lane

**Longitudinal Wheel Track Crack:** a crack that follows a course approximately parallel to the centerline of the pavement and are situated at or near the center of the wheel tracks

**Pavement Edge Crack:** a crack that is parallel to and within one (1) foot of the pavement edge

**Transverse Crack:** a crack that is perpendicular to the centerline of the pavement

**Wheel Track Rutting:** longitudinal depressions left in the wheel tracks after repeated load application

**Alligator Cracks:** cracks that form a network of polygon blocks resembling the skin of an alligator



Figure 1: Alligator Cracks

**Distortion:** any deviation (other than rippling/shoving or rutting) of the pavement surface from its original shape, usually as a result of swelling, instability of the subgrade, or patch failures





Figure 2: Distortion

**Flushing:** the presence of free asphalt binder on the pavement surface, resulting from upward migration of the binder

**Raveling:** the progressive disintegration of asphalt as a result of the dislodgement of aggregate particles from the surface of the pavement



Figure 3: Raveling

**Rippling/Shoving:** singular and multiple waves or humps located transversely or longitudinally on the pavement surface

## Appendix B: Suggested Treatments

**Table D1. Raveling**

Evaluation		Suggested Solution
Severity	Density	
Very Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	Crack Sealing with Seal Coat
	Throughout	Crack Sealing with Seal Coat
Moderate	Few	Crack Sealing with Seal Coat
	Intermittent	Crack Sealing with Seal Coat
	Frequent	Crack Sealing with Seal Coat
	Extensive	Crack Sealing with Seal Coat
	Throughout	Crack Sealing with Seal Coat
Severe	Few	Crack Sealing with Seal Coat
	Intermittent	Crack Sealing with Seal Coat
	Frequent	Patch Repairs
	Extensive	Patch Repairs
	Throughout	Mill and Overlay
Very Severe	Few	Crack Sealing with Seal Coat
	Intermittent	Crack Sealing with Seal Coat
	Frequent	Patch Repairs
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay

**Table D2. Rippling & Shoving**

Evaluation		Suggested Solution
Severity	Density	
Very Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	Crack Sealing with Seal Coat
	Throughout	Crack Sealing with Seal Coat
Moderate	Few	Crack Sealing with Seal Coat
	Intermittent	Crack Sealing with Seal Coat
	Frequent	Crack Sealing with Seal Coat
	Extensive	Crack Sealing with Seal Coat
	Throughout	Crack Sealing with Seal Coat
Severe	Few	Crack Sealing with Seal Coat
	Intermittent	Crack Sealing with Seal Coat
	Frequent	Patch Repairs
	Extensive	Patch Repairs
	Throughout	Mill and Overlay
Very Severe	Few	Crack Sealing with Seal Coat
	Intermittent	Crack Sealing with Seal Coat
	Frequent	Patch Repairs
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay



**Table D3. Rutting**

Evaluation		Suggested Solution
Severity	Density	
Very Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Moderate	Few	None
	Intermittent	Patch Repairs
	Frequent	Patch Repairs
	Extensive	Patch Repairs
	Throughout	Mill and Overlay
Severe	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Mill and Overlay
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay
Very Severe	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Mill and Overlay
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay

**Table D4. Distortion**

Evaluation		Suggested Solution
Severity	Density	
Very Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Moderate	Few	None
	Intermittent	Patch Repairs
	Frequent	Mill and Overlay
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay
Severe	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Mill and Overlay
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay
Very Severe	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Reconstruction
	Extensive	Reconstruction
	Throughout	Reconstruction

**Table D5. Cracking**

Evaluation		Suggested Solution
Severity	Density	
Very Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Slight	Few	None
	Intermittent	Crack Sealing
	Frequent	Crack Sealing
	Extensive	Crack Sealing
	Throughout	Crack Sealing
Moderate	Few	Crack Sealing
	Intermittent	Crack Sealing
	Frequent	Crack Sealing
	Extensive	Crack Sealing
	Throughout	Crack Sealing
Severe	Few	None
	Intermittent	None
	Frequent	None
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay
Very Severe	Few	None
	Intermittent	None
	Frequent	Mill and Overlay
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay

**Table D6. Alligator Cracking**

Evaluation		Suggested Solution
Severity	Density	
Very Slight	Few	None
	Intermittent	None
	Frequent	None
	Extensive	None
	Throughout	None
Slight	Few	None
	Intermittent	Crack Sealing
	Frequent	Crack Sealing
	Extensive	Crack Sealing with Seal Coat
	Throughout	Crack Sealing with Seal Coat
Moderate	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Patch Repairs
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay
Severe	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Patch Repairs
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay
Very Severe	Few	Patch Repairs
	Intermittent	Patch Repairs
	Frequent	Mill and Overlay
	Extensive	Mill and Overlay
	Throughout	Mill and Overlay

### Appendix C: PCI Inspection Results

Street	Section	Description	Section Length (Ft)	Road Class	PCI	PCI Condition Category	Maintenance Category	Proposed Solution
Garrison Trl	1873	Canyon Creek Dr to End	190	Local	81	Satisfactory	Rehabilitation	Mill and Overlay
Augusta Dr	2295	Brookmeadow DR to Augusta Dr	1257	Local	93	Good	Preventative	
Country Ct	2303	Country Ln to End	118	Local	87	Good	Preventative	
Brookhollow Dr	2307	Country Ln to Augusta Dr	738	Local	98	Good	Preventative	
Country Ln	2308	Country Ct to Brookhollow Dr	591	Local	91	Good	Preventative	
Country Ln	2309	Begin to Country Ct	437	Local	85	Good	Rehabilitation	Crack Sealing
Cypress Point Dr	2606	Cypress Point Dr to Cypress Point Dr	214	Local	88	Good	Preventative	
Cypress Point Dr	2607	Cypress Point Dr to Gate	540	Local	85	Good	Rehabilitation	Patch Repairs
Brookhollow Dr	2631	Westwood Dr to Brookhollow Dr	481	Local	94	Good	Preventative	
Champions Cir	2639	Fallbrook to Champions Ct	3490	Local	89	Good	Preventative	
Champions Cir	2640	Tremont Trce to Champions Ct	395	Local	91	Good	Preventative	
Canyon Creek Dr	2643	Woodridge Cir to Garrison Trl	453	Local	88	Good	Preventative	
Augusta Dr	2666	Begin to Brookhollow Dr	2369	Local	90	Good	Preventative	
Spalding Cir	2811	Begin to McGregor Cir	82	Local	96	Good	Preventative	
McGregor Cir	2812	Begin to Spalding Cir	255	Local	84	Satisfactory	Rehabilitation	Patch Repairs
Augusta Dr	2838	Augusta Ln to Brookmeadow Dr	418	Local	91	Good	Preventative	
Augusta Ln	2839	Augusta Dr to Augusta Dr	1410	Local	90	Good	Preventative	
Doolittle Dr	2840	Wildwood Cir to Doolittle Dr	228	Local	81	Satisfactory	Rehabilitation	Crack Sealing with Seal Coat

Brookside Dr	2843	Brookmeadow Dr to end	620	Local	87	Good	Preventative	
Brookmeadow Dr	2844	Shady Grove Ln to Brookside Dr	448	Collector	88	Good	Preventative	
Brookmeadow Dr	2848	Brookside Dr to Elm Brook Dr	1982	Collector	94	Good	Preventative	
Elmbrook Dr	2849	Brookmeadow Dr to End	389	Local	90	Good	Preventative	
Brookside Dr	2851	Begin to Brookmeadow Dr	290	Local	78	Satisfactory	Rehabilitation	Patch Repairs
Augusta Dr	2973	Brookmeadow Dr to Augusta Ln	615	Local	89	Good	Preventative	
Augusta Dr	3010	Brookmeadow DR to Augusta Dr	511	Local	86	Good	Preventative	
Shady Grove Ln	3026	Brookmeadow Dr to End	667	Local	91	Good	Preventative	
Brookmeadow Dr	3027	Augusta Dr to Shady Grove Ln	448	Local	90	Good	Preventative	
Wildwood Cir	3033	Doolittle Dr to Doolittle Dr	880	Local	84	Satisfactory	Rehabilitation	Crack Sealing with Seal Coat
Brookmeadow Dr	3037	Elm Brook Dr to Villa Meadow W	820	Local	92	Good	Preventative	
Shady Grove Ln	3044	Begin to Brookmeadow Dr	618	Local	88	Good	Preventative	
Brookhollow Dr	3046	Country Ln to Jack Miller Dr	1300	Local	94	Good	Preventative	
Augusta Dr	3070	Brookhollow Dr to Augusta Ln	820	Local	90	Good	Preventative	
Brookhollow Dr	3071	Jack Miller Dr to Brookhollow Dr	169	Local	93	Good	Preventative	
Spalding Cir	3074	Wilson Cir to McGregor Cir	294	Local	88	Good	Preventative	
Wilson Cir	3075	Being to Spalding Cir	331	Local	83	Satisfactory	Rehabilitation	Patch Repairs
Pebblebrook Ln	3116	Westwood Dr to End	1575	Local	85	Good	Rehabilitation	Crack Sealing with Seal Coat
Pebblebrook Ln	3118	Begin to Westwood Dr	557	Local	86	Good	Preventative	
Jack Miller Dr	3121	Doolittle Dr to Brookhollow Dr	616	Local	92	Good	Preventative	
Doolittle Dr	3122	Doolittle Dr to Jack Miller Dr	943	Local	88	Good	Preventative	

Brookhollow Dr	3135	Brookhollow Dr to Par Cir	258	Local	95	Good	Preventative	
Deerfield Dr	3140	Begin to Woodcreek Dr	1168	Local	80	Satisfactory	Rehabilitation	Crack Sealing with Seal Coat
Brookhollow Dr	3150	Par Cir to Overbrook Ct	460	Local	95	Good	Preventative	
Woodcreek Dr	3152	Par View Dr to Champions Cir	655	Local	86	Good	Preventative	
Par Cir	3156	Begin to Brookhollow Dr	360	Local	92	Good	Preventative	
Westwood Dr	3180	Brookhollow Dr to Pebblebrook	1065	Local	85	Good	Rehabilitation	Crack Sealing with Seal Coat
Brookhollow Dr	3181	Overbrook Ct to Westwood Dr	778	Local	94	Good	Preventative	
Woodcreek Dr	3191	Stonehouse Cir to Par View Dr	1278	Local	84	Satisfactory	Rehabilitation	Patch Repairs
Stonehouse Cir	3192	Woodcreek Dr to End	840	Local	87	Good	Preventative	
Overbrook Ct	3198	Begin to Brookhollow Dr	827	Local	83	Satisfactory	Rehabilitation	Patch Repairs
Woodcreek Dr	3199	Brookhollow Dr to Stonehouse Cir	611	Local	87	Good	Preventative	
Brookhollow Dr	3206	Woodcreek Dr to Brookhollow Dr	276	Local	99	Good	Preventative	
Doolittle Dr	3215	Private Rd to Jack Miller Dr	1655	Local	84	Satisfactory	Rehabilitation	Patch Repairs
Par View Dr	3220	Begin to Woodcreek Dr	1448	Local	88	Good	Preventative	
Wilson Cir	3310	Spalding Cir to Palmer Ln	753	Local	89	Good	Preventative	
Overlook Cir	3314	DRVW to End	271	Local	86	Good	Preventative	
Woodcreek Dr	3323	Pro Ln to Brookhollow Dr	1595	Local	88	Good	Preventative	
Overlook Cir	3325	Palmer Ln to DRVW	449	Local	84	Satisfactory	Rehabilitation	Mill and Overlay
Woodcreek Dr	3328	Champions Cir to Pro Ln	539	Local	85	Good	Rehabilitation	Crack Sealing
Champions Cir	3329	Overlook Ct to Woodcreek Dr	1920	Local	83	Satisfactory	Rehabilitation	Patch Repairs
DRVW	3330	Overlook Ct to End	160	Local	85	Good	Rehabilitation	
Palmer Ln	3332	Wilson Cir to Overlook Ct	1582	Local	92	Good	Preventative	

Cypress Point Dr	3334	Cypress Point Dr to Cypress Point Dr	644	Local	92	Good	Preventative	
Champions Cir	3336	Palmer Ln to Palmer Ln	438	Local	86	Good	Preventative	
Palmer Ln	3337	Wilson Cir to Champions Cir	164	Local	91	Good	Preventative	
Champions Cir	3345	Canyon Creek Dr to Palmer Ln	526	Local	91	Good	Preventative	
Champions Cir	3349	Champions Cir to Canyon Creek Dr	786	Local	92	Good	Preventative	
Canyon Creek Dr	3354	Garrison Trl to Champions Cir	172	Collector	89	Good	Preventative	
Woodcreek Dr	3356	Cypress Point Dr to Champions Cir	533	Collector	75	Satisfactory	Rehabilitation	Mill and Overlay
Cypress Point Dr	3357	Cypress Point Dr to Woodcreek Dr	252	Collector	90	Good	Preventative	
Champions Cir	3358	Woodcreek Dr to Tremont Trce	580	Local	92	Good	Preventative	
Woodview Ct	3368	Canyon Creek Dr to End	340	Local	87	Good	Preventative	
Champions Ct	3374	Begin to Champions Cir	248	Local	92	Good	Preventative	
Tremont Trce	3386	Begin to Champions Cir	601	Local	82	Satisfactory	Rehabilitation	Patch Repairs
Canyon Creek Dr	3391	Canyon Creek Cir to Woodridge Cir	401	Local	90	Good	Preventative	
Canyon Creek Dr	3422	Begin to Canyon Creek Cir	401	Local	91	Good	Preventative	
Canyon Creek Cir	3424	Canyon Creek Dr to End	250	Local	86	Good	Preventative	
Canyon Creek Dr	3464	Canyon Creek Cir to End	618	Local	89	Good	Preventative	
Woodcreek Dr	34416	Cypress Point Dr to End	377	Local	93	Good	Preventative	



### Appendix D: Priority Rankings

Street	Section	Description	PCI	PCI Condition Category	PCI Condition Priority Points	Traffic Priority Points	Total Priority Points	Priority Ranking
Woodcreek Dr	3356	Cypress Point to Champions Cir	75	Satisfactory	2	1	3	1
Brookside Dr	2851	Begin to Brookmeadow Dr	78	Satisfactory	2	1	3	1
Deerfield Dr	3140	Begin to Woodcreek Dr	80	Satisfactory	2	1	3	1
Garrison Trl	1873	Canyon Creek Dr to End	81	Satisfactory	2	1	3	1
Doolittle Dr	2840	Wildwood Cir to Doolittle Dr	81	Satisfactory	2	1	3	1
Tremont Trce	3386	Begin to Champions Cir	82	Satisfactory	2	1	3	1
Wilson Cir	3075	Begin to Spalding Cir	83	Satisfactory	2	1	3	1
Overbrook Ct	3198	Begin to Brookhollow Dr	83	Satisfactory	2	1	3	1
Champions Cir	3329	Overlook Ct to Woodcreek Dr	83	Satisfactory	2	1	3	1
Mcgregor Cir	2812	Begin to Spalding Cir	84	Satisfactory	2	1	3	1
Wildwood Cir	3033	Doolittle Dr to Doolittle Dr	84	Satisfactory	2	1	3	1
Woodcreek Dr	3191	Stonehouse Cir to Par View Dr	84	Satisfactory	2	1	3	1
Doolittle Dr	3215	Private Rd to Jack Miller Dr	84	Satisfactory	2	1	3	1
Overlook Cir	3325	Palmer Ln to DRVW	84	Satisfactory	2	1	3	1
Country Ln	2309	Begin to Country Ct	85	Good	1	1	2	2
Cypress Point Dr	2607	Cypress Point Dr to Gate	85	Good	1	1	2	2
Pebblebrook Ln	3116	Westwood Dr to End	85	Good	1	1	2	2
Westwood Dr	3180	Brookhollow Dr to Pebblebrook	85	Good	1	1	2	2

Woodcreek Dr	3328	Champions Cir to Pro Ln	85	Good	1	1	2	2
DRVW	3330	Overlook Ct to End	85	Good	1	1	2	2
Augusta Dr	3010	Brookmeadow DR to Augusta Dr	86	Good	1	1	2	2
Pebblebrook Ln	3118	Begin to Westwood Dr	86	Good	1	1	2	2
Woodcreek Dr	3152	Par View Dr to Champions Cir	86	Good	1	1	2	2
Overlook Cir	3314	DRVW to End	86	Good	1	1	2	2
Champions Cir	3336	Palmer Ln to Palmer Ln	86	Good	1	1	2	2
Canyon Creek Cir	3424	Canyon Creek Dr to End	86	Good	1	1	2	2
Country Ct	2303	Country Ln to End	87	Good	1	1	2	2
Brookside Dr	2843	Brookmeadow Dr to end	87	Good	1	1	2	2
Stonehouse Cir	3192	Woodcreek Dr to End	87	Good	1	1	2	2
Woodcreek Dr	3199	Brookhollow Dr to Stonehouse Cir	87	Good	1	1	2	2
Woodview Ct	3368	Canyon Creek Dr to End	87	Good	1	1	2	2
Cypress Point Dr	2606	Cypress Point Dr to Cypress Point Dr	88	Good	1	1	2	2
Canyon Creek Dr	2643	Woodview Cir to Garrison Trl	88	Good	1	1	2	2
Brookmeadow Dr	2844	Shady Grove Ln to Brookside Dr	88	Good	1	1	2	2
Shady Grove Ln	3044	Begin to Brookmeadow Dr	88	Good	1	1	2	2
Spalding Cir	3074	Wilson Cir to McGregor Cir	88	Good	1	1	2	2
Doolittle Dr	3122	Doolittle Dr to Jack Miller Dr	88	Good	1	1	2	2
Par View Dr	3220	Begin to Woodcreek Dr	88	Good	1	1	2	2
Woodcreek Dr	3323	Pro Ln to Brookhollow Dr	88	Good	1	1	2	2
Champions Cir	2639	Fallbrook to Champions Ct	89	Good	1	1	2	2
Augusta Dr	2973	Brookmeadow Dr to Augusta Ln	89	Good	1	1	2	2

Wilson Cir	3310	Spalding Cir to Palmer Ln	89	Good	1	1	2	2
Canyon Creek Dr	3354	Garrison Trl to Champions Cir	89	Good	1	1	2	2
Canyon Creek Dr	3464	Canyon Creek Cir to End	89	Good	1	1	2	2
Augusta Dr	2666	Begin to Brookhollow Dr	90	Good	1	1	2	2
Augusta Ln	2839	Augusta Dr to Augusta Dr	90	Good	1	1	2	2
Elmbrook Dr	2849	Brookmeadow Dr to End	90	Good	1	1	2	2
Brookmeadow Dr	3027	Augusta Dr to Shady Grove Ln	90	Good	1	1	2	2
Augusta Dr	3070	Brookhollow Dr to Augusta Ln	90	Good	1	1	2	2
Cypress Point Dr	3357	Cypress Point Dr to Woodcreek Dr	90	Good	1	1	2	2
Canyon Creek Dr	3391	Canyon Creek Cir to Woodridge Cir	90	Good	1	1	2	2
Country Ln	2308	Country Ct to Brookhollow Dr	91	Good	1	1	2	2
Champions Cir	2640	Tremont Trce to Champions Ct	91	Good	1	1	2	2
Augusta Dr	2838	Augusta Ln to Brookmeadow Dr	91	Good	1	1	2	2
Shady Grove Ln	3026	Brookmeadow Dr to End	91	Good	1	1	2	2
Palmer Ln	3337	Wilson Cir to Champions Cir	91	Good	1	1	2	2
Champions Cir	3345	Canyon Creek Dr to Palmer Ln	91	Good	1	1	2	2
Canyon Creek Dr	3422	Begin to Canyon Creek Cir	91	Good	1	1	2	2
Brookmeadow Dr	3037	Elm Brook Dr to Villa Meadow W	92	Good	1	1	2	2
Jack Miller Dr	3121	Doolittle Dr to Brookhollow Dr	92	Good	1	1	2	2
Par Cir	3156	Begin to Brookhollow Dr	92	Good	1	1	2	2
Palmer Ln	3332	Wilson Cir to Overlook Ct	92	Good	1	1	2	2
Cypress Point Dr	3334	Cypress Point Dr to Cypress Point Dr	92	Good	1	1	2	2

Champions Cir	3349	Champions Cir to Canyon Creek Dr	92	Good	1	1	2	2
Champions Cir	3358	Cypress Point Dr to Champions Cir	92	Good	1	1	2	2
Champions Ct	3374	Begin to Champions Cir	92	Good	1	1	2	2
Augusta Dr	2295	Brookmeadow DR to Augusta Dr	93	Good	1	1	2	2
Brookhollow Dr	3071	Jack Miller Dr to Brookhollow Dr	93	Good	1	1	2	2
Woodcreek Dr	34416	Cypress Point Dr to End	93	Good	1	1	2	2
Brookhollow Dr	2631	Westwood Dr to Brookhollow Dr	94	Good	1	1	2	2
Brookmeadow Dr	2848	Brookside Dr to Elm Brook Dr	94	Good	1	1	2	2
Brookhollow Dr	3046	Country Ln to Jack Miller Dr	94	Good	1	1	2	2
Brookhollow Dr	3181	Overbrook Ct to Westwood Dr	94	Good	1	1	2	2
Brookhollow Dr	3135	Brookhollow Dr to Par Cir	95	Good	1	1	2	2
Brookhollow Dr	3150	Par Cir to Overbrook Ct	95	Good	1	1	2	2
Spalding Cir	2811	Begin to McGregor Cir	96	Good	1	1	2	2
Brookhollow Dr	2307	Country Ln to Augusta Dr	98	Good	1	1	2	2
Brookhollow Dr	3206	Woodcreek Dr to Brookhollow Dr	99	Good	1	1	2	2

## **Attachment B: PCI Evaluation Results**

Street	Section	Description	Length (Ft)	Area (SY)	Raveling & loss of surface aggregate		Flushing		Rippling and Shoving		Wheel Track Rutting		Distortion		Longitudinal Wheel Track (Single & Multiple)		Longitudinal Wheel Track (Alligator)		Centerline (Single & Multiple)		Centerline (Alligator)		Pavement Edge (Single & Multiple)		Pavement Edge (Alligator)		Traverse (Half, full & multiple)		Traverse (Alligator)		Longitudinal - meander or mid-lane		RCR	DMI	PCI	
					Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di	Si	Di				
Garrison Trl	1873	Canyon Creek Dr to End	190	676	2	2							1	2																			6	15	81	
Augusta Dr	2295	Brookmeadow DR to Augusta Dr	1257		0.25	1											0.5	0.5															8	5	93	
Country Ct	2303	Country Ln to End	118		2	1							0.5	0.25							0.5	0.25											5	8	87	
Brookhollow Dr	2307	Country Ln to Augusta Dr	738																															9	1	98
Country Ln	2308	Country Ct to Brookhollow Dr	591														0.5	0.5			0.5	0.5											8	7	91	
Country Ln	2309	Begin to Country Ct	437	998	0.5	0.3											0.5	0.5			0.5	0.5			0.5	0.5			0.5	1			7	12	85	
Cypress Point Dr	2606	Cypress Point Dr to Cypress Point Dr	214		0.5	1.5									0.5	0.5					0.5	1.5					0.5	0.5					7	9	88	
Cypress Point Dr	2607	Cypress Point Dr to Gate	540	2211	0.5	2			1	0			1.5	0.25					0.5	0.5							0.5	0.5					7	12	85	
Brookhollow Dr	2631	Westwood Dr to Brookhollow Dr	481		0.5	0.5	0.5	2					0.25	0.25													0.5	0.5					9	5	94	
Champions Cir	2639	Fallbrook to Champions Ct	1181		0.25	2	0.5	1.5																	0.5	0.25	0.5	0.25	0.5	0.25			8	9	89	



Champions Cir	2640	Tremont Trce to Champions Ct	395		0.25	2	0.5	2									0.5	0.5														9	8	91
Canyon Creek Dr	2643	Woodview Cir to Garrison Trl	453		1	2	0.25	2					0.5	0.25																		6	8	88
Augusta Dr	2666	Begin to Brookhollow Dr	2381		1	0.5	0.5	1.5					1	0.25																		7	7	90
Spalding Cir	2811	Begin to Mcgregor Cir	82				1	1																								7	1	96
Mcgregor Cir	2812	Begin to Spalding Cir	255	562	2	1											1.5	0.25					2	0.5								5	11	84
Augusta Dr	2838	Augusta Ln to Brookmeadow Dr	418		0.5	2	0.5	2					0.5	0.25																		8	7	91
Augusta Ln	2839	Augusta Dr to Augusta Dr	1410		1	2	0.5	1					0.5	0.25	0.5	0.25																8	8	90
Doolittle Dr	2840	Wildwood Cir to Doolittle Dr	228	405	0.5	1.5	0.5	1.5					1	0.25			0.5	2														6	15	81
Brookside Dr	2843	Brookmeadow Dr to end	620		0.5	0.5	0.5	1					1	0.25					0.5	0.5												7	10	87
Brookmeadow Dr	2844	Shady Grove Ln to Brookside Dr	448		0.5	2	0.5	2									0.5	1	0.5	0.25												8	10	88
Brookmeadow Dr	2848	Brookside Dr to Elm Brook Dr	1982		0.5	1.5									1	0.5																9	5	94
Elmbrook Dr	2849	Brookmeadow Dr to End	378		0.5	2							0.5	0.5					1	0.25												7	7	90
Brookside Dr	2851	Begin to Brookmeadow Dr	290	644	2	0.5							1	0.5			0.5	1			1	1										5	17	78
Augusta Dr	2973	Brookmeadow Dr to Augusta Ln	615		0.5	2									0.5	1	0.5	0.5								0.5	0.25					8	9	89

Augusta Dr	3010	Brookmeadow DR to Augusta Dr	511		0.5	2	0.5	1.5	1	0	0.5	0					0.5	0.25													7	11	86	
Shady Grove Ln	3026	Brookmeadow Dr to End	667		1	1.5	0.5	2					0.5	0.25																	8	7	91	
Brookmeadow Dr	3027	Augusta Dr to Shady Grove Ln	448		0.5	2	0.5	2									0.5	0.25	1	0.25											8	8	90	
Wildwood Cir	3033	Doolittle Dr to Doolittle Dr	880	1173	2	0.5									0.5	1	0.5	1			0.5	0.5									6	12	84	
Brookmeadow Dr	3037	Elm Brook Dr to Villa Meadow W	820		0.5	2	0.5	1.5					0.5	0.25																	9	7	92	
Shady Grove Ln	3044	Begin to Brookmeadow Dr	618		1	2	0.5	1.5					0.5	0.25													1	0.25				7	9	88
Brookhollow Dr	3046	Country Ln to Jack Miller Dr	1300				0.25	1.5									0.25	1									0.25	0.25				9	5	94
Augusta Dr	3070	Brookhollow Dr to Augusta Ln	820		0.5	2	0.5	2														0.5	0.5						0.5	0.25		8	8	90
Brookhollow Dr	3071	Jack Miller Dr to Brookhollow Dr	169		0.25	0.5	0.5	1.5					0.25	0.25													0.5	0.5				8	5	93
Spalding Cir	3074	Wilson Cir to Mcgregor Cir	294		0.25	2											1.5	0.5														7	9	88
Wilson Cir	3075	Begin to Spalding Cir	331	824	2	1							1.5	0.25			0.5	0.5					1	1.5								7	14	83
Pebblebrook Ln	3116	Westwood Dr to End	1575	2800	1	1	0.5	1.5					0.5	0.25							0.5	0.5							0.5	0.5		6	11	85
Pebblebrook Ln	3118	Begin to Westwood Dr	557		2	0.5	0.5	2					0.5	0.5	0.5	0.25	0.5	0.5														8	12	86
Jack Miller Dr	3121	Doolittle Dr to Brookhollow Dr	616		0.25	0.5									0.5	0.25					0.5	0.25			0.5	0.5	0.5	0.25				8	6	92

Doolittle Dr	3122	Doolittle Dr to Jack Miller Dr	943		0.25	1.5							1	0.25			0.5	0.5													7	9	88	
Brookhollow Dr	3135	Brookhollow Dr to Par Cir	258		0.25	0.5	0.5	1.5																		0.5	0.5					8	3	95
Deerfield Dr	3140	Begin to Woodcreek Dr	1168	2076	2	0.5	0.5	1.5	1	0	1	0			0.5	1.5	0.5	0.5							0.5	0.5						6	16	80
Brookhollow Dr	3150	Par Cir to Overbrook Ct	460		0.25	0.5	0.5	2																		0.5	0.5					8	3	95
Woodcreek Dr	3152	Par View Dr to Champions Cir	655		0.5	1.5	0.5	1.5							0.5	0.5					0.5	0.5				0.5	0.5	0.5	0.5			7	11	86
Par Cir	3156	Begin to Brookhollow Dr	360		0.5	2	0.5	2																								7	5	92
Westwood Dr	3180	Brookhollow Dr to Pebblebrook	1065	1893	0.5	2	0.5	2				1	0				0.5	0.5														7	12	85
Brookhollow Dr	3181	Overbrook Ct to Westwood Dr	778		0.5	2													0.5	0.25						0.25	1					9	5	94
Woodcreek Dr	3191	Stonehouse Cir to Par View Dr	1278	3408	0.5	1.5	0.5	2			0.5	0	1	0.5	0.5	0.5					0.5	0.5				1	0.25					9	15	84
Stonehouse Cir	3192	Woodcreek Dr to End	840		1	0.5	0.5	1.5					1	0.25	0.5	0.5					1	0.5										8	11	87
Overbrook Ct	3198	Begin to Brookhollow Dr	827	1548	2	0.5	0.5	1.5					0.5	0.25							1	0.5	0.5	1	1	0.5						6	13	83
Woodcreek Dr	3199	Brookhollow Dr to Stonehouse Cir	611		0.25	1.5	0.5	2																1	0.5			1	0.25			7	10	87
Brookhollow Dr	3206	Woodcreek Dr to Brookhollow Dr	276												0.25	1																10	1	99

Doolittle Dr	3215	Private Rd to Jack Miller Dr	1655	2942	1	1	0.5	2					1	0.5			0.5	1														7	13	84	
Par View Dr	3220	Begin to Woodcreek Dr	1448		0.5	2	0.5	1.5					0.5	0.25			0.5	0.25														7	9	88	
Wilson Cir	3310	Spalding Cir to Palmer Ln	753		1.5	0.5									0.5	0.25	0.5	1	1.5	0.5			1	1								9	10	89	
Overlook Cir	3314	DRVW to End	271		0.5	0.3											1	2	0.5	2												7	11	86	
Woodcreek Dr	3323	Pro Ln to Brookhollow Dr	1595		0.5	2	0.5	2							0.5	0.5					0.5	0.5			0.5	1						8	10	88	
Overlook Cir	3325	Palmer Ln to DRVW	449	1197	1	0.3											1	2	0.5	0.5										1.5	1.5	8	14	84	
Woodcreek Dr	3328	Champions Cir to Pro Ln	539	1198	0.5	1	0.5	1					1	0.25	0.5	0.25	0.5	0.5			0.5	0.5										8	13	85	
Champions Cir	3329	Overlook Ct to Woodcreek Dr	1920	4267	0.5	2	0.25	1.5			1	0	2	0.25	0.5	0.5																9	16	83	
DRVW	3330	Overlook Ct to End	160		0.5	0.3											1	2	0.5	2												6	11	85	
Palmer Ln	3332	Wilson Cir to Overlook Ct	1582		0.5	2	0.25	2															1	0.5								8	6	92	
Cypress Point Dr	3334	Cypress Point Dr to Cypress Point Dr	644		0.25	2									0.5	0.5											0.5	0.25					7	5	92
Champions Cir	3336	Palmer Ln to Palmer Ln	438										2	0.25			0.5	0.5			0.5	0.25					0.5	0.25				8	12	86	
Palmer Ln	3337	Wilson Cir to Champions Cir	164		0.5	2							1	0.25																		9	8	91	
Champions Cir	3345	Canyon Creek Dr to Palmer Ln	526				0.25	1.5	1	0							0.25	0.25			0.5	0.25	0.5	0.25							7	6	91		

Champions Cir	3349	Fallbrook Cir to Canyon Creek Dr	786		0.25	2									0.5	0.5							0.5	1.5							7	5	92	
Canyon Creek Dr	3354	Garrison Trl to Champions Cir	172		1	2	0.25	1.5					0.5	0.25																	7	8	89	
Woodcreek Dr	3356	Woodcreek Dr to Champions Cir	533	1184	0.25	2							1.5	0.25			1	1			1	1.5					1	1			7	22	75	
Cypress Point Dr	3357	Cypress Point Dr to Woodcreek Dr	252		0.5	2											0.5	1													8	8	90	
Champions Cir	3358	Cypress Point Dr to Champions Cir	580		0.25	2																0.5	0.5			0.5	0.25	0.5	0.25			9	7	92
Woodview Ct	3368	Canyon Creek Dr to End	340		0.5	2	0.25	1.5									0.5	0.5	1	0.25											5	8	87	
Champions Ct	3374	Begin to Champions Cir	248		1	1																				0.5	0.25					6	4	92
Tremont Trce	3386	Begin to Champions Cir	601	1275	2	1							1	0.5			0.5	0.5			0.5	0.25									6	14	82	
Canyon Creek Dr	3391	Canyon Creek Cir to Woodridge Cir	401		0.5	2	0.25	1.5									0.5	0.25													7	7	90	
Canyon Creek Dr	3422	Begin to Canyon Creek Cir	401		0.5	2	0.25	1.5									0.5	0.25													8	7	91	
Canyon Creek Cir	3424	Canyon Creek Dr to End	250		0.5	1	0.25	1.5					1	0.5			0.5	0.5													7	11	86	
Canyon Creek Dr	3464	Canyon Creek Cir to End	618		1.5	1	0.25	2				0.5	0																		6	7	89	

Woodcreek Dr	34416	Cypress Point Dr to End	377		2	0.3														0.5	0.5												8	5	93
--------------	-------	----------------------------	-----	--	---	-----	--	--	--	--	--	--	--	--	--	--	--	--	--	-----	-----	--	--	--	--	--	--	--	--	--	--	--	---	---	----

# WELCOME

CITY OF WOODCREEK

TOWN HALLS: OCTOBER 19 AND 21, 2021

Mayor Gloria Whitehead

# ROADS

CITY OF WOODCREEK

TOWN HALLS: OCTOBER 19 AND 21, 2021



# CONTENTS

- Past Efforts
- Current Conditions
- How Many Miles
- Needs to be Met
- Cost of Meeting of our Needs
- Options to Finance
- Written Questions
- Next Steps

## PAST EFFORTS

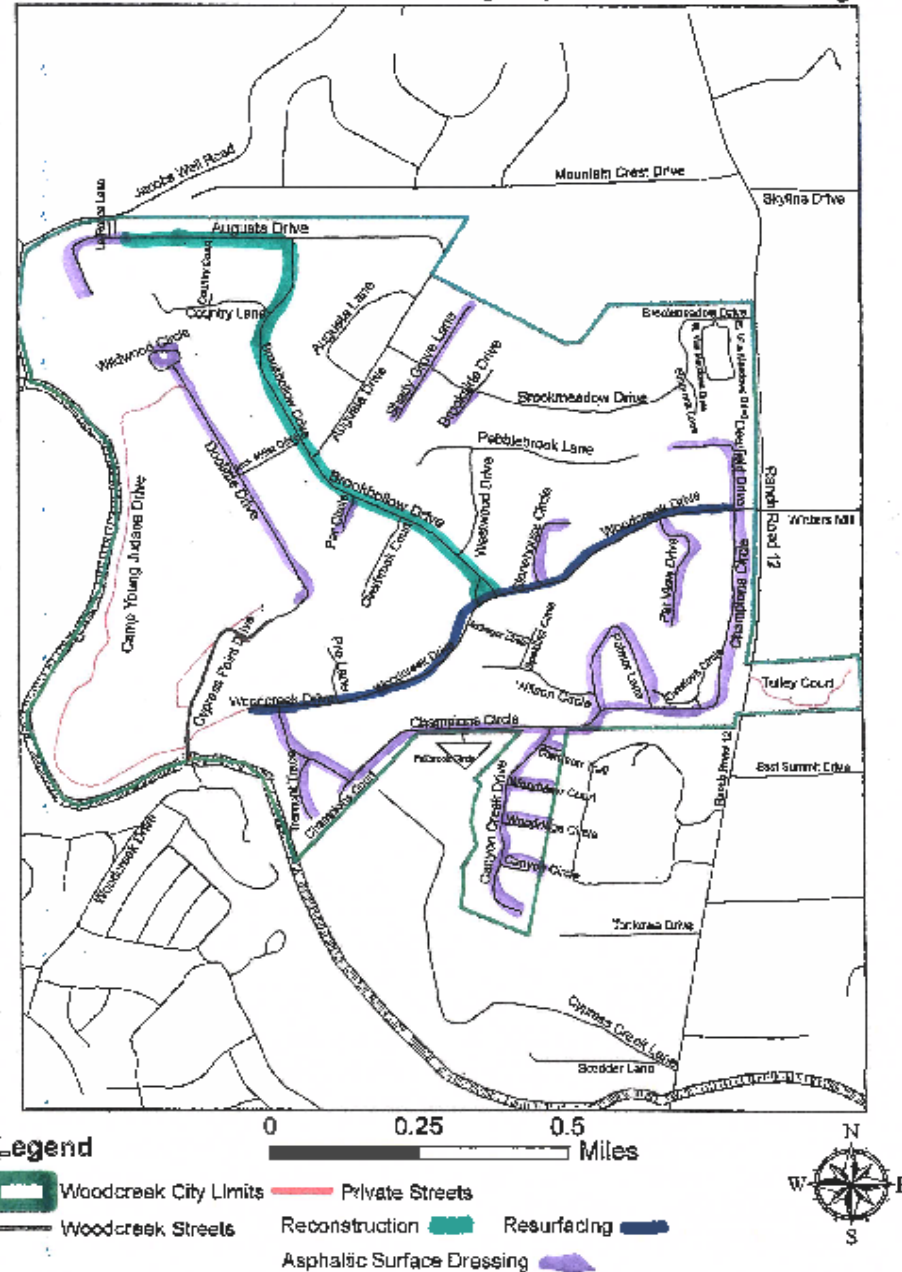
- All Roads Have Been Assessed
- Road Reconstructions
- Road Resurfacing
- Road Asphaltic Surface Dressing

# ALL ROADS HAVE BEEN ASSESSED

- All Roads Have Been Assessed
  - Woodcreek Roads and Streets Report and Recommendations – May 2015
  - Woodcreek Transportation Improvement Plan (Rogers Report) – January 2016
  - Roadway Improvement Drainage Assessment (Jones/Cater) – February 2017
  - Blue Ribbon Roads Committee – July 2017
  - Road Infrastructure Conditions, Challenges, and Uncertain Future (December 2019)
  - Pavement Report (K-Friese) March 2021
  - Several Meetings Have Been Held By Roads Advisory Committee

# RECONSTRUCTED, RESURFACED, ASPHALTIC SURFACE DRESSING ROADS

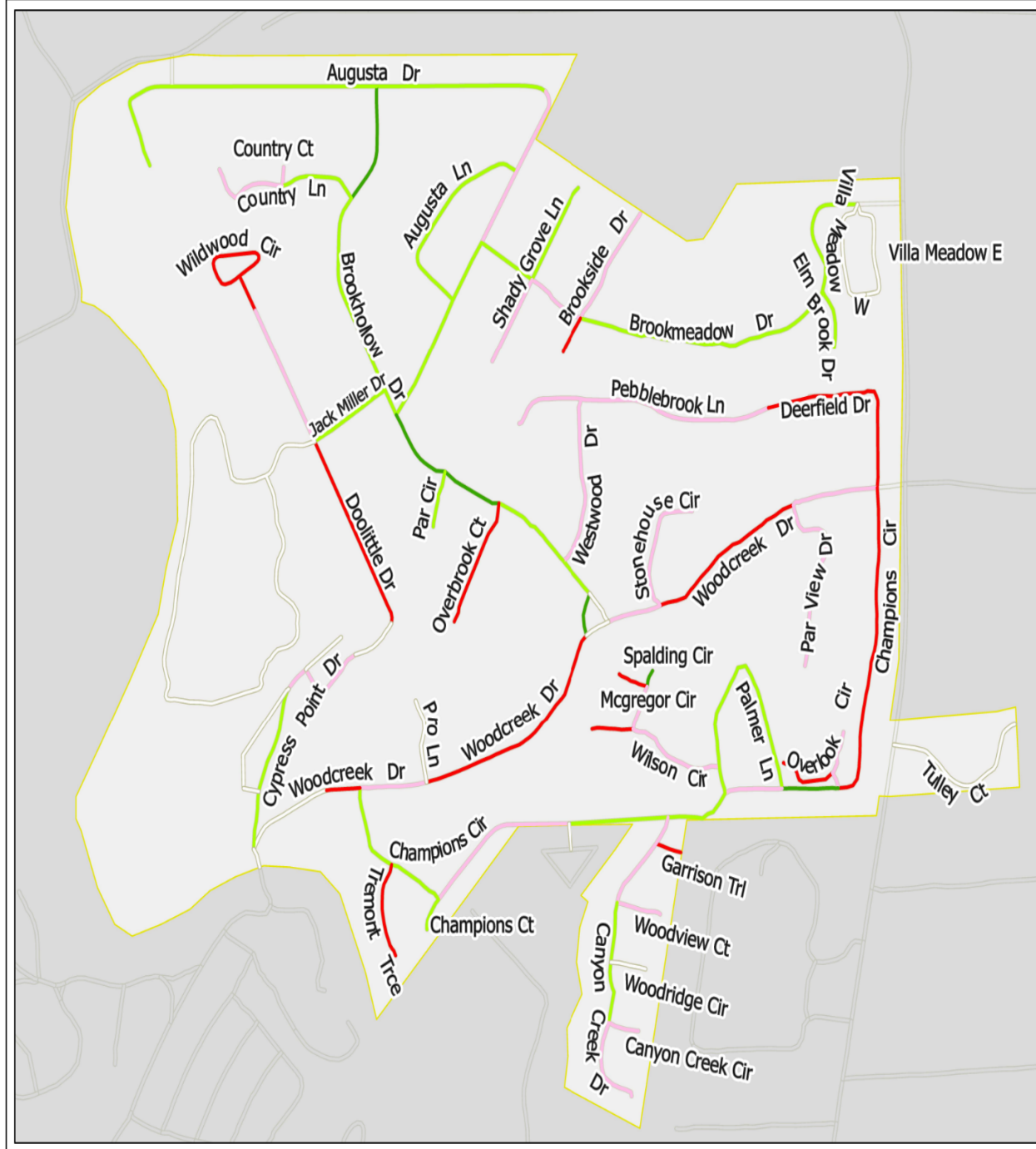
City of Woodcreek Street Map  
Road Reconstruction, Resurfacing, Asphaltic Surface Dressing



# CURRENT CONDITIONS

- Drainage and Erosion Threaten our Roads
- Some Parts of our City are Affected by Flooding
- Collector Roads Present Serious Challenges
- Most Roads Rank Below Average Condition
- Financial Resources are Limited

# MOST ROADS RANK BELOW AVERAGE CONDITION



Item 4.

## City of Woodcreek

### PCI Scores

#### PCI

- < 85
- 85 - 89
- 90 - 94
- 95 - 100
- Private

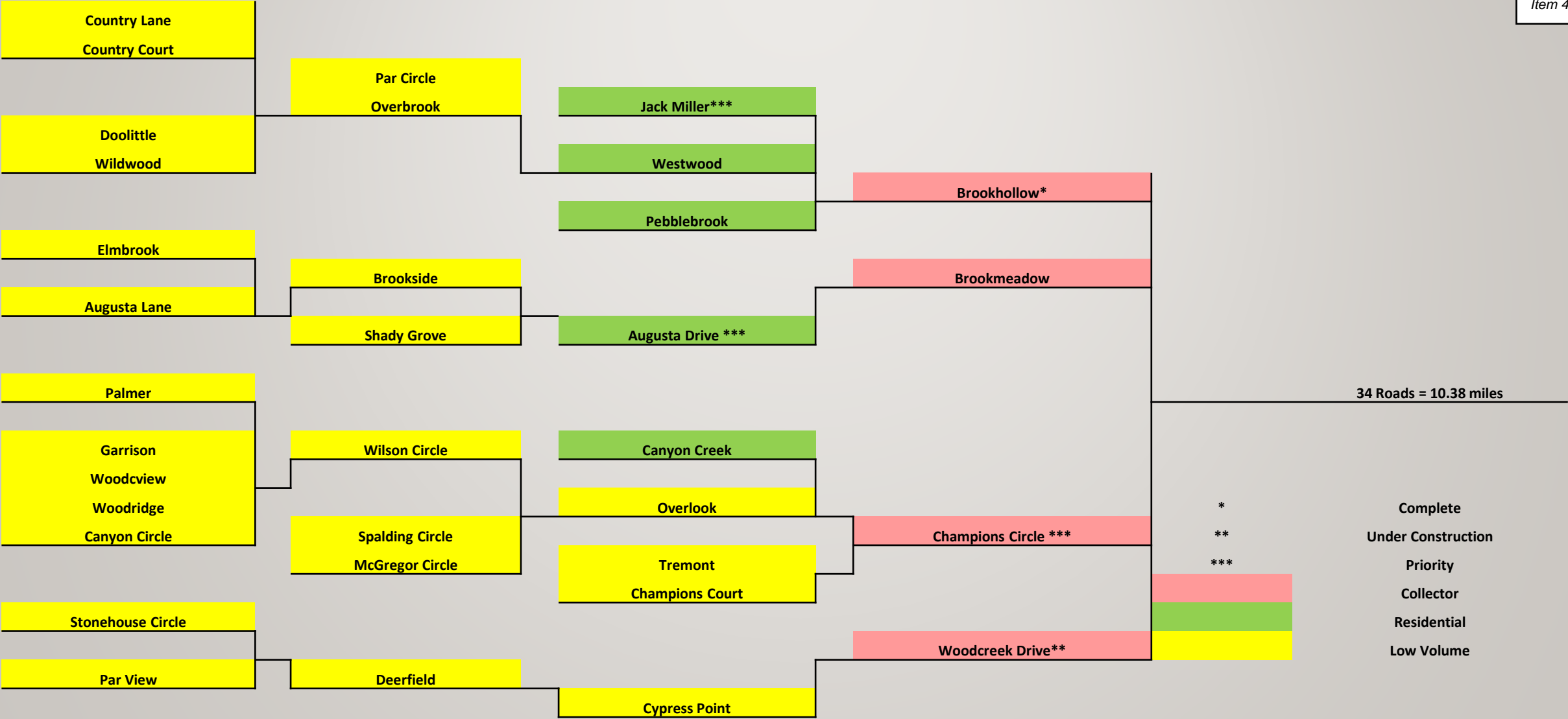


Scale: 1:8,000

Date: 2/10/2021

# ROADS PLAN





## WHAT ARE THE NEXT STEPS

- DETERMINE SCOPE OF PROJECT
- THEN ...
  - EVALUATE
  - SET WORK PRIORITIES
  - SET TIMELINE AND SCHEDULE
  - IMPLEMENT A MAINTENANCE PROGRAM
- ESTIMATE COSTS
- REVIEW FINANCING OPTIONS

## FINANCING:

- Tax Notes
- Certificates of Obligation
- General Obligation Bonds

# WRITTEN QUESTION RESPONSES

Mayor Whitehead

*Item 4.*

THE FUTURE IS IN  
OUR HANDS

**ROAD INFRASTRUCTURE**  
**CONDITIONS, CHALLENGES, UNCERTAIN FUTURE**  
**CITY OF WOODCREEK**  
**December 11, 2019**

**Background**

In April 2019, upon the resignation of Council Member Judy Brizendine, Aurora LeBrun assumed leadership of the Roads Advisory Workgroup. Council Member Brizendine had done some preliminary work, including proposing to divide the City into quadrants and seeking 2 volunteers per quadrant to become members of the Roads Advisory Workgroup and assist Council in evaluating the condition of City streets and making recommendations for improvements, repairs, or replacement.

Council Member Eric Eskelund, appointed by Council to fill the remainder of Council Member Brizendine's term, joined Aurora LeBrun on the oversight of the workgroup and project. City Manager Brenton Lewis, Public Works Director Frank Wood, and the Consulting Engineer completed the City team.

In addition to the citizen volunteers, a member of the Planning & Zoning Commission, Jack Boze, joined the group.

**Planning**

Aurora LeBrun called some of the citizens suggested by former Council Member Brizendine and recruited other citizens, focusing on individuals with backgrounds in engineering, construction, architecture, and public works. Prior to the first meeting of the workgroup, Council received a report on group composition, purpose, and strategy on April 10, 2019.

The following citizens composed the Advisory Workgroup: Bill Tomlinson, Gerald "JJ" Schwettman IV, Roger Adlesperger, Rogers Holt, Jason Donaldson, Charles Vann, and John Epley.

A planning meeting was held on April 15, which included both Council Members and City Staff. The meeting focused on reviewing Council priorities for repairs/replacement, reviewing budget available for fiscal year 2019, and discussing short and long term strategies based on the priorities set forth on the 2030 Master Plan Update. The planning group also agreed on workgroup composition, tasks, date of first meeting, and immediate tasks to be assigned.

## **Execution**

At the first meeting, the purpose of the workgroup was established; the 2030 Master Plan Updates and council priorities were reviewed, as well as budget, before arriving to consensus as to most important and critical needs.

It was agreed the work would begin with on-site assessments of all roads in the City, with the exception of Brookhollow Drive which was rebuilt in 2018. The consulting engineer would assist with the design of charts to collect information on each street, as well as compiling results of the on-site reviews.

Roads would be evaluated on a scale of 1-5, with 5 being good, on the following criteria: condition, safety, site obstructions, drainage, width, potholes, surface cracks, and alligator cracks. Under these criteria, roads with the lowest rating would be considered priority for repair or replacement.

Assessments were completed and reviewed by the workgroup on June 3, 2019. The assessments were given to the consulting engineer to compile and provide recommendations on roads to be considered first for repair or replacement.

On July 2, the workgroup met to receive the priority assessment which included five roads: Woodcreek Drive, Augusta Drive, Champions Circle, Jack Miller, and Brookside Drive. The workgroup agreed to request a formal assessment summary, including a preliminary cost for each road, from the consulting engineer. It was noted that the results of the on-site assessments resulted in a different listing than the one approved by Council in December 2018. In some cases, the repairs undertaken by the City in the spring 2019 had improved some of the roads previously listed while the five in the on-site assessment continued to show major issues. These findings were presented to Council through the monthly report process. Table below shows the differences between Council Approved Priorities and Assessment Results Priorities.

<b>December 12, 2018 Council Approved</b>	<b>Assessment Results – July 2019</b>
Wildwood	
Brookside	Brookside
Jack Miller	Jack Miller
Brookmeadow	
	Woodcreek Drive
	Augusta Drive
	Champions Circle

On July 30, the assessment summary was presented and considered against a potential \$400,000 ceiling. Three options were presented: Chip Seal Overlay, Hot Mix Asphalt, and 18" ribbon curbs. The workgroup considered all options against costs and durability and voted for Hot Mix Asphalt without ribbon curbs. Preliminary costs for the three collector roads far exceeded the



ceiling; costs for the two non-collector roads were below the ceiling but considered to be understated, especially for Brookside Drive.

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The table below shows the assessment summary preliminary costs. Roads are listed in order of priority for repair based on assessment ratings:

<b>Road Name</b>	<b>Length (LF)</b>	<b>Width(LF)</b>	<b>Preliminary Cost</b>
Augusta Drive	6,000	17	\$595,702
Woodcreek Drive	5,200	24	\$846,876
Champions Circle	6,300	17	\$470,174
Brookside	1,000	15	\$85,185
Jack Miller	650	14	\$39,949

### **Financial Options and Considerations**

Council continued to receive monthly reports and, in addition, Council Members were briefed on costs during the summer 2019 budget discussions.

On July 30, 2019, a meeting of the Advisory Workgroup was held. This meeting had five objectives:

1. Final evaluation of immediate and future needs for City streets
2. Weigh identified needs against Council established priorities
3. Develop a plan of action and strategy to meet these needs
4. (If a contract were to be awarded). Assist in the decision-making process to award contracts for major repairs or replacement.
5. (If a contract were to be awarded). Assist in evaluating results of work performed.

Financing options were also discussed, including the potential extension of current tax notes to finance the rebuilding of Augusta Drive. It was agreed Council Members LeBrun and Eskelund would present the findings and recommendations to Council, and City Manager Lewis would present options for financing the project.

Council was briefed as part of the budget workshop on August 7, 2019. There was lack of consensus as to financial options for the project, and it was clear from the discussion that Council would not consider an extension of the tax notes without a formal process to gather citizen input. Based on these discussions and the availability of funds for fiscal year 2019-2010, reconstruction of Augusta Drive may not be an option.

The Advisory Workgroup was called to a meeting on August 20, 2019 and was informed that funds would not be allocated in the new budget to reconstruct Augusta Drive. Workgroup members were informed that options were being explored to:

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- Consider funding one of the smaller projects within the funds available in the new budget
- Review options to seek citizens' input and approval to extend the tax notes - under this option Council Members LeBrun and Eskelund agreed to seek legal advice as to available options. If these funds were approved it would increase the term for interest rates attached to the tax notes.

### **Current Status**

As part of the reporting process, Council was briefed on status of the road improvements project at the September 11, 2019 meeting. It was agreed Council would receive a report summarizing the project, current status, and options available at the October Council Meeting. The report was part of the agenda but was not presented due to the October Council Meeting being cancelled. It was agreed the report would be shared with the Roads Advisory Workgroup for comment. This was done on November 8, 2019. At this meeting discussion led to some changes to the "Future Steps – Decision to be Made" section of the report. It was agreed the changes would be made in time for the report to be presented to Council at the December 2019 regular meeting. This report meets that agreement and presents the following status:

- \$200,000 has been approved for road repairs and upgrades for the new budget. \$50,000 from operating funds would go to repairs and \$150,000 from capital funds for upgrades.
- These funds are insufficient to address the needs of Augusta Drive or the other collector roads identified as priority for repairs (Woodcreek Drive and Champions Circle).
- These funds may be sufficient to improve Brookside Drive, which, although not a collector road, received the lowest ratings and highest priority for repair.
- These funds may be sufficient to address other needs within the City infrastructure. These options will be part of the recommendations made to Council at the December 2019 meeting.

### **Future Steps – Options to Consider – (more than one may be considered)**

- Proceed with one of the smaller projects or
- Install traffic calming devices to meet the anticipated increased traffic due to completion of school on Winters Mill Parkway. Workgroup recommends to
  - Postpone this action until sufficient data is collected. Specifically, complete purchase and installation of metering devices approved by Council and collect data before and after school opening before making a decision as to install traffic calming devices and
  - Obtain valid traffic counts from the County for specific streets. Collect and analyze data before and after school opening before making a decision to install traffic calming devices and
  - Once the data is compiled, call a town hall meeting to review results with citizens and receive citizens' input on desirability of traffic calming devices.

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- If Council agrees with the analysis and determination of the citywide assessment summary and wishes to proceed with major improvements to one collector road, decide on whether to call a special election in May 2020 to seek citizens' input on extension of the tax notes.
- In addition to these options, the Workgroup recommends that, independent of other decisions, the City proceed with review of repair needs and work with Hays County to complete repairs in early 2020.

### **Recommendation**

- Place the item of road upgrades on the December 2019 Council Agenda and seek decision on items listed under "Future Steps – Options to Consider." The recommendations of the Road Advisory Workgroup will be included in this consideration.

### **Conclusion**

Roads repairs and upgrades have been postponed for a number of years. Significant funds were spent improving Brookhollow Drive. Considerable repairs were made to City streets in the spring of 2019, but these do not address the major issues identified for the five priority roads.

Reserves are available to address the serious deficiencies on Augusta Drive. Protecting reserves is judicious and good policy, but at this time we need to weigh the continued deterioration of our streets, and the effect such can have on property values versus maintaining reserves at their current levels.

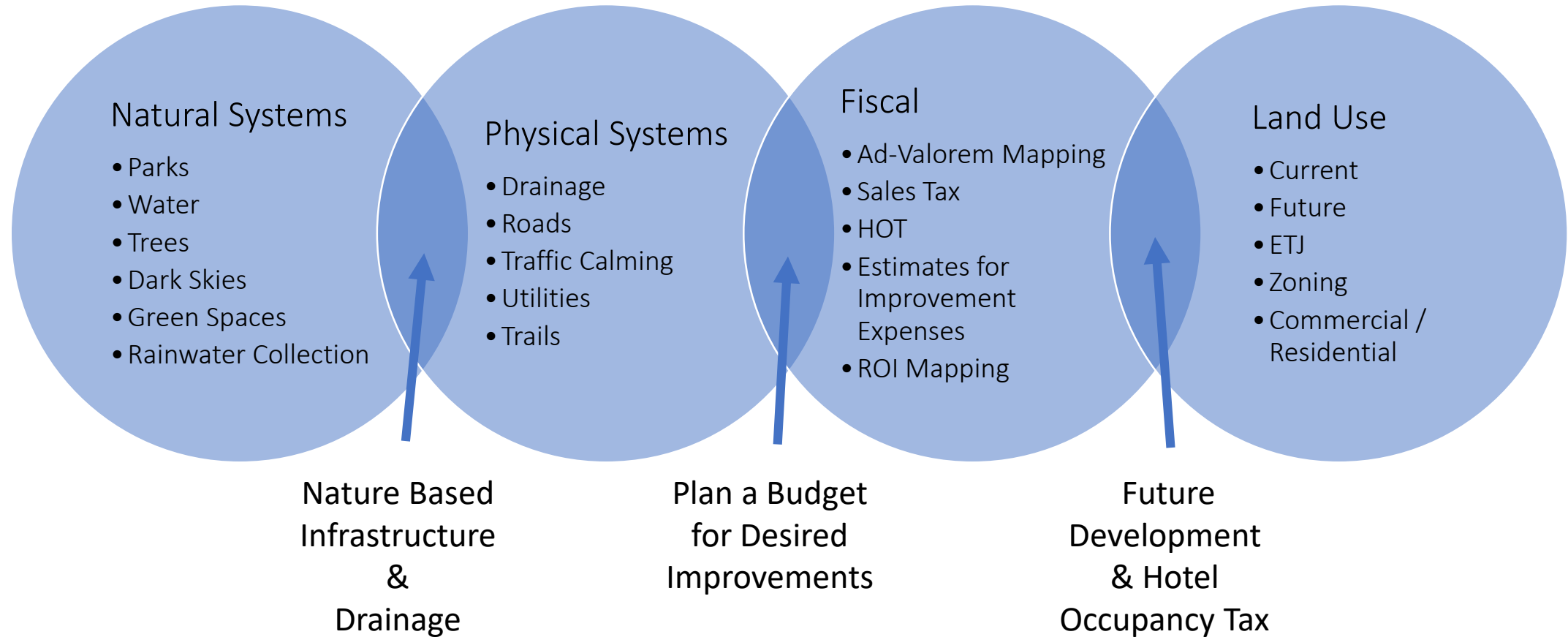
Respectfully submitted,

Aurora F. LeBrun

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(End of Report)

# COMPREHENSIVE PLAN FOCUS GROUP OVERVIEW

Item 5.



## Current Volunteers

Natural: Justin & Jason & Pat  
Physical: Diane & PLATINUM PANEL  
Fiscal: Aurora, Tomas, Brenton  
Land Use: Lydia & Debra & Brandon  
(from K.Friese) & Bill & Jerry

**GOAL:** Conduct 2-4 meetings to research and develop writing for this portion of the Comprehensive Plan (Can be held at City Hall or a location of your choosing).

**NEED:** Volunteers from the Workgroup to assist in leading these areas.

**PLAN:** Put out a call for citizens to contribute by either attending meetings or taking mini surveys and you can reach out to friends and neighbors personally.

**Council Meeting Date: Special City Council Meeting May 25, 2022****Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and take appropriate action to direct City Staff to review projects to be covered by the American Rescue Act of 2021 funds received by the City of Woodcreek for the purpose of managing and treating stormwater or subsurface drainage water, facilitating water reuse, and securing publicly owned treatment works.

**Agenda Item Summary:**

Directing staff to begin process to assign funds from the American Rescue Act of 2021 to address drainage issues at two locations in the City.

**Financial Impact:**

None to City General Revenue Funds - Federal funds to cover the improvements.

**Recommendations:**

Direct staff to begin the process to investigate the cost of addressing the two critical areas drainage areas identified in the agenda item.

**Submitted by:** Mayor Pro Tem Aurora LeBrun

Contact

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[jorge.delgado@hilltopsecurities.com](mailto:jorge.delgado@hilltopsecurities.com)

## City of Woodcreek, Texas

### Overview of Current Market Conditions

### And

### Funding Capacity of Tax Notes and General Obligation Bonds

May 11, 2022

# Table of Contents

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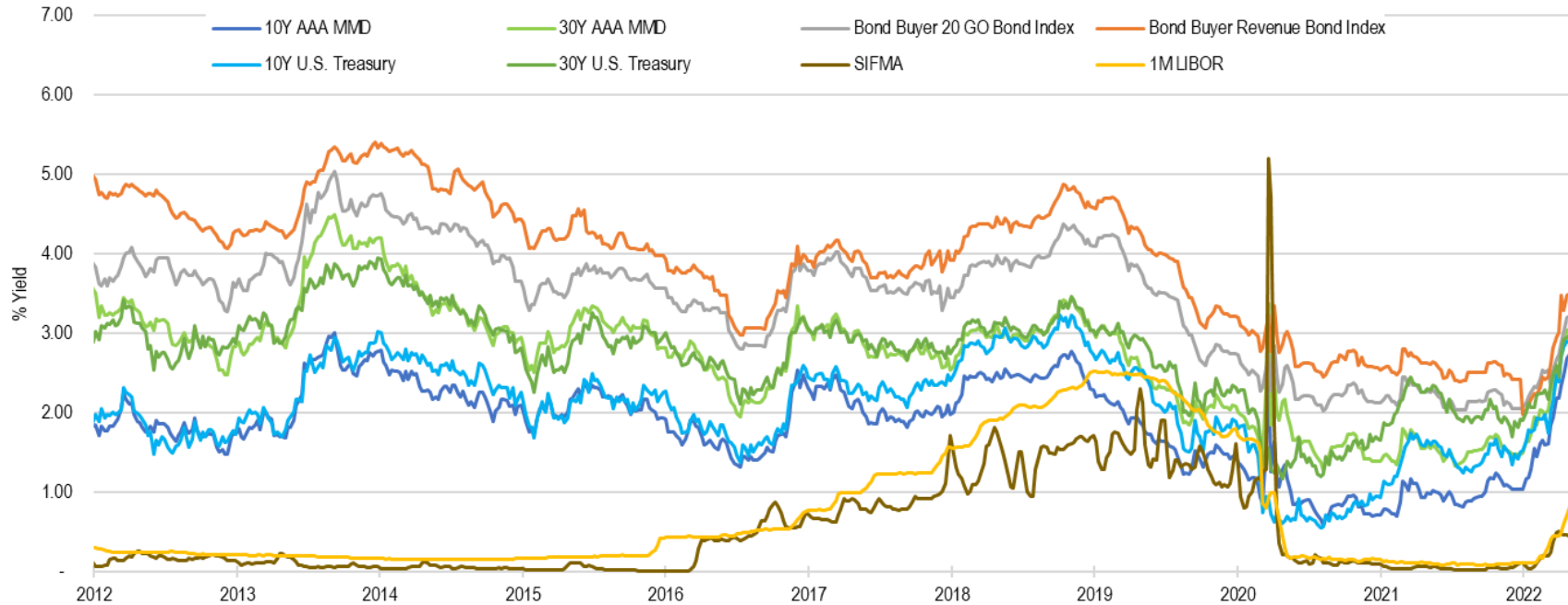
	<b><u>Page</u></b>
<b>Municipal Market Update dated May 6, 2022</b>	<b>3</b>
<b>Impact of Growth / Increased Valuation on Ad Valorem Tax Rates</b>	<b>5</b>
<b>Overview - Tax Notes and General Obligation Bonds</b>	<b>6</b>
<b>Debt Capacity - Tax Notes and General Obligation Bonds</b>	<b>7</b>
<b>Questions and Discussion</b>	<b>8</b>
<b>Appendix A – Detailed Scenario Debt Service Schedules</b>	<b>9</b>



# Municipal Market Update dated May 6, 2022

Item 7.

## Benchmark Interest Rates – 1/1/12 to 5/6/22



## Rates Analysis – 1/1/12 to 5/6/22

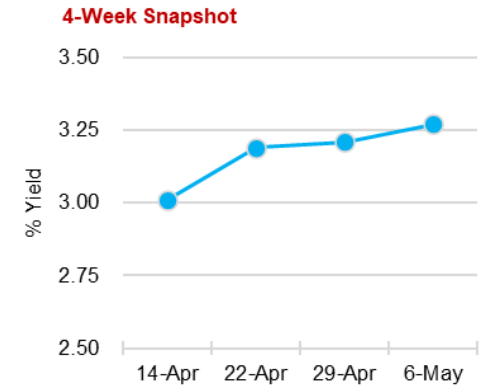
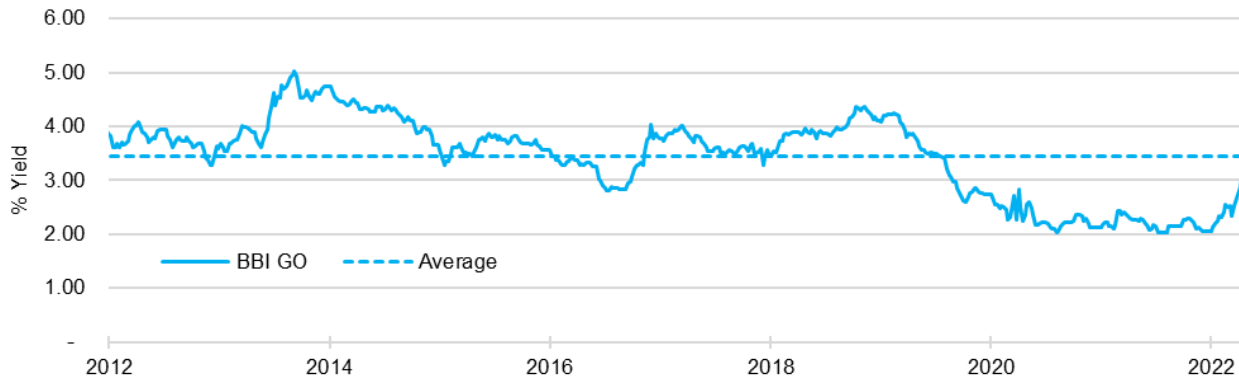
	10Y AAA MMD	30Y AAA MMD	Bond Buyer 20 GO Bond Index	Bond Buyer Revenue Bond Index	10Y U.S. Treasury	30Y U.S. Treasury	SIFMA	1M LIBOR
Current	2.85	3.17	3.27	3.55	3.12	3.23	0.60	0.84
Maximum	3.01	4.49	5.03	5.40	3.23	3.94	5.20	2.52
Minimum	0.58	1.27	2.02	1.97	0.55	1.17	0.01	0.07
Average	1.84	2.69	3.44	3.91	2.04	2.72	0.50	0.71
% Time Lower	99.1%	79.1%	30.4%	30.9%	98.9%	84.8%	65.9%	70.2%

Source: Refinitiv Municipal Market Data, U.S. Treasury and Bloomberg

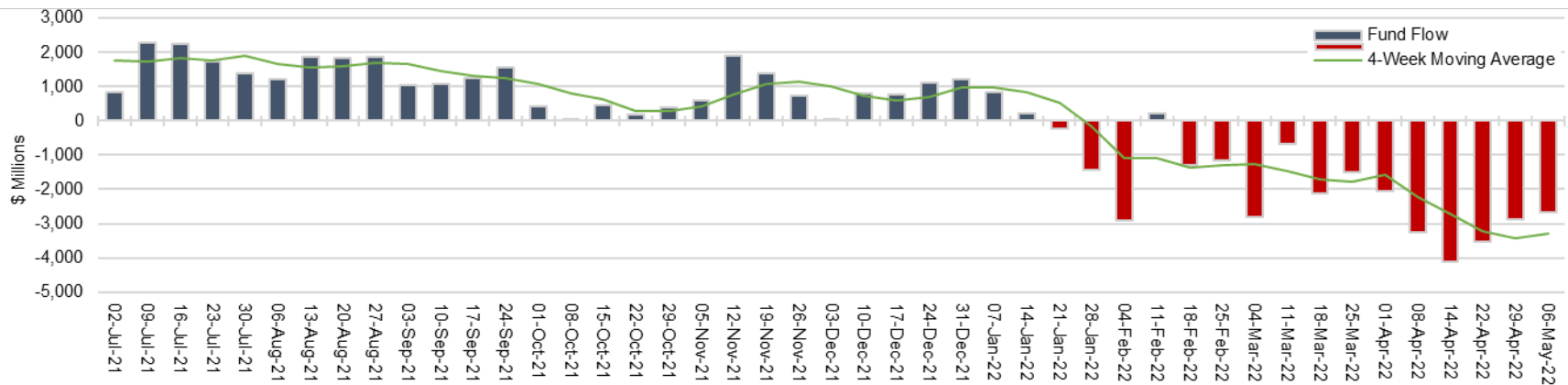
# Municipal Market Update dated May 6, 2022

Item 7.

## Benchmark Interest Rates – 1/1/12 to 5/6/22



## Lipper Municipal Bond Fund Flows



Source: Refinitiv Municipal Market Data, U.S. Treasury and Bloomberg

# Impact of Growth / Increased Valuation on Ad Valorem Tax Rates

Item 7.

Year	Taxable Assessed Value	Annual Growth	
		\$	%
2022 <sup>(1)</sup>	\$309,582,377	\$46,646,914	18%
2021	\$262,935,463	\$14,153,125	6%
2020	\$248,782,338	\$16,384,045	7%
2019	\$232,398,293	\$21,574,095	10%
2018	\$210,824,198	\$30,741,648	17%
2017	\$180,082,550	\$2,101,801	1%

## Notes:

1) 2022 CERTIFIED PRELIMINARY ESTIMATE per Hays County Appraisal District dated April 20, 2022

Year	Ad Valorem Tax Rates					
	M&O Rate		I&S Rate		Total Rate	
	Rate	Change	Rate	Change	Rate	Change
2022						
2021	\$0.1291	-5%	\$0.0780	-10%	\$0.2071	-7%
2020	\$0.1361	4%	\$0.0870	-6%	\$0.2231	0%
2019	\$0.1306	0%	\$0.0929	1%	\$0.2235	0%
2018	\$0.1311	-4%	\$0.0924	6%	\$0.2235	0%
2017	\$0.1362	4%	\$0.0873	NA	\$0.2235	71%
2016	\$0.1305	NA	\$0.0000	NA	\$0.1305	NA

# Overview – Tax Notes and General Obligation Bonds

Item 7.

## Tax Notes

## General Obligation Bonds

Authorization Process	Council Approval of Issuance Ordinance	1) Election 2) Council Approval of Issuance Ordinance
Maximum Amortization	7 Years	40 Years
Credit Pledge	Levy of I&S Ad Valorem Tax	Levy of I&S Ad Valorem Tax
Budget Repayment Options	Any Available Funds	Any Available Funds
Purpose of Project Fund	Anything a City is authorized to issue debt for	Anything a City is authorized to issue debt for
Phasing of Debt Issuance	No - Each Issuance is Independent	Yes - Large Projects can be funded in Phases
Earliest Issuance Date	June, 2022	1) Election November, 2022 and Issuance December, 2022 2) Election May, 2023 and Issuance June, 2023

# Debt Capacity - Tax Notes and General Obligation Bonds

Item 7.

## Tax Notes

## General Obligation Bonds

2023 Taxable Assessed Value

Preliminary Certified Taxable Assessed Value for Tax Year 2022 = \$309,582,377

Repayment Term

7 Years

20 Years

Assumed Interest Rate<sup>(1)</sup>

2.75% (Tax Note)<sup>(1)</sup>  
3.00% (Refunding Bond)<sup>(1)</sup>

4.48%<sup>(2)(3)</sup>

Current I&S Debt Service Tax Rate	\$0.07800	\$0.07800	\$0.07800	\$0.07800
Plus: Tax Rate Impact <sup>(4)</sup>	\$0.00000	\$0.03000	\$0.00000	\$0.03000
<u>Projected I&amp;S Total Debt Service Tax Rate</u>	<u>\$0.07800</u>	<u>\$0.10800</u>	<u>\$0.07800</u>	<u>\$0.10800</u>
Project Fund	\$1,357,000	\$1,937,000	\$2,602,338	\$3,811,974
Tax Notes, 2017 Payoff	\$437,494	\$437,494	\$440,056	\$440,056
<u>Estimated Cost of Issuance</u>	<u>\$100,506</u>	<u>\$106,506</u>	<u>\$132,606</u>	<u>\$157,970</u>
<u>Par Amount</u>	<u>\$1,895,000</u>	<u>\$2,481,000</u>	<u>\$3,175,000</u>	<u>\$4,410,000</u>
Average Annual Payment	\$238,721	\$330,638	\$236,740	\$328,310
Total Principal & Interest	\$2,148,487	\$2,792,478	\$4,734,800	\$6,566,198

# Questions and Discussion

# Appendix A

## Detailed Scenario Debt Service Schedules

# Tax Note – No I&S Debt Service Tax Rate Increase

Item 7.

<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>	<u>J</u>
Fiscal Year Ending 30-Sep	Tax Base Growth Factor	Taxable Assessed Valuation <sup>(1)</sup>	I&S Tax Supported D/S	Less: Refinanced Tax Note Series 2017 D/S	GO Refunding Bonds Series 2022 <sup>(2)</sup>	Tax Note Series 2022 <sup>(2)</sup>	Less: Debt Service Funds on Hand	NET Projected I&S Tax Supported D/S	Projected Debt Service Tax Rate <sup>(3)</sup>
2022		\$ 262,935,463	\$ 216,195	\$ -	\$ -	\$ -	\$ -	\$ 216,195	\$ 0.0780
2023	17.74%	309,582,377	224,793	224,793	17,454	220,988	-	238,442	0.0778
2024	0.00%	309,582,377	219,820	219,820	17,445	221,048	-	238,493	0.0778
2025	0.00%	309,582,377	-	-	17,355	220,754	-	238,109	0.0777
2026	0.00%	309,582,377	-	-	17,265	221,309	-	238,574	0.0778
2027	0.00%	309,582,377	-	-	17,175	221,699	-	238,874	0.0779
2028	0.00%	309,582,377	-	-	17,085	221,924	-	239,009	0.0780
2029	0.00%	309,582,377	-	-	17,980	220,998	-	238,978	0.0780
2030	0.00%	309,582,377	-	-	239,485	-	-	239,485	0.0781
2031	0.00%	309,582,377	-	-	238,525	-	-	238,525	0.0778
			\$ 660,808	\$ 444,613	\$ 599,769	\$ 1,548,718	\$ -	\$ 2,364,683	

## Assumptions:

- (1) Source: Hays County Appraisal District. Actual for Fiscal Year 2021 & 2022.
- (2) Refunding Assumes 3.00% interest rate for purposes of illustration only.  
Tax Note Assumes 2.75% interest rate. **Subject to Change at anytime.**
- (3) Actual Tax Rate Fiscal Year 2022. Calculated thereafter.  
Assumes 99% collections.

## USES OF FUNDS

Project Fund Deposit	\$ 1,357,000
Tax Notes, 2017 Payoff	437,494
Budgeted Financing Costs	100,506
<b>Total Par Amount</b>	<b>\$ 1,895,000</b>



# Tax Note – 3 Cent I&S Debt Service Tax Rate Increase

Item 7.

<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>	<u>J</u>
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2022		\$ 262,935,463	\$ 216,195	\$ -	\$ -	\$ -	\$ -	\$ 216,195	\$ 0.0780
2023	17.74%	309,582,377	224,793	224,793	17,454	312,955	-	330,409	0.1078
2024	0.00%	309,582,377	219,820	219,820	17,445	312,959	-	330,404	0.1078
2025	0.00%	309,582,377	-	-	17,355	313,451	-	330,806	0.1079
2026	0.00%	309,582,377	-	-	17,265	313,724	-	330,989	0.1080
2027	0.00%	309,582,377	-	-	17,175	313,776	-	330,951	0.1080
2028	0.00%	309,582,377	-	-	17,085	313,609	-	330,694	0.1079
2029	0.00%	309,582,377	-	-	17,980	312,235	-	330,215	0.1077
2030	0.00%	309,582,377	-	-	239,485	-	-	239,485	0.0781
2031	0.00%	309,582,377	-	-	238,525	-	-	238,525	0.0778
			\$ 660,808	\$ 444,613	\$ 599,769	\$ 2,192,709	\$ -	\$ 3,008,673	

## Assumptions:

(1) Source: Hays County Appraisal District. Actual for Fiscal Year 2021 & 2022.

(2) Refunding Assumes 3.00% interest rate for purposes of illustration only.

Tax Note Assumes 2.75% interest rate. **Subject to Change at anytime.**

(3) Actual Tax Rate Fiscal Year 2022. Calculated thereafter.

Assumes 99% collections.

## USES OF FUNDS

Project Fund Deposit	\$ 1,937,000
Tax Notes, 2017 Payoff	437,494
Budgeted Financing Costs	106,506
<b>Total Par Amount</b>	<b>\$ 2,481,000</b>

# General Obligation Bond – No I&S Debt Service Tax Rate Increase

Item 7.

<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	<u>G</u>	<u>H</u>	<u>I</u>
Fiscal Year Ending 30-Sep	Tax Base Growth Factor	Taxable Assessed Valuation <sup>(1)</sup>	I&S Tax Supported D/S	Less: Refinanced Tax Note Series 2017 D/S	GO Refunding & Improvement Bonds, Series 2023 <sup>(2)</sup>	Less: Debt Service Funds on Hand	NET Projected I&S Tax Supported D/S	Projected Debt Service Tax Rate <sup>(3)</sup>
2022		\$ 262,935,463	\$ 216,195	\$ -	\$ -	\$ -	\$ 216,195	\$ 0.0780
2023	17.74%	309,582,377	224,793	224,793	236,349	-	236,349	0.0771
2024	0.00%	309,582,377	219,820	219,820	234,684	-	234,684	0.0766
2025	0.00%	309,582,377	-	-	236,000	-	236,000	0.0770
2026	0.00%	309,582,377	-	-	236,976	-	236,976	0.0773
2027	0.00%	309,582,377	-	-	237,628	-	237,628	0.0775
2028	0.00%	309,582,377	-	-	242,810	-	242,810	0.0792
2029	0.00%	309,582,377	-	-	237,675	-	237,675	0.0775
2030	0.00%	309,582,377	-	-	237,239	-	237,239	0.0774
2031	0.00%	309,582,377	-	-	236,395	-	236,395	0.0771
2032	0.00%	309,582,377	-	-	235,194	-	235,194	0.0767
2033	0.00%	309,582,377	-	-	238,519	-	238,519	0.0778
2034	0.00%	309,582,377	-	-	236,550	-	236,550	0.0772
2035	0.00%	309,582,377	-	-	234,400	-	234,400	0.0765
2036	0.00%	309,582,377	-	-	236,789	-	236,789	0.0773
2037	0.00%	309,582,377	-	-	238,599	-	238,599	0.0778
2038	0.00%	309,582,377	-	-	235,020	-	235,020	0.0767
2039	0.00%	309,582,377	-	-	236,000	-	236,000	0.0770
2040	0.00%	309,582,377	-	-	236,363	-	236,363	0.0771
2041	0.00%	309,582,377	-	-	236,150	-	236,150	0.0771
2042	0.00%	309,582,377	-	-	235,463	-	235,463	0.0768
			\$ 660,808	\$ 444,613	\$ 4,734,800	\$ -	\$ 4,950,995	

## Assumptions:

- (1) Source: Hays County Appraisal District. Actual for Fiscal Year 2021 & 2022.
- (2) Assumes investment grade interest rates as of 5/10/2022 + 0.75%.  
True Interest Cost calculated at 4.48%. Subject to Change.
- (3) Actual Tax Rate Fiscal Year 2022. Calculated thereafter.  
Assumes 99% collections.

## USES OF FUNDS

Project Fund Deposit	\$ 2,602,338
Tax Notes, 2017 Payoff	440,056
Budgeted Financing Costs	132,606
<b>Total Par Amount</b>	<b>\$ 3,175,000</b>

# General Obligation Bond – 3 Cent I&S Debt Service Tax Rate Increase

Item 7.

<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>
Fiscal Year Ending 30-Sep	Tax Base Growth Factor	Taxable Assessed Valuation <sup>(1)</sup>	I&S Tax Supported D/S	Less: Refinanced Tax Note Series 2017 D/S	GO Refunding & Improvement Bonds, Series 2023 <sup>(2)</sup>	Less: Debt Service Funds on Hand	NET Projected I&S Tax Supported D/S	Projected Debt Service Tax Rate <sup>(3)</sup>
2022		\$ 262,935,463	\$ 216,195	\$ -	\$ -	\$ -	\$ 216,195	\$ 0.0780
2023	17.74%	309,582,377	224,793	224,793	330,807	-	330,807	0.1079
2024	0.00%	309,582,377	219,820	219,820	329,630	-	329,630	0.1076
2025	0.00%	309,582,377	-	-	329,405	-	329,405	0.1075
2026	0.00%	309,582,377	-	-	328,773	-	328,773	0.1073
2027	0.00%	309,582,377	-	-	327,759	-	327,759	0.1069
2028	0.00%	309,582,377	-	-	326,308	-	326,308	0.1065
2029	0.00%	309,582,377	-	-	329,395	-	329,395	0.1075
2030	0.00%	309,582,377	-	-	326,909	-	326,909	0.1067
2031	0.00%	309,582,377	-	-	328,834	-	328,834	0.1073
2032	0.00%	309,582,377	-	-	330,129	-	330,129	0.1077
2033	0.00%	309,582,377	-	-	325,895	-	325,895	0.1063
2034	0.00%	309,582,377	-	-	326,383	-	326,383	0.1065
2035	0.00%	309,582,377	-	-	326,483	-	326,483	0.1065
2036	0.00%	309,582,377	-	-	330,849	-	330,849	0.1079
2037	0.00%	309,582,377	-	-	329,474	-	329,474	0.1075
2038	0.00%	309,582,377	-	-	327,578	-	327,578	0.1069
2039	0.00%	309,582,377	-	-	329,973	-	329,973	0.1077
2040	0.00%	309,582,377	-	-	326,575	-	326,575	0.1066
2041	0.00%	309,582,377	-	-	327,444	-	327,444	0.1068
2042	0.00%	309,582,377	-	-	327,600	-	327,600	0.1069
			\$ 660,808	\$ 444,613	\$ 6,566,198	\$ -	\$ 6,782,393	

## Assumptions:

- (1) Source: Hays County Appraisal District. Actual for Fiscal Year 2021 & 2022.
- (2) Assumes investment grade interest rates as of 5/10/2022 + 0.75%.  
True Interest Cost calculated at 4.48%. Subject to Change.
- (3) Actual Tax Rate Fiscal Year 2022. Calculated thereafter.  
Assumes 99% collections.

## USES OF FUNDS

Project Fund Deposit	\$ 3,811,974
Tax Notes, 2017 Payoff	440,056
Budgeted Financing Costs	157,970
<b>Total Par Amount</b>	<b>\$ 4,410,000</b>

## ROAD FUNDING SURVEY RESULTS ANALYSIS

### Introduction to the Process:

Digital survey results were verified by looking at each individual response, tracking the IP addresses to their location, and cross-checking for multiple entries from a single IP. Additional factors considered and inspected: length of time to take the survey, comments, and the depth of responses given.

### Overview of Digital Survey Results:

**Only 41 entries out of 174 digital responses came from IP addresses located outside the Wimberley Valley area; that is just under 24% of digital responses.** There were no significant trends in these responses. Nearly half of these responses had Woodcreek specific comments, and a majority came from the greater central Texas area thus indicating people likely took the survey while at work. **An overwhelming majority of responses came from inside Woodcreek, and from Spectrum specific IP addresses, as identified by the first four digits of the IP address.**

There were only 13 cases of the same IP addresses submitting more than one response and most of these had varied answers indicating two adults in the same house took the survey on different devices. **There were only two cases of more than two entries from a single IP address; both instances had three responses, and both occurred inside Woodcreek.** There were no other indications of massive or widespread repetitive entries or fraud from a single IP address.

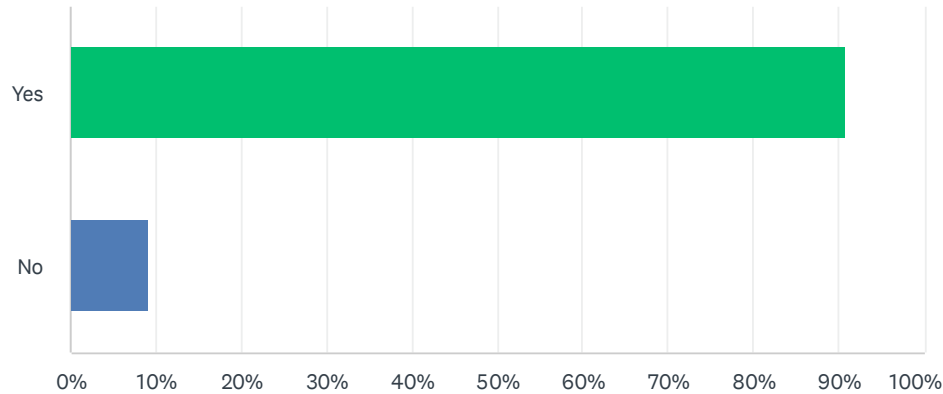
**There were only 11 concerning and/or duplicate responses total. That is a 6% margin of error or possible “cheating” on the digital responses.** This was determined by a combination of factors; the location of the IP address, the time spent on the survey, answers given, depth of responses, and any comments submitted. **There was a significant trend in these responses with “tax notes” and “do not raise taxes” as preferred among these 11 “red flags.”** Specifically, the two instances of the same IP address submitting 3 responses produced four of the “red flags.” In both cases, the second two entries from the IP address were replicates of the first and the time for each entry dropped; the second response took less than two minutes and the third took less than one minute.

Given that over 75% of the responses originated directly from inside the local community, that there were not significant numbers of repeated entries from a single IP address, and that the amount of concerning or “red flag” responses was less than 5% percent for the total 235 surveys received, it leads one to believe that **these results are significantly valid and can be used for informative purposes with relative confidence.**

***Note on paper surveys: There were 62 paper surveys returned. These were entered by staff. There was no concern expressed about duplication or fraud.***

## Q1 Do you feel like you understand the two forms of debt being considered: tax notes versus general obligation bonds?

Answered: 229 Skipped: 7



ANSWER CHOICES	RESPONSES
Yes	90.83% 208
No	9.17% 21
TOTAL	229

#	IF NO, WHAT MORE SHOULD THE CITY DO TO HELP CITIZENS FEEL INFORMED?	DATE
1	Let the taxpayers say. You people don't care.	5/5/2022 2:43 PM
2	1. Please explain how there is no impact on tax rates for \$1,225,000 spent through tax notes and \$2,650,971 through bonds. If a decision is made to do no road repairs, can the tax rate then be lowered? 2. Why do survey respondents not have the option to do nothing, no road repairs? 3. Please note that interest rates are no longer historically low and are expected to rise significantly in 2022 and 2023. What interest rate is utilized in the calculations used to explain municipal funding options?	5/5/2022 2:34 PM
3	Details on the cost of debt. Under "interest rates," G.O. Bond, the table notes "Historically Low Rates," but MMD is quite high at the moment.	5/5/2022 1:55 PM
4	Hold info sessions that clearly define all aspects of both including a tax rate hike because of the Ad Valorem aspects.	5/5/2022 1:31 PM
5	What ever it takes.	5/5/2022 1:26 PM
6	Today's 7.8 cents rate/ what rate is this, I thought it was .22 (.05) cents now (city tax). Info sooner - could have helped.	5/5/2022 1:19 PM
7	Put definition of both in an email. If you have I didn't see it.	5/5/2022 1:07 PM
8	Do Not Raise taxes	5/5/2022 12:08 PM
9	NOT ADD MORE TAX !!	5/5/2022 11:57 AM
10	Address items specifically with bullet note details.	5/2/2022 4:59 PM
11	Summary and advice from someone who understands the differences, advantages, and disadvantages of each. Preferably a resident of Woodcreek. I doubt that anyone will read the 139 page article.	5/2/2022 1:17 PM

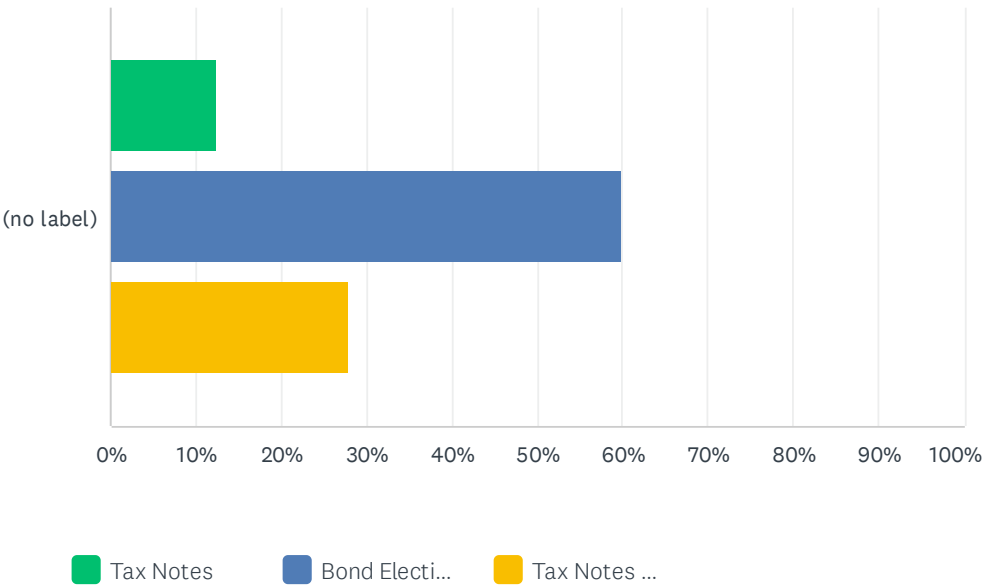
## Road Updates and Funding Survey

Item 7.

12	Only 2 choices? Where is the choice of budgeting for roads and pay as we go	5/1/2022 8:36 PM
13	What are the alternatives to not raising taxes, locking in the tax money that should have been budgeted to road maintenance since the beginning of the city and making sure that the road maintenance funds cannot be robbed for other special interest projects.	5/1/2022 8:17 PM
14	more clarity on the proposed 5 cent increase for the general obligation	4/30/2022 3:35 PM
15	A quick link to the pdf would be nice.	4/25/2022 5:33 PM
16	The tax notes now and bond election later option is not explained well.	4/24/2022 2:19 PM
17	Please explain, in detail, Tax Notes and General Obligation Bonds.	4/23/2022 5:59 PM
18	Folks won't see past \$175 on bond side. Help them see options.	4/23/2022 3:58 PM
19	It is my opinion that Woodcreek is nothing but a golf course.	4/23/2022 10:20 AM
20	I realize I answered yes, but since the general public has a 4th grade reading level, I'd be cautious with including lengthy words in educational outreach.	4/23/2022 8:58 AM
21	Make videos explaining it and post them. Send out texts to let people know you've posted	4/21/2022 8:34 PM
22	Explanations are clear.	4/21/2022 7:43 AM
23	Make a faq to clarify things like "how much will my tax bill increase" etc	4/21/2022 6:32 AM
24	Send something in the mail.	4/20/2022 1:27 PM
25	A \$350K example is pretty low. Show \$400K and \$500K as well. Also be VERY sure on your math.	4/20/2022 12:34 PM

Q2 Would you prefer that the City extend tax notes or pursue a bond election or do both? Rate the following 1 – 3. \*The City can borrow tax notes and have them rolled into Bond debt.

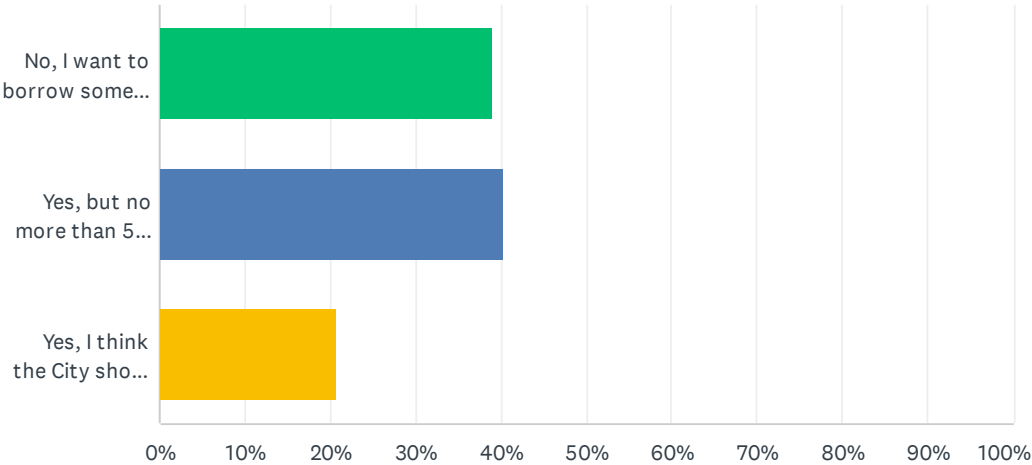
Answered: 219    Skipped: 17



	TAX NOTES	BOND ELECTION	TAX NOTES NOW + BOND ELECTION LATER*	TOTAL	WEIGHTED AVERAGE
(no label)	12.33% 27	59.82% 131	27.85% 61	219	2.16

Q3 Do you support a small increase in the tax rate (this is possible with BOTH funding options) to fund road improvements?

Answered: 231    Skipped: 5

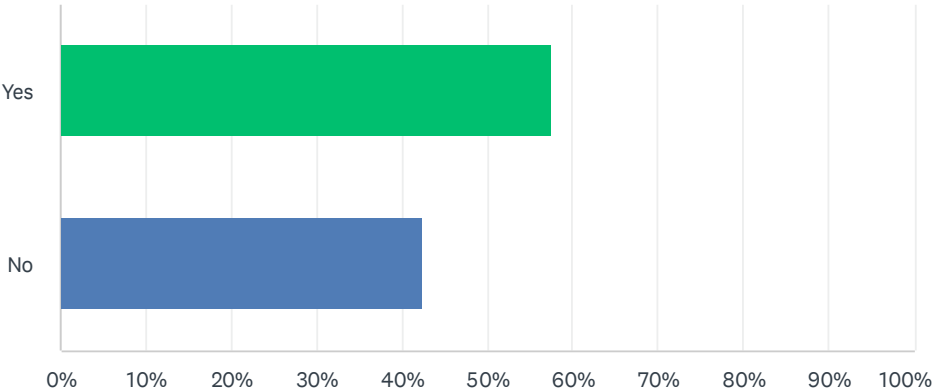


ANSWER CHOICES	RESPONSES	
No, I want to borrow some money to fix roads; but do NOT raise my taxes.	38.96%	90
Yes, but no more than 5 cents per \$100 valuation	40.26%	93
Yes, I think the City should borrow what is needed to complete ALL roads and raise taxes accordingly	20.78%	48
TOTAL		231



# Q4 Would you like the City to pursue traffic calming options while repairing roads?

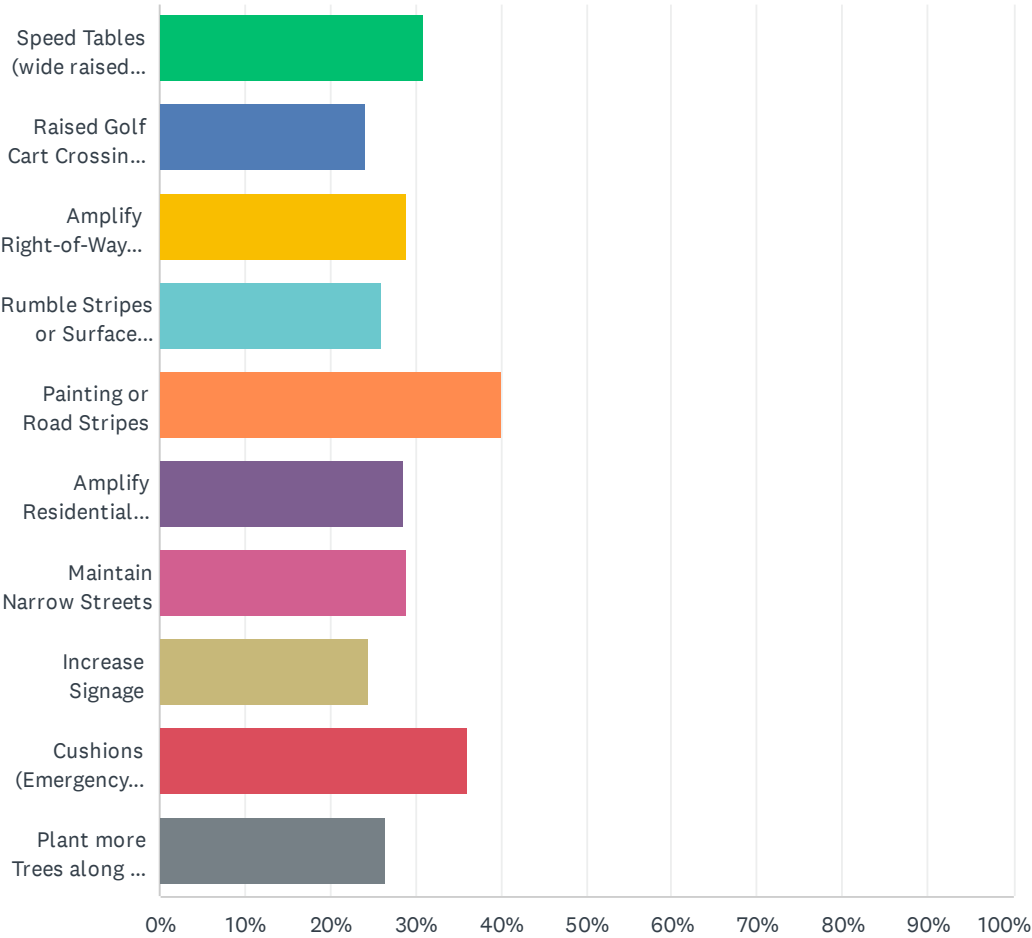
Answered: 229    Skipped: 7



ANSWER CHOICES		RESPONSES	
Yes		57.64%	132
No		42.36%	97
TOTAL			229

Q5 If the City were to pursue traffic calming measures, which of these do you support? Check all that apply.\*Amplify means to build up and improve upon existing entrances and right-of-way green spaces to increase effectiveness in alerting drivers that they are in a residential area and passively encouraging them to slow down.

Answered: 200    Skipped: 36



# Road Updates and Funding Survey

Item 7.

ANSWER CHOICES	RESPONSES	
Speed Tables (wide raised area)	31.00%	62
Raised Golf Cart Crossing Areas	24.00%	48
Amplify Right-of-Way green spaces*	29.00%	58
Rumble Stripes or Surface Treatments	26.00%	52
Painting or Road Stripes	40.00%	80
Amplify Residential Entrances*	28.50%	57
Maintain Narrow Streets	29.00%	58
Increase Signage	24.50%	49
Cushions (Emergency Vehicle friendly speed bumps)	36.00%	72
Plant more Trees along the road	26.50%	53
Total Respondents: 200		

#	ADD YOUR OWN:	DATE
1	We don't need 2 signs on our street that are together that say - Dead End - Please take one down "Brookside Dr"	5/17/2022 12:31 PM
2	Not sure what right of way green spaces are	5/5/2022 2:45 PM
3	ribbon curbing - cement strip on road edges	5/5/2022 2:44 PM
4	What the hell does this mean?	5/5/2022 2:43 PM
5	None !	5/5/2022 2:38 PM
6	Please provide details and cost estimates for each option listed in question #5? Does data support a need for these expenditures?	5/5/2022 2:34 PM
7	At least one set of stop signs	5/5/2022 2:26 PM
8	We don't need wider streets. That encourages more traffic and speed.	5/5/2022 2:16 PM
9	But very limited/light touch. Speed cameras.	5/5/2022 1:55 PM
10	Issue tickets!	5/5/2022 1:51 PM
11	Especially on Augusta Dr! Some people go 40+ mph	5/5/2022 1:22 PM
12	Residents need a voice!	5/5/2022 1:21 PM
13	No noise - decrease speed	5/5/2022 1:11 PM
14	No more political signs - very ugly	5/5/2022 1:05 PM
15	There is already too many trees along roads.	5/5/2022 12:49 PM
16	Widening Brookmeadow to two lanes instead of the current 1 1/2 lanes!	5/5/2022 12:47 PM
17	Pavements on Brookhollow + Woodcreek Drive mainly for dog walkers	5/5/2022 12:40 PM
18	Increase speed limits enforcement - makes it stick	5/5/2022 12:31 PM
19	By the bridge on Woodcreek is terrible	5/5/2022 12:28 PM
20	Police Presence	5/5/2022 12:26 PM
21	Nothing - there is no problem, check your data	5/5/2022 12:23 PM
22	Fix the roads that all	5/5/2022 12:20 PM

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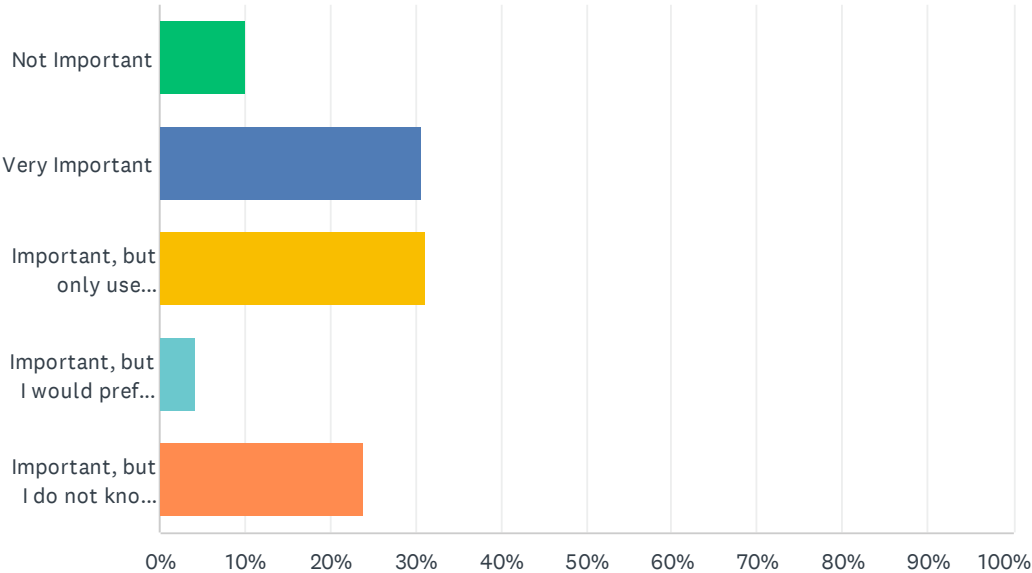
# Road Updates and Funding Survey

Item 7.

23	None	5/5/2022 12:08 PM
24	Maintain trees already along the road that are in the City's jurisdiction !!	5/5/2022 12:02 PM
25	None of the Above	5/3/2022 2:03 PM
26	Construct curbs and sidewalks	5/2/2022 10:32 PM
27	Would like to know more about the tree planting idea	5/2/2022 1:39 PM
28	Painting or Road Stripes whatever is least abtrusive to traffice flow	5/2/2022 1:09 PM
29	Limit routes that make Woodcreek a cut through	5/1/2022 10:21 PM
30	Temporary speed signage that blinks how fast you are going in the current speed zone	5/1/2022 3:03 PM
31	All of the items above waste money we don't have and reduce safety.	5/1/2022 1:15 PM
32	Reducd the speed limit to 15 mph.	4/30/2022 11:52 AM
33	NO SPEED BUMPS. A FEW MORE STOP SIGNS AT STRATIGIC LOCATIONS (3 WAY STOP INTERSECTIONS	4/28/2022 8:59 PM
34	Also SIDEWALKS	4/28/2022 8:34 PM
35	signage pertains especially re children at play	4/28/2022 12:54 PM
36	Maintain trees in centers of roads where there are trees.	4/27/2022 5:12 PM
37	fail to see how planting trees would slow traffic and how would new trees be watered to survive drought	4/26/2022 12:43 PM
38	Auto ticketing device NO road bumps	4/26/2022 12:15 PM
39	1) add stripes on the SIDES of roads, which emphasizes their narrowness. (Couldn't tell if that was included above; I assumed "painting or road stripes" referred to middle stripes.) 2) One NOT to do: create "bump-outs" intended to cause cars to weave in order to slow. That was done in another neighborhood, and all it did was make cars split the difference, driving down the middle still at high speed.	4/26/2022 11:48 AM
40	Don't kill the trees in the middle of Champions Circle!	4/26/2022 10:51 AM
41	Regular patrols for traffic enforcement	4/25/2022 3:51 PM
42	Traffic Patrols	4/24/2022 3:06 PM
43	Police enforcement.	4/23/2022 5:59 PM
44	Bumps or treatments which don't force traffic to almost stop just to get over them (and causing more pollution my having to start from practically a stop). If the speed limit is 25mph, then put in measures which slow down the traffic to 25mph, not 5mph.	4/23/2022 4:38 PM
45	No need to do any of the above, just do radar.	4/23/2022 1:32 AM
46	Not necessary. It's a small neighborhood.	4/21/2022 8:34 PM
47	Anything that will slow people down. Woodcreek has become a much worse place to live because of speeding traffic and the opening of the Emergency Gate!	4/20/2022 2:54 PM
48	close back gate to eliminate cut-through traffic	4/20/2022 1:01 PM
49	I think it's really important to consider the high traffic areas of the city. We are further removed from woodcreek drive and thus are not impacted. Each area does not need the same measures. Considering what is needed in each area, instead of a one size fits all approach will lower costs	4/20/2022 12:36 PM

Q6 How important is it to you that the City address drainage and Nature Based Infrastructure options?

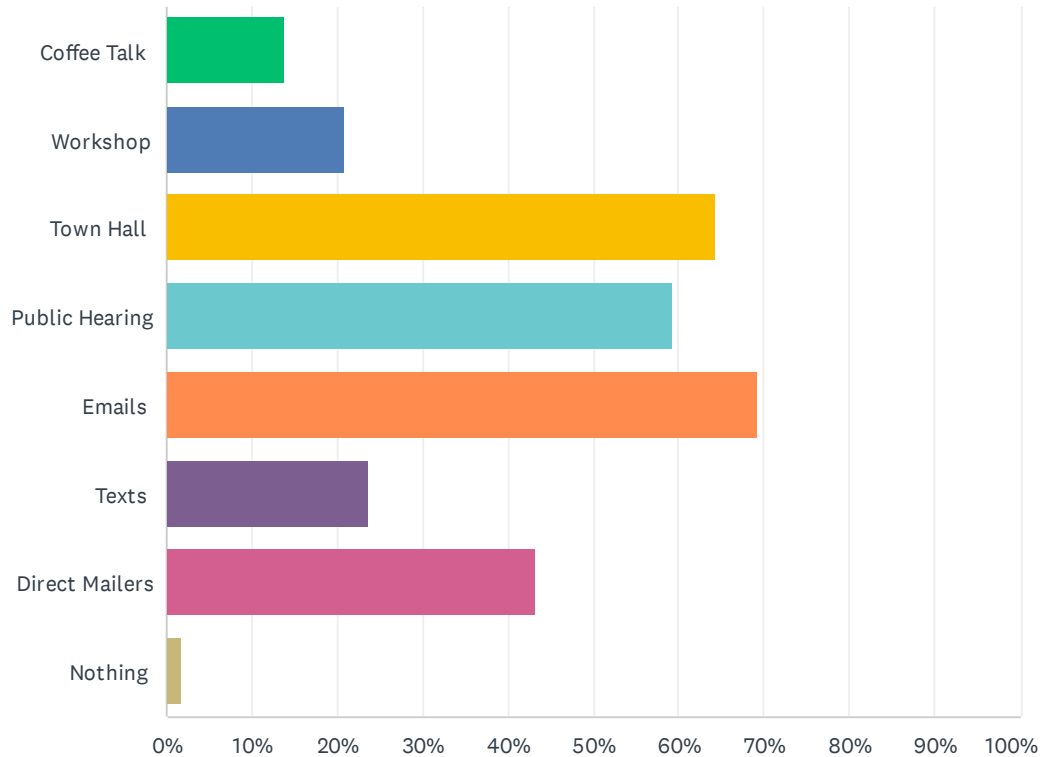
Answered: 231 Skipped: 5



ANSWER CHOICES	RESPONSES	
Not Important	9.96%	23
Very Important	30.74%	71
Important, but only use federal funds and cover known projects	31.17%	72
Important, but I would prefer Gray Infrastructure (more cement or asphalt)	4.33%	10
Important, but I do not know what Nature Based Infrastructure is and would like to learn more	23.81%	55
TOTAL		231

## Q7 How should the City listen to citizens before deciding on a tax note extension or a general bond election? Please check ALL that apply.

Answered: 224 Skipped: 12



ANSWER CHOICES	RESPONSES	
Coffee Talk	13.84%	31
Workshop	20.98%	47
Town Hall	64.29%	144
Public Hearing	59.38%	133
Emails	69.20%	155
Texts	23.66%	53
Direct Mailers	43.30%	97
Nothing	1.79%	4
Total Respondents: 224		

#	ADD YOUR OWN SUGGESTION:	DATE
1	Talk is cheap!	5/5/2022 2:43 PM
2	Emails would be more environmental friendly. We just need to find out how to address masses + aging without paper use	5/5/2022 12:38 PM

## Road Updates and Funding Survey

3	What is the point in the past the council very seldom listens. Look at Camp Judea	5/5/2022 12:20 PM	Item 7.
4	With direct mailers each home is Reached and opinions are in writing without long drawn out boring opinions or arguments.	5/5/2022 12:12 PM	
5	This survey is appropriate - Use feedback to make decision and move forward!	5/5/2022 12:04 PM	
6	In person voting by property tax payers	5/1/2022 8:36 PM	
7	Official vote from all Property tax payers only, not anyone who is over 18.	5/1/2022 8:17 PM	
8	area meetings like alerting POAs, HOAs, gated communities to have their own meetings as well.	5/1/2022 3:03 PM	
9	have examples of impact for homes above \$350,000 (\$50000 increments)	4/29/2022 11:53 AM	
10	I don't know what coffee talk is or what the difference is between Town Hall, Workshop, and Public Hearing is. So I'm voting for what I know.	4/27/2022 1:41 PM	
11	Over the last several years citizens have had multiple opportunities to voice their opinions about financing street repairs. Just repair them already.	4/24/2022 3:08 PM	
12	Appointment to talk with the Mayor one on one.	4/23/2022 5:59 PM	
13	Block meetings Or street meetings. Need to gather medium sized groups. Shocking how much our home value increased in one year.	4/23/2022 3:58 PM	
14	Many older people aren't in social media but they check their mail. Y'all need direct mail	4/21/2022 8:34 PM	
15	I like the above three that I checked but in a certain order. I would send out an email first and schedule the public hearing. Then send out a direct mailer to people because we likely have some less tech savvy folks here. Include the date of the public hearing in the mailer. Give everyone ample time to attend hearing.	4/20/2022 2:18 PM	
16	Website	4/20/2022 2:16 PM	
17	Timing is key. My husband and I both work full time and have a toddler at home. We also don't want to be inside a building with people we don't know. Comfortability and space are key. Is there no outdoor space we as a community could gather?	4/20/2022 12:36 PM	

## Q8 Do you have any additional comments or concerns related to road updates and funding?

Answered: 106 Skipped: 130

#	RESPONSES	DATE
1	Homeowners need to maintain houses and lots - there are many "eye sores" in our community. Rental units should not allow more than 2 cars per unit parked outside. Entries into our community need to be improved and cleaned up. If your going to do a bond election, why not start a homeowners association and start charging annual fees for maintaining common areas etc. Maybe 200.00 annually. We have to clean up our community! When you have million dollar homes, you have to clean this place up. Empty lots have to be cleaned up! We don't need lots of signs - just a few. We need increased security and lighting in Woodcreek, especially with increased crime in our community....i.e. recent murder	5/17/2022 12:31 PM
2	When (and if) this happens. Get experienced road people (not like Brookhollow!) P.S. The envelope this survey says it all addressed to ... OCCUPANT	5/5/2022 2:43 PM
3	I do not want anymore concrete roads in Woodcreek, and I do not want to see an increase in taxes to fund roads - use existing tax revenue.	5/5/2022 2:40 PM
4	DO NOT INCREASE TAXES. HAYS COUNTY HAS ALREADY PRICED US OUT OF OUR HOMES.	5/5/2022 2:38 PM
5	There are several items that the relatively inexperienced City Council members are pushing through without sufficient input from citizens of Woodcreek. They are changing many ordinances, have made code enforcement a lower priority, etc. based on complaints/input from a low percentage of citizens in Woodcreek. This survey is a good first step in soliciting input from the many knowledgeable residents. An Ordinance Review Committee needs to be established and perform a thorough review, making recommendations to council and mayor before more ordinances are changed + implemented. They should review all new ordinances and changes to ordinances that have been enacted in 2022.	5/5/2022 2:34 PM
6	On Brookhollow I feel - know cars speed down w/ no stop signs, speed bumps or trees - cement/concrete encourages speed.	5/5/2022 2:26 PM
7	We prefer asphalt road surfaces. The cement on Brookhollow is bumpy and noisy and was very expensive and time consuming and caused much inconvenience. Probably should have asphalt paved most of Woodcreek with the cost of Brookhollow, Don't like the concrete road!	5/5/2022 2:16 PM
8	1. 2-3 Road Commities & Civil Engineering studies have been completed in the last 6-8 years: no more studies are required. Do not waste any more dollars. 2. The City Council needs to make a decision & borrow money to fix the streets. 3. It is time to get the Golf Course to close the La Rocca gate. They have key to unlock if needed. This will reduce most of traffic on Augusta Drive & Brookhollow in the 8 & 5 time periods.	5/5/2022 2:09 PM
9	WHO IS THE CITY'S FINANCIAL ADVISOR FOR THIS BOND ISSUANCE? TOM DALTON	5/5/2022 1:55 PM
10	I think we should launch a 1-3 year program to pave all our streets. Ed Fleming	5/5/2022 1:51 PM
11	I moved here to get away from the ridiculously high Austin taxes. I will not vote for anything that raises my taxes in any way; until the property tax situation is resolved in this state. By attaching these actions to property tax it inevitably involves new/increased taxes, Also, with the economy as it is right now, new taxes is the last thing anyone needs.	5/5/2022 1:31 PM
12	With the current escalation in County property appraisals resulting in inevitable increased taxes, I am not in favor of having the possibility of my city taxes increased at this time.	5/5/2022 1:25 PM
13	Every resident should have a VOICE!	5/5/2022 1:21 PM
14	Take into consideration that people living on the golf course home values raised 20K for the past several years with no recourse. When protest they reduce your home values not the land -	5/5/2022 1:19 PM



# Road Updates and Funding Survey

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It doesn't matter that you haven't lifted a finger to change, just the maintenance, i.e. lawns, tree trimming

15	Consider returning to a gated community, with entrance tags for citizens and codes on the gate for use by friends and delivery trucks. Work on drainage issues (example: the SE corner of Woodcreek Dr. and Par View) + other mosquito breeding areas form a committee to work more efficiently with the golf course to maintain the trees that exist at the edges between private property and the golf course.	5/5/2022 1:15 PM
16	I am surprised this survey does not require identification. Anyone could make numerous copies and submit them.	5/5/2022 1:11 PM
17	Villa Meadow residents pay taxes to the City of Woodcreek. It seems like you could help maintain our road and right away tree trimming.	5/5/2022 1:09 PM
18	My opinion - Bond issue - do all roads ASAP. Rates/construction costs will only go up. Do it asap. thx.	5/5/2022 1:07 PM
19	Road repair is important but don't overdue it. As an overcharged taxpayer usually funds go to things not needed or wanted - is this another one of those?	5/5/2022 1:05 PM
20	No	5/5/2022 12:51 PM
21	If an elected official of the city wants off, just support Tax Notes and see how fast you are voted off!	5/5/2022 12:49 PM
22	Please note: All neighbors on Elmbrook Dr. do not want the missing tree replaced! We would just like to have the hole covered up. Thank you.	5/5/2022 12:47 PM
23	I would like to understand why such an expensive concrete road was put in towards Camp Young Judea (Brookmeadow?). How much do they pay in taxes and basic fees? Looking at that major road job + comparing it to other roads in Woodcreek - just seems wrong. We do need wider roads or some sort of neighborhood sidewalks or paths to be able to safely walk. With our property taxes going up along with all this inflation, raising Woodcreek taxes would be hard on many, so a basic minimum (no more than \$30 - \$150 maybe depending on house value). Look internally at the budget + see if we can get cuts there first :). What I saw on the neighborhood facebook feed is a high hike in cost - \$400 average. We may be going into recession + inflation is an all time high. Asking this much would devastate me! I'm sure I'm not alone.	5/5/2022 12:38 PM
24	Our village is but a mile and one half by one and one half (estimated). There is no need for the 40-50 mph speeds I have witnessed. We need dusk to dawn law enforcement more than we need a \$100,000/yr code enforcement officer	5/5/2022 12:31 PM
25	City taxes are too high now!! Info you gave us is incorrect and not enough to make an informed decision. You are going to do what you want anyway. This is a waste of tax \$. Already been done.	5/5/2022 12:23 PM
26	FIXING THE ROADS IS THE MOST IMPORTANT ISSUE FACING WOODCREEK RIGHT NOW.	5/5/2022 12:21 PM
27	Do not like the idea that tax note monies could be used for other than road repair. Lets open Diversion of Money for pet projects with no oversight. Serious ATTENTION needed in Brookmeadow area streets.	5/5/2022 12:12 PM
28	No taxes. The reason we purchased our home in Woodcreek is because it was rough and full of trees, rocks, walking areas - a natural area - lovely to be a part of - Not so pristine + full of restrictions. So if it means our roads are stone - so be it - We love our trees, stones, our different type homes - golf course - Natural oak trees, the animals life is good - leave it alone	5/5/2022 12:08 PM
29	Thanks for the survey! Very informative + helpful !!	5/5/2022 12:04 PM
30	Please work more closely with the QGC to get them to maintain their portions of land that closely abut residential lots -- including their cart paths !!	5/5/2022 12:02 PM
31	YOUR LETTER DID NOT EXPLAIN ANYTHING! EVERY PERSON THAT OWNS A HOUSE IN WOODCREEK NEEDS TO VOTE ON HOW YOU SPEND OUR TAX MONEY. SO FAR YOUR SPENDING TO MUCH!	5/5/2022 11:57 AM
32	Thank you!	5/3/2022 9:48 PM

# Road Updates and Funding Survey

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33	We need walking paths along the roads as the current roads are to narrow and not safe for pedestrians.	5/3/2022 7:54 AM
34	I am sick to death of our taxes being raised once again!! They are so high now, that it is impossible to main home/property needs! Our roads are the least of our concerns!!	5/3/2022 5:19 AM
35	Before pursuing more tax dollars for roads or anything else, I would like to see the city either implement or enforce codes that improve property values. For example, why do we allow trash cans to stay out on the curb? Why are home owners not required to properly manage their property? Yards and fences are not maintained and nothing is done about it. If I am going to incur more taxes, I want to be sure my investment is going to appreciate.	5/2/2022 10:32 PM
36	Is there an option to breakup the project in replacing particular sections of several streets to make sure we impact those areas in dire need, if one entire street may not be needed at one time. ie: obvious parts of Augusta, champions & Brookmeadow	5/2/2022 8:59 PM
37	Our area of concern is the potholes around the access to Shady Bluff and directly in front of our property.	5/2/2022 4:59 PM
38	Ask CYJ for a donation for the roads as they continually bring in oversized trucks/equipment which damages the roads much more than the vehicles the residences drive.	5/2/2022 1:54 PM
39	Do not pave with concrete/cement as was done on Brookmeadow. It invites more speeding. Need to keep the neighborhood walkable.	5/2/2022 1:18 PM
40	Instead of more debt, use existing property tax funds. This system was used from 1980 and 2015 before all the excess staffing. Spend 1.3 million reserves on roads now. Only property owners who pay taxes should have a voice.	5/2/2022 1:09 PM
41	Want to know how many people voted in this, who they are and if they pay property taxes.	5/1/2022 8:36 PM
42	I want to know how the City Council is going to validate the votes that are cast in this survey. Offering as many printed ballots that people want to pick up, and allowing anyone with 5 devices in their household which can't be validated either, is ridiculous. I am also adamantly against anyone 18 and older, regardless of whether they pay the taxes that fund these projects, being able to place an additional financial burden on the tax payers. Who is validating this survey, where the votes come from? Anyone with a computer or phone, regardless of where they live can vote in this survey! Please explain. Voting electronically, with no identification, allows anyone, regardless of where they live or how old they are, is wide open to fraud.	5/1/2022 8:17 PM
43	Stick with asphalt surface; it's less expensive and more appropriate (in my opinion) for our little neighborhood. In the meantime, filling and smoothing potholes would help.	5/1/2022 5:23 PM
44	I have lived here for almost 20 years and road conditions has always been a poorly managed issue. I hope this project is completed so all residents can have well maintained streets. Good streets speak volumes to the quality of the community. Thanks for this effort!	5/1/2022 3:03 PM
45	A map of the areas of most concern or public areas that affect private because there are many private areas (like near Cypress Falls Swimming Hole) where the owners is letting the roads go down, but perhaps the City of Woodcreek streets affect it someway OR perhaps the two could work together to improve as they are both one in the same within the same community. Also, that private street and water bridge is getting more and more run down due to their public coming into the area causing accidents and potential wear and tear that could result in the water bridge collapsing which would be very dangerous. Also, City of Woodcreek near the hill that goes down to the Falls needs to have signage near RR12 and the other one that runs along the HEB (new here so don't know names of all highways) that large trucks (18 wheel types) do not have full access to the area and need to plan accordingly. There have been two that have come across and had to turn around or go thru the back gate of Cypress Point and this can be very dangerous with breaking oak trees, damaging the streets with heavy weight, etc.	5/1/2022 3:03 PM
46	I fear that those who live on Woodcreek Drive and Brookhollow will not want to have to pay to fix the rest of the roads in Woodcreek since theirs is already done.	5/1/2022 2:48 PM
47	I believe that what ever method is used, the projects should be very specific and detailed when going out for bids so that they can be carried out with the least chance of extras that would be	5/1/2022 2:37 PM

## Road Updates and Funding Survey

Item 7.

tacked on to the project costs. Do your homework before any public hearing and produce factual explanations rather than vagaries.

48	Don't be short-sighted. Pick options that will hold up for 30 years.	5/1/2022 1:15 PM
49	Make sure roadside erosion is prevented on sloping roads. Roads that channel water to the roadside and are prone to washing dirt/gravel from yards, usually ending up in ones driveway.	4/30/2022 12:44 PM
50	We need to examine why the northern portion of the city received a very expensive new concrete roadway whereas Woodcreek Drive was upgraded in a much more attractive way for much less money. When is the south end of town going to receive the same improvements, resources, and concern as the north side?	4/30/2022 11:52 AM
51	Keep examples using Keep It Simple Stupid (KISS) principle. Just get it done. Has been too long and has been top priority for Woodcreek for awhile.	4/29/2022 11:53 AM
52	How can we address the cypress falls bridge area from the top of the hill to the other 3 way stop sign area. It's the worst road I've been on.	4/28/2022 8:34 PM
53	Since everyone's tax valuations increased so much, isn't it true that we likely can DECREASE the tax RATE to raise the same or more tax REVENUE?	4/28/2022 3:37 PM
54	I strongly oppose road maintenance using concrete as used in improving Brookhollow Dr. My opposition extends to sidewalks, curbs, and any plan that would extend road changes that occupies more public access area.	4/28/2022 12:54 PM
55	no	4/28/2022 11:18 AM
56	n/a	4/28/2022 9:50 AM
57	Part of my career was as a road builder. Woodcreek roads would be suitable for continued use if they were maintained in a prudent and timely manner.	4/27/2022 7:40 PM
58	I am against any and all tax increases or property tax hikes. They are already ridiculous for this tiny town	4/27/2022 5:23 PM
59	Thanks for putting this together and reaching out to us for our opinions	4/27/2022 2:06 PM
60	I love walking the neighborhood of Woodcreek. It has the ups and downs perfect for a workout accompanied by scenery and beauty. I really wish we had sidewalks. If that's not possible then a bike/walking lane included in the road that would help. But the edges of the road need to be flattened out. They curve down and it creates an uneven walking foundation.	4/27/2022 1:41 PM
61	1) When the roads are completed and paid off, reduce the tax rate back to where it was. 2)Why not have all roads done within 1-2 yrs. Woodcreek Drive was done in one week and looks great.	4/27/2022 1:10 PM
62	No	4/27/2022 12:33 PM
63	Handling water runoff during large rain events is very important at certain locations in the city. Drainage needs to be addressed as a part of the roads project.	4/27/2022 11:38 AM
64	The county has increased the appraised value of our property, and that of many Woodcreek neighbors, by the maximum amount allowed on a homestead this year. In addition to this, the price of many essential goods and services have been impacted by record inflation while many of us are still dealing with loss of income caused by the pandemic. This is NOT a good time to be suggesting an increase in tax rates.	4/26/2022 3:38 PM
65	I am against raising taxes	4/26/2022 1:31 PM
66	maintain feel of the city, no concrete roads	4/26/2022 12:43 PM
67	No to road bumps, all should not have to deal with bumps in and out due to the few law breakers	4/26/2022 12:15 PM
68	Roads aren't getting any better. Time's a wastin'. Our road is bad, but by far is not the worst. Ours and other bad ones are considered "less-traveled" and so our repairs are delayed. If delayed long enough, then already-repaired ones are going to need help again. Road condition affects property values. Another concern: those people that have already experienced repairs are going to be reluctant to invest what it will take to fix roads for the rest of us....a symptom of	4/26/2022 11:48 AM

# Road Updates and Funding Survey

Item 7.

"I've got mine, to heck with you." Third: Thank you for asking questions and for what you are doing on behalf of all of us.

69	No.	4/26/2022 9:58 AM
70	Stop the spending and live within the current budget. Our taxes are too high now. I don't see where the city's money is going now. I know the roads need repair but do it within the funds you have now.	4/25/2022 4:55 PM
71	It is time to fix all roads. The City needs to take care of an issue that has been the most critical one for residents for more than 20 years.	4/25/2022 3:02 PM
72	Don't raise taxes when the economy is so bad and our President is already raising taxes, a lot of the people living in Woodcreek are on fixed Incomes and it would hurt them.	4/25/2022 12:28 PM
73	TU	4/24/2022 3:50 PM
74	I suspect this survey is premature as I doubt many folks truly understand the full scope of their answers. The 10 year matrix prepared by Debra Hines is a good start but I feel more could be done to educate first, then ask opinions.	4/24/2022 3:37 PM
75	Question 2 asked me to rate choices 1,2 or 3 but I was not given the ability to do so. I would rate the choices as listed 1, 3 and 2. A lot of wear and tear on Augusta drive could be prevented by closing the LaRocca gate. That gate has always been locked except for emergencies. It was unlocked during repairs to Brookhollow. I thought we had an agreement with the golf course that the gate would again be locked after the construction on Brookhollow was completed. Someone didn't keep a promise. Sure would be nice to lock that gate for walkers safety and preservation of road condition on Augusta Dr. Few drivers obey the 25 mph speed limit on that street despite the results of the monitoring devices that were placed haphazardly on Augusta in the last couple of years.	4/24/2022 3:08 PM
76	Incorporate street improvements along Deerfield through development fees to the new townhomes that are being built!	4/24/2022 2:19 PM
77	Thank you for pursuing fixing our streets!!	4/24/2022 9:53 AM
78	Thank you!	4/23/2022 6:23 PM
79	Would like to see a list of roads slated to be "upgraded". How many miles are being proposed. Are all streets and roads in Woodcreek being considered?	4/23/2022 5:59 PM
80	My main concern is ensuring the residents have full say every step of the way. The City Council should not make these kinds of decisions for the citizens.	4/23/2022 4:38 PM
81	Need to be cost effective. Brookhollow was done for 50 years. But cost so much that could have done other roads. It solved the wrong problem perfectly. The rate 3 items about how to pay did not work at the beginning. Was a radio button.	4/23/2022 3:58 PM
82	The character of Woodcreek must be maintained. It's why we bought here...ie: narrow streets, asphalt, NOT concrete.	4/23/2022 12:03 PM
83	Would love to have Jack Miller and Doolittle Dr repaired! We have been told for over eight years we are at the top of the repair list only to see nothing done. You spend more money and time redoing Woodcreek and Brookhollow then any other roads. It's as if there are no other roads in Woodcreek. I don't want to be taxed for only maintaining two roads while all the others are left to decay.	4/23/2022 11:12 AM
84	It is my opinion that Woodcreek is nothing but a golf course. If they want the roads improved, raise the golf fees and let the golf course pay for it. My taxes are too high as it is.	4/23/2022 10:20 AM
85	Please consider the side roads that are worn down to road base a priority. Of course I'm personally concerned about our road on Brookside. Thank you! :)	4/23/2022 9:25 AM
86	no	4/23/2022 9:01 AM
87	Road improvements will increase property values and speeding. Traffic calming devices are needed on Champion Cir.	4/23/2022 8:58 AM
88	asphalt not concrete	4/22/2022 7:00 PM
89	Property taxes already too high and rising rapidly every year	4/22/2022 2:44 PM

# Road Updates and Funding Survey

Item 7.

90	Tremont Trace needs to be repaired!	4/21/2022 8:36 PM
91	I'd like an itemized list of how we are spending money/what the budget is. I've been here a few years and haven't seen any value added to the community beyond gold cart crossing and y'all's new fence at the office and paying someone a salary to drive around in a company vehicle and fine the tax payers.	4/21/2022 8:34 PM
92	Would like to see the City of Woodcreek take over maintenance of Villa Meadow rd. They aren't doing a very good job.	4/21/2022 4:17 PM
93	No	4/21/2022 6:32 AM
94	This is an important step for our city. I am very excited that the city is moving forward and addressing our roads and traffic issues.	4/20/2022 6:35 PM
95	I really appreciate your road repair efforts, but it's hard to understand why current city revenues don't cover any of this. Can't city hall overhead be cut first?	4/20/2022 3:56 PM
96	I'm curious what National funding is available. Also how can we put pressure on the responsible party that need to address the private road and bridge that connects our City to the connecting community around Cypress Creek?	4/20/2022 3:31 PM
97	The "improvements" to Brook Hollow Drive created a noisy racetrack for trucks. I would prefer narrow roads full of potholes to that.	4/20/2022 2:54 PM
98	Might be a touchy issue but sidewalks on Woodcreek Drive. I would love a side walk on Brookhollow Drive but I don't think there is enough room in certain sections.	4/20/2022 2:18 PM
99	Be very specific about which roads and what improvements are to be included. If a road isn't included explain why. Address concerns about bridges. Provide an easy to see and read map.	4/20/2022 2:16 PM
100	Let's do it as one project, funded with. 20 year GO bond	4/20/2022 1:10 PM
101	no	4/20/2022 1:02 PM
102	thanks for a sensible survey and affirmative attention to the need	4/20/2022 1:01 PM
103	No	4/20/2022 12:52 PM
104	I think we need a change and need it soon. I honestly don't expect the area I'm in to be updated (Canyon Creek/ Canyon Cir) as it's deemed to not be as badly weathered. Clearly whoever did that evaluation has never tried to go for a walk with a stroller and toddler. Just would love whatever we replace the road with to be able to hold a trash truck. I watch the road crumble underneath the trash truck as it turns and have watched holes get larger and larger. Would also like for roads to be wider where needed. Culdesacs are plenty big but sometimes I end up in peoples front yard going down a road as there isn't enough space for two cars	4/20/2022 12:36 PM
105	citizens should be kept informed and be able to vote on actions; funds should ONLY be used for road and safety improvement	4/20/2022 12:35 PM
106	Make sure you point out benefits to whole city	4/20/2022 12:34 PM

## RELIABILITY AND VALIDITY OF THE ROAD UPDATES AND FUNDING SURVEY RESULTS

Visual Aid for Discussion Purposes

Calculator 1	Calculator 2	Calculator 3
Population Size ① 1900	Population Size ① 1800	Population Size ① 1750
Confidence Level (%) ① 90	Confidence Level (%) ① 90	Confidence Level (%) ① 90
Margin of Error (%) ① 5	Margin of Error (%) ① 5	Margin of Error (%) ① 5
<b>Sample size</b> <b>239</b>	<b>Sample size</b> <b>237</b>	<b>Sample size</b> <b>236</b>

Doing market research? SurveyMonkey Audience gets you market research. SurveyMonkey Audience gets you market research. SurveyMonkey Audience gets you market research.

Margin of Error: how much variance these results would likely have from the whole population if the whole city voted

Confidence: the likelihood of these results predicting the results of this survey if the whole population took it

Sample Size: the size of the sample needed to reach this predictability given the total number of citizens

Outliers: the “red flag data” or the “margin of error” in the responses themselves

**Council Meeting Date: Special City Council Meeting May 25, 2022****Agenda Item Cover Sheet****Agenda Item Subject/Title:**

Discuss and Take Appropriate Action on Requesting the Appropriate Board or City Staff to Apply to the United States Department of Transportation has for Possible Additional Funding for Connectivity Within Woodcreek.

**Agenda Item Summary:**

The United States Department of Transportation “Reconnecting Communities Pilot Discretionary Grant Program” has grants that the city could apply for that may help fund city projects, and the city should consider applying for them. The program’s funds can support planning, capital construction, and technical assistance to equitably and safely restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities that create barriers to mobility, access, or economic development.

**Financial Impact:**

Additional funding opportunity for the city

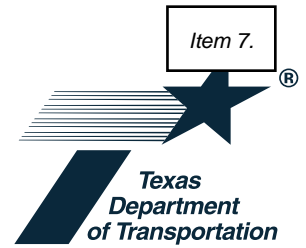
**Recommendations:**

Have the appropriate board or city staff look into applying for USDOT grants.

**Submitted by:** Councilmember Chrys Grummert



# TEXAS DEPARTMENT OF TRANSPORTATION 2021-2022 EDUCATIONAL SERIES LOCAL GOVERNMENT ASSISTANCE, GRANT, AND MATCH PROGRAMS



- Routine Airport Maintenance Program
- State Infrastructure Bank
- Local Government Assistance Program (City and County Roads)
- Transportation Alternatives-Set Aside Program (Bicycle and Pedestrians)
- Traffic Safety Grants
- Highway Bridge Program
- Federal Transit Administration Grant
- Economically Disadvantaged County Program
- Connecting You With Texas




## TxDOT RESOURCE LINKS

Scan the QR codes with your mobile device or click on the resource link buttons located here and at the bottom of every page of this document to direct you to additional resources and more details on the information provided in this document.


**Texas Department of Transportation**


TxDOT's public website for agency information and resources focused on meeting the needs of drivers, businesses, government officials, and those who want to learn more about TxDOT.




**TxDOT 2021-2022 Educational Series**

TxDOT's complete 2021-2022 Educational Series that focuses on a range of transportation issues affecting TxDOT and the state of Texas.



**Visual Dictionary**

TxDOT's Visual Dictionary is designed to provide better understanding of transportation elements, words, and concepts.







# LOCAL GOVERNMENT ASSISTANCE, GRANT, AND MATCH PROGRAMS

## OVERVIEW

The Texas Department of Transportation (TxDOT) provides a variety of grants, programs and initiatives that help local governments build and maintain roads and other transportation infrastructure, and provide public transportation services within their jurisdictions. As state and local governments face the challenges of increasing traffic due to population growth and economic expansion, it is critical that TxDOT and local governments work together to maximize the benefits provided through joint planning, and joint funding of critical projects, and effectively maintaining current facilities. The following resources listed are some of the most sought-after grants and match programs provided by TxDOT for local governments.



### eGRANTS PORTAL

Aviation and Public Transportation grants are administered through TxDOT's eGrants website:

[https://apps2.dot.state.tx.us/apps/egrants2/Login2.aspx?APPTHEME=TXDOT\\_Global](https://apps2.dot.state.tx.us/apps/egrants2/Login2.aspx?APPTHEME=TXDOT_Global)



## ROUTINE AIRPORT MAINTENANCE PROGRAM

TxDOT administers the Routine Airport Maintenance Program (RAMP) through annual grants to public entities to fund maintenance functions at over 275 eligible General Aviation airports. The grants provide matching funding up to \$50,000 to fund airport maintenance through local public entity purchasing or contracts, or through maintenance performed by local TxDOT District maintenance resources. The objective of the Routine Airport Maintenance Program is to assist communities in maintaining their General Aviation facilities and to protect the investment in our statewide system of airports.

**Contact: TxDOT Aviation Division**



<https://www.txdot.gov/inside-txdot/division/aviation/airport-grants.html>



## STATE INFRASTRUCTURE BANK

The State Infrastructure Bank (SIB) is a revolving loan fund that allows borrowers to access capital funds at or below market interest rates. The overall goal of the State Infrastructure Bank program is to provide innovative financing methods to communities to assist them in meeting their infrastructure needs. The Texas Transportation Commission may grant State Infrastructure Bank financial assistance to any public or private entity authorized to construct, maintain, or finance an eligible transportation project. Eligible costs include all costs incidental to the construction of public highways such as construction, utility relocation, right-of-way acquisition, appraisal and testing, engineering, surveying, and inspection. Projects must be consistent with transportation plans developed by the local metropolitan planning organization and with the Statewide Transportation Improvement Program (STIP).

**Contact: TxDOT Project Finance, Debt and Strategic Contracts Division**



<https://www.txdot.gov/inside-txdot/division/debt/sib/general-information.html>

## LOCAL GOVERNMENT ASSISTANCE PROGRAM (CITY AND COUNTY ROADS)

Section 201.706, Texas Transportation Code, requires TxDOT to assist cities and counties with the maintenance of city streets and county roads by providing engineering and maintenance expertise on roadway maintenance and by providing available surplus materials to any local government. Distributed materials may include surplus materials on hand or new materials. Local government officials should contact their local TxDOT District Engineer to obtain additional information about this program.

**Contact: TxDOT District Engineer**



<https://www.txdot.gov/inside-txdot/district.html>

Use the map to find your local TxDOT district engineer.



## TRANSPORTATION ALTERNATIVES-SET ASIDE PROGRAM (BICYCLE AND PEDESTRIANS)

TxDOT administers Transportation Alternatives (TA)-Set Aside Program funds for locally sponsored bicycle and pedestrian infrastructure projects in communities less than 200,000 located outside the urbanized core of metropolitan areas. In large urbanized areas with populations over 200,000, Transportation Alternatives funds are distributed directly to Metropolitan Planning Organizations (MPO) to administer according to their needs. Projects for the program are selected through a competitive process.

**Contact: TxDOT Public Transportation Division**



<https://www.txdot.gov/inside-txdot/divisionpublic-transportation/bicycle-pedestrian.html>

## TRAFFIC SAFETY GRANTS

Traffic Safety Grants are funded by the National Highway Traffic Safety Administration (NHTSA) and administered through TxDOT. Only educational institutions, local governments, non-profit organizations, and state agencies can submit traffic safety proposals for funding consideration with TxDOT. Requests for proposals start in November each year and end in early January of the following year. Examples of Traffic Safety Grants include increased enforcement, traffic safety training, and driver behavior education and outreach programs to reduce fatalities, injuries, and crashes on Texas roadways. Program areas include reducing impaired driving, discouraging distracted driving, and encouraging use of driver and passenger seat belts.

**Contact: TxDOT Traffic Safety Division**



<https://www.txdot.gov/inside-txdot/division/traffic/grants.html>



## eGRANTS PORTAL

Traffic Safety eGrants are administered through the Traffic Safety Grants Management System:



<https://www.txdot.gov/apps/egrants/Login2.aspx?APPTHEME=TXDOT>



## HIGHWAY BRIDGE PROGRAM

The Highway Bridge Program (HBP) is a federal-aid program that provides funding to enable states to improve the condition of highway bridges through replacement, rehabilitation, and systematic preventive maintenance.

**Contact:** TxDOT Bridge Division



<https://www.txdot.gov/government/programs/programs.html>



## FEDERAL TRANSIT ADMINISTRATION GRANTS

TxDOT distributes grant funds, ensures compliance with program requirements, and promotes safety, coordination, partnerships and best practices. TxDOT administers Federal Transit Administration grants that are for specific purposes and have separate eligibility and funding requirements.

### • Rural Areas Program

TxDOT provides federal funds for capital, planning, operating and administrative grants to support public transportation in the 37 current transit districts in rural areas and small cities that are considered non-urbanized that helps people in rural areas with access to healthcare, religious services, shopping, education, employment, and recreation.

### • Enhanced Mobility of Elderly Individuals and Individuals with Disabilities

TxDOT provides federal funds to public and private nonprofit entities for the mobility of seniors and individuals with disabilities. Grants are for operating capital equipment, preventive maintenance, and purchase of service.

### • Bus and Bus Facilities Program

TxDOT administers federal funds to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities in rural and small urban areas.

### • Statewide and Nonmetropolitan Transportation Planning Programs

TxDOT administers federal funds and sets the procedural requirements to ensure that multimodal transportation planning in the state is cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs of transportation investment priorities in rural areas.

### • Transit Scholarship Program

TxDOT administers the Transit Scholarship Program to provide transit scholarships designed to give agencies the opportunity to send employees to transit-related training or transit “roadeos” and obtain reimbursement for training and travel related expenses. Transit roadeos are important because they provide competitive venues where transit drivers and mechanics demonstrate their skills and best practices, share their knowledge, and compete for a chance to advance to state and national competition.

**Contact:** TxDOT Public Transportation Division



<https://www.txdot.gov/government/programs/stips/info/transit.html>





## ECONOMICALLY DISADVANTAGED COUNTY PROGRAM

In 1997, the 75th Texas Legislature passed Senate Bill 370, better known as TxDOT's Sunset Bill. Section 2.18 of SB 370 gave the Texas Transportation Commission the ability to adjust the minimum local matching funds requirement.

In economically disadvantaged county, when compared to other counties in the state, has the following characteristics:

- Below average per capita taxable property value;
- Below average per capita income; and
- Above average unemployment; or
- Met the standard criteria within the last six years and has been included in no less than five federally declared disasters within the same time period.

TxDOT identifies the counties that meet all three of the above criteria derived from data obtained from the Texas Comptroller of Public Accounts on an annual basis or, a county that has met the three criteria within the past six years or has been included in no less than five federally declared disasters within the same time period obtained by the Federal Emergency Management Agency. These counties are eligible for the program during the fiscal year in which they are determined eligible.

The amount of relief granted to eligible projects is based on a formula developed to measure a local government's effort and ability to provide their local match for projects.

## ECONOMICALLY DISADVANTAGED COUNTY PROGRAM



To see the most up-to-date information on Economically Disadvantaged County Program and a current list of eligible counties.



<https://www.txdot.gov/inside-txdot/forms-publications/publications/disadvantaged.html>



# CONNECTING YOU WITH TEXAS

Item 7.



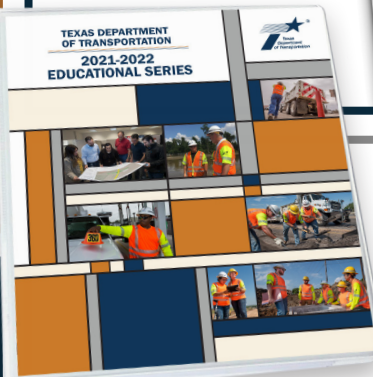
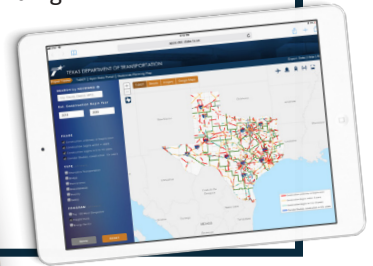
TxDOT is committed to your safety and to the reliability of the information contained on this site. While road conditions can change rapidly, DriveTexas.org is an industry leader in providing some of the most accurate and up-to-date travel-related information currently available to drivers in Texas. Information presented here is as close to real time as possible. For those who use our roads, please do not use this site while operating a motor vehicle.

**Be Safe. Drive Smart. Thank you!**

## TEXAS DEPARTMENT OF TRANSPORTATION Project Tracker



Project Tracker is the gateway to up-to-date information about TxDOT highway improvement projects, providing 24/7-access to the public, employees, and elected officials.



## TEXAS DEPARTMENT OF TRANSPORTATION 2021-2022 Educational Series

TxDOT's complete 2021-2022 Educational Series that focuses on a range of transportation issues affecting TxDOT and the state of Texas.



## TEXAS DEPARTMENT OF TRANSPORTATION Government Affairs



TxDOT's Government Affairs Division works closely with government on both the state and federal levels through the State Legislative Affairs and Federal Affairs sections.

