AGENDA
BENBROOK CITY COUNCIL
THURSDAY, FEBRUARY 4, 2016
911 WINSCOTT ROAD, BENBROOK, TEXAS
PRE-COUNCIL WORKSESSION 7:00 P.M.
CENTRAL CONFERENCE ROOM

1. Review and discuss agenda items for regular meeting

REGULAR MEETING 7:30 P.M.
COUNCIL CHAMBERS
ALL AGENDA ITEMS ARE SUBJECT TO FINAL ACTION

I. CALL TO ORDER

II. INVOCATION/PLEDGE OF ALLEGIANCE

Invocation To Be Given By Pastor Gary Oliver Of Tabernacle Of Praise

III. MINUTES

IV. PRESENTATION BY MAYOR AND MEMBERS OF COUNCIL

CC-20161-01 Receive Resignation From Marci Mercado, ZBA/Appeals Board And Determine Method To Fill Vacancy

Documents: CC-2016-01 ZBA VACANCY ALT D.PDF, CC-2016-01 MARCI MERCADO RESIGNATION.PDF

V. PRESENTATION BY PLANNING AND ZONING COMMISSION

PZ-2016-02 Adopt Update Of Section 17, Capital Improvement Program Of The Comprehensive Plan (Public Hearing)

Documents: PZ-2016-02 UPDATE SECTION 17 COMP PLAN.PDF, PZ-2016-02 SECTION 17 CIP.PDF

VI. PRESENTATION BY TAX INCREMENT FINANCING BOARD

TIF-2016-01 Ratify First Amendment To The Developer Participation Agreement For Benbrook Towne Crossing Project And Approve Resolution Authorizing City Manager To Sign Agreement

Documents: TIF-2016-01 RATIFY SUPPLEMENTAL AGREEMENT.PDF, TIF-2016-01 AGREEMENT.PDF, TIF-2016-01 RESOLUTION.PDF

VII. REPORTS FROM CITY MANAGER

A. GENERAL

G-2229 Accept Hotel/Motel Tax Report For Quarter Ending December 31, 2015

Documents: G-2229 HOTEL MOTEL TAX REPORT DECEMBER 2015.PDF, G-2229 HMOT CHART.PDF

G-2230 Adopt Resolution Authorizing Texas Coalition For Affordable Power (TCAP) To

Procure Electricity For 2018-2022

Documents: G-2230 AUTHORIZE TCAP PROCURE ELECTRICITY.PDF, G-2230 TCAP ATTACHMENT ONE.PDF, G-2230 TCAP RESOLUTION.PDF

VIII. INFORMAL CITIZEN COMMENTS

State Law Prohibits Any Deliberation Of Or Decisions Regarding Items Presented In Informal Citizen Comments. City Council May Only Make A Statement Of Specific Factual Information Given In Response To The Inquiry; Recite An Existing Policy; Or Request Staff Place The Item On An Agenda For A Subsequent Meeting. The Exception To Informal Comments Is That Once An Election Date Has Been Set By City Council Comments Relative To Elections Will Not Be Broadcast On The City's Cable Channel. However, A Copy Of The Tape Containing Citizens' Comments Will Be Available At City Hall For Review Or Purchase By Interested Citizens.

IX. COUNCIL MEMBER AND STAFF COMMENTS

Announcements From City Councilmembers And City Staff May Be Made For Items To Include: Expression Of Thanks; Congratulations; Condolence; Recognition Of Public Officials, Employees Or Citizens; Information Regarding Holiday Schedules; Reminders Of Community Events Or Announcements Involving An Imminent Threat To The Public Health And Safety Of The Municipality That Has Arisen After The Posing Of The Agenda. No Discussion Or Formal Action May Be Taken On These Items At This Meeting.

X. ADJOURNMENT

WORKSESSION

1. Recap of 2015 and discuss 2016 City Council goals (Renee Franklin)
2. Discuss Fort Worth Independent School District Athletic Facilities

MEMO TO: Mayor Dittrich and Members of Benbrook City Council

FROM: Joanna King, City Secretary

SUBJECT: Vacancy on Benbrook Zoning Board of Adjustment/Board of Appeals

DATE: February 4, 2016

On January 22, 2016, the City Secretary received a letter of resignation from Marci Mercado, Alternate D on the Benbrook Zoning Board of Adjustment/Board of Appeals.

Ms. Mercado was appointed to Alternate D in December 2014 for a term to expire on December 30, 2016. The ZBA/Board of Appeals consists of five (5) members and four (4) alternates.

City Council recently made the appointments to the various Boards and Commission for terms ending in 2015. The Alternate D positon was not up for reappointment. The next process for advertising and receiving applications for the various Boards and Commission will not begin until September 2016.

Staff recommends City Council delay the appointment to Alternate D until applications have been received from all interested citizens during the normal application process.

TO: BENBROOK CITY COUNCIL
911 WINSCOTT ROAD
BENBROOK, TX 76126

FROM: MARCI MERCADO
1132 QUAIL CREEK STREET
BENBROOK, TX 76126

RE: ZONING BOARD OF ADJUSTMENTS
BOARD OF APPEALS

JANUARY 21, 2016

THE UNDERSIGNED HEREBY RESIGNS FROM THE ZONING BOARD OF ADJUSTMENTS - BOARD OF APPEALS, ALTERNATE D, EFFECTIVE IMMEDIATELY.

SINCERELY,

Marci Mercado

MARCI MERCADO

City of Benbrook

CITY COUNCIL COMMUNICATION

DATE:	REFERENCE NUMBER:	SUBJECT:	PAGE:
02/04/16	PZ-2016-02	Adopt update of Section 17, Capital Improvement Program of the Comprehensive Plan	1 of 3

CP-16-01 STAFF REPORT
TO PLANNING AND ZONING COMMISSION
JANUARY 14, 2016

The Capital Improvements Plan is a forecast and schedule of public improvements for the next five years and beyond. The City Charter requires that the Capital Improvements Plan (CIP) be updated every year. The CIP was last updated in January 2015.

The changes included in this year's plan include:

1. Updates to Tables:
   - Table 17.2, Financial Status of Active Projects
   - Table 17.3, Updated Bonding Capacity Analysis
   - Table 17.4, Scheduled Community Facility Projects
   - Table 17.10, Scheduled Street Projects
   - Table 17.11, Scheduled Drainage Projects
   - Table 17.12, Program Summary

2. Updated Capital Improvement project information (Section 17.5)

3. Updated most tables to 2015 dollars

<u>Community Facilities</u>
In the 2014/15 fiscal year two maintenance projects and one capital project were completed relating the Hike and Bike Trails. The first, the asphalt trails along Winscott Road and the walking track in Dutch Branch Park were fogged sealed as part of the preventative maintenance program. The fog seal helps to seal the asphalt to minimize water infiltration into the asphalt. The Hike and Bike trails were also restriped. The second project was to install three park benches along the Hike and Bike Trail along Winscott Road and two park benches around the walking track in Dutch Branch Park. The third project was replacing the wooden light poles at the soccer field and on Field #8 with metal ones. This completed the multi-year project to replace all the wooden light poles in Dutch Branch Park. No new community facility projects are proposed for this current fiscal year.

SUBMITTED BY:	DISPOSITION BY COUNCIL: ☐ APPROVED ☐ OTHER (DESCRIBE)	PROCESSED BY: CITY SECRETARY
CITY MANAGER		DATE:

Streets and Thoroughfares

In 2014/15, the alley east of Usher Streets was constructed. Because the majority of adjacent properties were commercial, it did not qualify for CDBG funds. The alley was constructed from Usher Street connecting to the parking lots of the businesses fronting on Benbrook Boulevard.

In addition, the extensions of Benbrook Parkway and Winbrook Drive were completed using funds from the Economic Development Corporation since this project is expected to attract new commercial and industrial development.

Timberline Drive between Timberline Court and Edgewood Trail was reconstructed by stabilizing the subbase, and constructing new concrete curb and gutter and asphalt paving. The Benbrook Water Authority also replaced the water and sanitary sewer mains and services along this portion of Timberline Drive.

Drainage Facilities

The update to the CIP also includes the completion of the Springbranch Drainage project and the continuation design and construction of the other five drainage projects using funds from the storm water utility fee. The current projects are scheduled to be completed over the next three to five years and include the Sundown Drive storm drain project, Van Deman Drive storm drain project, Chapin Road Cross Culvert Replacement project, Plantation West Creek repair project, Plantation East Creek repair project and Timberline erosion project.

RECOMMENDATION

It is recommended that the Planning and Zoning Commission recommend that the City Council adopt the revised Section 17 – Capital Improvements – as part of the Comprehensive Plan.

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UNAPPROVED MINUTES
PLANNING ZONING COMMISSION
JANUARY 14, 2016

CP-16-01 Consider Update of Section 17, Capital Improvements Program, of the Comprehensive Plan - PUBLIC HEARING

The Chair introduced the item and asked for a report from staff.

Bennett Howell said the updates and the revisions to the Comprehensive Plan are presented each year to the Planning and Zoning Commission and the City Council for review and approval. They include financial information, project costs in 2015 dollars, and update to the Appendix Tables that include street inventory.

Mr. Howell said the following drainage projects have been scheduled for:

- Fiscal Year: 2015 – 2016

- Sundown Drive
- Plantation West Creek Erosion

- Fiscal Year: 2016 – 2017
  - Chapin Road Cross Culvert and Channel
  - Van Deman Drive

- Fiscal Year: 2017 – 2018
  - Timberline Erosion

Under Streets and Thoroughfares, the extension of Benbrook Parkway and Winbrook Drive on the north side of Interstate-20 have been completed so that area is ready for development. Another project that was completed is the extension of the alley system between Usher Street and Benbrook Boulevard.

The drainage facilities for Plantation East Creek at Spring Branch were also completed in Fiscal Year 2015-2016.

Mr. Howell said the Benbrook Boulevard/US Highway 377 project is ongoing and the Phase I section, or middle section, should be finalized in January 2016. He said that Phases II and III should be starting in mid-February.

Staff recommends that the Planning and Zoning Commission recommend that the City Council adopt the revision of Section 17 – Capital Improvements as part of the Comprehensive Plan.

The Chair asked for any comments or questions from the Commission. There being none, the Chair opened the public hearing at 7:43 p.m. and asked if anyone wished to speak for or against the item. There being none, the Chair closed the public hearing at 7:44 p.m. and asked for any comments, questions, or a motion from the Commission.

Motion by Mr. Wallis that the Planning and Zoning Commission recommend that the City Council adopt the revision of Section 17 – Capital Improvements as part of the Comprehensive Plan. Second by Mr. Carver. The chair called the question.

Vote on the motion:

Ayes: Mr. Valverde, Mr. Casey, Mr. Ramsey, Mr. Dawson, Mr. Russell, Mr. Craver, Mr. Wallis, and Mr. Harris

Noes: None

Abstain: None

Motion carried: 8 – 0 – 0

CIP17. CAPITAL IMPROVEMENTS

17.1 INTRODUCTION

The Capital Improvements Program is an integral part of the Comprehensive Plan and is one of the most important mechanisms for implementing the Comprehensive Plan. Review of the Capital Improvements Program is also an annual requirement of the City's Charter (Section 6.02). Therefore, this element of the Comprehensive Plan also is designed to serve as a stand-alone document.

The capital facilities of the City, known as its infrastructure, are the physical improvements constructed by and for the public. Typical infrastructure improvements include community facilities such as public buildings and parks, streets and thoroughfares, and drainage improvements.

As discussed in Section 3 of the Comprehensive Plan, the population of Benbrook has grown rapidly. It is a challenge for the City to maintain service to this rapidly growing population without straining its financial resources. The adopted population projection for the City of Benbrook is presented in Table 17.1.

Changes during 2015:
Population estimates were revised in March 2015 using data from the North Central Texas Council of Governments and Texas Water

Table 17.1
POPULATION PROJECTION
For the
City of Benbrook

Year	Projected Population
2010	21,234
2011	21,270
2015	22,419
2020	31,770
2025	32,850
2030	35,328
2040	40,597

These projections are used in the design and evaluation of future projects. Facilities typically are designed to handle the expected service population at the end of the facility's economic life.

This Capital Improvements Program examines three planning horizons. First, it identifies the capital improvement projects that should be scheduled for funding during the current fiscal year. Secondly, it examines capital needs and proposed funding, by year, for the next five years. Finally, it examines future unfunded capital project needs beyond the next five years.

17.2 STATUS OF PREVIOUSLY APPROVED CAPITAL IMPROVEMENT PROGRAMS

Benbrook prepared its first Capital Improvements Program in 1969, in conjunction with preparation of its first Comprehensive Plan. The 1969 CIP program proposed total funding package of $2,491,280 of street improvements and $1,474,230 in drainage improvements. However, the bond authorization to implement this program failed to receive voter approval.

In 1978, a bond proposal was prepared for a $1,130,000 Fire Station, $4,520,000 in street improvements, $2,425,000 in drainage improvements and a $530,000 recreation/civic center building. Only the fire station and street improvements received voter approval.

In 1979, a $3,025,000 drainage improvement proposal was submitted to the voters and was approved.

In 1981, a $4,100,000 street and drainage package was proposed, but failed to receive voter approval.

In 1985, a package including a $1,300,000 police station, $2,200,000 in street improvements, and $500,000 in drainage improvements was submitted to the voters for approval. All three issues were approved.

In January 1989, the voters turned down a proposed bond issue that included $1,200,000 in street improvements, $500,000 in drainage improvements and $1,700,000 for a new library. In May 1992, the voters defeated a proposed one-half cent increase in the city sales tax to be used to construct and operate a library, but passed a similar measure in January 1999.

In September 1997, a package that included $2,530,000 in street improvements, $2,630,000 in drainage improvements, $2,400,000 for a community recreation center, and $475,000 for an aerial ladder fire truck was submitted to the voters for approval. All four issues were approved. An additional $1,250,000 in certificates of obligation was issued to cover the increased cost of the community recreation center.

In February 2004, a package that included $2,800,000 in street improvements, $3,700,000 in drainage improvements, $3,215,000 in park improvements, and $285,000 to acquire land for a new fire station site was submitted to the voters for approval. The drainage and fire station propositions passed, but the street and park propositions failed.

In September 2007, the City authorized an additional $1,035,000 in certificates of obligation to cover the costs of the Plantation East Creek project. The Council also adopted a Storm Water Utility fund which will be used to fund existing and future drainage debt, as well as provide approximately $100,000 annually for small drainage projects.

In July 2009, the City Council appointed a 17-member Capital Improvements Advisory Committee to make recommendations of projects to be included in a future CIP and bond program. In March 2010, the Committee recommended a bond election for $1,530,000 in new street bonds (for Clear Fork Bridge and Chapin Road reconstruction), $1,727,000 in new parks improvement bonds (Dutch Branch Park and Whitestone (later called Rolling Hills) Park improvements), and $3,066,750 in community facilities bonds (Fire Station remodeling and expansion, animal control shelter expansion, and purchase new fire truck). The City Council accepted the recommendations, but chose to defer holding a bond election until a future date. Two projects (Fire Station remodeling and expansion, Rolling Hills Park) were later funded using cash reserves.

17.2.1 Community Facilities

A summary of the projects proposed under the previously-approved bond packages is presented in Attachment 17-A in the Appendix along with their current status. Of the nine community facilities planned, eight were completed and one equipment purchase was canceled. In addition, the planned Mont Del/Ridglea Country Club Estates Fire Substation was built in 1983 as Fort Worth Fire Station No. 30 (4416 Southwest Boulevard), when only land purchase was originally planned. Benbrook received fire service from that station from 1983 to 2006, when the contract with Fort Worth was discontinued. An additional community facility (the Senior Citizens Activity Center) was constructed and expanded without bonds by using federal Community Development Block Grant funds; however, this facility was sold to the Benbrook Library District in 2000.

Two community facility projects were initiated in fiscal year 2011/12 – Rolling Hills Park (originally known as Whitestone Park) and the Central Fire Station renovation and addition. Both of these projects were funded with cash reserves. Rolling Hills Park was completed in Spring 2012. The expansion and addition to the Central Fire Station was completed in May 2013.

In the 2012/13 fiscal year, two extensions of the Winscott Road Hike and Bike Trail were completed. The first, located on the north side of Winscott Road, is from Benbrook Boulevard to Sproles Road. The second is located on the south side between Beach Road and the YMCA/Community Center parking lot. Another extension of the Winscott Road Hike and Bike Trail from the YMCA/Community Center to the ballfields in Dutch Branch Park was constructed during the past fiscal year. It was completed in May 2014. No new community facility projects are proposed for this fiscal year.

17.2.2 Streets and Thoroughfares

A total of 22 street projects were planned as part of the three bond programs that were passed. Of these, 16 were completed, three were canceled, and three were built using City forces. In addition to the projects planned, the City has also rehabilitated or reconstructed 13 additional streets under the bond program.

Change since 2015:
Street and drainage projects updated based on activity during 2015.

In 2011, the alleys connecting Park Center, Warden and Wade Hampton Streets were constructed using federal Community Development Block Grant (CDBG) funds. In 2013/14, the alley connecting Wade Hampton and Usher Streets was constructed using CDBG funds. In 2015, the final phase of the alley, located behind the commercial businesses between Usher Street and Benbrook Boulevard, was constructed. Because the majority of adjacent properties are commercial, it did not qualify for CDBG funds.

Changes in 2015
Table 17-2 and Attachment 17-A updated in the Appendix.

The reconstruction of Benbrook Boulevard (US 377) from IH-820 to Winscott/Lakeside Drive is proceding as schedule. This project is a Texas Department of Transportation (TxDOT) project, with the City's local share using core value funds.

In addition, the extensions of Benbrook Parkway and Winbrook Drive was constructed using funds from the Economic Development Corporation since this project is expected to

attract new commercial and industrial development. The extension project was completed in July, 2015.

Timberline Drive between Edgewood Trail and Timberline Court was reconstructed. Benbrook Water Authority upgraded the existing water and sanitary sewer mains. Once the utility upgrades were completed, the City, the assistance of Tarrant County, stabilized the subbase. The curb, gutter and drive approach replacement was contracted out and then asphalt pavement was completed by Tarrant County.

17.2.3 Drainage Facilities

A total of 27 drainage projects have been completed as part of the four drainage improvement bond programs that passed.

The following improvements and repairs have been made in recent years using the storm water utility fund – Plantation West Creek improvements, Plantation East Creek improvements (Tara Channel), Briar Run drainage, and Edge Hill storm drain. The Bryant Street storm drain project was completed in September 2014. The current planned projects are scheduled to be completed over the next three to five years and will be funded through the Storm Water Utility Fund. The Sundown Drive storm drain project, Van Deman Drive storm drain project, Chapin Road Cross Culvert Replacement and Channel project, Plantation West Creek repair project, Plantation East Creek repair project and Timberline erosion project.

The following table, Table 17.2, summarizes the status of currently-funded projects.

Changes during 2015: Status information updated through September 2015. Added Timberline Drive Project to the list.

Table 17.2 STATUS OF SCHEDULED PROJECTS
(As of December 2015)

	Project	Project Budget	Status	Funding Source
Community Facilities	None			
Street Improvements	Widening of Benbrook Blvd	City share = $2,836,329	Under Construction	Core Value Fund
	Benbrook Parkway Winbrook Drive extension	$ 3,256,900	Completed July 2015	EDC Funds
	Alley extension (Usher Street to rear of businesses fronting on Benbrook Blvd/U.S, Hwy 377)	$ 119,408	Completed June 2015	$ 13,500 contribution; $ 105,908 General Fund
	Timberline Drive Project (Edgewood Trail to Timberline Ct)	$148,000	Completed November 2015	General Fund
Drainage Facilities	Sundown Drive Storm Drain	$375,000	Engineering	Storm Water Utility Fund
	Van Deman Drive Storm Drain	$500,000	Engineering	Storm Water Utility Fund
	Chapin Road Cross Culvert Replacement and Channel	$390,000	Engineering	Storm Water Utility Fund
	Plantation West Creek Repair	$450,000	Engineering	Storm Water Utility Fund
	Plantation East Creek Repair	$150,000	Construction	Storm Water Utility Fund
	Timberline Erosion Protection	$700,000	Engineering	Storm Water Utility Fund

7.3 FINANCIAL ANALYSIS

There are several ways to finance capital projects. The City could adopt a "pay as you go" or capital replacement fund approach. Alternatively, the City could incur long-term debt in the form of general obligation bonds. Finally, the City can issue short-term debt instruments in the form of certificates of obligation. These are the three major methods of obtaining funds for capital projects and the City has used all three methods to some degree.

In addition to the major forms of funding, there are several other methods of financing projects on a complete or partial basis. Joint financing with other governmental bodies is being used for

Texas Department of Transportation projects and for border streets with Fort Worth. Special assessments are used to recover benefits provided to adjacent landowners by street paving when paving would enhance property values. Finally, state and federal grant programs may be used for special projects. The City has used, or is using, each of these forms of financing as well.

The City has issued $23,962,259 in general obligation bonds since 1979, of which $3,775,000 remains outstanding. The City incurred a 50-year debt obligation for $197,686 in 1977 with the Corps of Engineers for park improvements at Dutch Branch Park, but the remaining balance was paid off early in 2010. In addition to the long-term debt incurred, the City sold an additional $1 million in certificates of obligation to fund the Plantation East Creek Project, which was paid off in 1996, and sold $1,250,000 in certificates for the community center and $2,500,000 for the tax increment finance district, of which $1,270,000 remains outstanding. An additional $1,035,000 of certificates of obligation were sold in October 2007 to fund the Plantation East Creek drainage project, of which $755,000 remains outstanding. The total annual debt service requirement for fiscal year 2014-2015 is $969,075, which is approximately 5.8 percent of the total City budget.

In September 2007, the City implemented a new storm water utility fee to fund storm water projects. This fee assesses property owners on the basis of the amount of impervious area on their property, which equates to the amount of storm water that enters the City's system. The fee was set at $0.00204/square foot, or $6.50 for each single family house. The fee generates approximately $968,000 annually, of which $618,515 is used to pay existing debt related to drainage projects while the remainder is used to build new drainage projects.

Future funding capability for streets and community facilities is presented in Table 17.3. The projection of Total Budget was obtained from the City's Budget Director. Debt service includes debt required for past bond issues, as well as future bond issues assuming a 20-year bond with 3.5 percent interest rate. This projection assumes that the City will continue to use general obligation bonds for capital financing instead of establishing a capital replacement fund.

This projection uses an upper limit of 10 percent for the maximum debt service ratio. Principle 7.5.5 of the Comprehensive Plan's Goals, Objectives and Strategies has adopted a maximum of 20 percent, but over the past few years, the City Council has utilized an increasingly larger portion of the 20 percent increment for general fund uses and to reduce the ad valorem rate. The reduction to 10 percent also corresponds to the use of the storm water utility fee to fund debt associated with drainage projects. Using this analysis, the City could sell an additional $10 million in bonds over the next five years and $11 million over the following five years.

In lieu of continued use of general obligation bonds, the City Council could consider using a capital replacement, or pay-as-you-go, program to build a reserve fund for capital projects. Such a funding program can be established using a capital recovery factor based on amortization of existing facilities, or it

Changes since December 2015:
Financial projections updated

Table 17.3
BONDING CAPACITY

Based on Maintaining Debt Service below 10% of Total Budget
Future Financing Assumes 20-year Bonds at 3.50%

Fiscal Year	Bonds Sold	Debt Service	Total Budget	Debt Service as Percent of Total
1979-80	2,500,000	289,000	3,904,412	7.4%
1980-81	-	452,532	2,435,489	18.6%
1981-82	-	508,203	3,265,658	15.6%
1982-83	-	505,085	4,834,715	10.4%
1983-84	2,000,000	556,140	3,489,304	15.9%
1984-85	2,175,000	876,767	4,057,856	21.6%
1985-86	2,500,000	218,630	4,653,930	4.7%
1986-87	-	1,311,639	4,871,584	26.9%
1987-88	-	1,312,230	5,530,688	23.7%
1988-89	3,000,000	1,340,960	5,134,955	26.1%
1989-90	-	1,317,880	6,198,123	21.3%
1990-91	-	1,705,313	6,946,033	24.6%
1991-92	-	1,735,520	6,876,301	25.2%
1992-93	-	1,727,086	6,948,393	24.9%
1993-94	-	1,714,461	6,887,541	24.9%
1994-95	-	1,705,034	7,054,018	24.2%
1995-96	-	1,712,767	7,281,791	23.5%
1996-97	-	1,368,771	7,373,012	18.6%
1997-98	2,875,000	1,265,348	7,615,143	16.6%
1998-99	1,250,000	1,369,604	7,995,900	17.1%
1999-00	2,000,000	1,514,528	8,448,923	17.9%
2000-01	-	1,408,400	9,437,736	14.9%
2001-02	2,890,000	1,598,770	9,505,491	16.8%
2002-03	-	1,698,789	10,782,474	15.8%
2003-04	3,700,000	1,368,363	11,205,957	12.2%
2004-05	-	1,580,063	11,982,968	13.2%
2005-06	-	1,569,415	12,669,605	12.4%
2006-07	-	1,239,474	13,267,524	9.3%
2007-08	1,035,000	1,316,942	14,148,944	9.3%
2008-09	-	1,035,718	13,805,368	7.5%
2009-10	-	1,167,388	14,964,768	7.8%
2010-11	-	1,021,669	16,012,032	6.4%
2011-12	-	889,846	17,189,552	7.4%
2012-13	-	1,417,933	18,864,383	7.5%
2013-14	-	1,007,550	17,778,521	5.7%
2014-15	-	969,075	17,346,707	6.1%
Projected Bonding Capacity				
2015-16	8,000,000	933,147	17,507,485	5.8%
2016-17	-	951,015	17,990,926	9.6%
2017-18	1,000,000	953,276	18,472,098	9.3%
2018-19	-	969,939	18,982,079	9.6%
2019-20	1,000,000	975,977	19,495,222	9.4%
2020-21	--	1,032,967	20,078,765	9.9%
2021-22	-	1,045,608	20,636,979	9.6%
2022-23	10,000,000	258,961	20,409,370	5.8%
2023-24	-	263,486	20,991,234	9.9%
2024-25	1,000,000	262,847	22,305,293	9.3%

simply could be an allocation of that portion of the 10 percent share of the budget that is not used for debt service. Under this approach, total contributions to the fund would approach $4,461,427 after five years, and add over $973,545 annually in year 5.

17.4 INVENTORY OF EXISTING FACILITIES AND EVALUATION OF FUTURE NEEDS

17.4.1 Community Facilities

The Fire Sub-station was moved out to future years since the previous site was sold the land has to be purchased and building financed. The proposed schedule for these projects is presented in Table 17.4.

Changes in 2015:
The Fire Sub-station was moved out to future years since the land has to be purchased and building financed. The Animal Shelter costs were updated.

Table 17.4
SCHEDULED COMMUNITY FACILITY PROJECTS

Fiscal Year	Community Facility	Projected Cost (2015 $)
2015-2016 (in progress)	None Designated	NA
2016-2020	Animal Shelter	$550,000
	Fire Sub-Station (beyond 2020)	$1,328,000

Table 17.5 on the following page includes an inventory of the City's existing buildings and park property. All of the current buildings have acceptable structural conditions. The City and the Benbrook Water Authority demolished the old City Hall/Fire Hall in September 2001, and sold the property as surplus to the Benbrook Economic Development Corporation in July 2002. The old post office that was part of this complex was demolished by city forces in 1990. The old metal Fire Hall was demolished in 2003. The Benbrook Community Center/YMCA was completed in March 2000, and completed an expansion in 2010. The Senior Citizens Activity Center was sold to the Benbrook Library District in January 2001. Park improvements were made to Timbercreek Park and Twilight Park in 2010 by adding pedestrian bridges and other improvements. Rolling Hills Park was completed in 2012. The Whitestone Fire Station Site was sold in 2014 and a new site needs to be located. Table 17.6 presents an inventory of City property, including City park land.

Table 17.5 Inventory of City Buildings

Changes in 2015:
No Changes.

Name	Location	Floor Area (S.F.)	Current Use	Year Built/ Remodeled	Type Construction	Expected Life
City Hall	911 Winscott Rd.	10,480	Municipal Offices and Meetings	1976/1987	Steel Frame/Brick	2011
Central Fire Hall	528 Mercedes St.	13,140/19,940	Fire Dept. Operations	1980/2013	Concrete Tilt Wall	2015/2048
Police & Courts Building	1080 Mercedes St.	14,998	Police Dept. & Municipal Court	1987	Concrete Tilt Wall & Brick Veneer	2022
Maintenance Garage	467 Winscott Road	3,200	Equipment Maintenance & Operations	1971/1981	Steel	2006
Animal Shelter	467 Winscott Road	690	Animal Shelter	1980	Concrete Block	2015
Animal Shelter – Cat	467 Winscott Road	324	Animal Shelter	2007	Steel	2042
Community Center	228 San Angelo St.	2,458	Recreation Classes, Community Meetings	1964	Concrete Block	1999
Senior Citizens Center	1010 Mercedes St.	5,820	Senior Citizens Program	1990	Conventional	2025
Community Center/YMCA	1899 Winscott Rd.	36,100	Indoor Recreation Center, Pool, Gym	2000/2010	Concrete Block	2050
Park Maintenance Building	1861 Winscott Road (Dutch Branch Park)	1,000	Park Maintenance Operations	1983	Steel	2018
Park Maintenance Building	Dutch Branch Park	840	Park Maintenance Operations	1975	Wood Frame	2005
Park Maintenance Building	Dutch Branch Park	140	Park Maintenance Operations	1978	Wood Frame	2008
Restroom No. 1	Dutch Branch Park	900	Park Services	1999	Concrete Block	2049
Restroom No. 2	Dutch Branch Park	450	Park Services	2001	Concrete Block	2051
Restroom No. 3	Dutch Branch Park	450	Park Services	2004	Concrete Block	2054
Concession stand	Dutch Branch Park	1,200	Park Services	2000	Concrete Block	2052
Restroom and Pavilion	Rolling Hills Park	1,200 total; 600 (restrooms)	Park Services	2012	Concrete Block	2037
Radio Transmission Building	309 Sexton Lane	96	Police & BWA radio transmitter	1975	Steel	2005

Changes in 2015:
Added Brookside Park in 2015.

Table 17.6 Inventory of City Property

Common Reference	Address/Location	Legal Description	Land Area (acres)	Zoning	Use
Municipal Complex	911 Winscott & Mercedes	Lot 1, Block 1, Benbrook Municipal Complex,	3.80	CF	City Hall, Police & Courts Building, Senior Citizens Center
Central Fire Hall	528 Mercedes	Lot 1-R, Block 44-A, Benbrook Lakeside Addition	2.12	CF	Central Fire Station
Service Center	467 Winscott Road	Lot 21, Block 2, Benbrook Industrial Park	3.83	H	Maintenance Shop, equipment and material storage, animal shelter
Community Center	228 San Angelo	Lot 16-A, Block 3, Benbrook Estates	0.24	CF	Community Building
Benbrook Cemetery	801 Mercedes	Tract 1-G, 1-H & 1-J, J.S. Wilburn Survey A-1680	5.00	CF	Cemetery
Timber Creek Park	900 Park	Timber Creek Park	17.40	CF	Two Tennis Courts
Twilight Park	4100 Twilight Drive South	Lot 31, Block 10, Valley West Addition	1.55	CF	Picnic Table
Mont Del Park	14 Mont Del Drive	Block 9, Mont Del Estates	1.62	CF	Duck Pond
Dutch Branch Park	1800Winscott Road	Corps of Engineers property (leased to the City)	278.00	CF	Athletic Fields, concession areas, Community Center/YMCA
Timbercreek Entry	Winscott-Timbercreek Road intersection	Lot 1-B, Block 1, Timber Creek Addition	1.60	C-PD	Open Space
Rolling Hills Park	6970 Rolling Hills Drive	Lot 1, Blk 1, Rolling Hills Park Addition	4.546	BR-PD	Playground Sand volleyball court ½ basketball court Jogging path
Team Ranch Park	8250 Benbrook Blvd (I-820 frontage road)	Portions of H.Covington A-257 & C.H. Borden A-243	33.1	BR	Open Space
Whitestone Park	11550 Benbrook Boulevard	Portion of T&NO RR A-1565	6.040	BR-PD	Open Space
Brookside Park	300 Sterling	Lot 1, block 7 Brookside at Benbrook Field	6.06	BR	Open Space

A number of other unfunded community facility projects are projected to be needed with the next 20 years. The 2009 CIP Committee recommended several new community facilities that have not yet been funded, including a new animal control building, a new pumper fire truck, a new quint fire truck, and improvements to Dutch Branch Park. These, as well as others, are included in Table 17.7. It is expected that some of these projects may be scheduled when funds become available if the City chooses to sell additional bonds during the next five years.

Changes in 2015:
Added the Pumper Fire Truck and included the years the two fire trucks have to be replaced based on NFPA requirements.

Table 17.7
UNFUNDED COMMUNITY FACILITY PROJECTS

Community Facility	Projected Cost (2015 $)
New Animal Control facility	$550,000
New Pumper Fire Truck in 2021	$700,000
New Quint Fire Truck in 2023	$1,100,000
Dutch Branch Park improvements (Phase 1)	$420,000
Mont Del/North Benbrook Fire substation	$2,205,000
Whitestone Ranch Fire Station construction and land	$1,328,000
Maintenance and Service Center Improvements	$1,470,000
Acquire Additional Parkland in North Benbrook	$1,096,121
Dutch Branch Park improvements (Phase 2)	$3,590,320
Mont Del Park Improvements	$73,054
Timber Creek Park Improvements	$292,320
Acquire linear park along Walnut Creek	$2,046,083
Bike and Jogging Trail	$1,525,808
Team Ranch Park improvements	$1,096,122
Benbrook Marina relocation	$7,596,225
Benbrook Community Center/YMCA expansion (Phase 3)	$1,500,000

17.4.2 Streets and Thoroughfares

A complete inventory of streets within the City is included as Attachment 17-B in the Appendix. Benbrook has over 112 miles of paved streets within the City (excluding streets maintained by the Texas Department of Transportation) with an estimated replacement value of $223 million (2015 $). The inventory includes an assessment of pavement condition and an estimate of the life of each street. The evaluation of pavement condition is based on a 100-point pavement condition index developed by

the U.S. Army Corps of Engineers as part of their MicroPaver pavement management system initially implemented by the City in 2006. The City performed a comprehensive evaluation in late 2012 through early 2013 to update the indices. Work continues to update the tables in the Appendix with the updated indices. A qualitative scale based on the pavement condition index is shown in Table 17.8.

Table 17.8
PAVEMENT CONDITION INDEX SCALE

Pavement Condition Index Range	Qualitative Rating
0-10	Failed
11-25	Serious
26-40	Very Poor
41-55	Poor
56-70	Fair
71-85	Satisfactory
86-100	Good

The design life is based on the assumed average life for each type of street type and pavement as presented in Table 17.9. These values are averages and individual streets may deteriorate sooner or later than these figures; however, the figures indicate the expected life and help identify streets that may be in need of replacement within a given period of time.

Table 17.9
AVERAGE DESIGN LIFE FOR STREETS

Type of Street	Type of Pavement	Average Design Life
Thoroughfares and Collectors	Concrete	35 years
	Asphalt	18 years
	Penetration	10 years
Local	Concrete	45 years
	Asphalt	24 years
	Penetration	10 years

A system of priority was established for the replacement of streets. Only streets with pavement conditions rated "failed", "serious" or “very poor” were designated as "high priority" streets for replacement. These streets are listed in Table 17.10 and represent 1.3 percent of all street miles in Benbrook. To completely replace all of the "failed, serious, or very poor" streets in the City would cost approximately $1,503,960, which is beyond the City's current funding availability.

In addition, the 2009 CIP Committee recommended two street projects are part of their recommendations. The first was a new bridge over the Clear Fork to connect the I-20 frontage road with Bellaire Drive to improve connectivity and emergency response, but this project has been deferred indefinitely because of citizen opposition. The second was reconstruction of the portion of Chapin Road between Van Deman/Renzel and the Loop 820 frontage road. Neither project has been funded.

The schedule for funded street improvements is presented in Table 17.11. Four street projects were completed during the current planning cycle. The extension of Benbrook Parkway and Winbrook Drive was completed and funded by the Economic Development Corporation. The second project is the reconstruction of Benbrook Boulevard (US 377) from IH-820 to Winscott/Lakeside Drive is a Texas Department of Transportation (TxDOT) project, with the City’s local share using core value funds. The third project extended the existing alley connecting Park Center and Usher Streets to the parking lots adjacent to U.S. Highway 377/Benbrook Boulevard. This project did not qualify for CDBG funds because of the commercial property along the alley. The project was funded by contributions from the adjoining property owners as well as monies from the General Fund. The fourth project was the reconstruction of Timberline Drive between Edgewood Trail and Timberline Court.

Changes in 2015:
The following projects were completed in 2015: the extension of Benbrook Parkway and Winbrook Drive, the alley extension and Timberline Drive reconstruction.

Table 17.11
SCHEDULED STREET PROJECTS

Fiscal Year	Street Project	Projected Cost
2015-2016	Widening of Benbrook Boulevard (in progress)	Total = $ 23,713,974 City Share = $ 2,836,329
2016-2020	None Designated	NA

Changes in 2015:
Updated with MicroPaver data and cost estimates in 2015 dollars.

Table 17.10
High Priority Streets in 2015

Street Name	Block	Segment	Type of Pavement	Year Constructed	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Berend Court	8500		Asphalt	1960	10	failed	$29,580
Kathy Lane	7500	Benbrook Pkwy to corner	Concrete	2000	12	serious	$141,000
Keller	800	Park Center to John Reagan	Asphalt	1959	19	serious	$69,660
Plantation	3800B	Berend Ct to La Jolla Court	Asphalt	1960	19	serious	$57,420
Coral Circle	4100		Asphalt	1967	23	serious	$64,680
Vickery Loop	5100		Asphalt	1965	28	very poor	$193,500
Vickery Loop West	5100		Asphalt	1965	29	very poor	$119,700
Chapin Road	8300	Bendale to Plantation	Asphalt	1991	34	very poor	$128,700
Cresthill	3900	Ferndale to Beechwood	Asphalt	1959	35	very poor	$52,200
Delmas	3800	Chapin to Van Deman	Asphalt	1968	36	very poor	$139,200
Timberline Court	900		Asphalt	1978	36	very poor	$59,940
Vernon Castle	500	Usher to Wade Hampton	Asphalt	1980	36	very poor	$81,000
Rush	8100	concrete to Boston	Asphalt	1963	37	very poor	$89,100
Sirocka	9000	Van Deman to cul-de-sac	Concrete	2004	37	very poor	$20,880
Ridglea Country Club Dr.	4100	city limits to Serrano	Asphalt	1967	39	very poor	$187,200
Vernon Castle	900A	John Reagan to Duane	Asphalt	1980	40	very poor	$70,200
							$1,503,960

17.4.3 Drainage Facilities

The need to identify and establish priorities for additional drainage projects is accomplished through the development of comprehensive watershed drainage plans. The City has adopted drainage plans for the City in Chapter 9.4 of the Comprehensive Plan.

A system of priority was developed for drainage projects, based on their cost, the number of houses that would be protected, and the order in which they should be built. For example, projects located downstream are rated higher than those upstream and projects on the main channel are rated higher than tributary projects; however, this priority system should also be evaluated against other criteria, such as community need and equity.

In October 2007, the City implemented a new Storm Water Utility Fee, which assesses properties based on the amount of runoff (using impervious area). The intent of this fee is to fund existing indebtedness for drainage projects and to fund new smaller drainage projects with the intent of using this funding source rather than issuing new general obligation debt. The utility generates approximately $250,000 annually for small new projects. The City Council most recently established priorities for these projects in November 2014, and these have been included in this CIP.

Six projects are planned during the current planning cycle, as shown in Table 17.12. A complete list of unfunded drainage projects, in order of priority, is included in Attachment 17-C in the Appendix and totals over $33.9 million in 2015 dollars. The projects shown in Attachment 17-C were taken from the Drainage Element (Chapter 9), with costs adjusted to 2015 dollars using current unit costs.

Changes in 2015:
Updated project costs.

Table 17.12
SCHEDULED DRAINAGE PROJECTS

Fiscal Year	Drainage Project	Projected Cost
2015-16	Sundown Drive Drainage	$373,000
	Plantation West Creek Erosion	$672,000
	Plantation East Creek Erosion	$147,000
2016-17	Chapin Road Cross Culvert Replacement and Channel	$391,000
	Van Deman Drive Drainage (not including Chapin Road reconstruction)	$500,000
2017-18	Timberline Erosion	$700,000

17.5 FIVE-YEAR CAPITAL IMPROVEMENTS PROGRAM

17.5.1 Program Summary

Based on an analysis of needs and available funding, the following is a summary of the City of Benbrook's five-year capital improvements program:

Table 17.13
Program Summary

Fiscal Year	Community Facilities	Streets	Drainage
0 – (2015-2016)	None Designated	None Designated	Sundown Drive
			Plantation West Creek Erosion
1 – (2016-2017)	None Designated	None Designated	Chapin Road Cross Culvert and Channel
			Van Deman Drive
2 – (2017-2018)	None Designated	None Designated	Timberline Erosion
3 – (2018-2019)	None Designated	None Designated	None Designated
4 – (2019-2020)	None Designated	None Designated	None Designated
5 – (2020-2021)	None Designated	None Designated	None Designated

No additional bonds are currently proposed in the five-year time period from 2016-2021.

17.5.2 Detailed Project Summaries

The following pages provide a detailed summary of each project in the 5-year planning cycle.

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YEAR 0

PROJECTS IN PROGRESS

Fiscal year 2015-2016

PROJECT NAME: Benbrook Boulevard Widening **PROPOSED YEAR:** 2015

PROJECT DESCRIPTION:

The project to widen Benbrook Boulevard (Hwy 377) from Loop 820 to inscott/Lakeside Drive continues and will include signalized intersections, landscaped median, left-turn lanes and three travel lanes in each direction.

NEED FOR PROJECT:

Project will increase capacity, reduce congestion, improve safety and enhance the corridor.

PROJECTED COST (2011 dollars):

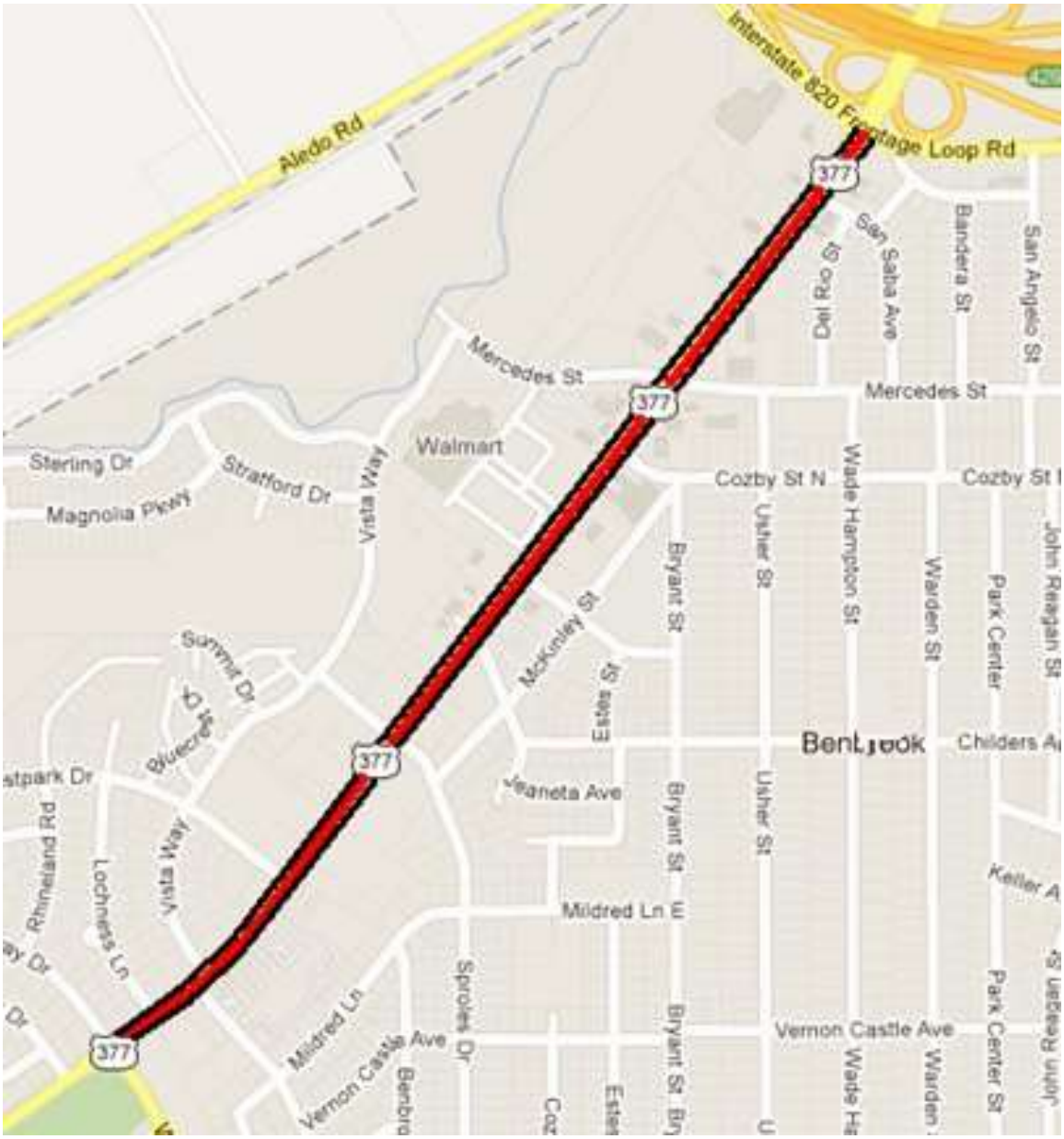
Land acquisition	$ 750,000
Engineering/Surveying:	$1,313,400
Utility Relocations	$2,680,000
Construction:	$ 18,970,574
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$23,713,974

PROPOSED FINANCING:

General Obligation Bonds	$ 0
City of Benbrook (Core Values Fund)	$ 2,836,329
Tarrant County (2006 Bond Program)	$ 1,552,645
Texas Department of Transportation (Prop 12)	$18,500,000
TxDOT Engineering	$ 825,000
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$23,713,974

PROPOSED SCHEDULE:

Task	Planned mo/yr	Actual mo/yr
Engineering/Surveying	Revised plans 4/2014	4/2014
Land Acquisition	2/2012-4/2014	11/2013
Utility relocations	3/2013-5/2014	1/2014 Oncor 12/2016
Construction	7/2014-10/2016	10/2014-2/2017
Completion Date	10/2016	2/2017



PROJECT NAME: Benbrook Boulevard (US 377) widening		
MAP GRID NO: 87P	DATE: 2014/15	APPROX. SCALE: 1” = ¼ mile

PROJECT NAME: Sundown Drive Drainage Project **PROPOSED YEAR:** 2015

PROJECT DESCRIPTION:

The project consists of constructing storm drain inlets along Sundown Drive, Sunnyvale Drive and Twilight Drive to connect the storm water and pipe it underground system to the channel located west of Twilight Drive.

NEED FOR PROJECT:

During heavy rains, water tops the curb and threatens 13 houses on Sundown Drive.

PROJECTED COST (2015 dollars):

Land acquisition	$ 0
Engineering/Surveying:	$ 76,000
CLOMR:	$ 0
Construction:	$ 297,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$373,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$373,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$373,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--

Sundown Drive

0 25 50 100 150 200 Feet

PROJECT NAME: Plantation West Creek Erosion Project **PROPOSED YEAR:** 2015

PROJECT DESCRIPTION:

There are two locations along Plantation West Creek in need of repairs. The first location is located at bridge at Chapin Road to correct scouring occurring at the bridge supports. The second location is at the crossing of the creek over Dawn Drive. The bank is eroding to the point where it could undermine a wingwall of the cross culvert at Dawn Drive and is scouring a very large tree that, if it fell, would damage overhead power lines and possibly a nearby home. Both projects will include armoring the banks to reduce the erosion.

NEED FOR PROJECT:

During heavy rains, fast-moving water causes erosion affecting six homes in the area.

PROJECTED COST (2015 dollars):

Land acquisition	$ 0
Engineering/Surveying:	$ 162,000
CLOMR:	$ 0
Construction:	$ 510,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$510,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$510,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$510,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--

Plantation West Creek Repairs

0 125 250 500 750 1,000 Feet

1/7/2016

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YEAR 1 PROJECTS

Fiscal Year 2016-2017

PROJECT NAME: Chapin Road Cross Culvert Project **PROPOSED YEAR:** 2015/16

PROJECT DESCRIPTION:

During recent inspections, deterioration of the corrugated metal pipe was found in the flowlines and roofs of the pipes. The structural integrity of the pipes will continue to decrease as the corrosion increases, eventually leading to road surface damage and ultimately failure. This project will include replacing the existing double 48-inch corrugated metal arch pipe cross culvert with a reinforced concrete box cross culvert system and correct the downstream erosion issues.

NEED FOR PROJECT:

Deterioration could cause the culvert to collapse shutting down the road, affecting 3,400 vehicles per day.

PROJECTED COST (2015 dollars):

Land acquisition	$ 0
Engineering/Surveying:	$ 57,000
CLOMR:	$ 0
Construction:	$ 335,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$335,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$335,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$335,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--

Chapin Road Cross Culvert

0 25 50 100 150 200 Feet

1/7/2016

PROJECT NAME: Van Deman Drive Drainage Project **PROPOSED YEAR:** 2015/16

PROJECT DESCRIPTION:

The home on the southwest corner of Chapin Road and Van Deman Drive floods repeatedly, even during light rains. There are no curb inlets at the intersection. The project includes the construction of curb inlets at the intersection and a storm drain line to carry the water to a tributary south and west of Van Deman Drive as shown in the Master Drainage Plan.

NEED FOR PROJECT:

During heavy rains, water tops the curb and threatens four houses on Van Deman Drive. This project will also correct drainage issues in the subdivision.

PROJECTED COST (2015 dollars):

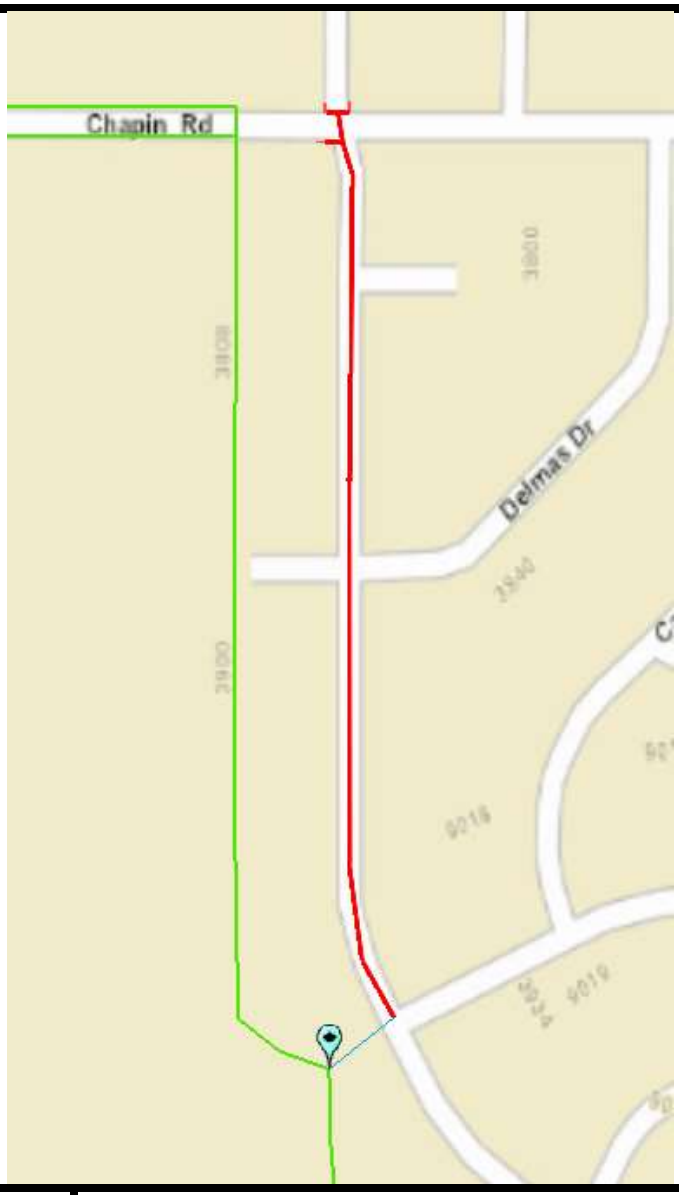
Land acquisition	$ 0
Engineering/Surveying:	$ 150,000
CLOMR:	$ 0
Construction:	$ 350,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$500,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$500,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$500,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/15-6/16	--
Land Acquisition	NA	-
Utility relocations	NA	--
Construction	6/16-12/16	--
Completion Date	12/16	--



Van Deman Drive Drainage Project

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YEAR 2 PROJECTS

Fiscal Year 2017-2018

PROJECT NAME: Timberline Erosion Project **PROPOSED YEAR:** 2017/18

PROJECT DESCRIPTION:

Timber Creek runs behind several homes in the 1800 block of Timberline Road. The creek has eroded the backyards of several homes. One property has significant erosion to the point that much of the backyard has eroded, a shed is endangered and over time the home will become endangered. The project will armor approximately 500 feet of stream bank.

NEED FOR PROJECT:

During heavy rains, fast-moving water causes erosion affecting six homes in the area.

PROJECTED COST (2015 dollars):

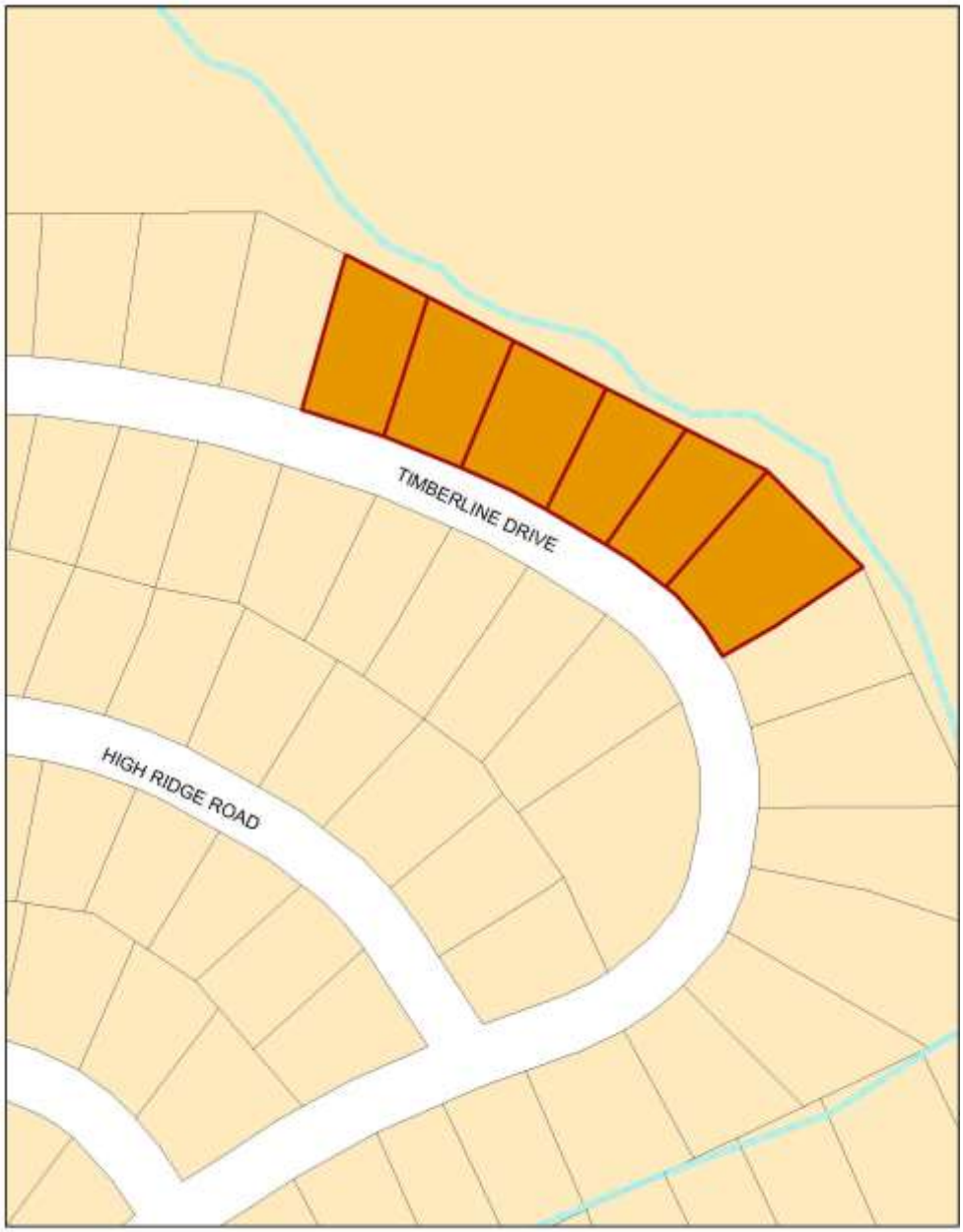
Land acquisition	$ 20,000
Engineering/Surveying:	$ 80,000
CLOMR:	$ 0
Construction:	$ 600,000
Miscellaneous:	$ 0
TOTAL PROJECT COST:	$700,000

PROPOSED FINANCING:

General Obligation Bonds	$ 0
Certificates of Obligation	$ 0
General Fund Contribution	$ 0
Storm Water Utility	$800,000
Other governments (including grants)	$ 0
Developer participation	$ 0
Paving Assessments	$ 0
TOTAL FUNDING:	$800,000

PROPOSED SCHEDULE:

Task	Planned (mo/yr)	Actual (mo/yr)
Engineering/Surveying	12/16-6/17	--
Land Acquisition	NA	--
Utility relocations	NA	--
Construction	6/17-12/17	--
Completion Date	12/17	--



Benbrook

Timberline Drive Erosion Control

0 25 50 100 150 200 Feet

1/7/2016

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YEARS 3-5 PROJECTS

Fiscal Year 2018-2021

NONE

APPENDIX

ATTACHMENT 17-A

STATUS OF CAPITAL IMPROVEMENT PROGRAM PROJECTS

TABLE 17-A. STATUS OF CAPITAL IMPROVEMENT PROGRAM PROJECTS
(as of September 30, 2015)

I. COMMUNITY FACILITIES

Fire Protection Improvements - $1,130,000 approved in 1978

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Central Fire Station	$540,000	completed 2/81	$482,924	$0
2. Relocate Maintenance Garage	$72,000	completed 7/79	$47,645	$0
3. Build North Benbrook Substation	$300,000	completed 6/81	$300,000	$0
4. Land for Westpark & Mont Del/RCCE Substations	$66,000	built Mont Del/RCCE substation 3/83	$300,000	$0
5. Purchase Fire equipment	$150,000	not purchased	$0	$0
	$1,128,000		$1,130,569	$0

Community Facilities (Police Building) - $1,300,000 approved in 1985

Proposed Projects				
1. Police Building	$1,100,000	completed 6/87	$1,131,143	$0
2. City Hall Renovation	$200,000	completed 1/88	$176,885	$0
	$1,300,000		$1,308,028	$0

Community Facilities (Community Center/YMCA) - $2,400,000 approved in 1997 (plus $1,250,000 in Certificates of Obligation)

Proposed Projects				
1. Community Recreation Center	$3,519,601	completed 4/01	$3,911,283	$0

Fire Ladder Truck Improvements - $475,000 approved in 1997

Proposed Projects				
1. Aerial Ladder Fire Truck	$620,000	Purchased	$620,000	$0

COMMUNITY FACILITIES CONTINUED

Fire Station Site Acquisition - $285,000 approved in 2004

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Acquire Fire Station Site in Whitestone	$285,000	acquired 6/04	$110,000	$0
Other Projects				
1. Senior Citizens Center	$167,787	completed 8/90	$194,257	$0
2. Senior Center parking expansion	$10,483	completed 6/91	$1,480	$0
3. Outdoor Assembly Area	$56,257	completed 8/92	$65,263	$0
4. Senior Center Expansion	$63,394	completed 5/93	$70,932	$0
5. Senior Citizens Activity Center	$163,946	completed 3/97	$163,946	$0
6. Senior Citizens Activity center (Phase 2)	$72,366	completed 3/98	$72,366	$0
7. Senior Citizens Activity Center (Phase 3)	$119,500	completed 4/99	$119,500	$0
8. Dutch Branch Restroom No.1	$109,122	completed 7/00	$109,122	$0
9. Dutch Branch Restroom No. 2	$67,036	completed 9/01	$60,146	$0
10. Dutch Branch Concession Stand	$155,000	completed 2002	$156,794	$0
11. Dutch Branch restroom No. 3	$79,900	completed 2004	$79,900	$0
12. BCC/YMCA Parking Lot Expansion	$85,000	completed 2004	$86,125	$0
13. BCC/YMCA Phase 2 Expansion	$885,000	completed 2010	$896,718	$0
14. Pedestrian Bridges at Twilight Park and at Timbercreek Park	$160,000	completed 2010	$163,816	$0
15. Rolling Hills Park	$832,574	completed 2012	$832,574	$0
16. Central Fire Station expansion		completed 2013	$2,233,300	$0
17. Winscott Rd Hike & Bike Trail (north)	$120,000	completed 2013	$100,000	$0
18. Winscott Rd Hike & Bike Trail (south)	$10,000	completed Fall 2013	$10,000	$0
	$3,157,365		$5,416,239	$0

COMMUNITY FACILITY SUMMARY

Total Revenues	
Bond Sales	$5,305,000
Certificates of Obligation	$1,250,000
Grant Funds	$1,722,519
Special Capital Asset Fund (fire)	$144,577

General Fund contributions	$3,292,783
Use of Money & Property	$786,222
Other revenue	$172,373
	$12,673,474
Total Expenditures	
Projects	$12,496,119
Debt Service	$177,355
	$12,673,474
Current Community Facility balance	($0)
Estimate to Complete	$0
Additional bonds authorized	$0
Additional Funding Sources planned	$0
Net Available	($0)

II. STREET IMPROVEMENTS

Street Improvements - $4,520,000 approved in 1978

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Winscott Road/West Vickery	$3,000,000	complete 4/89	$1,072,363	$0
2. Chapin Road	$630,720	Project postponed to 1985 bond program	$7,992	$0
3. Llano Road	$258,000	completed 4/81	$251,297	$0
4. Vernon Castle	$288,000	completed 4/81	$240,134	$0
5. Bryant Street	$184,000	completed 4/81	$251,339	$0
6. Timberline Drive	$28,800	completed 4/81	$58,420	$0
7. Williams Road and 377	$126,000	completed 10/83	$1,330,106	$0
	$4,515,520		$3,211,651	$0

Street Improvements - $2,600,000 approved in 1985

Proposed Projects				
1. Unfunded portion of CIP	$306,642	not applicable	$0	$0
2. Warden	$360,000	completed 3/92	$568,561	$0
3. Wade Hampton	$315,000	completed 3/92	$561,052	$0
4. Usher	$500,000	completed 10/90	$525,941	$0
5. Childers	$40,500	completed 10/90	$39,150	$0
6. Sproles	$268,500	Project cancelled	$20,310	$0
7. Longford	$61,000	Project postponed indefinitely	$1,261	$0
8. Boston	$145,000	Completed 4/86	$110,865	$0
9. Lifford	$61,000	Project postponed indefinitely	$1,262	$0
10. Bangor	$97,500	Completed by city forces	$0	$0
11. Chapin	$400,000	Project cancelled	$3,258	$0
	$2,555,142		$1,831,660	$0

STREET IMPROVEMENTS CONTINUED

Street Improvements - $2,530,000 approved in 1997

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Westerly Rd.	$82,500	completed 4/02	$116,375	$0
2. Cozby South	$490,746	completed 4/02	$519,485	$0
3. Cozby West	$110,000	completed 4/02	$180,992	$0
4. Longford	$82,500	completed by Street Dept	$0	$0
5. Mendoza Ct.	$82,500	completed by Street Dept	$0	$0
6. Cozby North	$767,379	completed 10/03	$920,811	$0
7. Westpark Drive	$781,159	completed 10/03	$781,159	$0
	$2,396,784		$2,518,822	$0
Additional Projects Funded Through Bond Program				
1. Bryant-Irvin	$0	Completed 12/82	$5,800	$0
2. Cozby East	$0	Completed 4/86	$74,760	$0
3. Darnell	$0	Completed 4/86	$115,331	$0
4. Lakeway Court	$0	Completed 4/86	$17,005	$0
5. Mercedes	$0	Completed 12/81	$29,862	$0
6. Park Center	$0	Completed 4/86	$549,926	$0
7. Del Rio Street (unfunded from grant)	$0	Completed 11/84	$28,897	$0
8. Seal Coat Program	$0	Various	$56,674	$0
9. Chapin interim reconstruction	$0	Completed 4/91	$85,513	$0
10. Vickery from I-20 to Mary's Creek	$0	Completed 3/93	$225,216	$0
11. Lakeside from 377 to Winscott	$0	Completed 7/93	$598,427	$0
12. Winscott from Lakeside to Rio Grande	$0	Completed 7/93	$615,475	$0
13. Cozby West	$0	Completed 9/05	$123,443	$0
14. Benbrook Blvd. Signal Coordination	$0	completed	$7,005	$0
15. Mary's Creek Dr. (Plantation West)	$0	completed 2008	$161,645	$0
16. Winscott/Old Benbrook Rd. signal	$0	completed 2008	$123,272	$0
			$2,818,251	$0
Additional Projects				
1. Winbrook/Benbrook Pkwy	$3,256,900	pending	$0	$3,256,900
2. Alley (Usher St to Hwy 377)	$91,300	pending	$0	$91,300

STREET SUMMARY

Total Revenues	
Bond Sales to Date	$9,650,000
Use of Money & Property	$1,803,468
Other Revenues	$3,491,868
Reimbursement from BWSA	$686,352
General Funds	$138,287
	$15,769,975
Total Expenditures	
Projects to Date	$13,728,584
Debt Service	$2,041,391
	$15,769,975
Current Street Fund Balance	$0
Estimate to Complete	$3,348,200
Additional bonds authorized	$0
Paving Assessments (fund plus outstanding)	$182,336
Additional Funding Sources Planned	$3,270,400
Net Available	$104,536

III. DRAINAGE FACILITIES

Drainage Improvements - $3,025,000 approved in 1979

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Timber Creek Channel	$1,459,995	Completed 10/83	$1,536,926	$0
2. Willow Bend	$480,000	Completed 7/83	$523,995	$0
3. Cozby West	$964,004	Completed 6/86	$1,015,968	$0
4. Mary's Creek/Dawn Drive	$100,000	Project cancelled	$0	$0
	$3,003,999		$3,076,889	$0

Drainage Improvements - $600,000 approved in 1985

Proposed Projects				
1. Twilight Drive/Mary's Creek	$115,200	Completed 10/87	$113,915	$0
2. Dawn Drive Channel	$136,800	Project cancelled	$0	$0
3. Queens Court Channel	$75,000	Completed 10/87	$74,026	$0
4. Mary's Creek Culvert	$112,200	Project cancelled	$7,063	$0
5. Dawn Drive Culvert	$112,200	Completed 9/90	$132,820	$0
	$551,400		$327,824	$0

Drainage Improvements - $2,630,000 approved in 1997

Proposed Projects				
1. Winding way	$125,000	completed 2002	$183,056	$0
2. Mont Del/CityView Pond	$450,000	completed	$644,735	$0
3. Timber Creek, Winscott to park	$445,968	completed 2004	$1,595,009	$0
4. Plantation East Creek bridge	$111,320	completed	$123,653	$0
5. Plantation Drive at Llano Avenue	$93,560	completed	$94,295	$0
6. Timber Creek, Sta 0+00 to 36+00	$571,981	completed 2006	$1,023,311	$0
7. Dry Branch	$387,942	completed	$281,120	$0
	$2,185,771		$3,945,179	$0

DRAINAGE IMPROVEMENTS CONTINUED

Drainage Improvements - $3,700,000 approved in 2004

Proposed Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Plantation West Creek	$1,637,771	completed 2008	$2,375,134	$0
2. Tara Channel (Plantation East Creek)	$1,009,089	completed 2010	$1,308,348	$0
3. Timbercreek/Edgewood storm drain	$387,000	completed 2005	$437,696	$0
4. Timber Creek culverts	$223,451	completed 2006	$225,451	$0
5. Willow Bend culverts	$357,643	combined with Plantation West	$38,241	$0
	$3,614,954		$4,384,870	$0
Additional Projects				
1. Winscott Drainage	$0	Completed 10/83	$150,717	$0
2. Mildred/Bryant	$0	Completed 2/88	$11,361	$0
3. Mont Del	$0	Completed 3/87	$6,496	$0
4. Idledell	$0	Completed 8/87	$1,660	$0
5. FEMA study	$0	Completed 12/84	$16,373	$0
6. Springbranch	$0	Completed 6/88	$5,989	$0
7. Winding Way	$0	Completed 5/89	$135,836	$0
8. Plantation East Creek	$0	Completed 10/91	$1,842,994	$0
9. Del Rio Drainage	$0	Completed 6/91	$22,994	$0
	$0		$2,194,420	$0

Drainage Improvements - Storm Water Utility Fund begun in 2007

Projects	Proposed Cost	Project Status	Actual Cost	Estimate to Complete
1. Briar Run	$50,000	completed 5/2011	$59,000	$0
3. Edge Hill	$240,000	completed 6/2013	$296,138	$0
3. Bryant	$122,840	completed August/2014	$151,983	$0
4. Sundown	$290,000	pending		$373,746
5. Plantation West Creek	$150,000	pending		$672,000
6. Plantation East Creek	$120,000	pending		$146,967
7. Chapin Road Cross Culvert	$275,000	pending		$408,040
8. Van Deman Drive Drainage	$161,000	pending		$499,815
9. Timberline Erosion	$800,000	pending		$699,400
	$2,208,840		$507,121	$2,799,968

DRAINAGE SUMMARY

Total Revenues	
Bond Sales	$9,955,000
Certificates of obligation	$3,000,000
Grant funds	$22,994
Use of Money & Property	$1,619,300
Contribution from Mont Del HOA	$50,000
Other revenues	$701,006
General fund transfers to date	$1,035,036
Storm Water Utility revenues	$8,602,515
	$24,985,851
Total Expenditures	
Projects	$14,436,303
Debt Service	$7,656,517
Other Administrative Costs	$75,837
	$22,092,820
Current Drainage Fund Balance	$2,893,031
Estimate to Complete	$2,799,968
Additional Bonds Authorized	$0
Additional Funding Sources Planned	$0
Additional General Fund transfers	$0
Net Available	$93,063

The cash flow analysis assumes the pending drainage projects will be completed over the next four years, and it includes the revenues collected and expenditures for the next four years.

ATTACHMENT 17-B

INVENTORY OF STREETS

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Albatross Court	1100		Local	183	Concrete	30	2003		88	good	$32,940
Aledo Road	1000		Local	2,162	Penetration	33	1950	2009	100	good	$428,076
Alta Sierra	10700	Hawkins Home Blvd to end (10700 block)	Local	615	Concrete	30	2003		90	good	$110,700
Alta Sierra	11100	Hawkins Home Blvd to end (11100 block)	Local	70	Concrete	30	2003		99	good	$12,600
Amory	100		Local	1,060	Asphalt	29	1975	2003	88	good	$184,440
Armstrong Ct.	8900		Local	612	Concrete	30	2007		100	good	$110,160
Arrowwood	800	Mercedes to Timbercrest	Local	290	Asphalt	27	1978	2002	89	good	$46,980
Arrowwood	900	Mercedes to Dogwood	Local	660	Asphalt	27	1978	2002	88	good	$106,920
Arroyo Lane East	8300	Teja Trail to Pico Lane	Local	1,127	Concrete	30	2005		89	good	$202,860
Arroyo Lane West	8400	Pico Lane to cul-de-sac	Local	1,072	Concrete	30	2005		78	satisfactory	$192,960
Ash Court	1100		Local	112	Asphalt	27	1980	2012	100	good	$18,144
Aspen Court	1100		Local	170	Asphalt	27	1977	2011	100	good	$27,540
Asta Court	8300		Local	651	Concrete	30	2003		96	good	$117,180
Augusta	1100		Local	2,975	Asphalt	27	1976	2002	86	good	$481,950
Bancroft	9800		Local	735	Asphalt	29	1975	2003	96	good	$127,890
Bandera	200		Local	1,150	Asphalt	30	1985	2008	100	good	$207,000
Bangor	8000	Williams Rd. to Boston	Local	775	Asphalt	27	1980	2012	81	satisfactory	$125,550

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Bangor	8100	Boston to Westerly	Local	800	Asphalt	28	1963	2004	71	satisfactory	$134,400
Bangor	8200	Westerly to city limits	Local	135	Asphalt	28	1963	2004	81	satisfactory	$22,680
Barbara	1000	Tobie Layne to Trammell	Local	280	Asphalt	27	1976	2003	53	poor	$45,360
Barbara	1100	Trammell to Augusta	Local	675	Asphalt	27	1976	2003	82	satisfactory	$109,350
Barber Lane	10400		Local	560	Concrete	30	2005	NA	100	good	$100,800
Beach Road	1500	Winscott Rd to turn	Local	1,400	Penetration	21	1957	2011	100	good	$176,400
Beach Road	1600	Beach Rd to dead end	Local	3,100	Penetration	21	1975	1999	100	good	$390,600
Beechwood	8000	Willowbend to Cresthill	Local	450	Asphalt	28	1959	2006	100	good	$75,600
Beechwood	8100	Cresthill to Westerly	Local	525	Asphalt	28	1959	2006	100	good	$88,200
Bellaire Court	6800		Local	130	Asphalt	27	1977	2013	100	good	$21,060
Bellaire Drive	5500	city limit to Crosslands	Collector	400	Asphalt	45	1980	2004	91	good	$108,000
Bellaire Drive	5600	Crosslands to SH 183 frontage	Collector	3,296	Asphalt	45	1980	2004	85	satisfactory	$889,920
Bellaire Drive	5800	SH 183 to Waterwood Trail	Collector	830	Asphalt	45	1984	2004	77	satisfactory	$224,100
Bellaire Drive	5900	Waterwood Trail to Country Day Trail	Collector	1,110	Asphalt	45	1984	2006	100	good	$299,700
Bellaire Drive	6000	Country Day Trail to Legend Rd	Collector	1,250	Asphalt	45	1984	2006	100	good	$337,500
Bellaire Drive	6100	Legend Rd to I-20 ROW	Collector	1,150	Asphalt	45	1984	2006	100	good	$310,500

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Benbrook Blvd. (US 377)		City limits to Williams Rd.	Principal Arterial	2,376	Asphalt	60	1980	1996		failed	$855,360
Benbrook Blvd. (US 377)		Williams Rd. to I-20	Principal Arterial	5,280	Asphalt	45	1982	1996		failed	$1,425,600
Benbrook Blvd. (US 377)		RM 2871 to city limits	Principal Arterial	7,920	Asphalt	48	1986	1996		failed	$2,280,960
Benbrook Blvd. (US 377)		I-20 to RM 2871	Principal Arterial	11,088	Asphalt	60	1986	1996		failed	$3,991,680
Benbrook Parkway	7500	Kathy Lane to dead end	Collector	1,770	Concrete	50	2000		92	good	$531,000
Benbrook Parkway	7600	Winscott to Kathy Lane	Collector	660	Asphalt	50	2001	2002	81	satisfactory	$198,000
Benbrook Terrace	1100	Mildred Ln to Vernon Castle	Local	480	Asphalt	27	1960	2001	57	fair	$77,760
Benbrook Terrace	1200	Vernon Castle to Cozby South	Local	1,240	Asphalt	27	1960	2001	90	good	$200,880
Bendale	3800	Chapin Rd to Circle South	Local	685	Asphalt	29	1960	2000	82	satisfactory	$119,190
Bendale	3900	Circle S to dead end	Local	150	Penetration	24	1960	2000	79	satisfactory	$21,600
Berend Court	8500		Local	170	Asphalt	29	1960	none	10	failed	$29,580
Blair Court	6700		Local	150	Asphalt	27	1984	none	79	satisfactory	$24,300
Blanco Court	1300		Local	750	Asphalt	27	1980	2013	100	good	$121,500
Blue Rider Court	1100		Local	194	Concrete	30	2003		91	good	$34,920
Bluestem	4800	Team Ranch Rd to I-820 frontage	Collector	2,112	Concrete	39	1988	NA	89	good	$494,208
Bluestem	5000	Team Ranch to Cook Ranch	collector	2,911	Concrete	30	2004		94	good	$523,980
Boston Ave.	3400	U.S. 80 to Rush	Collector	950	Asphalt	37	1963	2005	71	satisfactory	$210,900
Boston Ave.	3500	Rush to Bangor	Collector	300	Asphalt	37	1963	2005	56	fair	$66,600

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Boston Ave.	3600A	Bangor to Carrick	Collector	300	Asphalt	37	1985	1990	71	satisfactory	$66,600
Boston Ave.	3600B	Carrick to Lifford	Collector	300	Asphalt	37	1985	1990	66	fair	$66,600
Boston Ave.	3700A	Lifford to Longford	Collector	300	Asphalt	37	1985	1990	59	fair	$66,600
Boston Ave.	3700B	Longford to Chapin	Collector	300	Asphalt	37	1985	1990	79	satisfactory	$66,600
Bounty Road East	0		Local	1,919	Asphalt	29	1966	2003	71	satisfactory	$333,906
Bounty Road West	0		Local	1,400	Asphalt	29	1966	2003	66	fair	$243,600
Bradbury Court			Local	110	Asphalt	27	1984	none	66	fair	$17,820
Brazos	1200	Paluxy to cul-de-sac	Local	600	Asphalt	27	1986	2009	100	good	$97,200
Brazos	1300	Timberline to Paluxy	Local	860	Asphalt	27	1986	2009	85	satisfactory	$139,320
Briar Court	1100		Local	170	Asphalt	27	1977	2011	52	poor	$27,540
Briar Creek	1100	Trammell to Augusta	Local	540	Asphalt	27	1978	2003	100	good	$87,480
Briar Creek	1200	Augusta to Vernon Castle	Local	400	Concrete	30	2003		89	good	$72,000
Briar Run	1400	Briar Creek to Trammell	Local	1,350	Asphalt	27	1978	2003	87	good	$218,700
Briar Run	1600	Trammell to Timberline	Local	410	Asphalt	27	1980	2003	80	satisfactory	$66,420
Briar Run	1700	Timberline to Melvin	Local	1,180	Asphalt	27	1980	2003	85	satisfactory	$191,160
Brookdale	3800	Chapin to Circle S	Local	694	Asphalt	29	1960	2002	77	satisfactory	$120,756
Brookdale		Palomino to dead end	Local	155	Concrete	30	2004		100	good	$27,900
Bryant	1000	Cozby North to Childers	local	1,440	Asphalt	29	1980	2003	88	good	$250,560
Bryant	1100	Childers to Vernon Castle	local	1,630	Asphalt	29	1980	2003	88	good	$283,620

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Bryant	1200	Vernon Castle to Cozby South	local	1,040	Asphalt	29	1980	2003	97	good	$180,960
Bryant	1300	Cozby South to Usher	Local	1,020	Asphalt	27	1985	none	73	satisfactory	$165,240
Bryant-Irvin Road			Thoroughfare	3,696	Concrete	70	1982	NA		failed	$1,552,320
Bunker Court	7500		Local	450	Concrete	30	2006		100	good	$81,000
Burkett	3900	Kincaid to Sirocka	Local	690	Asphalt	30	1964	2003	81	satisfactory	$124,200
Burkett	3800A	Chapin to Busseron	Local	490	Asphalt	30	1964	2003	78	satisfactory	$88,200
Burkett	3800B	Busseron to Kincaid	Local	340	Asphalt	30	1964	2003	91	good	$61,200
Burkett	4000A	Sirocka to Van Deman	Local	380	Asphalt	30	1964	2003	70	fair	$68,400
Burkett	4000B	Van Deman to dead end	Local	220	Asphalt	30	1964	2003	81	satisfactory	$39,600
Busseron	3800		Local	760	Asphalt	29	1964	2011	81	satisfactory	$132,240
Camp Bowie West (US 80)			Thoroughfare	22,175	Asphalt	96	1985	none		failed	$12,772,800
Capra Way	4300A	Winding Way to RCC Dr.	Local	405	Asphalt	29	1967	2001	71	satisfactory	$70,470
Capra Way	4300B	RCC Dr. to city limits	Local	1,145	Asphalt	39	1968	2001	68	fair	$267,930
Carman	3800	Chapin to Kincaid	Local	780	Asphalt	29	1966	2003	88	good	$135,720
Carman	3900	Kincaid to Mahan	Local	560	Asphalt	29	1966	2003	79	satisfactory	$97,440
Carrick	8000		Local	700	Asphalt	27	1980	2012	100	good	$113,400
Cartwright Drive			Local	800	Penetration	15	1959	2008		failed	$72,000
Chapin Road	8000	Williams to Boston	Thoroughfare	550	Asphalt	39	1991	2007	71	satisfactory	$128,700
Chapin Road	8100	Boston to Westerly	Thoroughfare	790	Asphalt	39	1991	2007	51	poor	$184,860

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Chapin Road	8300	Bendale to Plantation	Thoroughfare	550	Asphalt	39	1991	2007	34	very poor	$128,700
Chapin Road	8600	Twilight Drive South to Mary's Creek	Thoroughfare	420	Asphalt	39	1991	2007	100	good	$98,280
Chapin Road	8700	Mary's Creek to Burkett	Thoroughfare	1,020	Asphalt	39	1991	2007	56	fair	$238,680
Chapin Road	8200A	Westerly to Brookdale	Thoroughfare	475	Asphalt	39	1991	2007	71	satisfactory	$111,150
Chapin Road	8200B	Brookdale to Palomino	Thoroughfare	290	Asphalt	39	1991	2007	79	satisfactory	$67,860
Chapin Road	8200C	Palomnio to Bendale	Thoroughfare	290	Asphalt	39	1991	2007	100	good	$67,860
Chapin Road	8400A	Plantation to Springbranch	Thoroughfare	390	Asphalt	39	1991	2007	68	fair	$91,260
Chapin Road	8400B	Springbranch to Sundown	Thoroughfare	240	Asphalt	39	1991	2007	65	fair	$56,160
Chapin Road	8500A	Sundown to Sunnydale	Thoroughfare	290	Asphalt	39	1991	2007	79	satisfactory	$67,860
Chapin Road	8500B	Sunnydale to Twilight Drive South	Thoroughfare	180	Asphalt	39	1991	2007	77	satisfactory	$42,120
Chapin Road	8900A	Burkett to Busseron	Thoroughfare	290	Asphalt	39	1991	2007	80	satisfactory	$67,860
Chapin Road	8900B	Busseron to Carman	Thoroughfare	330	Asphalt	39	1991	2007	73	satisfactory	$77,220
Chapin Road	9000A	Carman to Delmas	Thoroughfare	300	Asphalt	39	1991	2007	100	good	$70,200
Chapin Road	9000B	Delmas to Van Deman	Thoroughfare	480	Asphalt	39	1991	2007	80	satisfactory	$112,320
Chapin Road		Williams Rd. to Reagan	Thoroughfare	1,584	Asphalt	39	1955	2008		failed	$370,656
Charles Court	4500		Local	140	Asphalt	29	1973	2012	79	satisfactory	$24,360
Chelsea Court	6700		Local	250	Asphalt	27	1984	none	83	satisfactory	$40,500

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Childers	200	Cozby West Ct to Bryant	Local	820	Asphalt	30	1961	2001	57	fair	$147,600
Childers	400	Bryant to Usher	Local	450	Asphalt	30	1961	2001	80	satisfactory	$81,000
Childers	500	Usher to Wade Hampton	Local	450	Asphalt	30	1961	2001	86	good	$81,000
Childers	600	Wade Hampton to Warden	Local	528	Concrete	30	1990	NA	77	satisfactory	$95,040
Childers	700	Warden to Park Center	Local	310	Asphalt	30	1961	2001	60	fair	$55,800
Childers	800	Park Center to John Reagan	Local	280	Asphalt	30	1961	2001	85	satisfactory	$50,400
Childers	900	John Reagan to Darnell	Local	660	Asphalt	30	1961	2001	75	satisfactory	$118,800
Circle S Road	8200A	cul-de-sac to Brookdale	Local	270	Asphalt	27	1992	2011	62	fair	$43,740
Circle S Road	8200B	Brookdale to Palomino	Local	290	Asphalt	27	1992	2011	88	good	$46,980
Circle S Road	8200C	Palomino to Bendale	Local	290	Asphalt	27	1992	2011	84	satisfactory	$46,980
Circle S Road	8200D	Bendale to Plantation	Local	320	Asphalt	27	1992	1995	81	satisfactory	$51,840
Coates Circle	3800		Local	410	Asphalt	29	1982	2008	79	satisfactory	$71,340
Cobblestone	10600		Local	1,450	Concrete	28	1990	NA	81	satisfactory	$243,600
Colorado	1300		Local	1,050	Asphalt	27	1980	1996	100	good	$170,100
Concho	1200	Paluxy to cul-de-sac	Local	580	Asphalt	27	1986	2013	100	good	$93,960
Concho	1300	Paluxy to cul-de-sac	Local	400	Asphalt	27	1986	2013	86	good	$64,800
Cook Ranch Road	8300	Benbrook Blvd. To Plata Lane	Collector	1,292	Concrete	54	2003		100	good	$418,608
Cook Ranch Road	8500	Plata Lane to Bluestem	Collector	1,202	Concrete	54	2003		96	good	$389,448
Cook Ranch Road	8700	Bluestem to Loop 820	collector	800	Concrete	30	2004		92	good	$144,000
Coral Circle	4100		Local	385	Asphalt	28	1967	1987	23	serious	$64,680

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Cottonwood	900	Mercedes to Dogwood	Local	800	Asphalt	27	1978	2001	86	good	$129,600
Cottonwood	1000	Dogwood to Timbercreek	Local	1,320	Asphalt	27	1978	2001	87	good	$213,840
Council Drive	500		Local	800	Penetration	12	1959	2008	100	good	$57,600
Country Day Trail	6400		Local	300	Asphalt	27	1984	2003	44	poor	$48,600
Covington	100		Local	1,700	Asphalt	29	1975	2007	100	good	$295,800
Cozby East	1100	Vernon Castle to Keller	Local	1,085	Asphalt	27	1959	2001	74	satisfactory	$175,770
Cozby East	1200	Duane to Vernon Castle	Local	1,325	Asphalt	27	1985	2005	81	satisfactory	$214,650
Cozby North	400	Hwy 377 to Duane	Local	2,836	Concrete	30	2003		100	good	$510,480
Cozby South	100	Sproles to Bryant	Local	1,056	Penetration	39	1955	2006	97	good	$247,104
Cozby South	400	Bryant to Duane	Local	2,640	Penetration	21	1955	2006	99	good	$332,640
Cozby South	1000	U.S. 377 to Sproles	Local	2,350	Concrete	30	2002	2006	93	good	$423,000
Cozby West	1000	Childers to U.S. 377	Local	612	Concrete	30	2002		100	good	$110,160
Cozby West	1200	Vernon Castle to Cozby South	Local	1,283	Asphalt	27	1988	1996	82	satisfactory	$207,846
Cozby West	1300	Cozby South to C.O.E.	Local	490	Asphalt	27	1961	2009	100	good	$79,380
Cozby West	1100B	Judy to Mildred	Local	322	Concrete	30	2005	none	97	good	$57,960
Cozby West Court	1100	Childers to cul-de-sac	Local	310	Asphalt	29	1978	2010	100	good	$53,940
Crenshaw Drive	7100	Stewart Ln to Crenshaw	Local	928	Concrete	30	2005		100	good	$167,040
Crepe Myrtle Court	1100		Local	170	Asphalt	27	1977	2011	100	good	$27,540
Cresthill	3900	Ferndale to Beechwood	Local	300	Asphalt	29	1959	2005	35	very poor	$52,200
Cresthill	3800A	Westvale to	Local	310	Asphalt	29	1959	2005	79	satisfactory	$53,940

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		Northbrook									
Cresthill	3800B	Northbrook to Ferndale	Local	375	Asphalt	29	1959	2005	95	good	$65,250
Crofton Court	100		Local	375	Asphalt	29	1975	2013	100	good	$65,250
Crosslands	3800	Bellaire to S.H. 183	Collector	1,320	Asphalt	40	1980	2004	73	satisfactory	$316,800
Crosslands	00A	S.H. 183 to Legend	Collector	680	Asphalt	36	1970	2002	71	satisfactory	$146,880
Crosslands	00B	Legend to Windward	Collector	1,600	Asphalt	36	1970	2002	56	fair	$345,600
Crosslands Court	0		Local	520	Asphalt	29	1971	2011	81	satisfactory	$90,480
Darnell	800		Local	1,860	Asphalt	27	1985	2005	86	good	$301,320
Davidson	300	McKinley to Bryant	Local	560	Asphalt	28	1959	2000	100	good	$94,080
Davidson	500	US 377 to McKinley	Local	300	Asphalt	28	1959	2000	86	good	$50,400
Dawn Drive	3900	Marys Creek to Twilight Dr. West	Local	1,300	Asphalt	27	1960	2004	64	fair	$210,600
Dawn Drive	4200	Twilight Dr. South to Marys Creek Dr	Local	240	Asphalt	27	1965	2005	79	satisfactory	$38,880
Dawn Drive	8500	Sundown to Sunnydale	Local	240	Asphalt	27	1965	2005	81	satisfactory	$38,880
Dawn Drive	8600A	Sunnydale to Twilight South	Local	240	Asphalt	27	1965	2005	55	poor	$38,880
Dawn Drive	8600B	Twilight Dr. West to Marys Creek	Local	750	Asphalt	27	1960	2004	71	satisfactory	$121,500
Del Mar	10500	Summerset to cul-de-sac	Local	170	Concrete	28	1990	NA	83	satisfactory	$28,560
Del Mar	10600	Royal Oak to Summerset	Local	230	Concrete	28	1990	NA	85	satisfactory	$38,640

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Del Rio	100	Mercedes to San Saba	Local	1,140	Asphalt	30	1983	2008	100	good	$205,200
Del Rio	100A	San Saba to Goliad	local	319	Concrete	41	2004		91	good	$78,474
Delmas	3800	Chapin to Van Deman	Local	800	Asphalt	29	1968	1993	36	very poor	$139,200
Delmas	9100	Van Deman to dead end	Local	140	Asphalt	29	1968	1993	77	satisfactory	$24,360
Delta Court	1100		Local	169	Asphalt	27	1977	2012	100	good	$27,378
Dewey Scott	900		Local	268	Asphalt	27	1978	2003	72	satisfactory	$43,416
Dickens	9900		Local	960	Asphalt	29	1975	2003	73	satisfactory	$167,040
Dogwood	1200		Local	875	Asphalt	27	1978	2002	73	satisfactory	$141,750
Duane	1000	Cozby North to Kerry	Local	1,000	Asphalt	22	1959	2003	73	satisfactory	$132,000
Duane	1100	Keller to Vernon Castle	Local	675	Asphalt	27	1959	1999	51	poor	$109,350
Duane	1200	Vernon Castle to C.O.E.	Local	1,650	Asphalt	27	1963	2001	80	satisfactory	$267,300
Dunigan Court	200		Local	440	Asphalt	29	1975	2011	100	good	$76,560
Eagle Court	10800		Local	170	Concrete	30	2002		100	good	$30,600
Eastridge	10500	Hogan to Summerset	Local	696	Concrete	30	2003		94	good	$125,280
Echo Hills Court	8000	Hawkins Home Blvd to cul-de-sac (W)	Local	100	Concrete	30	2003		77	satisfactory	$18,000
Echo Hills Court	8100	Hawkins Home Blvd to cul-de-sac (E)	Local	100	Concrete	30	2003		88	good	$18,000
Edgebrook Terrace	8600		Local	428	Asphalt	27	1976	2000	73	satisfactory	$69,336
Edgehill Road	1600		Local	1,405	Asphalt	29	1976	2004	75	satisfactory	$244,470
Edgewater	10800	Rolling Hills to Royal Oak	Local	650	Concrete	36	1990	NA	74	satisfactory	$140,400

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Edgewood Trail	1000	Timbercreek to High Ridge Rd	Local	580	Asphalt	29	1974	2007	100	good	$100,920
Edgewood Trail	1100	High Ridge to Timberline	Local	300	Concrete	29	2005	1995	100	good	$52,200
Edmund	9900		Local	960	Asphalt	29	1975	2003	88	good	$167,040
Elderberry Court	1100		Local	169	Asphalt	27	1977	2012	100	good	$27,378
Elmwood	4200		Local	1,350	Asphalt	29	1993	2007	56	fair	$234,900
Eric Lane	200		Local	495	Asphalt	28	1960	2001	75	satisfactory	$83,160
Estandarte Court	8300	La Bandera Tr. To cul-de-sac	Local	710	Concrete	30	2003		43	poor	$127,800
Estandarte Court	8400	La Bandera Tr. To cul-de-sac	Local	260	Concrete	30	2003		93	good	$46,800
Estes	1000	Childers to Davidson	Local	415	Asphalt	28	1961	2001	83	satisfactory	$69,720
Estes	1100	Mildred to Vernon Castle	Local	670	Asphalt	28	1977	2001	50	poor	$112,560
Estes	1200	Vernon Castle to Cozby South	Local	1,283	Asphalt	28	1961	2003	72	satisfactory	$215,544
Estrella Lane	5100	Patreota Dr. to cul-de-sac	Local	460	Concrete	30	2003		88	good	$82,800
Estrella Lane	5200	Patreota Dr. to cul-de-sac	Local	610	Concrete	30	2003		80	satisfactory	$109,800
Eton Court	6600		Local	550	Asphalt	27	1984	none	77	satisfactory	$89,100
Falling Springs	7100	Myrtle Springs to city limits	Local	120	Asphalt	39	1971	2005	47	poor	$28,080
Falling Springs	7200	Tamarack to Myrtle Springs	Local	525	Asphalt	39	1971	2005	78	satisfactory	$122,850
Farmington	9900		Local	975	Asphalt	29	1975	2006	99	good	$169,650
Ferndale	8000A	Williams Rd to Willow Bend Rd	Local	450	Asphalt	29	1959	2007	64	fair	$78,300
Ferndale	8000B	Willow Bend to Cresthill	Local	350	Asphalt	29	1959	2007	88	good	$60,900
Fieldcrest	10100	Trail Ridge to Trail Ridge	Local	1,230	Concrete	27	1986	NA	83	satisfactory	$199,260
Fieldcrest	10200	Trail Ridge to	Local	1,050	Concrete	27	1986	NA	77	satisfactory	$170,100

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		Trail Ridge									
Gladys Court	8400		Local	250	Asphalt	28	1973	2012	81	satisfactory	$42,000
Gold Hills	8100		Local	130	Concrete	30	2003		97	good	$23,400
Golfview Way	10800	Whitestone Ranch to Rolling Hills Dr	Local	838	Concrete	30	2002		94	good	$150,840
Golfview Way	10000	Rolling Hills Dr to Green Links Dr	Local	1,020	Concrete	30	2006		100	good	$183,600
Goliad	100		Local	850	Asphalt	30	1987	2008	100	good	$153,000
Grace Cozby Drive	500		Local	935	Penetration	25	1959	2008	100	good	$140,250
Green Links Drive	7500		Local	865	Concrete	30	2006		100	good	$155,700
Greenview Court	10700		Local	335	Concrete	30	2002		98	good	$60,300
Hale Court	4200		Local	120	Asphalt	28	1962	2012	100	good	$20,160
Hawkins Home Blvd.	10800	Gold Hills to Alta Sierra	Local	3,295	Concrete	30	2003		83	satisfactory	$593,100
Hawkins Home Blvd.	11100	Hwy 377 to Gold Hills	Collector	1,150	Concrete	40	2003		91	good	$276,000
Haywood Court	9900		Local	610	Asphalt	29	1975	2013	100	good	$106,140
Haywood Drive	100	Kenshire to Westpark	Local	1,220	Asphalt	27	1978	2003	84	satisfactory	$197,640
Haywood Drive	300	Westpark to Meadowhill	Local	890	Asphalt	27	1978	2012	74	satisfactory	$144,180
Heather Court	1100		Local	445	Asphalt	30	1974	2000	77	satisfactory	$80,100
Heightsview Drive	7500		Local	655	Concrete	30	2006		100	good	$117,900
Herndon	8000	Williams Rd to Westerly	Local	1,530	Asphalt	28	1962	1999	89	good	$257,040
Herndon	8200	Westerly to west	Local	320	Asphalt	28	1979	2002	68	fair	$53,760
Hickory	3700		Local	1,020	Asphalt	29	1971	2003	56	fair	$177,480

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Springs											
High Bush	1100		Local	620	Asphalt	27	1978	2003	75	satisfactory	$100,440
High Ridge	1400	Timbercreek to Edgewood Tr	Local	710	Asphalt	29	1974	2007	100	good	$123,540
High Ridge	1500	Edgewood Tr to Timberline	Local	2,225	Asphalt	29	1974	2007	100	good	$387,150
Hill Top Pass	1000		Local	850	Asphalt	29	1976	2003	86	good	$147,900
Hillbrook Court	100		Local	200	Asphalt	29	1975	2013	100	good	$34,800
Hillside Drive	6600		Local	643	Asphalt	27	1980	2009	81	satisfactory	$104,166
Hillstone Drive	7500		Local	655	Concrete	30	2006		100	good	$117,900
Hogan Drive	7200		Local	1,813	Concrete	30	2003		89	good	$326,340
Hollow Creek Road	3700		Local	1,050	Asphalt	29	1971	2003	75	satisfactory	$182,700
Holly Court	1100		Local	180	Asphalt	27	1980	none	78	satisfactory	$29,160
Idledell	4400	Llano to Charles Ct	Local	550	Asphalt	29	1973	2007	66	fair	$95,700
Idledell	4500	Charles Ct to Marys Creek Dr	Local	460	Asphalt	29	1973	2007	69	fair	$80,040
Indian Hills Court	8200		Local	480	Concrete	30	2003		85	satisfactory	$86,400
Inwood	9000		Local	281	Concrete	30	2007	na	100	good	$50,580
Jakmar Road	500		Local	1,620	Penetration	18	1959	2008	100	good	$174,960
January Circle	10400	Crenshaw to cul-de-sac	Local	400	Concrete	30	2005		100	good	$72,000
Jeaneta	200		Local	612	Asphalt	27	1978	2010	100	good	$99,144
Jerry Dunn Parkway	10300	RM 2871 to Rolling Hills Dr.	Collector	3,150	Concrete	44	1990	NA	86	good	$831,600
Jerry Dunn Parkway	10000	Rolling Hills Dr to dead end	Collector	1,358	Concrete	44	2006		100	good	$358,512
John Reagan	1000	Cozby North to	Local	1,900	Asphalt	27	1959	2003	81	satisfactory	$307,800

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		Darnell									
John Reagan	1100	Darnell to Vernon Castle	Local	1,050	Asphalt	27	1959	2003	57	fair	$170,100
John Reagan	1200	Vernon Castle to Cozby South	Local	1,010	Asphalt	27	1959	2003	76	satisfactory	$163,620
John Reagan	1300	Cozby South to dead end	Local	480	Asphalt	27	1959	2003	65	fair	$77,760
Johnson	1000	North of Kane	Local	1,150	Asphalt	27	1981	2010	100	good	$186,300
Johnson	1100	Vernon Castle to Keller	Local	790	Asphalt	27	1959	2001	59	fair	$127,980
Johnson	1200	Cozby East to Vernon Castle	LOcal	965	Asphalt	27	1965	2010	75	satisfactory	$156,330
Judy	1100		Local	1,150	Asphalt	27	1978	2010	100	good	$186,300
Juniper	1200		Local	760	Asphalt	27	1978	2001	68	fair	$123,120
Kane	1000		Local	1,610	Asphalt	27	1981	2003	84	satisfactory	$260,820
Kane Street North	900		Local	510	Asphalt	27	1981	2010	100	good	$82,620
Karen Court	1100		Local	175	Asphalt	27	1983	none	75	satisfactory	$28,350
Kathy Lane	7500	Benbrook Pkwy to corner	Local	470	Concrete	50	2000		12	serious	$141,000
Kathy Lane	7500A	Benbrook Pkwy to corner	Local	600	Asphalt	39	1982	2002	82	satisfactory	$140,400
Keller	800	Park Center to John Reagan	Local	430	Asphalt	27	1959	2001	19	serious	$69,660
Keller	900	John reagan to Winscott	Local	1,570	Asphalt	27	1959	2001	71	satisfactory	$254,340
Kenshire	100	U.S. 377 to Westpark	Collector	1,848	Asphalt	29	1975	2003	87	good	$321,552
Kenshire	300	Westpark to Wandering Way	Collector	1,056	Asphalt	29	1979	2003	92	good	$183,744
Kerry	900		Local	1,060	Asphalt	27	1961	2003	89	good	$171,720
Kincaid Court	8900		Local	95	Asphalt	29	1966	2002	72	satisfactory	$16,530
Kincaid Drive	8800	Burkett to dead	Local	125	Asphalt	29	1966	2002	76	satisfactory	$21,750

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		end									
Kincaid Drive	8900	Burkett to Carman	Local	870	Asphalt	29	1966	2002	64	fair	$151,380
Kite	7300		Local	140	Concrete	40	2003		100	good	$33,600
Kruse	4600		Local	170	Concrete	30	2007	na	100	good	$30,600
La Bandera Trail	5200	Estandarte Ct to Estrella Lane	Local	700	Concrete	30	2003		97	good	$126,000
La Bandera Trail	5400	Cook Ranch Rd to Estandarte Ct	Local	300	Concrete	30	2003		83	satisfactory	$54,000
La Bandera Trail	5500	Cook Ranch to Arroyo Lane E	Local	751	Concrete	30	2005		97	good	$135,180
La Jolla Court	8500		Local	180	Asphalt	28	1960	2010	100	good	$30,240
Lago Vista	6400		Local	1,212	Asphalt	27	1980	2003	61	fair	$196,344
Lake Breeze	4100		Local	300	Asphalt	27	1984	2011	94	good	$48,600
Lake Vista	4200		Local	457	Asphalt	27	1980	2003	71	satisfactory	$74,034
Lakeside Drive	7400	Winscott to City Limits	Thoroughfare	6,400	Penetration	24	1950	2008	100	good	$921,600
Lakeway		U.S. 377 to Westpark Drive	Collector	1,584	Asphalt	42	1970	2001	84	satisfactory	$399,168
Lakeway		Westpark Dr. to Court	local	528	Asphalt	30	1970	2001	100	good	$95,040
Lakeway Court			Local	250	Asphalt	29	1985	2003	82	satisfactory	$43,500
Lampasas	1300		Local	900	Asphalt	27	1980	2009	100	good	$145,800
Lansford Court	300		Local	226	Asphalt	27	1978	2013	100	good	$36,612
Lansford Drive	200		Local	1,320	Asphalt	27	1978	2013	81	satisfactory	$213,840
Legend Rd.	00A	Crosslands to dead end	Collector	1,300	Penetration	30	1965	2004	55	poor	$234,000
Legend Rd.	00B	Bellaire to Steppe	Collector	2,148	Penetration	36	1977	2004	73	satisfactory	$463,968
Leland Lane	9700	Rhineland to	Local	910	Asphalt	29	1970	2001	74	satisfactory	$158,340

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		Lakeway									
Leland Lane	9800	Lakeway to Covington	Local	255	Asphalt	29	1975	2001	86	good	$44,370
Leo Court	8400		Local	310	Asphalt	27	1957	2009	70	fair	$50,220
Lifford	8000		Local	615	Asphalt	27	1963	2012	81	satisfactory	$99,630
Linda Court	4400		Local	120	Asphalt	30	1973	2013	78	satisfactory	$21,600
Llano	8000	Williams Rd to Plantation Dr	Collector	2,200	Asphalt	30	1980	2006	57	fair	$396,000
Llano	9000		Collector	393	Asphalt	30	1980	1987	52	poor	$70,740
Lochness Lane	100		Local	1,354	Asphalt	29	2000	2000	54	poor	$235,596
Lochness Lane	300		Local	342	Asphalt	29	2002	2001	86	good	$59,508
Locksley	10000		Local	1,315	Asphalt	27	1978	2006	96	good	$213,030
Locust	1000		Local	375	Asphalt	29	1974	2002	67	fair	$65,250
Lombardy Court	0		Local	225	Asphalt	28	1971	2013	100	good	$37,800
Lombardy Terrace	0		Local	980	Asphalt	34	1971	2002	65	fair	$199,920
Longford	8000		Local	545	Asphalt	27	1963	2012	81	satisfactory	$88,290
Lost Horizon	7100	Cobblestone to Woodhinge	Local	550	Concrete	28	1990	NA	67	fair	$92,400
Luanna Hills	8100		Local	170	Concrete	30	2003		98	good	$30,600
Magnolia	500		LOcal	1,316	Concrete	30	2007	na	100	good	$236,880
Mahan	8900		Local	1,345	Asphalt	29	1968	2002	71	satisfactory	$234,030
Manning	1100		Local	1,180	Asphalt	27	1976	2002	84	satisfactory	$191,160
Marys Creek	3800	Chapin to Dawn	Local	800	Asphalt	29	1960	2003	57	fair	$139,200
Marys Creek	3900	Twilight Dr West to Dawn Dr (north)	Local	1,200	Asphalt	29	1966	2003	77	satisfactory	$208,800
Marys Creek	4200	Dawn to Twilight Dr West	Local	550	Asphalt	29	1966	2003	79	satisfactory	$95,700

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Marys Creek	4300	Dawn to Plantation West Cr.	Local	750	Asphalt	29	1966	2003	66	fair	$130,500
Marys Creek	8300	Southeast end to Owendale	Local	250	Asphalt	29	1957	2002	43	poor	$43,500
Marys Creek	8500	Idledell to Springbranch	Local	800	Asphalt	29	1957	2003	49	poor	$139,200
Marys Creek	8600	Springbranch to Plantation West Creek	Local	930	Asphalt	29	1957	2003	85	satisfactory	$161,820
Marys Creek	8400A	Owendale to Wayne Court	Local	660	Asphalt	29	1957	2002	80	satisfactory	$114,840
Marys Creek	8400B	Wayne Court to Gladys Court	Local	330	Asphalt	29	1957	2002	78	satisfactory	$57,420
Marys Creek	8400C	Gladys Court to Idledell	Local	270	Asphalt	29	1957	2002	65	fair	$46,980
McKinley	1000	Bryant to Cozby West Street	Local	1,530	Asphalt	30	1959	2000	75	satisfactory	$275,400
McKinley	1100	Cozby West Street to Sproles	Local	520	Asphalt	30	1959	2000	68	fair	$93,600
Meadowcrest	10100		Local	895	Concrete	27	1986	NA	67	fair	$144,990
Meadowhill	200	Haywood to Westpark	Local	870	Asphalt	27	1978	2005	67	fair	$140,940
Meadowhill	400	Westpark to Locksley	Local	2,150	Asphalt	27	1979	2005	87	good	$348,300
Meadowside	8100	Williams Rd to Shady Valley	Local	1,450	Concrete	39	1986	NA	70	fair	$339,300
Meadowside	8200	Shady Valley to west	Local	1,000	Concrete	27	1986	NA	66	fair	$162,000
Melvin	1100		Local	750	Asphalt	27	1980	2005	87	good	$121,500
Mendosa Court	4400		Local	170	Asphalt	29	2000	na	70	fair	$29,580

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Mercedes	300	U.S. 377 to Vista Way	Collector	1,096	Concrete	40	2007	na	100	good	$263,040
Mercedes	400	U.S. 377 to Winscott	Collector	3,432	Asphalt	44	1981	2002	77	satisfactory	$906,048
Mercedes	1000	Winscott to Arrowood	Collector	1,200	Asphalt	39	1981	2009	100	good	$280,800
Mercedes	1200	Arrowood to Timbercrest	Collector	1,450	Asphalt	39	1981	2009	100	good	$339,300
Mesquite Trail	1200		Local	1,410	Asphalt	29	1974	2002	81	satisfactory	$245,340
Mildred Drive	100	Sproles to Cozby South	Local	1,650	Asphalt	27	1960	2001	59	fair	$267,300
Mildred Drive	300	Cozby South to turn	Local	270	Asphalt	27	1964	2000	47	poor	$43,740
Mildred Drive	1100	turn to Sproles	Local	1,805	Asphalt	27	1964	2000	65	fair	$292,410
Mildred Drive East	100		Local	1,174	Asphalt	27	1961	1987	64	fair	$190,188
Mistletoe Road	1000		Local	364	Asphalt	29	1974	1999	48	poor	$63,336
Mont Del Drive	11-44	Legend to Bounty Road West	Local	1,730	Asphalt	30	1971	2001	78	satisfactory	$311,400
Mont Drive	10		Local	310	Asphalt	28	1972	2013	100	good	$52,080
Montfort Court	300		Local	260	Asphalt	27	1978	2013	100	good	$42,120
Mulberry	1700		Local	1,244	Asphalt	27	1978	2005	73	satisfactory	$201,528
Myrtle Springs	3600	Falling Springs to cul-de-sac	Local	140	Asphalt	29	1971	2002	66	fair	$24,360
Myrtle Springs	3700	Tamarack to Falling Springs	Local	620	Asphalt	29	1971	2002	67	fair	$107,880
Neely Drive	300A	Meadowhill to Regent Row	Local	245	Asphalt	27	1977	2005	70	fair	$39,690
Neely Drive	300B	Regent Row to Stoneleigh	Local	230	Asphalt	27	1984	2005	82	satisfactory	$37,260

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Neely Drive	300C	Stoneleigh to Wandering Way	Local	240	Asphalt	27	1984	2005	97	good	$38,880
Nelson Drive	7200	Trevino Lane to Nelson Drive	Local	570	Concrete	30	2003		100	good	$102,600
Nelson Drive	10300	Crenshaw Drive to turn	Local	631	Concrete	30	2005		100	good	$113,580
North Haven	10500		Local	775	Concrete	30	2005		94	good	$139,500
North Hill Top Pass	900		Local	631	Concrete	29	1978	NA	45	poor	$109,794
Northbrook	8000		Local	796	Asphalt	28	1959	2006	55	poor	$133,728
Nueces	1300		Local	400	Asphalt	27	1980	2013	100	good	$64,800
Oak Court	1100		Local	150	Asphalt	27	1980	2012	73	satisfactory	$24,300
Old Benbrook Road	8200		Local	2,112	Asphalt	24	1955	2010	86	good	$304,128
Orlando	10000		Local	760	Asphalt	27	1979	2006	100	good	$123,120
Overcrest	100	U.S. 377 to Westpark	Local	1,310	Asphalt	42	1977	2006	96	good	$330,120
Overcrest	300	Westpark to Pebblestone	Local	1,320	Asphalt	27	1979	2013	100	good	$213,840
Owendale	4400	Llano Avenue to Leo Court	Local	1,780	Asphalt	28	1957	2003	66	fair	$299,040
Owendale	4600	Leo Ct. to Marys Creek Drive	Local	320	Asphalt	28	1957	2003	75	satisfactory	$53,760
Palomino	3800	Chapin to Circle S	Local	694	Asphalt	28	1960	2000	70	fair	$116,592
Palomino	3900	Circle S to Windy Hill	Local	1,225	Concrete	30	2004		87	good	$220,500
Paluxy	1300		Local	800	Asphalt	27	1986	2009	100	good	$129,600
Park Center	900	Mercedes to Cozby North	Local	450	Asphalt	27	1961	2009	100	good	$72,900

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Park Center	1000	Cozby North to Childers	Local	1,440	Asphalt	27	1985	2009	100	good	$233,280
Park Center	1100	Childres to Vernon Castle	Local	1,610	Asphalt	27	1985	2009	100	good	$260,820
Park Center	1200	Vernon Castle to Cozby South	Local	1,100	Asphalt	27	1985	2009	100	good	$178,200
Park Center	1300	Cozby South to C.O.E.	Local	450	Asphalt	27	1959	2007	65	fair	$72,900
Park Drive	0	Mont Del Drive (N) to Mont Del Drive (S)	Local	1,245	Asphalt	29	1965	2005	75	satisfactory	$216,630
Park Drive	1000	Timbercreek Rd to Mesquite Trail	Local	375	Asphalt	28	1974	2002	100	good	$63,000
Park Drive	00B	Mont Del Drive to Bounty Road West	Local	380	Asphalt	29	1965	2011	82	satisfactory	$66,120
Park Road No. 1	100	US 377 to dead end	Local	1,320	Penetration	18	2005	2011	100	good	$142,560
Park Road No. 2	1500	Winscott Road to dead end	Local	1,056	Penetration	21	1957	2011	88	good	$133,056
Park Road No. 3	1800	Beach Road to Stephens Rd	Local	5,400	Penetration	21	1957	2011	100	good	$680,400
Patreota Drive	8300	Estrella Lane to cul-de-sac	Local	650	Concrete	30	2003		89	good	$117,000
Patreota Drive	8400	Estrella Lane to dead end	Local	160	Concrete	30	2003		91	good	$28,800
Paul Lane	1300		Local	280	Asphalt	28	1962	2001	48	poor	$47,040
Pebblecreek Court	10800	Westpark Drive to cul-de-sac	Local	400	Concrete	28	1990	NA	78	satisfactory	$67,200

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Pebblestone	200		Local	1,165	Asphalt	29	1979	2003	85	satisfactory	$202,710
Phillip Court	4500		Local	90	Asphalt	29	1973	2012	78	satisfactory	$15,660
Pico Lane	5500	Reata Lane to Arroyo Lane E	Local	663	Concrete	30	2005		83	satisfactory	$119,340
Pinewood	8000	Williams to Willow Bend	Local	335	Asphalt	29	1959	2006	80	satisfactory	$58,290
Pinewood	8100	Willow Bend to Westerly	Local	990	Asphalt	29	1959	2006	49	poor	$172,260
Plantation	4000	Tara (N) to Tara (S)	Local	660	Asphalt	29	1960	2007	69	fair	$114,840
Plantation	4200	Tara (S) to Llano Ave	Local	1,170	Asphalt	29	1960	2007	71	satisfactory	$203,580
Plantation	3800A	Chapin to Berned Court	Local	210	Asphalt	29	1960	2007	77	satisfactory	$36,540
Plantation	3800B	Berend Ct to La Jolla Court	Local	330	Asphalt	29	1960	2007	19	serious	$57,420
Plantation	3900A	La Jolla Ct to Circle S	Local	330	Asphalt	29	1960	1999	100	good	$57,420
Plantation	3900B	Circle S to Tara (N)	Local	280	Concrete	29	1991		86	good	$48,720
Plantation	8400A	Llano to Ideldell	Local	350	Asphalt	29	1960	2007	100	good	$60,900
Plantation	8400B	Idledell to Springbranch	Local	180	Asphalt	29	1960	1999	100	good	$31,320
Plata Lane	5500	Cook Ranch to Arroyo Lane W	Local	1,100	Concrete	30	2005		78	satisfactory	$198,000
Poplar	1000		Local	380	Asphalt	27	1978	2003	85	satisfactory	$61,560
Prince Court	1600		Local	185	Asphalt	27	1980	2013	100	good	$29,970
Prince Drive	1700	Timberline to Melvin	Local	1,245	Asphalt	27	1980	2005	90	good	$201,690
R.M. 2871			Thoroughfare	6,864	Asphalt	30	1959	none		failed	$1,235,520
Ranch Court	7500		Local	230	concrete	30	2000	NA	100	good	$41,400
Ravensway	9700		Local	2,006	Asphalt	27	1979	2004	88	good	$324,972
Redwood	8000		Local	1,020	Asphalt	29	1959	2006	66	fair	$177,480
Regent Row	10000		Local	2,872	Asphalt	27	1984	2004	96	good	$465,264

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Rhineland	200	Lakeway to Westpark	Local	1,465	Asphalt	29	1970	2001	72	satisfactory	$254,910
Rhineland	300	Westpark to turnaround	Local	1,176	Asphalt	29	1973	2001	75	satisfactory	$204,624
Ridglea Country Club Dr.	4100	city limits to Serrano	Collector	780	Asphalt	40	1967	2004	39	very poor	$187,200
Ridglea Country Club Dr.	4300	Capra to Winding Way	Collector	634	Asphalt	29	1968	2004	65	fair	$110,316
Ridglea Country Club Dr.	4200A	Serrano to Capra Way	Collector	450	Asphalt	40	1967	2004	69	fair	$108,000
Rio Grande	1000		Collector	3,000	Asphalt	39	1982	2010	100	good	$702,000
River Valley Court	7200		Local	210	Asphalt	29	1971	2011	92	good	$36,540
Rockhill	10300		Local	132	concrete	30	2000	NA	91	good	$23,760
Rogers Drive	100		Local	1,150	Penetration	18	1959	2008	100	good	$124,200
Rolling Hills Court	10000		Local	785	Asphalt	29	1985	2012	100	good	$136,590
Rolling Hills Drive	7400	Jerry Dunn to Whitestone Ranch	Local	870	Concrete	30	2002		94	good	$156,600
Rolling Hills Drive	10000	city limits to RM 2871	Collector	1,056	Asphalt	39	1985	2012	100	good	$247,104
Rolling Hills Drive	10200	R.M. 2871 to TESCO ROW	Collector	2,640	Asphalt	42	1986	2011	100	good	$665,280
Rolling Hills Drive	10400	TESCO ROW to Jerry Dunn Parkway	Collector	1,600	Concrete	44	1990	NA	88	good	$422,400
Royal Oak		Cobblestone to Summerset	Local	1,925	Concrete	28	1990	NA	73	satisfactory	$323,400
Rush	8000	Westerly to asphalt	Local	200	Concrete	27	1963	1999	74	satisfactory	$32,400

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Rush	8100	concrete to Boston	Local	550	Asphalt	27	1963	2000	37	very poor	$89,100
Sabine Court	1200	asphalt to Vernon castle	Local	145	Concrete	30	2003		100	good	$26,100
Saddlebrook	4700	Meadowside to Shady Valley	Local	760	Concrete	27	1986	NA	59	fair	$123,120
Saddlebrook	8200	Shady Valley to Meadowside	Local	800	Concrete	27	1986	NA	68	fair	$129,600
Sagebrush	3800		Local	1,020	Asphalt	28	1959	2005	72	satisfactory	$171,360
San Angelo	200		Local	1,260	Asphalt	30	1986	2008	100	good	$226,800
San Saba	100		Local	1,100	Asphalt	30	1984	2008	100	good	$198,000
Schley Court	4000		Local	200	Asphalt	29	1974	2010	81	satisfactory	$34,800
Seranno	7100		Local	465	Asphalt	35	1967	2005	73	satisfactory	$97,650
Sexton Lane	300		Local	1,212	Asphalt	27	1979	2005	91	good	$196,344
Shady River Court	1000	Mulberry to dead end (north)	Local	740	Asphalt	27	1979	2006	100	good	$119,880
Shady River Court	1100	Mulberry to dead end (south)	Local	1,030	Asphalt	27	1979	2006	100	good	$166,860
Shady Valley	4700	Saddlebrook to Meadowside	Local	400	Concrete	27	1986	NA	66	fair	$64,800
Shady Valley	8200	Saddlebrook to cul-de-sac	Local	882	Concrete	30	2007	na	86	good	$158,760
Shipley Court	4200		Local	150	Asphalt	28	1962	2012	83	satisfactory	$25,200
Sirocka	8900	Van Deman to Burkett	Local	1,109	Asphalt	29	1968	2002	70	fair	$192,966
Sirocka	9000	Van Deman to cul-de-sac	Local	120	Concrete	29	2004		37	very poor	$20,880
Skyview Terrace	8600		Local	503	Asphalt	29	1976	2007	57	fair	$87,522
Snipe Court	1100		Local	195	Concrete	30	2003		94	good	$35,100
Snowbird Court	1100		Local	193	Concrete	30	2003		96	good	$34,740

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Sopwith Court	1100		Local	195	Concrete	30	2003		92	good	$35,100
Sorrell Court	10000		Local	455	Asphalt	29	1985	2012	100	good	$79,170
South Timber Court	1600	Hilltop to Timberline	Local	1,080	Asphalt	29	1976	2004	73	satisfactory	$187,920
Southwest Blvd (S.H.183)		Main lanes	Thoroughfare	4,752	Asphalt	54	1960	1987		failed	$1,539,648
Southwest Blvd (S.H.183)		Frontage Roads	Collector	8,976	Asphalt	24	1960	none		failed	$1,292,544
Spanish Hills Drive	8100		Local	195	Concrete	30	2003		93	good	$35,100
Springbranch	3800	Chapin to Twilight Drive West	Collector	1,760	Asphalt	29	1957	2002	76	satisfactory	$306,240
Springbranch	4200	Twilight Drive West to Llano	Collector	1,050	Asphalt	29	1957	2002	80	satisfactory	$182,700
Springbranch	4400	Llano to Marys Creek Drive	Collector	520	Asphalt	29	1957	2002	79	satisfactory	$90,480
Sproles	100	U.S. 377 to Vista Way	Collector	470	Asphalt	36	1973	2007	100	good	$101,520
Sproles	1000	Benbrook Blvd (377) to Mildred	Collector	792	Asphalt	57	1978	2001	95	good	$270,864
Sproles	1100	Mildred E. to Vernon Castle	Collector	792	Asphalt	27	1955	2001	63	fair	$128,304
Sproles	1200	Vernon Castle to Cozby South	Collector	1,300	Asphalt	45	1955	2001	77	satisfactory	$351,000
Sproles	1300	Cozby South to Winscott	Collector	548	Asphalt	45	1955	2001	67	fair	$147,960
Spruce Lane	1800	Mulberry to Willow Way	Local	690	Asphalt	27	1978	2007	100	good	$111,780
Steppe			Local	395	Asphalt	28	1977	2011	81	satisfactory	$66,360
Sterling	300	Vista Way to Armstrong	Local	2,533	concrete	30	2007	na	100	good	$455,940
Stevens	300	Lakeview to city	Collector	2,800	penetration	18	1959	2008	49	poor	$302,400

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Drive		limits									
Stevens Drive	1000	U.S. 377 to Lakeview	Collector	2,300	penetration	21	1959	2008	100	good	$289,800
Stewart Lane	7100	North Haven to cul-de-sac	Local	1,306	Concrete	30	2005		100	good	$235,080
Stonegate	7100	Cobblestone to Woodhinge	Local	850	Concrete	28	1990	NA	84	satisfactory	$142,800
Stonehill	10400		Local	935	concrete	30	2000	NA	90	good	$168,300
Stoneleigh	10000		Local	2,880	Asphalt	27	1984	2004	94	good	$466,560
Stratford	300	Vista Way to Sterling	Local	1,147	Concrete	30	2007	na	100	good	$206,460
Summerset	7100	Cobblestone to Royal Oak	Local	1,900	Concrete	28	1990	NA	85	satisfactory	$319,200
Sundown	3800	Chapin to Dawn Drive	Local	590	Asphalt	29	1965	2005	70	fair	$102,660
Sundown	3900	Dawn Drive to turn	Local	920	Asphalt	29	1965	2005	76	satisfactory	$160,080
Sundown	8500	turn to Twilight Drive South	Local	520	Asphalt	29	1965	2005	77	satisfactory	$90,480
Sunnydale	3800	Chapin to Dawn Drive	Local	580	Asphalt	28	1964	2005	73	satisfactory	$97,440
Sunnydale	3900	Dawn Drive to Sundown	Local	880	Asphalt	28	1964	2005	77	satisfactory	$147,840
Sunridge	10100	Trailridge to Trailridge	Local	815	Concrete	27	1986	NA	92	good	$132,030
Tamarack	7100	city limits to Hollow Creek	Collector	780	Asphalt	40	1971	2004	75	satisfactory	$187,200
Tamarack	7200A	Hollow Creek to Hickory Springs	Collector	440	Asphalt	40	1971	2004	70	fair	$105,600
Tamarack	7200B	Hickory Springs to dead end	Collector	400	Asphalt	40	1971	2004	86	good	$96,000
Tara	4000	Plantation to Plantation	Local	1,012	Concrete	30	1991	none	83	satisfactory	$182,160
Team Ranch Road	9000		Thoroughfare	1,580	Concrete	48	1988	NA	86	good	$455,040

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Teja Trail	8300	La Bandera to Arroyo Lane E	Local	565	Concrete	30	2005		100	good	$101,700
Thistle Court	1100		Local	170	Asphalt	27	1997	2012	100	good	$27,540
Thornhill	0		Local	1,486	Asphalt	30	1977	2005	55	poor	$267,480
Timbercreek	1000	Winscott Road to asphalt	Collector	200	Concrete	40	1977	2006	72	satisfactory	$48,000
Timbercreek	1100	concrete to Timberline Drive	Collector	3,000	Asphalt	40	1977	2006	98	good	$720,000
Timbercreek	1700	Timberline Dr to Willow Way	Collector	5,280	Asphalt	40	1977	2004	99	good	$1,267,200
Timbercrest	1200	Arrowwood to Mercedes	Local	1,430	Asphalt	27	1980	2004	91	good	$231,660
Timberline	1000	North Hilltop Pass to Timbercreek Road	Local	2,750	Asphalt	30	1976	1995	62	fair	$495,000
Timberline	1100	Timbercreek to Rio Grande	Collector	3,168	Asphalt	39	1980	1992	78	satisfactory	$741,312
Timberline	1400	Timbercreek Rd to North Hilltop Pass	Local	2,340	Asphalt	30	1976	1995	57	fair	$421,200
Timberline Court	900		Local	370	Asphalt	27	1978	none	36	very poor	$59,940
Tobie Layne	1100	Winscott to Timberline	Local	3,450	Asphalt	27	1983	2002	78	satisfactory	$558,900
Tobie Layne	1700	Timberline to Melvin	Local	1,050	Asphalt	27	1978	2005	87	good	$170,100
Trail Ridge Court	10100		Local	268	Concrete	27	1986	NA	66	fair	$43,416
Trail Ridge Drive	10100	Rolling Hills Dr to half circle	Local	1,400	Concrete	27	1986	NA	62	fair	$226,800
Trail Ridge Drive	10200	half circle to Rolling Hills Dr	Local	1,350	Concrete	27	1986	NA	70	fair	$218,700
Trammell	1100	Winscott to	Local	3,020	Asphalt	27	1976	2002	78	satisfactory	$489,240

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
		Barbara									
Trevino	10300		Local	1,510	Concrete	30	2003		77	satisfactory	$271,800
Trinidad Court	300		Local	620	Asphalt	27	1979	2009	100	good	$100,440
Trinity	1100		Local	2,765	Asphalt	27	1986	2010	83	satisfactory	$447,930
Trinity Ranch Road	7400		Local	210	concrete	36	2000	NA	97	good	$45,360
Twilight Drive South	3800	Chapin to Dawn Drive	Local	650	Asphalt	29	1965	2004	76	satisfactory	$113,100
Twilight Drive South	3900	Dawn Drive to Twilight Drive West	Local	1,200	Asphalt	29	1965	2004	74	satisfactory	$208,800
Twilight Drive South	4100	Twilight Drive West to Edgebrook Terrace	Local	270	Asphalt	29	1957	2004	56	fair	$46,980
Twilight Drive South	4200	Edgebrook Terrace to Skyview Terrace	Local	290	Asphalt	29	1957	2004	78	satisfactory	$50,460
Twilight Drive South	4300	Skyview Terrace to Elmwood Drive	Local	310	Asphalt	29	1957	2004	75	satisfactory	$53,940
Twilight Drive South	4400	Elmwood Drive to Marys Creek Drive	Local	360	Asphalt	29	1957	2004	73	satisfactory	$62,640
Twilight Drive West	8500	Springbranch to Elmwood	Local	300	Asphalt	29	1976	2009	70	fair	$52,200
Twilight Drive West	8600	Elmwood to Twilight Drive South	Local	440	Asphalt	29	1976	2009	76	satisfactory	$76,560
Twilight Drive West	8700A	Twilight Park to Marys Creek Dr	Local	130	Asphalt	29	1960	2004	79	satisfactory	$22,620
Twilight Drive West	8700B	Marys Creek Dr to Dawn Drive	Local	220	Asphalt	29	1960	2004	92	good	$38,280
Twilight Drive	8700C	Dawn Drive to	Local	130	Asphalt	29	1960	2004	76	satisfactory	$22,620

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
West		dead end									
Usher	900	Mercedes to Cozby North	Local	440	Concrete	30	1990	NA	70	fair	$79,200
Usher	1000	Cozby North to Childers	Local	1,450	Concrete	30	1990	NA	61	fair	$261,000
Usher	1100	Childers to Vernon Castle	Local	1,650	Concrete	30	1990	NA	71	satisfactory	$297,000
Usher	1200	Vernon Castle to Cozby South	Local	1,280	Concrete	30	1990	NA	83	satisfactory	$230,400
Usher	1300	Cozby South to COE	Local	590	Concrete	30	1990	NA	97	good	$106,200
Valleydale Court	7200		Local	200	Asphalt	29	1971	2011	78	satisfactory	$34,800
Van Deman Court	9000		Local	180	Asphalt	29	1998	2012	83	satisfactory	$31,320
Van Deman Drive	3800	Chapin to Delmas	Local	620	Asphalt	30	1968	2004	85	satisfactory	$111,600
Van Deman Drive	8900	Schley Court to Burkett	Local	700	Asphalt	30	1974	2004	68	fair	$126,000
Van Deman Drive	9000	Sirocka to Schley Court	Local	340	Asphalt	30	1974	2004	95	good	$61,200
Van Deman Drive	3900A	Delmas to Mahan	Local	710	Asphalt	30	1968	2004	75	satisfactory	$127,800
Van Deman Drive	3900B	Mahan to Sirocka	Local	450	Asphalt	30	1968	2004	74	satisfactory	$81,000
Vernon Castle	200	Cozby South to Benbrook Terrace	Collector	730	Asphalt	30	1980	2004	85	satisfactory	$131,400
Vernon Castle	400	Bryant to Usher	Collector	450	Asphalt	30	1980	2011	54	poor	$81,000
Vernon Castle	500	Usher to Wade Hampton	Collector	450	Asphalt	30	1980	2011	36	very poor	$81,000
Vernon Castle	600	Wade Hampton to Warden	Collector	450	Asphalt	30	1980	2011	90	good	$81,000
Vernon	700	Warden to Park	Collector	310	Asphalt	30	1980	2011	52	poor	$55,800

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Castle		Center									
Vernon Castle	800	Park Center to John Reagan	Collector	260	Asphalt	30	1980	2011	66	fair	$46,800
Vernon Castle	1100	Winscott to Timberline	Local	2,833	Concrete	30	2003		88	good	$509,940
Vernon Castle	100E	Sproles to Bryant	Collector	1,150	Asphalt	30	1980	2004	56	fair	$207,000
Vernon Castle	100W	Benbrook Terrace to Sproles	Collector	280	Asphalt	30	1980	2004	76	satisfactory	$50,400
Vernon Castle	900A	John Reagan to Duane	Collector	390	Asphalt	30	1980	2004	40	very poor	$70,200
Vernon Castle	900B	Duane to Winscott	Collector	940	Asphalt	30	1980	2004	41	poor	$169,200
Vickery Blvd.	7100	City limits to Marys Creek	Thoroughfare	3,696	Concrete	48	1988	none	86	good	$1,064,448
Vickery Loop	5100		Local	1,075	Asphalt	30	1965	2010	28	very poor	$193,500
Vickery Loop West	5100		Local	665	Asphalt	30	1965	2010	29	very poor	$119,700
Vista Way	100	Westpark to U.S. 377	local	1,056	Asphalt	34	1981	2011	70	fair	$215,424
Vista Way	8700	Mercedes to Sproles	Collector	1,900	Concrete	40	2007	na	100	good	$456,000
Vista Way	9200	Sproles to Westpark	Collector	1,056	Asphalt	42	1985	2007	55	poor	$266,112
Wade Hampton	900	Cozby North to Mercedes	Local	440	Concrete	30	1991	NA	44	poor	$79,200
Wade Hampton	1000	Cozby North to Childers	Local	1,440	Concrete	30	1991	NA	71	satisfactory	$259,200
Wade Hampton	1100	Childers to Vernon Castle	Local	1,620	Concrete	30	1991	NA	75	satisfactory	$291,600
Wade Hampton	1200	Vernon Castle to Cozby South	Local	1,250	Concrete	30	1991	NA	68	fair	$225,000
Wade Hampton	1300	Cozby South to COE	Local	450	Concrete	30	1991	NA	75	satisfactory	$81,000

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Wandering Way	9900	Ravensway to Kenshire	Local	1,100	Asphalt	27	1979	2005	86	good	$178,200
Wandering Way	10000	Kenshire to Stoneleigh	Local	3,000	Asphalt	27	1985	2005	90	good	$486,000
Warden	900	Mercedes to Cozby North	Local	450	Concrete	30	1991	NA	54	poor	$81,000
Warden	1000	Cozby North to Childers	Local	1,440	Concrete	30	1991	NA	65	fair	$259,200
Warden	1100	Childers to Vernon Castle	Local	1,630	Concrete	30	1991	NA	100	good	$293,400
Warden	1200	Vernon Castle to Cozby South	Local	1,200	Concrete	30	1991	NA	75	satisfactory	$216,000
Warden	1300	C.O.E. to Cozby South	Local	450	Asphalt	30	1959	2000	77	satisfactory	$81,000
Waterwood Trail	6600		Local	1,250	Asphalt	39	1984	2009	80	satisfactory	$292,500
Watkins Court	4200		Local	150	Asphalt	29	1998	2012	83	satisfactory	$26,100
Wayne Court	8400		Local	100	Asphalt	27	1973	2012	81	satisfactory	$16,200
Wendy Lane	8100		Local	800	concrete	30	1999	NA	96	good	$144,000
Westbury Court	6700		Local	450	Asphalt	27	1984	none	87	good	$72,900
Westerly	3500	North of Bangor	Local	425	Concrete	30	2002	2000	77	satisfactory	$76,500
Westerly	3900	Beechwood to Redwood	Local	320	Asphalt	28	1959	2002	77	satisfactory	$53,760
Westerly	4200	Herndon to dead end	Local	250	Asphalt	28	1962	2001	88	good	$42,000
Westerly	3800A	Chapin to Westvale	Local	250	Asphalt	28	1959	2002	70	fair	$42,000
Westerly	3800B	Westvale to Beechwood	Local	1,050	Asphalt	28	1959	2002	72	satisfactory	$176,400
Westerly	4000A	Redwood to Pinewood	Local	320	Asphalt	28	1959	2002	70	fair	$53,760
Westerly	4000B	Pinewood to Herndon	Local	320	Asphalt	28	1959	2002	87	good	$53,760

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Westpark Drive	9300	U.S. 377 to Lakeway	Collector	2,668	Concrete	37	2003		98	good	$592,296
Westpark Drive	9800	Lakeway to Kenshire	Collector	1,190	Asphalt	42	1972	2005	90	good	$299,880
Westpark Drive	10000	Kenshire to Overcrest	Collector	1,320	Asphalt	42	1977	2005	98	good	$332,640
Westpark Drive	10100	Overcrest to R.M. 2871	Collector	925	Asphalt	42	1979	2005	99	good	$233,100
Westvale	8000	Chapin to Westerly	Local	1,250	Asphalt	29	1959	2005	75	satisfactory	$217,500
Whitestone Ranch Rd	10600	Trinity ranch Rd to Rolling Hills Drive	Local	1,447	Concrete	30	2002		83	satisfactory	$260,460
Whitestone Ranch Rd	10000	Rolling Hills Dr to Green Links Dr	Local	1,068	Concrete	30	2006		100	good	$192,240
Whitestone Ranch Rd.	7400	Jerry Dunn Parkway to Trinity Ranch Road	Local	3,364	concrete	30	2000	NA	91	good	$605,520
Williams Road	3400	Camp Bowie West to Bangor	Thoroughfare	1,200	Concrete	42	1986	NA	94	good	$302,400
Williams Road	3900	Ferndale to Pinewood	Thoroughfare	1,130	Asphalt	42	1981	2007	80	satisfactory	$284,760
Williams Road	4100	Pinewood to Herndon	Thoroughfare	300	Asphalt	42	1981	2007	61	fair	$75,600
Williams Road	4200	Herndon to Llano	Thoroughfare	500	Asphalt	42	1981	2007	81	satisfactory	$126,000
Williams Road	4400	Llano to Meadowside	Thoroughfare	2,290	Asphalt	42	1981	2008	77	satisfactory	$577,080
Williams Road	4900	Meadowside to Benbrook Blvd (US 377)	Thoroughfare	900	Asphalt	42	1981	2008	80	satisfactory	$226,800
Williams Road	3600A	Bangor to Carrick	Thoroughfare	300	Concrete	42	1986	NA	82	satisfactory	$75,600
Williams Road	3600B	Carrick to Lifford	Thoroughfare	300	Concrete	42	1986	NA	100	good	$75,600

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Williams Road	3700A	Lifford to Longford	Thoroughfare	300	Concrete	42	1986	NA	98	good	$75,600
Williams Road	3700B	Longford to Chapin	Thoroughfare	325	Concrete	42	1986	NA	100	good	$81,900
Williams Road	3800A	Chapin to Northbrook	Thoroughfare	460	Asphalt	42	1981	2007	100	good	$115,920
Williams Road	3800B	Northbrook to Ferndale	Thoroughfare	330	Asphalt	42	1981	2007	79	satisfactory	$83,160
Willow Bend	4000	Redwood to Pinewood	Local	310	Asphalt	29	1959	0	79	satisfactory	$53,940
Willow Bend	3900A	Ferndale to Beechwood	Local	335	Asphalt	29	1959	0	64	fair	$58,290
Willow Bend	3900B	Beechwood to Redwood	Local	310	Asphalt	29	1959	2001	89	good	$53,940
Willow Way	900	Mulberry to Timbercreek	Local	720	Asphalt	27	1978	2007	100	good	$116,640
Winbrook East	900	Winscott to dead end (east)	Local	1,421	Concrete	40	2003		97	good	$341,040
Winbrook West	800	Winscott to dead end (west)	Collector	485	concrete	40	1997	NA	92	good	$116,400
Winchester Boulevard	10800	Westpark to Royal Oak	Local	200	Concrete	44	1990	NA	100	good	$52,800
Winding Way	3900	dead end to Capra Way	Local	1,880	Asphalt	29	1967	2001	66	fair	$327,120
Winding Way	4300	Capra Way to Capra Way	Local	1,630	Asphalt	29	1967	2001	61	fair	$283,620
Windward Court	30		Local	400	Asphalt	28	1985	2005	93	good	$67,200
Windward Road	0	Crosslands to Thornhill	Local	1,712	Asphalt	28	1972	2005	58	fair	$287,616
Windy Hill		Palomino to dead end	Local	198	Concrete	30	2004			failed	$35,640
Winscott Road	100	Marys Creek bridge to Old Benbrook Road	Thoroughfare	2,790	Concrete	48	1993	none	91	good	$803,520

Table 17-B Inventory of Streets 2015

Street Name	Block	Segment	Class	Segment Length (ft)	Type of Pavement	Pavement Width (ft)	Year Constructed	Latest Overlay or Seal Coat	Pavement Condition Index	Pavement Condition	2015 Replacement Cost
Winscott Road	500	Old Benbrook Rd to I-20 frontage road	Thoroughfare	1,450	Concrete	48	1993	none	91	good	$417,600
Winscott Road	800	I-20 frontage rd to Mercedes Street	Thoroughfare	1,320	Concrete	60	1989	NA	80	satisfactory	$475,200
Winscott Road	900	Mercedes to Timbercreek Rd	Thoroughfare	2,100	Concrete	60	1989	NA	86	good	$756,000
Winscott Road	1100	Timbercreek Rd to COE property	Thoroughfare	3,000	Concrete	60	1989	NA	92	good	$1,080,000
Winscott Road	1300	COE property to Benbrook Blvd (US 377)	Thoroughfare	7,572	Concrete	48	1993	none	94	good	$2,180,736
Woodglen	500	Wandering way to dead end	Local	616	Asphalt	27	1979	2007	100	good	$99,792
Woodhinge	7100	Edgewater to Cobblestone	Local	1,000	Concrete	28	1990	NA	79	satisfactory	$168,000

ATTACHMENT 17-C

UNFUNDED DRAINAGE PROJECTS, IN PRIORITY

Changes in 2015:
Information updated through December 2015 and costs updated with 2015 dollars.

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Timber Creek	Keller Avenue	curb inlets & storm drain	$34,290	8	$27,000
Timber Creek	John Reagan	box culvert	$53,075	11	$41,791
Clear Fork/Dry Branch	Edgehill Road	curb inlets and storm drain	$8,890	3	$7,000
Mary's Creek	Idledell Drive	curb inlets & storm drain	$76,200	6	$60,000
Clear Fork/Dry Branch	Timberline Drive	curb inlets & storm drain	$19,050	3	$15,000
Timber Creek	Bryant/Usher	curb inlets & storm drain	$171,450	22	$135,000
Plantation East Creek	Elmwood Drive	curb inlets & storm drain	$16,510	2	$13,000
Plantation West Creek	Mary's Creek Drive	curb inlets & storm drain	$29,210	3	$23,000
Plantation West Creek	Dawn Drive to Mary's Creek Dr.	concrete channel	$282,890	10	$222,748
Dry Branch	Timbercreek Drive to Timber Creek	concrete channel	$858,520	38	$676,000
Timber Creek	1800 Block Timberline Dr	concrete channel	$152,400	5	$120,000
Clear Fork/Dry Branch	Willow Way	curb inlets & storm drain	$31,750	2	$25,000
Plantation East Creek	Mary's Creek Dr. to Mary's Creek	concrete channel	$72,390	2	$57,000
Willow Bend Creek	Willow Bend Road	curb inlets and storm drain	$121,920	6	$96,000
Mary's Creek	Owendale Drive	curb inlets & storm drain	$356,870	7	$281,000
Mont Del Creek	Bounty Road West	curb inlets and storm drain	$52,503	2	$41,341
Timber Creek	Bryant Street	curb inlets & storm drain	$105,410	4	$83,000
Mary's Creek	Loop 820 to US 377	earthen channel	$5,634,665	75	$4,436,744
Plantation East Creek	Springbranch Dr. to Mary's Creek Dr.	concrete channel	$424,180	5	$334,000
Timber Creek	Cozby East Street	curb inlets & storm drain	$361,950	6	$285,000
Timber Creek	Park Center	curb inlets & storm drain	$401,320	6	$316,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Plantation East Creek	Chapin Road to Plantation Dr.	concrete channel	$412,750	3	$325,000
Mont Del Creek	Mont Del Road	curb inlets & storm drain	$446,800	6	$351,811
Timber Creek	Mildred/Vernon Castle	curb inlets & storm drain	$1,687,830	20	$1,329,000
Timber Creek	Cottonwood Trail	curb inlet & storm drain	$5,080	0	$4,000
Stream MSC-1	Burkett Drive to Mary's Creek	storm drain	$11,430	0	$9,000
Plantation West Creek	Mary's Creek Drive	curb inlets & storm drain	$17,484	0	$13,767
Dutch Branch	Park Road No. 3	road culvert	$8,890	0	$7,000
Dutch Branch	Lakeview Drive	road culvert	$8,890	0	$7,000
Mont Del Creek	Legend Road	curb inlets & storm drain	$10,061	0	$7,922
Dutch Branch	Lakeview Drive	road culvert	$11,430	0	$9,000
Dutch Branch	Park Road No. 3	road culvert	$12,700	0	$10,000
Benbrook Lake	Lakeview Drive	road culvert	$12,700	0	$10,000
Dutch Branch	US 377	storm drain	$16,510	0	$13,000
Clear Fork/Dry Branch	Lampasas Drive	curb inlets & storm drain	$17,780	0	$14,000
Mary's Creek	Vickery Loop West	curb inlets and storm drain	$36,830	0	$29,000
Mary's Creek	Team Ranch	storm drain	$41,910	0	$33,000
Benbrook Lake	Covington Dr./US 377	curb inlets	$21,590	0	$17,000
Benbrook Lake	Lakeview Drive	road culvert	$21,590	0	$17,000
Walnut Creek	Whitestone Crest	storm drain	$24,130	0	$19,000
Clear Fork/Dry Branch	Timber Creek Road	curb inlets and storm drain	$24,130	0	$19,000
Benbrook Lake	Park Road No. 1	road culvert	$25,400	0	$20,000
Benbrook Lake	Kenshire Drive	curb inlets	$27,940	0	$22,000
Benbrook Lake	Park Road No. 3	road culvert	$27,940	0	$22,000
Dutch Branch	Stephens Road	road culvert & storm drain	$29,210	0	$23,000
Benbrook Lake	Jakmar Road	storm drain & curb inlets	$31,750	0	$25,000
Clear Fork	Lago Vista	curb inlets and storm drain	$38,100	0	$30,000
Dutch Branch	US 377	box culvert	$82,550	0	$65,000
Walnut Creek	Neely Drive outfall	storm drain	$95,250	0	$75,000
Walnut Creek	Sexton	storm drain	$48,260	0	$38,000
Willow Bend	Llano Avenue	curb inlets and storm drain	$52,070	0	$41,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Creek					
Walnut Creek	Benbrook Towne Crossing	storm drain	$58,420	0	$46,000
Mary's Creek	Ridglea Country Club golf course	storm drain	$124,460	0	$98,000
Benbrook Lake	Park Road No. 3	road culvert	$64,770	0	$51,000
Stream MSC-1	Carman & Mahan Drives	curb inlets & storm drain	$157,480	0	$124,000
Clear Fork	Southwest Blvd.	culverts	$72,390	0	$57,000
Dutch Branch	Stephens Road	culvert & storm drain	$76,200	0	$60,000
Mary's Creek	Team Ranch	storm drain	$162,560	0	$128,000
Walnut Creek	Tabernacle of Praise parking	storm drain	$85,090	0	$67,000
Mary's Creek	Team Ranch	storm drain	$173,990	0	$137,000
Plantation East Creek	Plantation Drive	curb inlets & storm drain	$175,260	0	$138,000
Clear Fork	Crosslands Road	curb inlets & storm drain	$179,070	0	$141,000
Mont Del Creek	Park Drive	box culvert	$182,880	0	$144,000
Whitestone Ranch Drainageway	Whitestone Ranch	concrete channel	$184,150	0	$145,000
Walnut Creek	Creekside Trails, Phase 1	storm drain	$92,710	0	$73,000
Mont Del Creek	Crosslands Road to Park Drive	curb inlets & storm drain	$96,027	0	$75,612
Mary's Creek	Reata/Team ranch	storm drain	$208,280	0	$164,000
Stream MSC-1	Burkett Drive	curb inlets & storm drain	$242,570	0	$191,000
Willow Bend Creek	Sutherland's parking lot	grate inlets and storm drain	$227,330	0	$179,000
Willow Bend Creek	Queens Court channel	concrete channel	$233,680	0	$184,000
Walnut Creek	Woodglen/Wandering Way	curb inlets & storm drain	$129,540	0	$102,000
Stream 26	Bryant-Irvin Rd to Bellaire	concrete pilot channel	$268,601	0	$211,497

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
	Dr.				
Willow Bend Creek	Williams Road	curb inlets and storm drain	$135,890	0	$107,000
Dutch Branch	Trinity Ranch	storm drain	$139,700	0	$110,000
Benbrook Lake	US 377 (Amory to Lochness)	storm drain & curb inlets	$154,940	0	$122,000
Benbrook Lake	Haywood Drive	storm drain & culvert	$160,020	0	$126,000
Benbrook Lake	Overcrest/US 377	storm drain & curb inlets	$163,830	0	$129,000
Mont Del Creek	Frontage Road	curb inlets & storm drain	$164,548	0	$129,565
Mary's Creek	Benbrook Industrial Park	storm drain	$334,010	0	$263,000
Benbrook Lake	Stephens Road	storm drain & curb inlets	$167,640	0	$132,000
Stream MSC-1	Loop 820 to Mary's Creek	concrete channel	$344,170	0	$271,000
Clear Fork	Steppe Drive/Crosslands	curb inlets and storm drain	$173,990	0	$137,000
Willow Bend Creek	Palomino Addition	concrete channel	$364,490	0	$287,000
Willow Bend Creek	Westerly/Beechwood	curb inlets and storm drain	$182,880	0	$144,000
Clear Fork	Edward's tract	storm drain	$191,770	0	$151,000
Clear Fork	Crosslands Road	curb inlets and storm drain	$193,040	0	$152,000
Walnut Creek	Creekside Trails, Phase 1	storm drain	$204,470	0	$161,000
Dutch Branch	Stephens Road	road culvert & storm drain	$215,900	0	$170,000
Timber Creek	Beall's Channel	concrete channel	$249,702	0	$196,616
Timber Creek	Cassco land	storm drain	$257,810	0	$203,000
Mont Del Creek	Crosslands Road	box culvert	$580,390	0	$457,000
Clear Fork	Timber Creek Land 77 acres	storm drain	$295,910	0	$233,000
Mont Del Creek	Southwest Blvd.	box culvert	$604,520	0	$476,000
Clear Fork/Spillway	Mildred Lane	curb inlets & storm drain	$307,340	0	$242,000
Mary's Creek	La Vista/Team Ranch	storm drain	$635,000	0	$500,000
Timber Creek	Kerry Street	curb inlets & storm drain	$346,710	0	$273,000
Timber Creek	McKinley Street	curb inlets & storm drain	$347,980	0	$274,000

Table 17-C Unfunded Drainage Projects, in order of priority

Drainage Basin	Location	Project Description	Capital Cost (2015 $)	Number of Houses Projected	Capital Cost (2006 $)
Stream MSC-1	Chapin Road to Mary's Creek	concrete channel	$697,230	0	$549,000
Timber Creek	U.S. 377	curb inlets & storm drain	$388,620	0	$306,000
Clear Fork/Dry Branch	Briar Run	curb inlets & storm drain	$392,430	0	$309,000
Timber Creek	US 377/Mercedes/Cozby North	curb inlets & storm drain	$394,970	0	$311,000
Mary's Creek	Benbrook Industrial Park	storm drain	$805,180	0	$634,000
Mary's Creek	Horseshoe Club South	storm drain	$842,010	0	$663,000
Clear Fork/Dry Branch	Trinity Estates Phase 3&4	curb inlets and storm drain	$475,151	0	$374,135
Timber Creek	Winscott Road	curb inlets & storm drain	$483,870	0	$381,000
Dutch Branch	RM 2871	storm drain & inlets	$521,970	0	$411,000
Timber Creek	U.S. 377	curb inlets and storm drain	$532,130	0	$419,000
Benbrook Lake	Stephens Road area	storm drain	$612,140	0	$482,000
Dutch Branch	Whitestone Crest	storm drain	$651,510	0	$513,000
Timber Creek	Town Center	storm drain	$910,590	0	$717,000
Mont Del Creek	Frontage Road to Stream CF-5	gabion-lined channel	$2,413,000	0	$1,900,000
Dutch Branch	US 377	box culvert	$1,428,750	0	$1,125,000
		Total	$33,953,199		$28,334,549

City of Benbrook

CITY COUNCIL COMMUNICATION

DATE:	REFERENCE NUMBER:	SUBJECT:	PAGE:
2-4-2016	TIF-2016-01	RATIFY FIRST AMENDMENT FOR BENBROOK TOWNE CROSSING AND APPROVE RESOLUTION AUTHORIZING CITY MANAGER TO SIGN	1 of 4

STAFF REPORT
TAX INCREMENT FINANCE DISTRICT BOARD MEETING
NOVEMBER 30, 2015

The TIF Board was briefed in May about the ongoing negotiations of a Supplemental Developer Agreement for the Benbrook Towne Crossing Project (now called Benbrook Field). Although the final language of the Agreement has not been settled, the major points of the Agreement appear to be settled.

Under the terms of the Agreement, the TIF and/or City would:

1. Retain an engineering firm to design the extension of Vista Way from Mercedes Street to the I-20 frontage road,

2. The TIF would share the cost of a flood study along Walnut Creek with BBT (the Developer),

3. The TIF would construct Vista Way and any necessary associated utilities and appurtenances

4. The City would facilitate and support a revised preliminary plat,

5. The TIF will retain an engineering firm to design Benbrook Field Drive and an access drive behind McDonalds,

6. The City will support a modification to the PD restriction on the property adjacent to Benbrook Field Drive to accommodate development on the remaining narrow lot,

7. The TIF will construct Benbrook Field Drive and the access drive behind McDonalds, along with any necessary utilities and appurtenances,

8. The TIF will construct a 24-foot wide access drive from Mercedes Street to the Wal-Mart parking lot behind Russell Feed,

9. The TIF will add reimbursement of a traffic signal at Benbrook Field Drive and Benbrook Boulevard as an eligible expense, and

10. Other than the traffic signal and the Mercedes property reimbursement, TIF expenses on this supplemental Agreement will not be charged to the Benbrook Towne Crossing SubAccount.

SUBMITTED BY:	DISPOSITION BY COUNCIL: ☐ APPROVED ☐ OTHER (DESCRIBE)	PROCESSED BY: CITY SECRETARY
CITY MANAGER		DATE:

Also under the Agreement, BBT would:

1. Dedicate the right-of-way for the extension of Vista Way, but retain the mineral rights. A deed reverter would return the right-of-way if the TIF did not complete the street work within a specified time period.

2. BBT will surrender their $30,000 in escrow to go toward the design of Vista Way,

3. BBT will donate approximately 2.1 acres to the City, though BBT will retain the mineral rights,

4. BBT will dedicate the right-of-way and easements for Benbrook Field Drive and a drive connection to Albertson behind McDonalds,

5. BBT will dedicate a 10-foot-wide utility easement behind the businesses along Benbrook Boulevard to facilitate the relocation of the overhead electric lines,

6. BBT will donate approximately 0.68 acres at the intersection of Mercedes Street and Benbrook Boulevard to the City. The donation will be eligible for reimbursement from the TIF of up to $500,000, and

7. BBT will donate a 24-foot-wide access easement from Mercedes Street to the Wal-Mart parking lot behind Russell Feed.

FINANCING

The estimated cost of the proposed Agreement to the TIF is approximately $3.5 million, less approximately $70,000 that will be derived from BBT ($30,000 escrow and $40,000 share of the flood study.) The TIF currently has approximately $2.9 million in reserves and the TIF should receive an additional $1.25 million in TIF revenues during the coming year.

RECOMMENDATION

Staff recommends that the TIF Board authorize the approval of the Supplemental Agreement, contingent on agreement by the TIF President, Staff and TIF attorney on the final language. Furthermore, the TIF Board should authorize the TIF President to execute the Agreement when finalized.

****

UNAPPROVED MINUTES OF THE
TAX INCREMENT FINANCE DISTRICT BOARD
NOVMBER 30, 2015

IV. APPROVE SUPPLEMENTAL DEVELOPER PARTICIPATION AGREEMENT FOR BENBROOK TOWNE CROSSING (BENBROOK FIELD) PROJECT

Dave Gattis gave an overview of the proposed Agreement that had been under negotiation for approximately a year and the TIF Board had been briefed on at their May 2015 meeting. What is being presented today is the final Agreement.

The major points of the Agreement are:

1. The City (TIF) will design and construct Vista Way from Mercedes Street to the I-20 frontage Road. The City (TIF) will also split the cost of a flood study to revise the floodplain between Mercedes Street and IH-20.

2. In return BBT will dedicate the necessary right-of-way for Vista Way (but retain mineral rights.)

3. City will design and construct Benbrook Field Drive adjacent to McDonalds, and construct a 24-foot wide access drive from Benbrook Field to Albertsons.

4. The City will cooperate with BBT to revise the Preliminary Plat of Benbrook Field and remove many of the restrictions that were tied to construction of Vista Way and City will waive filing fees.

5. City will retain the existing escrow funds for Vista Way to use toward the design.

6. In return for City (TIF) spending a couple of million dollars on Vista Way and Benbrook Field Drive, BBT will convey:

    a. Approximately 2.1 acres on Vista Way behind RaceTrak, and
    b. Approximately 0.68 acres at the intersection of Benbrook Boulevard and Mercedes Street (the old Ryon Branding Iron property). BBT will be eligible for the $500,000 TIF reimbursement for this property contained in the original Agreement. BBT will also convey a 24-foot wide access easement to allow the City/TIF to build a drive between Mercedes Street and the WalMart parking lot behind Russell Feed.

7. BBT will convey a 10-feet-wide utility easement between Mercedes Street and IH-20 to facilitate the relocation of the overhead electric lines along Benbrook Boulevard.

8. The traffic signal at Benbrook Boulevard and Benbrook Field Drive would become

eligible for TIF reimbursement. Other than the traffic signal, all other expenses in the Agreement will be paid from TIF funds other than the Benbrook Towne Center subaccount.

Motion by Mr. Rutigliano to approve supplemental developer participation agreement for Benbrook Towne Crossing (Benbrook Field) project, seconded by Ms. Culbertson.

Ayes: All
Noes: None

Motion carried unanimously.

Mr. Gattis noted that the next step would be to call a meeting of the TIF Board to authorize the engineering contract(s).

RECOMMENDATION TO CITY COUNCIL

Staff recommends that the City Council approve the Agreement between the TIF and BBT for the design and construction of Vista Way and authorize the City Manager to sign the Agreement.

STATE OF TEXAS)

COUNTY OF TARRANT)

FIRST AMENDMENT TO DEVELOPER PARTICIPATION AGREEMENT FOR BENBROOK TOWNE CROSSING PROJECT

This First Amendment (the "Amendment") to the Developer Participation Agreement For Benbrook Towne Crossing Project (the "Original Agreement") is entered into by and between the City of Benbrook, a Texas municipal corporation of Tarrant County, Texas (hereinafter called "City"), and BBT Crossing, Ltd., a Texas Limited Partnership (hereinafter called "BBT"). In addition, the following parties consent to this Supplemental Agreement: (1) the Benbrook Tax Increment Finance District No. 1, a Texas Non-Profit Corporation ("TIF"), (2) BBT Crossing GP Corporation, a Texas corporation ("GP") and (3) Bo Peek Limited, a Texas Limited Partnership ("BPL") (TIF, BPL and GP are hereinafter collectively called the "Consenting Parties" or individually called a "Consenting Party").

RECITALS

A. The City desires to proceed at its expense, but using only the Tax Increment Fund, and no general fund City revenues, with the design and construction of the extension of Vista Way from Mercedes Street to the I-20 frontage road as shown in the approved Benbrook TIF Reinvestment Zone No. 1 Project Plan and Financing Plan; modify the terms of the Original Agreement with respect to the Parties' respective obligations; and modify certain other aspects of the Original Agreement to provide for the construction by City, but using only the Fund, and no general fund City revenues, of Benbrook Field Drive, the construction by City, but using only the Tax Increment Fund, and no general fund City revenues, of an access drive from Benbrook Field Drive to the Albertson's property, the construction of an access drive connecting Mercedes Street and the WalMart parking lot, and the construction of a traffic signal at the intersection of Benbrook Field Drive and Benbrook Boulevard; and

B. The public improvements described above are within the tax-increment financing area as previously defined in the Original Agreement; and

C. The public improvements described above shall be undertaken by the City at its expense but using only the portion of the Tax Increment Fund available to City and no general City revenues.

TERMS OF AMENDMENT

NOW, THEREFORE, in consideration of the mutual covenants and obligations herein, the parties agree as follows:

I. ORIGINAL AGREEMENT

The Amendment amends, but does not replace, the Original Agreement, a copy of which is attached hereto as Attachment A. Except as expressly modified in this Amendment, the Original Agreement shall continue in full force and effect. In the event of a conflict between this Amendment and the Original Agreement the terms of this Amendment shall control.

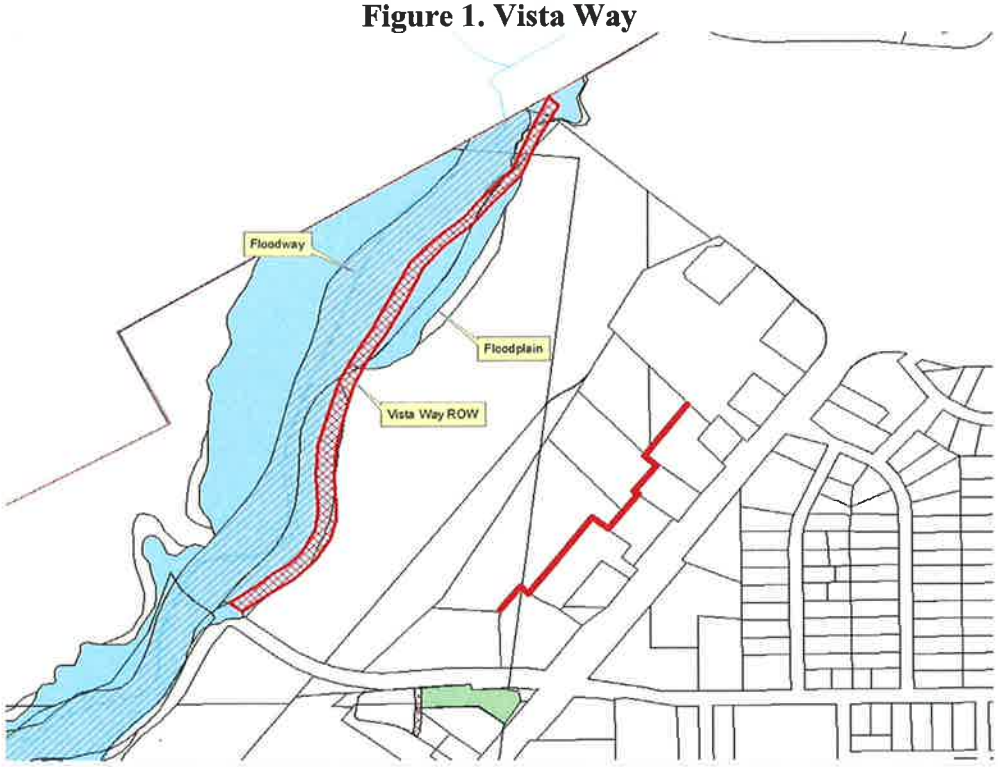
II. DEFINITIONS

A. The Definitions contained in the Original Agreement are incorporated into the Amendment by reference.

III. DEVELOPMENT OF VISTA WAY

A. The City will retain an engineering firm to design and prepare plans and contract documents for the extension of Vista Way from Mercedes Street to the I-20 frontage road in the general location shown on the July, 2010 preliminary Plat of Benbrook Field (see Figure 1, below), including surveying, geotechnical surveys and environmental permitting. The City and BBT will coordinate and agree upon the final alignment of the right-of-way based on the preliminary engineering plans.

Figure 1. Vista Way



B. The City and BBT will jointly pay the cost of a flood (H&H) study of Walnut Creek necessary to identify and modify (if necessary) the FEMA flood boundaries to accommodate the final alignment of Vista Way, including submittal of a CLOMR/LOMR to FEMA. The engineering firm, scope and division of fees will be mutually-agreed upon in writing by both parties prior to execution of a contract with the engineering firm.

C. Subject to the completion of the activities described in A and B above, receipt of any required approvals from the federal government and final approval of the Revised Preliminary Plat described in E below, BBT will convey to the City by special warranty deed the 60-foot-wide right-of-way for Vista Way. BBT will retain all mineral rights for any property conveyed. This deed will also contain reversion rights providing for a reversion to BBT if Vista Way has not been completed within two years from the date of the deed.

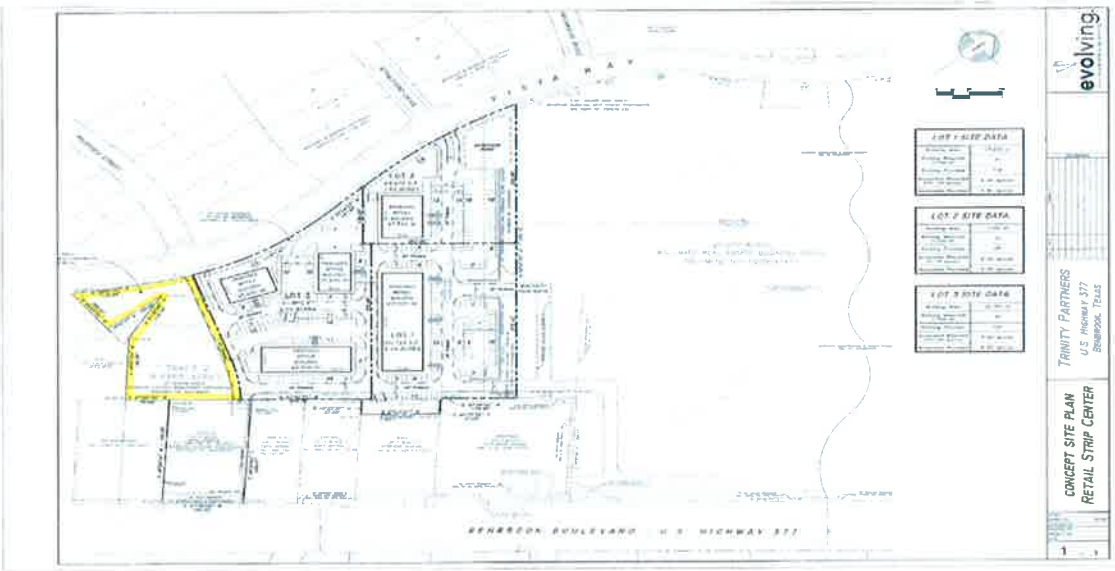
D. The City will construct to City standards the Vista Way street pavement and any associated utilities or other appurtenances required to be located within the Vista Way right-of-way, including any water, sanitary sewer lines, storm drains, sidewalks, street lights and/or retaining walls required, between Mercedes Street and the Interstate 20 frontage road.

E. The City will cooperate with BBT to facilitate BBT filing and obtaining approval of a revised Preliminary Plat of Benbrook Field (the "Revised Preliminary Plat"), such Revised Preliminary Plat to include deletion of the Implementation Notes and the other changes contemplated buy this Amendment, provided that by this Amendment, the City does not waive any governmental requirement, regulation or review authority or agree in advance to approval of the Revised Preliminary Plat or any other document or request that requires City governmental approval. The form and substance of the Revised Preliminary Plat shall be acceptable to BBT in its sole discretion. The City will waive all City fees relating to the filing of the Revised Preliminary Plat.

F. The current escrow contribution dedicated to Vista Way by prior platting ($30,000.00) to the City, shall be used for the Vista Way design and construction.

G. Upon and subject to the completion of Vista Way, BBT will convey to the City approximately 2.1 acres of non-floodplain property to the City in the general location shown highlighted in yellow in Figure 2. BBT will retain all mineral rights for the property conveyed. The property to be conveyed will be separately platted. BBT agrees to cooperate with the City to separately plat the property to be conveyed, but all expenses for preparation and filing of such separate plat shall be paid by the City. BBT will not be required to pay for preparation and filing of such plat.

Figure 2. Non-Floodplain Site



IV. DEVELOPMENT OF BENBROOK FIELD DRIVE

A. The City will, at City's expense, retain an engineering firm to design and prepare plans and contract documents to construct Benbrook Field Drive from Benbrook Boulevard (US 377) to the turn at the rear of the McDonalds property, and construct a 24-foot wide access drive and fire lane to the Albertsons property, as generally shown on the July 2010 preliminary Plat of Benbrook Field (see Figure 3), including surveying, geotechnical surveys and TxDOT permits. BBT's Revised Preliminary Plat shall eliminate the cul-de-sac requirement contingent on the access drive to be constructed by the City from Benbrook Field Drive to the Albertsons property. The City will waive all City fees relating to application for the Revised Preliminary Plat described in this section.

Figure 3. Benbrook Field Drive

B. Subject to completion of the activities described in paragraph A above, receipt of any required approvals from the federal government and final approval of the Revised Preliminary Plat, BBT will convey to the City by special warranty deed the 60-foot-wide right-of-way for Benbrook Field Drive. The City will cooperate with BBT on site plan approval to facilitate development on the remainder of proposed Lot 2, Block 2, to the extent permissible by law, provided that by this Amendment, the City does not waive any governmental requirement, regulation or review authority or agree in advance to approval of any site plan or any other document or request that requires City governmental approval.. BBT will retain all mineral rights for any property conveyed. The deed will contain reversion rights if Benbrook Field Drive is not completed within two years after conveyance of the right of way.

C. The City will construct Benbrook Field Drive from Benbrook Boulevard (US 377) to the turn at the rear of the McDonald's property, and construct a 24-foot wide access drive and fire lane to the Albertsons property referenced above, including any associated utilities or appurtenances to be located within the Benbrook Field Drive right-of-way, including water, sanitary sewer, storm drainage, street lights and sidewalks.

D. Subject to completion of the activities described in paragraph A above, final approval of the Revised Preliminary Plat and satisfaction of the conditions set forth in paragraph E below, BBT will convey to the City a 24-foot-wide perpetual easement for the access drive and fire lane between the Benbrook Field Drive cul-de-sac and the Albertsons property to the

northeast. The access easement shall be in a location that is mutually acceptable to both parties. BBT will provide any necessary temporary construction easements needed by the City to facilitate such construction. Such construction easements will be for the duration of the construction only. The Revised Preliminary Plat will amend the proposed 28-foot wide access drives and replace them with 24-foot drives consistent with the City's current fire lane requirements.

E. The conveyance of the access easement is expressly conditioned upon and subject to the written agreement of the Alberston's property owner waiving and releasing the grocery exclusive deed restriction currently affecting portions of the BBT Property.

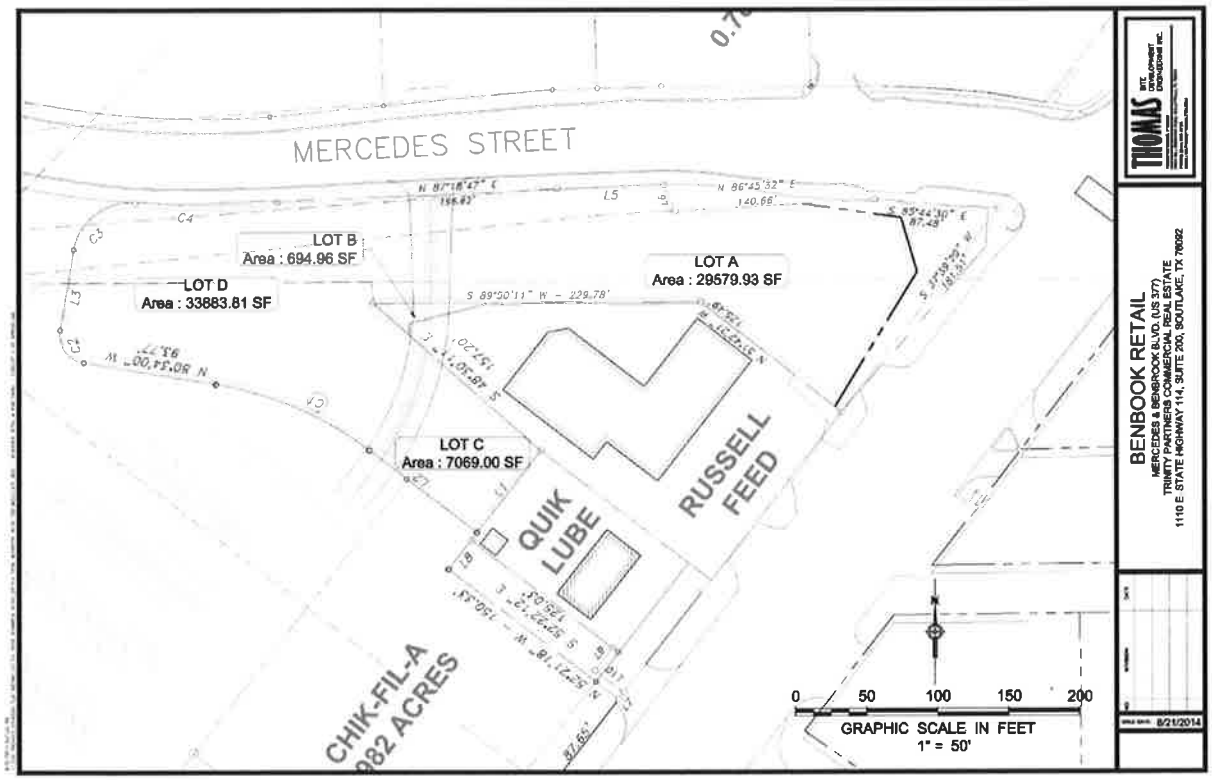
F. BBT will convey to the City a 10-foot-wide utility easement in the general location shown in Figure 4, along with any necessary transformer pad easements, to facilitate the relocation of overhead utility lines along Benbrook Boulevard. The City will pay the cost of installing the electrical lines underground within the easement. The utility easement grant will provide that BBT will retain surface rights to construct landscaping irrigation, directional signage, and flatwork (drives, parking lots, etc.) over the easement, provided that any use of the surface by BBT will be consistent with the City's easement rights and shall not interfere with the City's utility facilities. Such surface rights shall be subject to such terms as determined reasonably necessary by the City to protect the structural integrity of the utility lines to be installed in the utility easement. The electric easement shall be conveyed to City upon and subject to approval of the Revised Preliminary Plat.

Figure 4. Utility Easement

V. DEVELOPMENT OF THE MERCEDES STREET INTERSECTION AREA

A. Upon and subject to satisfaction of the conditions set forth below, BBT agrees to convey to the City by special warranty deed the property at the intersection of Benbrook Boulevard and Mercedes Street, in the general location shown as Lots A, C and D in Figure 5 (approximately 0.68 acres). The donation of this property to the City by BBT shall satisfy the requirement of "public use through the voluntary purchase" of the property as provided in Section 1, Paragraph O of the Original Agreement. The obligation of BBT to convey Lot A shall be conditioned upon completion of Vista Way construction by City. The obligation of BBT to convey Lots C and D shall also be conditioned upon BBT receiving $500,000.00 reimbursement for the original cost of the property from the Towne Crossing Sub-Account.

Figure 5. Mercedes Street area



B. The conveyance of the property to the City by BBT shall satisfy the requirement of "public use through the voluntary purchase" of the property as provided in Section 1, Paragraph O of the Original Agreement.

C. BBT will at the time of conveyance of Lot A convey to the City a 24-foot wide access easement between Mercedes Street and the WalMart parking lot in the general location shown in Figure 5. The exact alignment of the access easement will be in a location that is mutually acceptable to both the City and BBT. BBT will dedicate this access easement subject to City securing the portion of the easement described as Lot B from Kenny Russell.

D. The City will construct at the City's expense a 24-foot-wide drive within the access easement which connects the WalMart property to the Russell Feed site and Mercedes Street.

VI. OTHER BBT ITEMS

A. The Original Agreement is amended to allow BBT to construct the traffic signal at the intersection of Benbrook Field Drive and Benbrook Blvd., with the expenses for such construction to be eligible fr reimbursement to BBT under the Original Agreement.

B. Other than the traffic signal discussed in the immediately preceding paragraph, the City will not charge any expenditures made for any of the public improvements incurred by the City hereunder against any revenues or expenses outlined in and allocated to the Towne Crossing Sub-Account.

VIII. REPRESENTATIONS AND WARRANTIES; COOPERATION

A. BBT hereby represents and warrants to City that (1) BBT has full lawful right, power and authority to execute and deliver and perform the terms and obligations of this Amendment and (2) that the execution and delivery of this Amendment has been duly authorized by all necessary official action by BBT and (3) this Amendment constitutes a legal, valid and binding obligation of BBT, and is enforceable in accordance with its terms and provisions.

B. The City hereby represents and warrants to BBT that (1) the City has full lawful right, power and authority to execute and deliver and perform the terms and obligations of this Amendment and (2) that the execution and delivery of this Amendment has been duly authorized by all necessary official action by the City and (3) this Amendment constitutes a legal, valid and binding obligation of the City, and is enforceable in accordance with its terms and provisions.

IX PAYMENT OF EXPENSES BY CITY

A. Notwithstanding anything to the contrary contained herein, all obligations of City hereunder shall be funded only from the portion of the Tax Increment Fund available to City from time to time. City shall not be required to use general City revenues to fund any such obligations.

B. Nothing in this Amendment shall modify, amend or affect the continued allocation and deposit of funds into the Towne Crossing Sub-Account or the payment of sums to BBT from the Towne Crossing Sub-Account as provided in the Original Agreement.

END OF PAGE – SIGNATURES TO FOLLOW

EXECUTED and effective as of the _____ day of _____, 2016, by the City, signing by and through its City Manager, duly authorized to execute same by Resolution No. _____ by the City Council, on _____, 2016, and by BBT, acting through its duly authorized general partner, on _____, 2016.

CITY OF BENBROOK, TEXAS

By: _____
Andy Wayman, City Manager

BBT CROSSING, LTD., a Texas limited Partnership

By: BBT Crossing GP Corporation
Its General partner

By: _____
Bradford H. Bowen, President

ATTEST:

By: _____
City Secretary

CONSENTING PARTIES:

BENBROOK TAX INCREMENT FINANCE DISTRICT

By: _____
President

ATTEST:

By: _____
Secretary

BO PEEK LIMITED, a Texas limited partnership

By: BFI Six GP LLC
Its General Partner

By: _____
Bradford H. Bowen, Manager

BBT CROSSING GP CORPORATION, a Texas corporation

By: _____
Bradford H. Bowen, President

RESOLUTION NO. 2016-01

A RESOLUTION APPROVING THE FIRST AMENDMENT TO DEVELOPER PARTICIPATION AGREEMENT FOR BENBROOK TOWNE CROSSING PROJECT AND AUTHORIZING THE CITY MANAGER TO EXECUTE SAID AGREEMENT.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BENBROOK, TEXAS:

SECTION 1

That the First Amendment to the Developer Participation Agreement for the Benbrook Towne Crossing Project between the City of Benbrook, BBT Crossing, Ltd., the Benbrook Tax Increment Finance District, Bo Peek Limited, and BBT Crossing GP Corporation for the design and construction of Vista Way, Benbrook Field Drive, and other considerations, approved by the TIF Board on November 30, 2015, is hereby approved.

SECTION 2

That the City Manager is hereby authorized to execute said Agreement on behalf of the City of Benbrook.

Passed and approved this 4th day of February, 2016.

APPROVED:	ATTEST:
_____	_____
Jerry B. Dittrich	Joanna King
Mayor	City Secretary

City of Benbrook

CITY COUNCIL COMMUNICATION

DATE:	REFERENCE NUMBER:	SUBJECT:	PAGE:
02/04/16	G-2229	Accept Hotel/Motel Tax Report for quarter ending December 31, 2015	1 of 1

Revenues

Revenues for the City's hotel/motel occupancy tax fund totaled $35,514 for the quarter beginning October 1, 2015 and ending December 31, 2015. Revenue from the hotel/motel occupancy tax totaled $34,469. The remainder of the revenue was realized from the sale of DVDs and apparel, donations and interest income.

Expenditures

Expenses for this quarter totaled $40,314. The City Visitor Center expenditures were $29,602. The Benbrook Area Chamber of Commerce requested reimbursement of $1,000 for visitor support and $2,500 for the Chamber Cook-Off. Expenses for Heritage Fest were $27. Winter Wonderland expenses were $7,185.

Net Change in Financial Position

For the first quarter of the 2015-16 fiscal year, the fund balance for the hotel/motel occupancy tax fund decreased by $4,800 from $312,939 to $308,139.

For the 2015-16 fiscal year, total revenues of $35,514 were exceeded by year-to-date expenditures of $40,314 by $4,800.

RECOMMENDATION

Staff recommends that City Council accept the Hotel/Motel Tax Report for the period ending December 31, 2015.

SUBMITTED BY:	DISPOSITION BY COUNCIL: ☐ APPROVED ☐ OTHER (DESCRIBE)	PROCESSED BY: CITY SECRETARY
CITY MANAGER		DATE:

City of Benbrook, Texas
Hotel/Motel Tax (HMOT) Financial Report
For Fiscal Year: October 1, 2015 to September 30, 2016
December 31, 2015

	Beginning	change	Ending
Net Position for the 1st Qtr Ending December 31	$ 312,939	$ (4,800)	$ 308,139

REVENUE & EXPENSES

Revenue:	Estimated Revenues	Prior Quarters	Current Quarter	Y-T-D	Unearned Balance
Motel 6	$ 29,381		$ 9,884	$ 9,884	$ 19,497
Benbrook Inn & Suites	10,514		3,010	3,010	7,504
Comfort Suites	48,245		11,537	11,537	36,708
Days Inn	40,590		10,038	10,038	30,552
Donations	5,000		1,000	1,000	4,000
Vendor Fees	320		-	-	320
DVD's/Apparel	542		39	39	503
Interest Income	214		6	6	208
TOTAL REVENUES	$ 134,806	$ -	$ 35,514	$ 35,514	$ 99,292

Expenditures:	Adopted Budget	Prior Quarters	Current Quarter	Y-T-D	Budget Balance
Motel 6	$ 11,000		$ -	$ -	$ 11,000
Comfort Inn & Suites	$ 10,600		-	-	10,600
Visitor Center	$ 110,402		29,602	29,602	80,800
Benbrook Chamber	$ 4,000		1,000	1,000	3,000
Chamber Cook-out	$ 2,500		2,500	2,500	-
Winter Wonderland	$ 7,000		7,185	7,185	(185)
Heritage Fest 14	$ 20,000		27	27	19,973
TOTAL EXPENDITURES	$ 165,502		$ 40,314	$ 40,314	$ 125,188

NET CHANGE IN POSITION	$ (30,696)		$ (4,800)	$ (4,800)	

City of Benbrook

CITY COUNCIL COMMUNICATION

DATE:	REFERENCE NUMBER:	SUBJECT:	PAGE:
02/04/16	G-2230	Adopt Resolution authorizing Texas Coalition for Affordable Power (TCAP) to procure electricity for 2018-2022	1 of 2

The City of Benbrook is a member of the Texas Coalition for Affordable Power, Inc. (TCAP), a non-profit, political subdivision corporation, owned and controlled by its 171 political subdivision members, the vast majority of whom are cities. TCAP was formed in 2011 from the merger of Cities Aggregation Power Project ("CAPP") and South Texas Aggregation Project ("STAP"), both of which were created in 2001, shortly before retail deregulation became effective on January 1, 2002. TCAP is governed by a 15 member board of directors, all of whom must be city employees or elected city officials.

In addition to assisting with regulatory issues, TCAP negotiates the purchase of wholesale electricity on behalf of its member political subdivisions. The collective (and significant) electricity consumption of the coalition leverages superior pricing compared to individual political subdivisions seeking market pricing on their own.

Action Requested from TCAP Members

The City of Benbrook's (and TCAP's) current five-year contract for electricity expires on December 31, 2017. The current contract is a fixed price for all consumption regardless of time of day. TCAP has identified an opportunity to lock in contract pricing for the period 2018-2022 that is as low as pricing has been since the beginning of electric deregulation in 2002. TCAP is preparing to go market on behalf of the coalition in the next 30-60 days and believes the coalition (and its members) will capture rates in the range of, and possibly below, 4 cents per kWh. The estimated annual savings to the City of Benbrook for the five year contract period is approximately $100,000 per year.

If the City is interested in contracting for a five-year term (2018-2022) during 2016, the authorizing resolution must be passed by the City Council by February 25, 2016. TCAP members must immediately execute a contract once TCAP's supplier is able to lock in a price at or below the benchmark prices for a five-year period commencing January 1, 2018. TCAP requests that the City designate three specific individuals with whom TCAP can correspond and provide a contract for signing when appropriate; only one of the three designees is required to sign the contract. Since the contract must be signed within twenty-four hours, TCAP recommends including Jay Doegey, TCAP's Executive Director, as one the three designees.

Staff Report Provided by TCAP

A staff report prepared by TCAP is included as attachment one. This report provides detailed information about: TCAP, explanations of the "whereas clauses" included in the resolution, market benefits of TCAP, TCAP's benefits regarding the price of electricity, history of pricing since 2002,

SUBMITTED BY:	DISPOSITION BY COUNCIL: ☐ APPROVED ☐ OTHER (DESCRIBE)	PROCESSED BY: CITY SECRETARY
CITY MANAGER		DATE:

contract requirements, resolution objectives, TCAP benefits to the consuming public, choice of supply options, and explanations of the "be it resolved" sections of the resolution.

Energy Supply Contract Options

The City has three options to consider among three separate supply options. Option 1 is a fixed price for all consumption regardless of time of day. Both Options 2 and 3 have variable components related to the energy spot market. The City's current contract is most-similar to Option 1.

Under Option 1, the price will not exceed 4.1 cents per kWh in Benbrook's ERCOT zone. The actual price is likely to be less than the benchmark prices. The prices will become effective January 1, 2018. These prices will be locked in 2016 and will not expire until December 31, 2022 and are reflective of the lowest prices for electricity experienced since the retail market was deregulated January 1, 2002. TCAP is generally recommending Option 1.

Participation in TCAP's 2018-2022 Supply Contract

To participate in TCAP's 2018-2022 Supply Contract, the City of Benbrook is required to adopt a resolution that includes:

- Choosing among three separate supply options and indicating the choice in the resolution;
- Designating three officials who can sign the supply deal at the appropriate time;
- Adopting the resolution by February 25, 2016; and,
- Providing the adopted resolution to TCAP by February 25, 2016.

RECOMMENDATION

Staff recommends that the City Council adopt the Resolution:

- Selecting Option 1 for the City of Benbrook's supply option; and
- Designating Andy Wayman, David R. Gattis, and Jay Doegey as the three officials authorized to sign the supply contract on behalf of the City of Benbrook.

ATTACHMENT ONE

Model Staff Report to Support Resolution Authorizing TCAP to Procure Electricity for 2018-2022

This resolution is designed to support the second of several opportunities for TCAP members to contract for electricity for the post-2017 time period. If interested in contracting for a five-year term (2018-2022) during 2016, the authorizing resolution must be passed by the governing body of the interested TCAP member by February 25, 2016. The deadline will allow definition of the load to be served under each of three different electric supply options, which must be at least a minimum of 50 megawatts. Also, the deadline will give the wholesale provider ample opportunity to lock a fixed-price, equal to or less than a specific benchmark for each ERCOT zone, before June 30, 2016. When that supply scenario is locked, each member that passed the authorizing resolution must immediately sign a contract for that power. Please Note: The draft resolution is in Word and blanks must be filled in to identify the member, the preferred supply option and several individuals by name or position who will sign the contract when the appropriate price point is reached.

<u>Explanation of Whereas Clauses:</u>

What is TCAP?

As reflected in the fourth and seventh Whereas clauses, TCAP is a non-profit, political subdivision corporation, owned and controlled by its 171 political subdivision members, the vast majority of whom are cities. TCAP was formed in 2011 from the merger of Cities Aggregation Power Project ("CAPP") and South Texas Aggregation Project ("STAP"), both of which were created in 2001, shortly before retail deregulation became effective on January 1, 2002. TCAP is governed by a 15 member board of directors, all of whom must be city employees or elected city officials. Typically, board members have been mayors, city managers, assistant city managers, finance directors or city attorneys.

Market Benefits of TCAP

An individual city, citizen or commercial customer can only purchase power directly from a Retail Electric Provider ("REP") which under Texas law exists to give the impression of a competitive market. REPs cannot generate electricity, nor can they own wires. REPs are unnecessary middlemen between the wholesale and retail markets. As reflected in the second and fourth Whereas clauses, TCAP, as a political subdivision corporation, uniquely can go directly to the wholesale market. CAPP and STAP, prior to their merger into TCAP, separated contracts between a wholesale supplier and an independent REP, providing TCAP consultants with greater insight into the margins of various market participants than would be possible for most consumers. A broker or a REP would hand a form contract to an individual consumer. In the case of TCAP, no form contract is acceptable and, because of the size of TCAP's load, both wholesale suppliers and REPs are willing to negotiate contract terms that are beneficial to TCAP members, enabling the refunds members have consistently received, special terms for adds and

deletes, including an ability to add new loads at current market prices even if the market price is lower than the price of the master agreement.

TCAP's benefits regarding pricing

TCAP's membership consumes approximately 1.4 billion kWh annually which amounts to approximately $100 million in revenue for the wholesale provider at current contract prices. The value of the aggregated load is extremely appealing to wholesale market participants, enabling TCAP to get the market competitive pricing at any particular moment. As reflected in the third Whereas clause, in addition to the size of its load, TCAP derives benefit from geographic diversity. TCAP members reside in all four ERCOT zones and are spread between the entire length and breadth of Texas, from Wichita Falls to Harlingen and Fort Stockton to Palestine. Since consumption is influenced by weather and since weather conditions are seldom the same across all of Texas, it is unlikely that all TCAP members are reaching peak consumption simultaneously. If the peaks of all TCAP members were totaled, the sum would equal 313.1 MW. But a wholesale supplier looks at the peak consumption of TCAP as an aggregated load rather than the sum of the peaks of all members. TCAP's peak demand is 246.9 MW. That reduction in peak is a specific and unique benefit of aggregation. And unlike other aggregation groups that accept counties and school districts as members, TCAP has focused its membership on cities and other political subdivisions that have a relationship with cities to maintain the very favorable load factor of cities with high off peak consumption from street lights which provides favorable pricing terms.

History of CAPP, STAP, TCAP pricing

As reflected in the fifth and eighth Whereas clauses, aggregated cities have historically been interested in flat, fixed-price, full-requirements contracts and price stability. The resolution under consideration maintains that goal for a five-year period at a price much lower than the current contract price. In 2002, CAPP and STAP were able to obtain prices for energy at 4 cents per kWh. Very quickly after retail deregulation was implemented, natural gas prices started to rise, and they continued on an upward trend until late 2008. In late 2008, CAPP cities were paying approximately 13.5 cents per kWh. Fear that natural gas price volatility would continue to result in high electricity rates, CAPP cities were excited to lock-in long term rates beginning in 2009 that were significantly lower than prices experienced in the 2007-2008 time frame. STAP cities experienced their highest rate in 2006 at slightly more than 9 cents per kWh. STAP cities saw prices drop to around 7.8 cents per kWh in 2008 and were happy to find a contract that would stabilize prices in the 7 to 8 cent range for an extended period. When CAPP and STAP members signed new contacts in late 2008, no one could have predicted that the economy was about to enter a multi-year recession and that fracking would bring a glut of natural gas to a market with reduced demand, putting natural gas and electricity prices into a downward trend. Fortunately, gas prices have continued to drop and now TCAP members have an opportunity to again capture rates in the range of, and hopefully below, 4 cents per kWh.

Contract Requirements

As explained in the tenth Whereas clause, there is no legal requirement that a city engage in a competitive bidding process prior to contracting for electricity. The primary expectation of

contracting for wholesale energy in a deregulated energy market is that a purchaser sign a contract accepting a particular offered price within 24 hours of receipt of the offer. NYMEX gas futures prices change daily, and since gas prices drive electricity prices, it is unlikely that any given price quote for wholesale electricity during a given period will remain open for more than a day. As explained in the ninth Whereas clause, TCAP members are expected to immediately execute a contract once TCAP's supplier is able to lock in a price at or below the benchmark prices specified in the resolutions for a five-year period commencing January 1, 2018. That is why Section 2 of the resolution requires the naming of specific individuals with whom TCAP can correspond and provide a contract for signing when appropriate.

Resolution's Objective

As explained in the eleventh thru fourteenth Whereas clauses, after the size of the load for the 2015 contract opportunity is defined by February 25, 2016, TCAP's supplier will look for an opportunity to lock prices for the five-year term at or below specified benchmarks (4.1 – 4.25 cents per kWh). That may happen by the second week of March, but if it appears that prices are trending downward, TCAP will direct its designated supplier, NextEra, to daily monitor the market to hopefully capture a price under lower than benchmarked prices. The window of opportunity for capturing a reasonable price at or below the benchmarks will expire by June 30, 2016. TCAP will develop another supply opportunity in the Fall of 2016 for any members not contracting in this offering.

TCAP benefits to the consuming public

Whereas clause six references TCAP becoming a forceful voice for consumer protections and market reform to benefit the public as well as political subdivisions. When CAPP and STAP merged in 2011, one of the guiding principles established in meetings with members and through subsequent board priority-setting meetings was that TCAP should advocate for reforms in the market that would enhance competition and benefit the general public. TCAP has become the closest thing to a consumer advocate that exists in the deregulated marketplace on both the wholesale and retail sides of the business. TCAP membership not only provides political subdivisions with resources to monitor markets, capture reasonable prices and best available terms, stabilize budgets, address problems with invoices and help with governmental reports, provide best of class portals to understand consumption patterns, membership also affords an opportunity to represent to constituents that they have an advocate on their behalf.

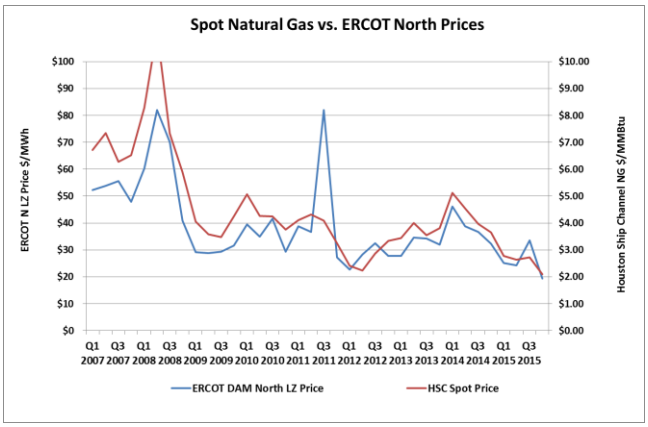
CHOICE OF SUPPLY OPTION

Whereas Clause 13 identifies three different supply options that TCAP has arranged as choices for each member. Option 1 is a fixed price for all consumption regardless of time of day. The price will not exceed 4.1 cents per kWh in the North and West ERCOT zones. It will not exceed 4.25 cents per kWh in the Houston and South zones. The actual price is likely to be less than the benchmark prices. The prices will become effective January 1, 2018. Given that these prices are to be locked in 2016 and will not expire until December 31, 2022, they are reflective of the lowest prices for electricity experienced since the retail market was deregulated January 1, 2002. Generally speaking, there ought to be an expectation that the price of energy will climb marginally for each year of the contract term beyond two years. The possibility of locking-in

energy prices at or below 4 cents per kWh for a period that terminates in seven years is truly remarkable based upon the history of deregulation.

In the Spring of 2015, TCAP consultants received indicative fixed-prices around 4.5 cents per kWh. They then developed two supply options to the fixed price full requirements contract that offered attractive savings opportunities. Both Options 2 and 3 have variable components related to the energy spot market. While the average spot price in the past three years has been $32.14/Mwh (2013), $38.50/Mwh (2014), $25.53/Mwh (2015), respectively, it is important to note that spot market prices can change every 15 minutes, therefore it is impossible to provide members a precise price for Options 2 and 3. While they provide an opportunity for savings off of the benchmarked prices for Option 1, savings cannot be guaranteed, and thus Option 2 and 3 involve risk to that does not exist with Option 1. A TCAP member that is completely risk adverse should select Option 1.

Option 2 fixes a price for the peak usage period and then turns to the spot market for all off-peak usage. When TCAP was developing these products in 2014, there was a large enough gap between fixed price options and spot prices that this option looked very attractive. Now, with market prices at historic recent term lows, both spot prices and fixed prices have fallen and their price differential has shrunk to the point that future savings from the spot market may not be as great as the risk of future price increases. The following graph shows how low current spot market prices have gone.



Option 2 was developed with the anticipation that spot prices during the off peak period would be in the range of $10/MWh to $40/MWh ($0.01-$0.04/kWh) over time for spot purchases. Our latest quotes for fully fixed priced products (Option 1) includes off peak pricing fixed at under $20/MWh. These low Option 1 fixed prices for off peak usage may make it harder for future off peak spot prices to create additional savings under Option 2 over time even though the customer will be incurring market price risk.

Option 3 begins with the purchase of a block of power to cover the base use of all members who commit to this option. Block power, since it is a firm commitment 24 hours a day, is the cheapest form of energy available in the wholesale market. Daytime peak consumption will be partly covered by a fixed price for solar power with all other consumption supplied by the spot market.

In considering Option 2, TCAP consultants would tell you that with current prices about a half cent less than the price that existed when Option 2 was conceptualized last Spring, it will be difficult for Option 2 to generate savings sufficient to justify its selection. Option 3 with its majority reliance on the cheapest form of energy has a greater probability than Option 2 of producing savings over Option 1. But again, with such low Option 1 fixed priced products now available to TCAP members, and since there are no guarantees that Options 2 or 3, which utilize spot market pricing, will remain as attractive as they were even a few months ago.

EXPLANATION OF "BE IT RESOLVED" SECTIONS

Section 1. **Authorizes TCAP to submit the members load, along with the load of other authorizing members, to be aggregated into a pool by TCAP's wholesale supplier for a contract commencing January 1, 2018 and terminating December 31, 2022 with the understanding that the fixed, full-requirements price under Option 1 must not exceed 4.1 cents per kWh in the North and West zones and must not exceed 4.25 cents in the Houston and South zones.**

Section 2. **Sets conditions precedent that the aggregated load exceed 50 MW, that the resolution be passed before February 25, 2016, and that NextEra has until June 3, 2016 to lock in a fixed price for the aggregated load that does not exceed benchmark prices. It also requires the designation of a specific individual, by name or title, who are authorized to sign a contract within 24 hours of submittal, assuming the conditions have been met.**

Section 3. **Consistent with the last two Whereas clauses, this section commits the member to budget for and approve funds necessary to pay for the member's proportionate share of the aggregated load that TCAP commits to with NextEra. TCAP will contract with NextEra based upon representations of authorizing members, each of whom will be provided with a Commercial Electric Service Agreement ("CESA") with GEXA, the current REP, that extends current retail service terms with the lower wholesale price arranged with NextEra for the 2018-2020 time period.**

Section 4. **In order for TCAP to be informed of the passage of the resolution so that the member's load can be aggregated by NextEra, this section specifies that a copy of the resolution should be sent to TCAP's Executive Director and General Counsel.**

RESOLUTION NO. 2016-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENBROOK, TEXAS, AUTHORIZING THE TEXAS COALITION FOR AFFORDABLE POWER, INC. (TCAP) TO NEGOTIATE AN ELECTRIC SUPPLY AGREEMENT FOR FIVE YEARS FOR DELIVERIES OF ELECTRICITY EFFECTIVE JANUARY 1, 2018; AUTHORIZING TCAP TO ACT AS AN AGENT ON BEHALF OF THE CITY TO ENTER INTO A CONTRACT FOR ELECTRICITY; AUTHORIZING ANDY WAYMAN OR DAVID R. GATTIS OR JAY DOEGEY TO EXECUTE AN ELECTRIC SUPPLY AGREEMENT FOR DELIVERIES OF ELECTRICITY EFFECTIVE JANUARY 1, 2018 AND COMMITTING TO BUDGET FOR ENERGY PURCHASES IN 2018 THROUGH 2022 AND TO HONOR THE CITY'S COMMITMENTS TO PURCHASE POWER FOR ITS ELECTRICAL NEEDS IN 2018 THROUGH 2022 THROUGH TCAP

WHEREAS, the City of Benbrook, Texas (City) is a member of Texas Coalition For Affordable Power, Inc. (TCAP), a non-profit, political subdivision corporation dedicated to securing electric power for its more than 170 members in the competitive retail market; and

WHEREAS, TCAP has unique rights under Texas law to negotiate directly in the wholesale market and arrange separate contracts for power supply and retail services which provides TCAP leverage to achieve contract provisions that single city negotiations with a Retail Electric Provider (REP) would be unlikely to produce; and

WHEREAS, TCAP's geographic diversity across all four ERCOT zones produces an aggregated peak load that is lower than the total of individual peak loads of the individual TCAP members, allowing price benefits in the wholesale market that are not likely to be available to any given TCAP member alone; and

WHEREAS, TCAP and its predecessor organizations, Cities Aggregation Power Project, Inc. (CAPP) and South Texas Aggregation Project, Inc. (STAP), negotiated favorable contract terms that resulted in rebates from the wholesale supplier and reasonable commodity prices for delivered electricity since 2002 resulting in stable budgets for electricity for members; and

WHEREAS, commodity prices for electricity experienced significant volatility between 2002 and 2009, with prices ranging from 4 cents to over 13 cents per kWh, causing CAPP and STAP members to welcome a five year contractual commitment that came close to cutting the 2008 prices in half, with that contract being extended until December 31, 2017, with a negotiated price reduction of about 1 cent per kWh; and

WHEREAS, TCAP has become a forceful voice for consumer protections and market reform to benefit the public and well as cities and other political subdivisions; and

WHEREAS, TCAP is owned by its members and distributes monetary and other resources according to relative load size of members and is controlled by a 15 member Board of Directors, all of whom must be city employees of members who represent diversity in size and geography; and

WHEREAS, wholesale power prices within the deregulated Texas market are largely determined by the NYMEX gas futures prices for natural gas which are currently low and relatively stable, but which change daily; and

WHEREAS, daily price changes require retail customers to execute a contract immediately upon receipt of a favorable offer; and

WHEREAS, pursuant to Texas Local Government Code Section 252.022(a)(15) expenditures for electricity are exempt from competitive bidding requirements; and

WHEREAS, on any given day, TCAP is able to capture a favorable wholesale price for any period of time, comparable to or better than any given REP or broker; and

WHEREAS, TCAP intends to continue to contract with its current wholesale supplier, NextEra, because the relationship with NextEra is such that NextEra is willing, after it knows the size of a given load, to execute a contract at or below prescribed price and terms; and

WHEREAS, the City desires to execute a contract for electricity for the period beyond the expiration of its current contract on December 31, 2017, that locks-in favorable wholesale prices under one of three different supply options:

Option 1	fixed-price, full-requirements at a price not to exceed 4.1 cents per kWh for the North and West zones or 4.25 cents per kWh for the South and Houston zones;
Option 2	fixed price for on-peak hours and variable spot market prices for off-peak hours;
Option 3	block energy at a fixed price to cover the base load hours, a fixed price for solar energy to cover mid-day peak hours (approximately 10% of total load) and variable spot market prices for all remaining consumption; and

WHEREAS, TCAP will allow members six weeks from receipt of this resolution to consider whether to participate in this second opportunity to contract for post-2017 electrical supply, and thereafter allow NextEra until June 30, 2016 to contact for power for five years at a price not to exceed 4.1 cents per kWh in the North and West zones and a price not to exceed 4.25 cents per kWh in the South and Houston zones for

Option 1 , so long as the aggregated load for any of the three supply options reaches at least 50 megawatts; and

WHEREAS, wholesale suppliers demand assurance that TCAP will pay for all contracted load; and

WHEREAS, the City needs to assure TCAP that it will sign a Commercial Electric Supply Agreement (CESA) reflecting the contract extension and budget for energy purchases for the post-2017 period and honor its commitment to purchase power for its electrical needs for 2018 through 2022 through TCAP,

THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF

BENBROOK, TEXAS:

Section 1

That the TCAP Board of Directors and its consultants and advisors are agents authorized to negotiate for the City's electricity needs as a member of TCAP for the period 2018 through 2022 at a price not to exceed 4.1 cents per kWh for the North and West zones and a price not to exceed 4.25 cents per kWh in the Houston and South zones for supply Option 1;

Section 2

The City prefers to participate in supply Option 1 with the following understanding: a) while supply Option 1 is a full-requirements, fixed-price option, Options 2 (fixed price on-peak, variable spot prices for off-peak usage) and 3 (fixed price for base load, fixed price for a portion of peak load, and variable spot market for remainder) have variable price components and savings over Option 1 cannot be guaranteed, and b) if there is insufficient desire among members to achieve a 50 MW threshold for either Option 2 or 3, the member selecting the inadequately subscribed option will be placed in the Option 1 category. If no option is selected, TCAP will assume that a passed Resolution approves of Option 1.

Section 3

Assuming this resolution is passed before February 25, 2016 and the combined load of TCAP members passing this resolution exceeds 50 megawatts for the preferred Option and NextEra is able to provide TCAP an opportunity prior to June 30, 2016 to contract for power to be delivered to members at a price not to exceed 4.1 cents per kWh for the North and West zones and not to exceed 4.25 cents per kWh in the Houston and South zones for supply Option 1 for the period January 1, 2018 through December 31, 2022, <u>any one of the following individuals</u> is hereby authorized to sign an electric supply agreement for the City within 24 hours of receipt of a contract that has been approved and recommended by the TCAP Board of Directors: Andy Wayman, or David R. Gattis or Jay Doegey.

Section 4

That the City will commit to purchase power to meet all of its electricity needs eligible for competition pursuant to the TCAP approved supply agreement and approve funds necessary to pay electricity costs proportionate to the City's load under the supply agreement (whether wholesale or retail) arranged by TCAP and signed by TCAP's Executive Director or President or other TCAP representatives authorized by the TCAP Board.

Section 5

That a copy of this resolution shall be sent to Jay Doegey, Executive Director, TCAP, 15455 Dallas Parkway, Suite 600, Addison, Texas 75001 and Geoffrey M. Gay, legal counsel to TCAP at 816 Congress Avenue, Suite 1900, Austin, Texas 78701.

PRESENTED AND PASSED on this the 4th day of February, 2016, by a vote of ayes and nays at a regular meeting of the City Council of Benbrook, Texas.

_____

Jerry B. Dittrich, Mayor

ATTEST:

_____

Joanna King, City Secretary