

MEMO

TO: Mayor Kesselus & City Council

FROM: Michael H. Talbot
City Manager

DATE: July 22, 2014

RE: City Manager's Informational Update Report: July 22, 2014 City Council Meeting.

I. Meetings and Events Attended:

1. Attended the City Council Utility Workshop on July 15, 2014.
 2. Attended the Monthly Meeting of the Lost Pines Groundwater Conservation District on July 16, 2014.
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II. Update on City Projects and Issues:

1. Water Usage Report for the Period of July 8th through July 21st - 2014: Attached as "Exhibit A" for the City Council's review and discussion is a report demonstrating the daily water consumption by the citizens and businesses of the City of Bastrop for the period from July 8, 2014 to July 22, 2014.

2. Update on the Short/Long Term Water Supply Project:

XS Ranch: As discussed and reviewed with the City Council at the "Special Utility Workshop" held on July 15th, the City of Bastrop and the lawyers representing the McCall family agreed to a "Rule 11 Agreement" which - in essence - allows for a 90 day cooling-off period, to see if the parties can meet, discuss and resolve their differences, so that the protest may be withdrawn. The major issue raised by the McCall Ranch team was that they wanted to see if there is a possibility that they can convert their farm acreage into a "Municipal Utility District" [MUD] for future mixed use development. I believe this is a plausible goal to try and work-out with the McCall Ranch team if that is the direction they would like to take in developing their property. Final consent to a MUD, of course, rests with the Council. My only concern is that after reflecting on discussions at the Council's Special Utility Meeting and the comment that was made to the effect that the McCall family has no true interest in converting their property to MUD, but rather, the family is more interested in negating XS Ranch ability to sell water, I question whether the City is wasting time with

this negotiation. When the McCall's attorney represented to the city's team that their client had an earnest desire to be able to convert their property into a MUD in the future, for development, I took it at 'face value'. To date, every meeting we have had regarding the McCall Ranch has been with the family's attorneys and engineers. I believed that everyone was negotiating in good faith on this matter. However, unless the Council feels differently, at this time, I am going request a personal meeting with members of the McCall Family, to see if I can get comfortable that the family is, indeed sincere in its desire to form a MUD (or some other development mechanism) on the property, in exchange for withdrawal of its protest of the City's/XS's LPGWD permit.

Ingram Property: As discussed at the "Special City Council Utility Committee Meeting" the City closed on the Ingram Property on July 17, 2014. One item that was not discussed is the required steps that have to be undertaken by the Bastrop Economic Development Corporation [BEDC] so that the BEDC can provide the City funding to make the annual note payments to Ingram. This week, I will start working on the required paperwork to get that all in order. Just a reminder to the Council that the first note payment for the purchase of the Ingram property is due January 2, 2015. Coordination of the necessary paperwork will need to be in place by December, at the latest, so the City can make payment on timely basis.

3. Discussion regarding various items in the "Report & Top Priorities" from the March 22, 2014 City Council Planning Retreat and Ranking the Priorities: "Exhibit B" is the results of the City Council "Scores" Priorities based upon the priorities established at the March 22, 2014 "Planning Retreat". It's no surprise that the priority which obtained the highest score was to "Update the City's Comprehensive Plan" with a total of 28 points. At the conclusion of the Planning Retreat the Council voted for the City Manager to commence the development of an RFQ to send to firms who might be interested in updating the City's "Comprehensive Plan". I am currently in the process of: 1. developing the "RFQ", 2. reviewing the City's current "Comprehensive Plan," 3. Reviewing other cities that may have updated their comprehensive plans during the last year, 4. Developing a "scoring criteria" to evaluate the RFQ's received by the City, and 5. Preparing suggestion as to the make-up of the committee that will interview the top three candidates based upon the scoring of their RFQ. As the Council is aware, Councilmember McAnally's "Envision Committee" is currently reviewing the City's current "Comprehensive Plan. I had a meeting with Councilmember McAnally and Ms. Cami Hardee this past Friday regarding the Comprehensive Plan. I commend Ms. Hardee for coming up with a form to evaluate the current Comprehensive Plan. I will be preparing an evaluation form for each Councilmember's use, as well. I truly hope you spend some time using Ms. Hardee's form to evaluate the current Comprehensive Plan. The greater understanding we all have of "the good, the bad, and the ugly" of the current Comprehensive Plan, the

more easily we can speed-up the process of updating our Plan. As I prepared this summary of the activities currently being generated to update the current Comprehensive Plan, I realized that there has been no discussion by the Council as to funding the Plan's update. I will say the General Fund is going to be limited in what it can contribute to this important project. The reason for the General Fund limitation is that approximately \$100,000.00 is being budgeted to complete the "Form Based Code Project". I don't believe, at this time, anyone wishes to stop the work that has been accomplished on the Form Based Codes. The cost of updating the Comprehensive Plan will be in the range of \$175,000.00 to \$225,000.00. If we're going to commit to update the Plan we should make a full-court press to complete the project, on a timely basis. The only way I know to accomplish this, at this time is to make an "inter-loan fund transfer" from the "Electric Fund". Until a decision is made by the Council for funding this project, I believe current work efforts should be limited.

At the end of Council Planning Retreat on March 22, 2014, a total of sixteen (16) Top Priorities for 2014 – 2016 were established by the City Council. Upon the Council's completion of scoring the priorities, the number of priorities was reduced to fourteen (14), because two priorities received the same score. I bring this to attention of the Council, because we currently have a total of twenty-nine months - at a minimum - to make substantial progress on these 14 priorities. If the Council will look at "Exhibit C" you will see that many of the priorities still have some gaps that need to be filled, so as to produce the results expected by the Council. When one looks at the top 3 priorities: 1. Updating the Comprehensive Plan, 2. Completion of the Long term Water Supply, and 3. Completion of the Form Based Codes Projects, I believe you would agree that this is a very aggressive work program, in itself. As I have stated before: **I believe we still need to have a Council Workshop to work on filling in any gaps that may exist in this plan, address those priorities that may need some level of funding and establish a timeframe for each priority. If we do not take the time to address these issues, I believe that by the end of 2016, there will be some level of disappointment amongst the Council, because some of the previously identified priorities will have the potential of being left behind.**

"Exhibit D" is the "Market Analysis" promised to the Council by the consultant at the end of the June 24, 2014 "Form Based Codes Workshop".

4. Update and Discuss Regarding the City of Bastrop "Public Access Channel": Time Warner and ATT provide the City of Bastrop a "Public Access Channel" (Also sometimes called a "PEG Channel" – which is short for "Public, Education and **G**overnment"). Currently, both public access channels are in the name of the City of Bastrop because we own

the franchises and rights-of-ways that are used by Time Warner and ATT to operate their communication businesses within the City. That means when anything needs to be done to the PEG Channel, such as an upgrade, the providers go through the City. You may also recall that the City of Bastrop has provided funding to Upstart, through the Community Support funds, so that Upstart would film and produce "Public Programming" about the City government for the citizens of Bastrop. The funding provided to Upstart has allowed Upstart to film the City Council Meetings and to do a bi-monthly program called "City Talk" with the City Manager. City Talk generally involves nothing more than recapping the City Council meetings and, at times, going into detail and answering questions about a particular City Project. In my opinion both programs have provided a 'media forum' to keep citizens informed as to the ideas, directions and policies of the Council, as well as what a particular project may mean to the City and citizens. Since Upstart does all of the programming on the City's PEG Channel, it has, in essence been operating the PEG Channel on behalf of the City with no formal operating agreement. I am in no way saying that Upstart has done anything wrong in operating the PEG Channel but, at the same time, I believe it's not good public policy or business practice for them or the City to be operating the PEG Channel (in the City's name) with no formal agreement between us. Additionally, Upstart recently had a complete change regarding the make-up of their Board and the new Board wishes to expand the Public Programming it will make available to the public. As an example, Upstart is considering starting a 'High School Sports' segment as part of their public programming. I think this is a great idea, but I don't believe the City should fund *non-City-government* programming. Rather, other entities should support and fund their own programming, as is traditionally done with PEG Channels. The only programming the City should fund is if the City decides to increase in the City's overall programming beyond that it now does. Currently, the City pays Upstart \$13,500.00 a year to film the Council Meeting and City Talk. If the City Council decides to enter into an agreement designating Upstart to be the City's representative in charge of the PEG channel, Upstart will be eligible, per Council approval, to receive additional Peg Funds for some of its Capital Expenditures. This will provide Upstart with additional funds. In my opinion, if the Council authorizes Upstart to make capital purchases with City PEG Funds, then that equipment needs to be inventoried as a City asset and should be 'owned by the City,' but "leased back to Upstart at a nominal annual rate. Conversely, Upstart will use normal maintenance procedures to keep the equipment in good operating condition and would be able to use the equipment to generate revenue by filming and broadcasting programming for other PEG users. I only bring this to attention of the Council because if, in the future, Upstart no longer wishes to operate the PEG Channel, then the City would at least have some equipment to encourage another entity to operate the PEG channel to broadcast the City's programming.

5. Update Regarding the University of Texas – Center for Transportation Research to Undertake Mobility Study Regarding the Impact the Proposed S.H. 71 Transportation Improvements Will Have on the City of Bastrop: A couple of weeks ago, I advised the Council that the City Staff and I met with the University of Texas – Center for Transportation [Center for Transportation] which had approached us to assist the City of Bastrop on handling the impact that would result from the proposed S.H. 71 improvements. As the Council will recall, the proposed S.H. 71 Improvements will take at least three years to complete and the Council was concerned that these improvements will create havoc on local traffic. In summary, the Center for Transportation is proposing to use 'dynamic traffic assignments' to model five (5) alternate scenarios involving modifications to S.H. 71 in the City of Bastrop. These modifications include construction of a grade-separated interchange along SH 71, at Tahitian Drive, with frontage roads and a grade-separated interchange along SH 71, at Jackson Street/SH95, with frontage roads. A version of each scenario modeled will be developed to represent a.m. and p.m. peak period conditions, with a built-out year of 2015. This scope of work outlines the proposed methodology, data requirements, and timeline for development of the project models and delivery of report results and exhibits. "Exhibit E" goes into greater detail on the scope and the methodology of this mobility study. When I was presented this proposal, I had one day to either approve or disapprove. The reason for such a short approval time is that the Center for Transportation wanted to start the study 'right away' and, they indicated that if they started immediately, then, CAMPO would fund the study. The City staff and I reviewed the study and felt it addressed the majority of the concerns the Council would likely have. Moreover, once the study gets underway, if the Council feels that something else needs to be evaluated, it can easily be included in the study. Finally, I wanted to take advantage of the funding from CAMPO. Accordingly, I approved the study.
6. Update on the Bastrop Economic Development Main Street/Sidewalk Improvements Project: The City has sent out a total of forty-eight (48) Main Street Sidewalk and Access Easements ["Easements"] to the affected property owners in the Main Street Project area. To date, the City has received thirteen (13) executed Easements back, which is approximately 27% of the Easements. I have met with four (4) different property owners who have asked to discuss and review issues of concern regarding the project and the effect it may have on their property. I am in the process of evaluating those concerns at this time. To stay on schedule with this project, the City will need to receive at least 80% of the Easements by the end of August.
7. Review of a Traffic/Speed Analysis for the 600 Block of MLK Street: In mid-June, a citizen came to City Hall to express concern about cars speeding in the 600 Block of MLK Street. A work order was created and

sent to the Police Department to undertake a Traffic/Speedy Analysis at the 600 Block of MLK Street. The time period that the speed analysis was collected was from Sunday June 29, 2014 through July 2, 2014. The posted speed limit on MLK Street is 30 mph. The police commence enforcement when speed is clocked at 31 mph and above. A total of 958 vehicles traveled in the Direction 1 [North Bound Lane] and 137 vehicles or 14.3% of the vehicles were noted to being going faster than 31 mph. A total of eight (8) vehicles were noted as going 41 mph or above. A total of 1,893 vehicles traveled in the Direction of Lane 2 [South Bound Lane]. A total of 337 vehicles were noted as traveling 31 mph and above or 17.8% of the traffic. 16 vehicles were traveling at a speed of 41 mph or above or .8% of the traffic. Based upon the traffic/speed analysis undertaken from June 29, 2014 through July 2, 2014 the 600 Block of MLK Street received a "Low" rating for traffic enforcement.

8. Update and Discussion Regarding an "Action Plan to Address Dirty Water Calls in the City: At the City Council Special Utility Workshop held on July 15, 2014, there was a considerable discussion regarding the recent calls the City had received from residents living on the west side of the City, regarding perceived "dirty water." One of the reason discussed at the workshop for an increase in the number of dirty water calls was because of the number of 'temporary meters' that had been installed to support the amount of construction on the west side of town, which was putting a big demand on water supply in that sector of town, during the day. That type of use can result in dirty water calls. It was suggested that, as alternative to hooking-up construction meters on fire hydrants, that the City consider using the wastewater effluent from the wastewater plant. The 40,000 gallon tank the City purchased last year as a 'stop-gap measure' until the Bob Bryant facilities were complete is no longer needed at the Bob Bryant facilities. So at this time the tank is not in use. After the meeting, the 40,000 gallon was evaluated to ensure it would work properly, at the point of the wastewater effluent discharge. It has been determined it will work very well. As a result, the City is in the process of preparing the necessary paper work to obtain a permit from Texas Commission on Environmental Quality, so as to be able to use the wastewater effluent discharge for construction purposes. Secondly, we are continuing to evaluate the mixing of wells H and I to see if it's possible to enhance the clarity of the water after mixing.

We want to emphasize to the residents of the City that although the water does appear to be dirty, it is being frequently tested by the City and is absolutely safe to drink. We are doing our best to identify and eliminate the problems as they occur.

9. Update on the Comprehensive Plan Project: Please see the discussion of this item under number 3 of the City Manager's Informational Report.

10. Review and Discussion Regarding the Creation of a "Cultural Arts Districts: There has been previous discussion amongst the Council of making 'Arts in Public Places' a formal City Board, rather than a task force. The discussion has expanded to the effect that, perhaps, the best course of action would be to create an overarching "Cultural Arts Council" for Bastrop. Many feel that the Cultural Arts Council would better serve the City if it was a private 'non-profit corporation, rather than a Board of the City. I have done some minimal research on this issue and what I have found is about 50% are municipal boards and 50% are private non-profit entities. It appears obtaining private non-profit status may open some grant opportunities that may not be available to a strictly municipal board. I have just been notified that after many years the "Bastrop Association of the Arts," which is a private 501(c) (3) organization is anticipating disbanding. Prior to disbanding, the Bastrop Arts Association has offered to see if its organization (i.e., the Bastrop Arts Association) can be amended to become the "Bastrop Cultural Arts Council", that would be an umbrella to include all the art disciplines in Bastrop. This may, or may not work, but the only stumbling block at this time, is getting someone to file the required paper work with the Texas Secretary of State's Office to attempt the amendment. Therefore, I am asking whether the Council would provide 'the seed' to get this process underway by approving the City Attorney to prepare the necessary paper work to the Sect. of State, so as to attempt to amend the existing Articles of Incorporation and the By Laws, to create a private non-profit "Cultural Art Council" of Bastrop, and not have it as a municipal Board. I have attached the Abilene Cultural Affairs Council By-Laws [Exhibit G] for your review.
11. Discussion Regarding Code Enforcement in the City of Bastrop: Over the past couple of weeks there has been an increase in calls regarding the City's Code Enforcement Program. The major reason for the increase in calls is that the City has taken a much more aggressive approach in addressing code enforcement issues. By taking a more aggressive approach, a few glitches have occurred in notifying a homeowner of code violation. The problem that has been identified is discerning between what is a "Code Enforcement Issue" and what is a "Zoning Violation" If circumstances present a Code Enforcement issue, they will be taken through a different course of action to be resolved, rather than being taken through the process of resolving a "Zoning Violation". To correct this problem, staff is developing a pamphlet as to what constitutes a "code enforcement issue" and what constitutes a "zoning violation". A presentation will be made to the Council, at the first meeting in August, concerning this distinction.
12. Discussion Regarding a New Pumper Truck for the Bastrop Fire Department: Fire Chief Henry Perry has approached me regarding the possibility of purchasing "Fire Pumper Truck" which has been used as a

"Demo-Truck" for the last year. The Fire Pumper truck is Ferrara Fire Apparatus Vehicle. The cost to the City would be \$475,386.00. The Ferrara is being offered for sale by Hall Buick Pontiac and GMC of Tyler, Texas. This vehicle is being offered through "Buy-Board" so the City would not have to go for complete bid in order to purchase the Pumper Truck. Since this vehicle is a "demo" there is a substantial savings to the City, i.e., approximately \$175,000.00, but the truck does come with a full warranty. Exhibit "H" illustrates the specifications, equipment and warranty for the Pumper Truck. The Hall Buick Pontiac and GMC have offered a variety of financing options, with a range of 2.69% to 2.8% for interest rates. The annual payment for this vehicle would be approximately \$58,000.00. This opportunity just came up last week and I wanted to get it before the Council for your consideration and direction on this matter. I have made it clear to Chief Perry that if the Council wishes to pursue this purchase, the Fire/Pumper Truck that is currently in operation would have to be sold. I believe the City could get around \$35,000.00 to \$50,000.00 for this vehicle. Additionally, for the next several years there would be no discussion regarding purchasing a pumper/ladder truck.

13. Review of a H.O.T. Funding Report: This report will be handed out tomorrow night.

14. Discussion Regarding the City of Bastrop's Drought Contingency Plan: There has been concern regarding the hours a resident can irrigate their lawn. In 2012, when the Council made certain revisions to the "Drought Contingency Plan," Section 13.06.007(1), stated: "Landscape irrigation using automatic in-ground or hose-end sprinklers systems is prohibited between the hours of 9:30 a.m. and 6:30 p.m." The rationale used in coming up with the hours allowed for this type of irrigation was that this time would be off-peak and therefore, it would put less strain on the wells. See Exhibit "I".

15. Update on the Status of the Hasler Street Improvements Projects: As the Council is aware; the City is currently reconstructing Hasler Blvd. from SH 71 to Old Austin Highway. Having completed the installation of the initial layer of asphalt, Patin Construction has switched the traffic lanes to the west side of the road, in order to begin milling and stockpiling the existing asphalt and base material. This work should last until the middle part of next week. After the existing asphalt and base material has been removed and stockpiled, the contractor will moisture-condition and re-compact the subgrade below the roadway. Then, they will place and compact the re-usable base material. Finally, they will pave the entire street with the final layer of asphalt. The contractor has tentatively scheduled their project completion date for August 8, depending on the weather. See Exhibit "J".
16. Update on the Chestnut Street/Loop 150 Proposed Improvements: Just wanted to update the Council that the Texas Department of Transportation

has advised me that it will be at least another two (2) weeks before the contractor commences re-milling and paving Chestnut Street/Loop150 from Pecan Street to S.H. 71 Service Roads.

17. Review of Certain Provision of the City of Bastrop's Sign Ordinance: Some members of the Council have asked me if a decision by the Bastrop Sign Board can be appealed to the City Council. The answer is "yes," Note, however, that the applicant has only thirty (30) days after the decision by the Bastrop Sign Board is made to submit the appeal to the City Council. If the applicant waits thirty one (31) days, then the applicant loses its right to appeal the decision.

18. Discussion Regarding Unopened Streets in the City of Bastrop: In working on the City's Code Enforcement Program, it has come to my and the staff's attention that the City has many unopened streets that we believe will never be opened and usable as roadways or alleys. We're currently in the process of evaluating, by quadrant, what streets we believe fall in this category or "not to be opened." Once we have identified those streets, we will bring a list to the City Council for the Council's consideration and concurrence. Once the Council concurs the City will commence the sale of the unneeded right-of-way, in accordance with state law. Basically, you split the right-of way in half, and offer one half to one property owner, and the other half to the other property owner. The monies received from the sale of these rights-of-ways will be placed in a street and roadway code enforcement fund.

III. OTHER CITY ACTIVITIES:

A. CITY OF BASTROP'S CONVENTION CENTER:

➤ **Events:**

- July 11, 12, 13 - Sami Show – Gift Show – Entire Facility
- July 16, 17 - Texas Oil Summit – Ballroom B - 60 people

➤ **Marketing/PR:**

- The Director worked with Graphic Artist on upcoming ads/artwork/editorial on industry publications.
- The Director continues to work on MPI- THCC Meeting Professional International – Texas Hill Country Chapter – Annual Meeting in November. The Director is co-chair of this event.
- The Director met with Cheryl Smith of Austin Wedding Day to discuss 2014- 2015 advertising.

- The Director is working on coordinating all aspects of the August 7th Farm Street Opry.
 - The Bastrop Convention Center sponsored the MPI – THCC Meeting Professionals International Texas Hill Country Chapter Leadership Luncheon in Austin.
 - The Director attended the TxAVF – Texas Association of Venues and Facilities quarterly meeting in Tyler, Texas.
- **Operations:**
- Tear down/Set up routine cleaning for this week's event.
 - A great deal of staff time is being spent on the upcoming TML conference.
 - Steve assisted Andres with the sound system at City Hall.
 - We received our sign permit for the new sign that will face Chestnut Street.
 - The Director is working on sound and light improvements for the Farm Street Opry. The July 3rd show had over 325 in attendance. The Mayor gave the 'welcome.' The larger percentage of people attending was **not** from Bastrop.
- **Walk Ins:**
- 7/2/14 – Murphy Roland Workforce Solutions – made appt for 7/9 to discuss event in August
 - 7/8/14 – Peggy Bertsch – (CLIENT) rented 2 more hours for decorating the day before
- **Inquiries:**
- 7/7/14 – Dian Gardner for Amber Carter wedding (CLIENT),
 - 7/7/14 – Amber Carter (CLIENT) called about details as well.
 - 7/7/14 – Bridget Washington – (NEW LEAD) inquired about date that Bastrop Preg. Resource Ctr was looking at Sept 13, 2014 – for wedding.
 - 7/8/14 – Joann Banda (NEW LEAD) had called last week and called back with questions about security and liability insurance.
 - 7/8/14 – Sarah w/Chick-fil-A (CLIENT) – details of their event.
 - 7/9/14 – Celeste Hoffman (CLIENT) – made appt for 10:30am on 7/10 for completing paperwork for 9/11/14 event.
 - 7/10/14 – (CLIENT) Glen Wortham (TX OIL Policy Summit) –called with questions
- **Appointments:**
- 7/2/14 – (NEW LEAD) 7/2/14 appt Mr. & Mrs. Wahl (brides parents) – March 7, 2015 –
 - 7/8/14 – Jennifer Long (CLIENT) 1pm to complete BHS Alumni paperwork for Homecoming
 - 7/9/14 – Susan Wendel (CLIENT) 1:30pm appt to complete paperwork for 2/14/15 event
 - 7/9/14 Roland Murphy (NEW LEAD) – Workforce Business Expo – connected with the Governors Business Expo – expecting over 100 vendors...BCEC too small to accommodate this size event.

- 7/10/14 – Celeste Hoffman (CLIENT) –12:30 appt to complete paperwork for Sept 11, 2014)
- 7/10/14 – Esther Reyes (CLIENT) appt 3pm for facility tour.

➤ **CALL LOG:**

- Incoming Calls: estimated 60 plus Client: 24 New Leads: 4
 - Outgoing: 44 Outgoing –Client: 15 Outgoing- Caterer/Vendor: 6 Internal/Misc - 44.

B. THE CITY OF BASTROP MAIN STREET PROGRAM:

➤ **Report period covers July 9 through July 17, 2014**

➤ **Business Activities**

- Conducted a training session for Culinary District businesses on Facebook and Instagram marketing. Six businesses attended. Will offer the same session again on July 23 from 9 to noon. Received a grant from Community Health Coalition to cover facilitator costs.

➤ **Main Street Events**

- **TDA** – On 7/18 attended a TDA Board meeting in Mansfield, TX. Made final decisions on programming for annual conference to be held in Granbury in November. Made decision on location for 2016 annual conference by accepting bid from Waxahachie, TX.
- **TMS** – On 7/10 was visited by Brian O'Connor from the Texas Historical Commission. He is the new Economic Development Analyst for the Community Development Division. He was referred to Bastrop by Texas Main Street (TMS) as an excellent example of success by a Main Street program. He was very complimentary of our projects and the community. He was especially interested in the Entrepreneur Ready Community project and the Culinary District project.

➤ **Quarterly Reinvestment Statistics**

- For Q2, 2014 was able to report to Texas Main Street that over \$23.3 million has been reinvested in the BMSP area since 2007. The number of new businesses in the area is 63 with 160 jobs created since 2007. Over 8537 volunteer hours supported program projects since 2007.

C. PLANNING AND INSPECTION DEPARTMENT:

Inspections Bi-Weekly Construction Report – July 18, 2014

For July 22, 2014 City Council Meeting

Air Quality McKinney Roughs Monitoring Site CAMS 684				
July 2014 Date	Max Value (POC 1)*	Time of Highest Ozone	Avg Value (POC 1)*	Air Quality Condition
4	32	3:00PM	19	Good
5	42	1:00PM	26	Good
6	29	5:00PM	18	Good
7	26	2:00PM	15	Good
8	29	3:00PM	16	Good
9	30	2:00PM	18	Good
10	36	5:00PM	18	Good
11	23	2:00PM	16	Good
12	26	2:00PM	16	Good
13	35	5:00PM	20	Good
14	39	5:00PM	22	Good
15	35	3:00PM	19	Good
16	37	1:00PM	20	Good
17	27	4:00PM	14	Good
18	13	10:00AM	6	
*Parts per billion				

Air Quality Index (AQI) Values	Levels of Health Concern	Colors
<i>When the AQI is in this range:</i>	<i>...air quality conditions are:</i>	<i>...as symbol by this color</i>
0 to 50	Good	Green
51 to 100	Moderate	Yellow
101 to 150	Unhealthy for Sensitive Groups	Orange
151 to 200	Unhealthy	Red
201 to 300	Very Unhealthy	Purple
301 to 500	Hazardous	Maroon

- **Greater Downtown Initiative Planning Workshop, Monday, Tuesday and Wednesday, July 21-23 at Bastrop Convention Center**
- 6:00- 7:30 p.m. Monday, July 21st
- Community Town Hall Kick-Off
- 5:00- 6:00 p.m. Tuesday, July 22nd
- Community Open House
- Community Closing Meeting
- 6:00- 7:30 p.m. Wednesday, July 23rd
- Tuesday, July 22nd 6:30 pm City Council
 - Consent Agenda - Deny the Replat for Lot 51, Piney Ridge, Section 3 (at owner's request)
- Hasler Blvd. Re-paving project – approximately 60% complete; traffic lanes switched to west side; milling of existing asphalt to be **completed** 7/18/14; tentative project completion date 8/8/14 (depending on weather)
- Camp Swift JLUS, Consultant has Contract, awaiting signature. Meeting with the DOD/Camp Swift on Thursday July 24, 2014.

- Staff is working on applications to CAMPO for STP-MM projects. Projects proposed
 - Sidewalk improvements connecting schools to neighborhoods and parks
 - Chestnut/SH21/Loop 150 Sidewalk improvements from Bastrop State Park to Downtown
 - Steel Pedestrian/Bicycle Bridge on Loop 150 (Old Iron Bridge) –maintenance

- Engineering Projects in process:
 - Bastrop County Medical Center – comments issued 7/9/14; resubmittal required
 - Pecan Park – utilities & roadway started – Orchard Parkway, approximately 30% complete
 - Tahitian Village Amended Plat combine 4 lots – resubmittal received 7/17/14; under review
 - Hunters Crossing 7B- Maintenance Bond – awaiting response from contractor
 - The Grove – Final Plat, Lot 5 – comments issued; resubmittal required
 - Covert Chevrolet – Awaiting certification from engineering
 - STPMM – application to be submitted Monday, 7/21/14
 - Pecan Park, Sections 4 & 5 (residential lots) – Preliminary plat under staff review; expect comments to be issued Tuesday, 7/22/14

- Major Construction Projects in process:
 - JAMCo – site work 95% complete; building is approximately 97% complete
 - Chick-fil-A – Complete; CO issued 7/11/14
 - Covert Maintenance Service Center Remodel – remodel approximately 50%
 - Good Shepherd Lutheran Church – fire doors ordered - approximately 95% complete
 - Hunter's Crossing Retail Center FM 304 – gas tanks installed; approximately 50% complete
 - Academy – building approximately 25% complete
 - Little Colony Retail Center - site work approximately 50% complete
 - HEB Expansion – Phase I remodel - approximately 90% complete; Phase II expansion -approximately 30% complete

- Southside BBQ – site work approximately 50% complete; walls going up, approximately 30% complete.

D. UPDATE ON THE YMCA PROGRAM:

- **Membership**
 - Currently at 446 units
 - 1473 active members
 - Membership Appreciation Ice Cream Social is July 23rd at the pool from 4-6pm.

- **Economic Impact/Administrative**
 - The Bastrop Y sites are operated by 64 part-time employees and 2 full-time staff.
 - Currently operating programs in 4 different locations

- The Bastrop Branch recently received a grant for \$45,000 (\$15,000 for 3 years) to support Youth & Family Programming. The grant will fund additional staff so more programs can be executed.
- Y Initiatives Report:
 - **Youth Development & Families**
 - Gymnastics has been very successful this summer. It's being held in the refectory at the Bastrop State Park.
 - Youth Track starts on July 26th and currently has 16 youth participants.
 - **Healthy Living**
 - Happy Kitchens program training is going on now for the program to start in September
 - Water fitness classes average 10 to 15 per class
 - Partnering with Cedar Creek Methodist Church to offer a free program called "Powerful Tools for Caregivers". It is grant funded through the St David's Foundation and Caregiver U.
 - **Aquatics**
 - Synchronized swimming is open for registration.
 - The first lifeguard class offered locally just finished up with 8 participants.
 - **Social Responsibility**

Pay what you can Farmstand continues on Wednesdays from 8am to noon at 1111 Main St. in front of the Bastrop Y Community Garden. Local growers are donating produce in an effort to raise the funding for the materials to expand the garden.

Inviting input from the City Council related to issues for possible inclusion on future agendas such as (but not limited to) municipal projects, personnel, public property, development and other City/public business.

EXHIBIT "A"
WATER CONSUMPTION REPORT

UPDATED COPY will be provided tomorrow evening

WATER WORKS OPERATIONS FOR GROUND WATER SUPPLIES
CITY OF BASTROP, BASTROP COUNTY, TEXAS

WATER SYSTEM I. D. #: 0110001

Month of: Jul-14

Date	Raw water from wells										Pumped from high service pumps					Well/Pump		
	C	F	C&F	G	D&E	G D&E	H raw	I	total MGD	Zone 1	Zone 2	Zone 3	MGD	Percent	Z 1	Z 2	Z 3	
1	193	324	517	123	248	371	225	301	1,414	460	364	473	1,297	0.117	0.35	0.28	0.36	
2	142	349	491	119	160	279	336	441	1,547	530	272	645	1,447	0.100	0.37	0.19	0.45	
3	150	368	518	148	206	354	350	458	1,680	501	362	675	1,538	0.142	0.33	0.24	0.44	
4	157	386	543	190	253	443	273	382	1,621	537	452	575	1,564	0.097	0.34	0.29	0.37	
5	169	417	586	94	129	223	237	316	1,362	575	213	459	1,247	0.115	0.46	0.17	0.37	
6	153	378	531	135	181	316	206	271	1,324	519	299	403	1,221	0.103	0.43	0.24	0.33	
7	145	356	501	87	131	218	235	311	1,265	492	194	484	1,170	0.095	0.42	0.17	0.41	
8	148	361	509	80	116	196	206	272	1,183	485	174	388	1,047	0.136	0.46	0.17	0.37	
9	154	381	535	87	125	212	304	396	1,447	523	191	578	1,292	0.155	0.40	0.15	0.45	
10	189	374	563	93	140	233	288	376	1,460	562	212	585	1,359	0.101	0.41	0.16	0.43	
11	151	370	521	170	259	429	263	347	1,560	524	441	504	1,469	0.091	0.36	0.30	0.34	
12	151	360	511	63	91	154	305	391	1,361	495	130	599	1,224	0.137	0.40	0.11	0.49	
13	154	377	531	174	279	453	347	445	1,776	535	465	681	1,681	0.095	0.32	0.28	0.41	
14	167	413	580	153	241	394	342	436	1,752	550	405	653	1,608	0.144	0.34	0.25	0.41	
15	141	341	482	110	195	305	294	377	1,458	510	307	576	1,393	0.065	0.37	0.22	0.41	
16	146	359	505	137	241	378	313	395	1,591	504	385	577	1,466	0.125	0.34	0.26	0.39	
17	166	397	563	86	153	239	350	442	1,594	556	224	684	1,464	0.130	0.38	0.15	0.47	
18	147	366	513	99	169	268	258	329	1,368	498	255	470	1,223	0.145	0.41	0.21	0.38	
19																		
20																		
21																		
22																		
23																		
24																		
25																		
26																		
27																		
28																		
29																		
30																		
31																		
Total	2,823	6,677	9,500	2,148	3,317	5,465	5,132	6,666	26,763	9,356	5,345	10,009	24,710	2.053				
Average	157	371	528	119	184	304	285	370	1,487	520	297	556	1,373	0.114	0.38	0.21	0.40	
Max	193	417	586	190	279	453	350	458	1,776	575	465	694	1,681	0.155	0.46	0.30	0.49	
Min	141	324	482	63	91	154	206	271	1,183	460	130	388	1,047	0.057	0.32	0.11	0.33	

EXHIBIT "B"
SUMMARY OF TOP TEN STRATEGIC PRIORITIES FOR
2013 - 2016

Summary of Top 10 Strategic Priorities for

2013-2016



City of Bastrop

April 25, 2013

Summary of Top 10 Priorities for 2013 – 2016 for the City of Bastrop, Texas (Developed at Council Retreat, March 9, 2013)

GOAL/PRIORITY	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS
<p>1. Develop a Short-Term and Long-Term Water Plan Strategy for the City of Bastrop</p> <p><i>Mayor Pro Tem Joe Beal to work with City Manager on this item.</i></p>	<p>a. Feasibility study by K. Friese & Associates, Inc. (KFA)</p> <p>b. City Council reviews KFA report</p> <p>c. Council begins making decisions based on data available at time</p> <p>d. Council identifies solution with schedule of steps for implementation (1) Short-term supply immediately (2) Continue to work on long-term solution</p> <p>e. Implementation plan(s) to Council with target dates (Short- and Long-Term)</p>	<p>KFA delivers to City Manager & presents to Council. City Council</p> <p>City Council</p> <p>City Council Council & Manager</p> <p>City Manager</p>	<p>KFA's 1st draft due mid-March 2013</p> <p>March 19 or 26, 2013.</p> <p>May 21, 2013 Utility Bd. Mtg.</p> <p>By mid-July 2013 Continuous</p> <p>Mid-July 2013.</p>	<p>All costs to be determined</p>
<p>2. Examine Feasibility of Moving Toward Form-Based Codes for Zoning</p> <p><i>Council Member Kay McAnally to work with City Manager on this item.</i></p>	<p>a. Brief City Council on FBCs</p> <p>b. Prepare 1-page outline for planning initiative for FBCs</p> <p>c. Respond respectfully to 4 Commissions/Boards who sent resolutions supporting FBCs.</p> <p>d. Appoint Committee to work with staff (1) 1 member from each Commission/Board that submitted resolutions (4 total) (2) 1 members of City Council (3) P & Z Chair + 1 More (4) 2 At-Large Members</p> <p>e. Meet with consultant re reasonable plan for creating FBCs in Bastrop</p> <p>f. Bring plan to City Council for how to proceed</p>	<p>City Manager (memo to Council)</p> <p>City Manager & /Staff</p> <p>Mayor (meeting)</p> <p>Mayor with Traci Chavez</p> <p>City Manager/ Staff</p> <p>New Committee</p>	<p>May 14, 2013</p> <p>May 28, 2013</p> <p>April 2013</p> <p>By June 1, 2013</p> <p>By May 6, 2013</p> <p>By June 30, 2013</p>	<p>All costs to be determined</p>

GOAL/PRIORITY	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS
<p>3. Review Hotel Occupancy Tax Funding (Receipts and Expenditures)</p> <p><i>Council Member Ken Kesselus to work with City Manager on this item.</i></p>	<p>g. Decide whether an outside consultant is needed and what type</p> <p>h. Retain consultant to assist with process</p> <p>a. Council input to City Manager re desire for use of HOT funds</p> <p>b. Determine whether to add HLOT fund distributions for FY 2012-2013</p> <p>c. Develop plan for FY 2013-2014 HOT funds budget</p> <p>d. Final decision on HOT funds additions for FY 2012-2013</p> <p>e. Final decision on HOT funds for FY 2013-2014</p>	<p>Council & Manager</p> <p>Council & Manager</p> <p>City Council</p> <p>City Council</p> <p>City Manager (with Ken Kesselus)</p> <p>City Council</p> <p>City Council</p>	<p>Early July 2013</p> <p>July/August 2013</p> <p>At retreat 3/9/13</p> <p>April 23, 2013</p> <p>During budget process</p> <p>June 1, 2013</p> <p>Include in FY 2013-2014 budget</p>	<p>FY 2012-2013 fund balance projected to be \$1.865 M; need \$1.4 M for 90-day reserve.</p>
<p>4. Consider General Fund, Tax Rate, & Future Bonded Indebtedness for Infrastructure Improvements</p> <p><i>Council Member Willie DeLa Rosa to work with City Manager on this item re street repairs and replacement.</i></p>	<p>a. Timeline for decision-making to City Council re GO bonds and CO's</p> <p>b. Prepare inventory of streets needing repair &/or replacement</p> <p>c. Decide whether to issue more debt. If so, (1) Certificates of Obligation (CO's)? (2) General Obligation Bonds (GO's) (for projects with long life, i.e., 20 yrs.)? (3) \$5M needed for water/wastewater improvements (4) \$5.3M needed for street repairs</p> <p>d. Decide whether to establish a maximum tax rate</p> <p>e. Review Capital Improvements Plan (CIP): (1) One costing \$5.35M (show CO's or GO's) (2) Another showing things the City needs to do, method of financing, & estimated cost</p>	<p>City Manager</p> <p>City Manager/Staff</p> <p>City Council</p> <p>City Council</p> <p>City Manager to prepare; Council to review</p>	<p>Week of 3/18/13</p> <p>Completed</p> <p>Week of March 11-15, 2013</p> <p>During 2013-2014 budget</p> <p>Not specified, but sense of urgency because of current low rates</p>	<p>To be determined. Background: \$.01 tax increase produces \$61K for General Fund; City paying \$1.7M debt service/yr.; down to \$1.4M 10-1-13 & \$1.3M 10-1-14 (\$354K less in 3 yrs.) Sales taxes up >6% projection. \$5.35M +</p>
<p>5. Initiate Benchmarking,</p>	<p>a. Prepare list of cities against which to</p>	<p>City Manager</p>	<p>First Council</p>	<p>To Be Determined</p>

GOAL/PRIORITY	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS
<p>including salaries, Career Ladders, Staffing Levels, Types & Levels of Services, Financial Metrics, Succession Planning, Tax Rate, Indebtedness</p> <p><i>Mayor Pro Tem Joe Beal to work with City Manager on this item.</i></p>	<p>benchmark Bastrop for all of the items listed</p> <p>b. Initiate benchmarking studies</p>	<p>City Manager, after funding approved by Council</p>	<p>meeting in May 2013 After Council authorizes funding</p>	
<p>6. Create Clearly Communicated, Reasonably Attainable List of Council Priorities for City Manager</p>	<p>a. Establish dates for priorities discussed at retreat b. Provide to City Manager</p>	<p>City Council</p>	<p>By April 23, 2013</p>	<p>N/A</p>
<p>7. Review Convention Center Operations</p> <p><i>Mayor Terry Orr to work with City Manager on this item.</i></p>	<p>a. Determine whether Convention Center revenue is being maximized – concern over only 12% of operating revenue being generated from use b. Increase revenue from Convention Center to reduce transfer from HOT funds.</p>	<p>City Manager, upon direction by Council</p>	<p>In process (preliminary #s for Council by June 18, 2013</p>	<p>To Be Determined</p>
<p>8. Identify more clearly what needs to come to Council and what can be decided by staff</p> <p><i>Council Member Dock Jackson to work with City Manager on this item.</i></p>	<p>a. Begin including in City Manager's Report any issues where there is uncertainty as to whether Council or City Manager should decide; Mayor or Council member may ask to pull an item off of report for Council to decide. b. Staff create list of items that are not mandated by statute or ordinance to require approval of Council c. Council consider whether it is desirable to change ordinance(s) to move more issues to City Manager level for approval</p>	<p>City Manager Mayor or any Council member City Manager/Staff</p>	<p>Beginning mid-March, 2013 October 1, 2013</p>	<p>N/A</p>
<p>9. Create cohesive citywide Equipment Replacement Program for the City</p>	<p>a. Create Equipment Replacement Fund in budget b. Develop Equipment Replacement Schedule (completed inventory & grading of equipment) c. Fund Equipment Replacement Program</p>	<p>City Manager City Manager/Staff City Council</p>	<p>Incorporate in FY 2013-2014 budget By July 1, 2013 FY 2014 budget adoption</p>	<p>\$ _____ \$ _____</p>

GOAL/PRIORITY	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS
<p>10. Create a unified vision for the City of Bastrop</p> <p><i>Council Member Kay McAnally to be primary Council liaison with City Manager on this item.</i></p>	<p>a. Bring Council proposal for how this might be achieved – Phase 1.</p>	<p>Council Members McAnally & Kesselus</p>	<p>By May 15, 2013</p>	<p>\$ _____</p>

EXHIBIT "C"
**TOP PRIORITIES FROM THE MARCH 2014 PLANNING
RETREAT AS RANKED BY THE
CITY COUNCIL
2014 - 2016**

City of Bastrop Top Priorities for 2014-2016 – Results of City Council “Scores” for Priorities

Note: There were ties for Priority #9 (9 votes each) and #12 (4 votes each)

GOAL	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS	# PRIORITY POINTS
1. Update City’s Comprehensive Plan	<ul style="list-style-type: none"> a. Establish process for updating plan b. Retain consultant to update Plan c. Monitor Plan Progress/Adopt Completed Plan 	<ul style="list-style-type: none"> City Manager/ Vision Task Force City Manager City Mgr/Council 	<ul style="list-style-type: none"> _____ _____ _____ 	<ul style="list-style-type: none"> \$ _____ \$ _____ \$ _____ 	28
2. Develop a Short-Term and Long-Term Water Plan Strategy for the City of Bastrop	<ul style="list-style-type: none"> a. Council identifies a solution, with guidance from City Manager b. Implementation plan with target dates 	<ul style="list-style-type: none"> City Council/ City Manager City Manager 	<ul style="list-style-type: none"> April 2014 _____ 	<ul style="list-style-type: none"> To Be Determined 	27
3. Develop and Adopt Plan for Annexation/Utility Expansion	<ul style="list-style-type: none"> a. Consider and analyze annexation alternatives b. Present preliminary alternatives to Council c. Provide direction on alternatives d. Draft plan for annexation expansion e. Adopt annexation plan f. Consider and analyze utility expansion alternatives (<i>some of this will be included in the long-term water plan</i>) g. Present preliminary alternatives to Council h. Provide direction on alternatives i. Develop plan for utility expansion (<i>some of this will be included in the long-term water plan</i>) j. Adopt utility expansion plan 	<ul style="list-style-type: none"> City Manager City Manager City Council City Manager City Council City Manager City Manager City Council City Manager City Council 	<ul style="list-style-type: none"> _____ 	<ul style="list-style-type: none"> \$ _____ 	20
4. Develop Plan for Fire Protection	<ul style="list-style-type: none"> a. Decide whether want to be part of existing Emergency Service District b. Decide whether want to build a City fire station <ul style="list-style-type: none"> i. If so, where? 	<ul style="list-style-type: none"> City Council City Council City Council City Manager-Cost; 	<ul style="list-style-type: none"> _____ _____ _____ 	<ul style="list-style-type: none"> \$ _____ \$ _____ \$ _____ 	19

GOAL	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS	# PRIORITY POINTS
	<ul style="list-style-type: none"> ii. Staffing for new fire station? c. Develop plan for fire protection (paid city Fire Department; expanded volunteer Fire Dept., joining Emergency Service District; or other) 	<p>City Council decide City Manager/Staff, upon direction of Council</p>	<p>_____ _____</p>	<p>\$ _____ \$ _____</p>	
<p>5. Continue Benchmarking [Staffing Levels, Types of Services, Financial Metrics (Tax Rate, Indebtedness), Succession Planning]</p>	<ul style="list-style-type: none"> a. Recommended benchmark cities to Council for consideration (may be different per study) b. Council direction re priorities for which staffing levels analyses to do first, second, etc. c. Initiate individual studies, with consultant(s) if necessary 	<p>City Manager City Council City Manager, after funding approval of Council</p>	<p>_____ _____</p>	<p>To Be Determined</p>	17
<p>6. Explore a Plan for Affordable Housing Within the City</p>	<ul style="list-style-type: none"> a. Review existing studies for ideas; draft alternatives b. Present alternatives to City Council c. Provide direction on alternatives d. Draft Affordable Housing Plan e. Adopt Affordable Housing Plan, if desired 	<p>City Manager and BEDC jointly City Manager City Council City Manager/Staff City Council</p>	<p>_____ _____ _____ _____ _____</p>	<p>\$ _____ \$ _____ \$ _____ \$ _____ \$ _____</p>	15
<p>7. Consider Constraints/ Incentives for Infill Development (Form-Based Code Study/Ordinance will cover some of this)</p>	<ul style="list-style-type: none"> a. Identify constraints and/or potential incentives to offer for infill development b. Present to City Council c. Provide direction on alternatives d. Prepare Infill Development Plan e. Adopt Infill Development Plan 	<p>City Manager and BEDC jointly City Manager City Council City Manager and BEDC jointly City Council</p>	<p>_____ _____ _____ _____ _____</p>	<p>\$ _____ \$ _____ \$ _____ \$ _____ \$ _____</p>	14
<p>8. Consider General Fund Level, Tax Rate, & Future Bonded Indebtedness for Infrastructure</p>	<ul style="list-style-type: none"> a. Timeline for decision-making to City Council re GO bonds and CO's b. Council direction re desired alternatives c. Capital Improvements Plan and/or bond issue(s) to Council 	<p>City Manager City Council City Manager</p>	<p>April-May 2014 _____ _____</p>	<p>To Be Determined</p>	12

GOAL	STEPS	PERSON(S) RESPONSIBLE	TIME FRAME	FINANCIAL IMPACTS	# PRIORITY POINTS
9. Annual Review of City Manager's Performance	<ul style="list-style-type: none"> a. Initiate process b. Conduct Review 	City Manager Mayor and Council	April 2014 By June 2014	N/A	9
9. Complete Implementation of Form-Based Codes for City Zoning	<ul style="list-style-type: none"> a. Present Plan to Council b. Council direction re desired alternatives c. Finalize Form-Based Codes Ordinance d. Adopt FBC Ordinance 	Committee/CM City Council City Manager/Staff City Council	October 2014? _____ _____	To Be Determined	9
10. Review Police Staffing	<ul style="list-style-type: none"> a. Review staffing level and recommend changes to Council, if needed b. Adopt police staffing changes in FY2014-15 budget 	City Manager City Council	Incorporate in FY 2014-15 budget	\$ _____	7
11. Clearly Communicated, Reasonably Attainable List of City Council Priorities for the City Manager	<ul style="list-style-type: none"> a. List of priorities with dates to City Manager 	City Council	_____	N/A	6
12. Propose Process for Implementation of Task Force Initiatives; Present to City Council	<ul style="list-style-type: none"> a. Develop process for implementation of initiatives b. Present to City Council c. Report to Council on regular basis 	Connecting Bastrop Vision Task Force Task Force Chair Task Force Chair	_____ _____ Quarterly	N/A To Be Determined	4
12. Include/Emphasize the Hispanic Community	<ul style="list-style-type: none"> a. Identify ways in which to include and/or emphasize the Hispanic community in Bastrop and present to Council for consideration b. Provide direction on alternatives c. Implement desired alternatives 	City Manager/Staff City Council City Manager/Staff	_____ _____ _____	\$ _____ \$ _____ \$ _____	4
13. Negotiate Agreement with Camp Swift for Bastrop Police Officers to Use Firing Range	<ul style="list-style-type: none"> a. Initiate contact to start negotiation b. Complete Agreement 	City Manager City Manager	April 2014 _____	Undetermined	1
14. Appreciation of Mayor Terry Orr's Service	<ul style="list-style-type: none"> a. Plan an appreciation recognition event for Orr 	City Manager/Staff	_____	\$ _____	0

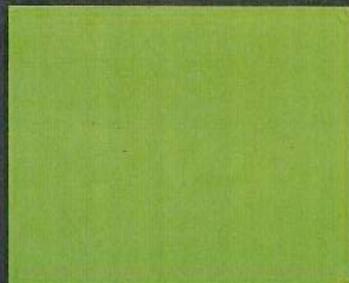
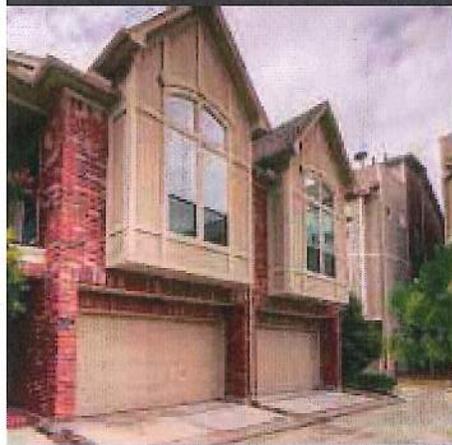
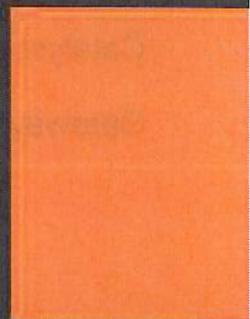
EXHIBIT "D"
MARKET STUDY FROM THE
FORM BASED CODE PROJECT

Market Analysis

Downtown | Bastrop, TX



Exhibit
D



June 2014

catalyst

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and is located just 13 miles from downtown Bastrop. Austin generates over 17M visitors per year³. This affords Bastrop a large opportunity to draw on Austin's visitor gravity. For every additional visitor, the direct impact is approximately \$30 for local and \$90 or more for non-local. If Bastrop attracted an additional 1% of Austin's visitor population, this would support an additional 50,000 sf of additional retail per year and over \$300,000 in additional revenue to the city of Bastrop.

Background

The purpose of this Market Assessment for the city of Bastrop is aimed at understanding the context of the retail, small-office space, and residential propensity within the city. Due to Bastrop's importance as a regional destination, our analysis included the greater region around the city of Bastrop, such as nearby major employers, multifamily and visitor attractions.

As part of this market assessment for the city of Bastrop, Catalyst has reviewed and analyzed the capacity for retail, small-office, and housing demand that could potentially be absorbed in Bastrop for future planning efforts. This process identified demand that can support long-term sustainability and enhance both the city of Bastrop and its surrounding locale.

A crucial component of this process is the evaluation of the historic, current, and projected demographic and employment conditions in the study area. Understanding the composition of the demographic base and the employment base in the study area is key in the exploration of future economic growth for greater Bastrop. Within these demographic and employment categories, some of the important variables that were considered include current and future population trends, household income, age distribution, ethnicity, commuter patterns, workforce population, and major generators of visitor traffic to the city. These variables are key components of the economic driving forces that influence the housing, retail, and small office market in the city of Bastrop.

Economic Conditions

Bastrop and Austin are both heavily influenced by Texas economic conditions. As Texas continues to grow in population, so will the greater Bastrop region, including Bastrop County. In fact, Central Texas is projected to outpace the national population growth, specifically in Austin-Round Rock MSA, which includes Bastrop.

Texas

The Texas economy is diverse and growing, especially in comparison to other states across the U.S. Texas' population has grown from 20,851,820 in 2000 to 25,145,561 in 2010, a 20.6% increase. Looking forward, population estimates have the state at a total population of 28,178,989 by 2018, a total gain of 3,033,428 people or an increase of 12.1%. Per capita income in 2013 for Texas residents is \$25,680 and the median household income is \$50,573⁴. In 2010 the unemployment rate was 8.2%⁵. Since 2010, the Texas economy has been one of the strongest economies in the U.S. This is reflected by the steady job growth Texas has seen with current unemployment rates listed at 5.5%⁶. Another reflection of Texas' relative resiliency is evidenced by the Bureau of Labor Statistics which shows Texas gained 252,400 jobs during the 2013 calendar year. This ranks Texas first overall in the US.

Austin - Round Rock MSA

Within Texas, the Austin - Round Rock MSA is one of the strongest regions in many facets. Unemployment for the Austin - Round Rock MSA - listed at 4.4% for March 2014 - is well below both the U.S. and Texas averages for the same time period of 5.5% and 6.7%, respectively. The Austin - Round Rock MSA has seen staggering population growth and is currently the 3rd fastest growing MSA in the country having grown from a population of 1,716,289 in 2010 to an estimated 1,827,079 in 2013, which is a population increase of almost 37,000 people per year over that time frame.

Within the Austin - Round Rock MSA, government employment account for the greatest percentage of jobs with 19.6%, followed by professional and business services (15.5%), leisure and hospitality (11.7%), educational and health services (11.7%), and retail trade (10.7%) as of 2013⁷. Given Austin's importance as the Texas capital, it is feasible that the governmental job sector of 19.6% is above the national average of 16.0%. Within the Austin - Round Rock MSA, other major employment drivers also exist. An example of such a driver is the technology sector, sometimes referred to as "Silicon Hills". There are as many start-up tech companies located in Austin as in most technology hubs in the United States. Perhaps the most advertised driver is the rapidly growing destination entertainment venues offered such as Austin City Limits, South by Southwest, and the Circuit of The Americas.

Overall growth in the Austin - Round Rock MSA is projected to continue. Statistics point to the 2018 Austin - Round Rock MSA population at 2,062,386 a total projected gain of 235,307 people over the next five years. The economy comprising

Introduction Footnotes

¹ *Circuit of the Americas*

² *TWPW Economic Impact Report of State Parks, pg 38* http://www.tpwd.state.tx.us/publications/nonpwdpubs/media/economic_impact_report.pdf (2005)

³ *Austin CVB (2013)* <http://www.austintexas.gov/edims/document.cfm?id=176583>

⁴ *ESRI*

⁵ *TAMU Real Estate Center data*

⁶ *Texas Workforce Commission*

⁷ *Texas Workforce Commission*

⁸ *ALN apartment data*

⁹ *Center For Community Economic Development, University of Wisconsin-Extension*

Young families also increase residential demand which benefits existing owners by increasing home values and supports reinvestment in the local community. Bastrop County (25%) and the city of Bastrop (26%) currently exhibit higher levels of the 54+ age group compared to the Austin-Round Rock MSA (18%). This age breakdown essentially points to the idea that both Bastrop County and the city of Bastrop have an older overall population than the Austin-Round Rock MSA. An older population can also benefit the Bastrop economy, as retirees have a greater ability to travel and typically create demand for higher-quality housing, health care and wellness, and have higher disposable incomes.

Recent studies show that both young populations and older populations have a higher preference for urban residential product. Downtown options can be a strong driver of sustainable development and a benefit to the city. A higher population density downtown can be supported at a lower cost per capita due to the economies of scale and compact infrastructure requirements. There are higher efficiencies to deliver public services in downtown areas and these areas also have greater access to education, healthcare, city services, retail, entertainment, and recreation. Both generations have preferences for multi-modal transportation. There is a greater trend for younger age drivers to defer vehicle purchases, which places a greater dependency on alternative transportation, and transportation options for older generations promote independence and increase mobility.

Race/Ethnicity

The racial composition of the city of Bastrop is comparable to that of Bastrop County. Statistics for the city of Bastrop in 2013 reflect a total of 5,443 people (76.8%) recorded as white alone. This is comparable to Bastrop County's statistics, which showed a total of 54,859 people (72.7%) recorded as white alone. The city of Bastrop recorded a total of 821 people (11%) listed as black alone whereas the county recorded a total of 5,772 people (7.7%). For Hispanic alone, the city of Bastrop totaled 1,759 people (23.6%) and the county totaled 26,211 people (34.8%)¹. Projections for the year 2018 show the city of Bastrop will have the highest increase in Hispanic population (from 23.6% to 27% of the population). This also holds true for at the County level as well (from 34.8% to 38.5%).

This reflects both Austin-Round Rock MSA trends as well as statewide trends. The increase in Hispanics is both an opportunity and a challenge. According to Nielsen data, Hispanics spend \$386 more per household but shop less frequently. However, Hispanics make more trips per year for grocery items and Hispanics spend approximately 4.5% more per visit. Catering to the growing Hispanic population will require strategic merchandising considerations, and this change will impact current outlets, as this population becomes a larger and larger percentage of the economy.

The city of Bastrop has an average household income of \$74,663, which is greater than the Bastrop County average (\$67,213) and the state average (\$71,251). Projections for 2018 mirror a similar trend as the city of Bastrop is anticipated to have an average household income of \$89,704 compared to the county and state averages of \$79,248 and \$83,643, respectively. Figures from 2013 show that 57% of households earn greater than \$50,000 a year. Estimates for 2018 show an upward trend in terms of the percentage of households that earn greater than \$50,000 with a total of 68%. Per capita, income is anticipated to increase from \$30,035 in 2013 to \$35,867 in 2018. This is significant because higher levels of income typically equate to more retail expenditure.

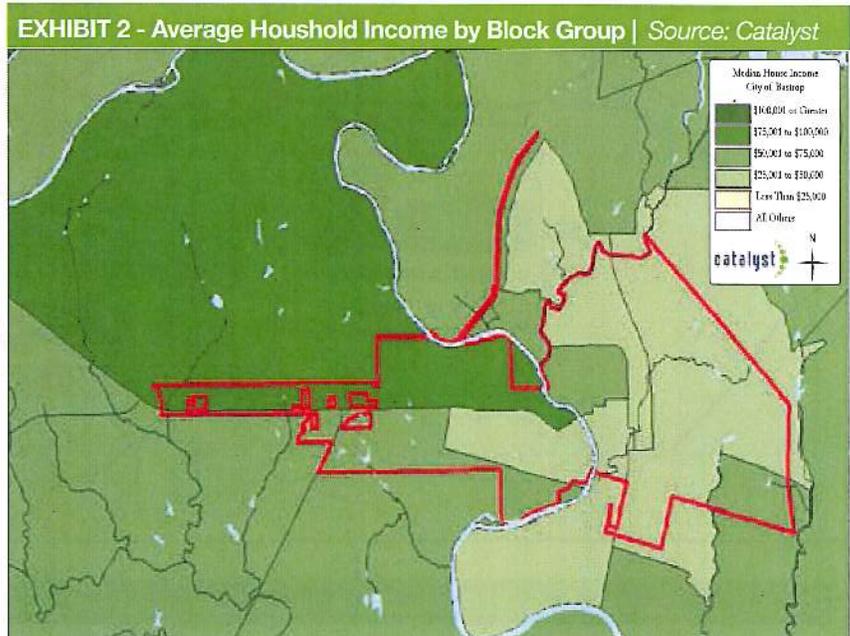


EXHIBIT 4 - Major Employers | Source: Bastrop EDC

Employer	Employees	Employer	Employees
Bastrop ISD	1,381	Agilent/Stratagene	155
Hyatt Regency Lost Pines Resort	762	Bluebonnet Electric Co-op	153
Bastrop County	465	Lowe's	138
University of Texas Science Parks	420	Lower Colorado River Authority	122
Wal-Mart	334	First National Bank	121
Bastrop FCI	284	City of Bastrop	119
H.E.B. Food Stores	247	Home Depot	115
Griffin Industries	200	Covert Chevrolet	98
Buc-ee's	195		

Projections for the Rural Capital Workforce Development Area² indicate a total gain of 55,860 employees between 2010 and 2020. These projections indicate the education and health services sector will increase the most number of employees (55,660 in 2010 to 74,640 in 2020.)³ The second largest economic sector in terms of current and projected employment will be in the trade, transportation, and utilities category.

Research⁴ shows that workforce spending patterns indicate that workers spend approximately \$195 per week on various daily expenditures. Given a conservative capture rate of 10 percent, there is a potential of \$70,207 in weekly workforce retail expenditures (\$3,510,386 annually) within the study area. All categories combined, excluding transportation, equate to 10,664 square feet of demand. Excluding transportation, the largest portion of weekly expenditure is for general merchandise stores (\$8,433 per week), which equates to \$421,668 annually. This is followed closely by health & personal care stores and grocery stores with \$8,222 and \$6,746, respectively.

2.3 MAJOR VISITOR ATTRACTIONS

Visitor Attractions

Bastrop's fortunate geographic location and abundance of natural resources allows for a significant amount of visitors and tourists to visit the city year in and year out. Bastrop State Park is one of the most heavily trafficked parks in the state of Texas, annually attracting approximately 170,000 visitors. The Hyatt Regency Lost Pines Resort attracts a significant amount of visitors (estimated to be around 300,000 annually) not only to the resort itself, but provides visitor gravity for visitors to spend time in "Historic Downtown Bastrop" which includes the Bastrop County Museum and Visitor Center. Additionally, some of Central Texas' most popular events such as Bastrop Yesterfest and the Veteran's Day Car Show attract an estimated 10,000+ visitors annually. The ability of Bastrop's downtown district to attract these large amounts of visitors is key in the potential growth of retail in the area. In addition, Bastrop's natural assets and unique character make visitor attraction attainable, which can increase visitor capture and enhance the local economy. This includes expanding awareness of Bastrop's resorts, parks, golf courses, and increasing the number of attractions. Bastrop can also increase its cultural and arts gravity by increasing external awareness. According to Artplace America "Arts-related activity plays a key role in contributing to the kind of quality of place that attracts and retains talented people and enables people to put all of their talent to work. These kinds of flourishing places generate additional innovation and economic activity, which broadly benefits the entire community."⁵

Visitor Findings

Bastrop's historic downtown district is an attractive site for visitors looking to experience a downtown with unique character. Additionally, Bastrop serves as an important central place for the surrounding rural areas including the aforementioned visitor attractions, Bastrop should be able to benefit from the regional visitor market. Visitors spend money at various establishments during their visits including restaurants, shops, convention centers, attractions, niche retailers, hotels, and resorts just to name a few. Visitors to Bastrop County spent approximately \$148 million in 2012⁶, up 11.6% from \$137 million in 2011. Based on the visitor attractions and the amount of visitors at these attractions, there is approximately \$15 million of potential visitor spending (excluding transportation). Given the unmet demand Bastrop could benefit from a unmet visitor demand. An increase in visitors will support Bastrop's arts and cultural base, and increase demand for

EXHIBIT 7 - Regional Traffic Counts | Source: TXDOT

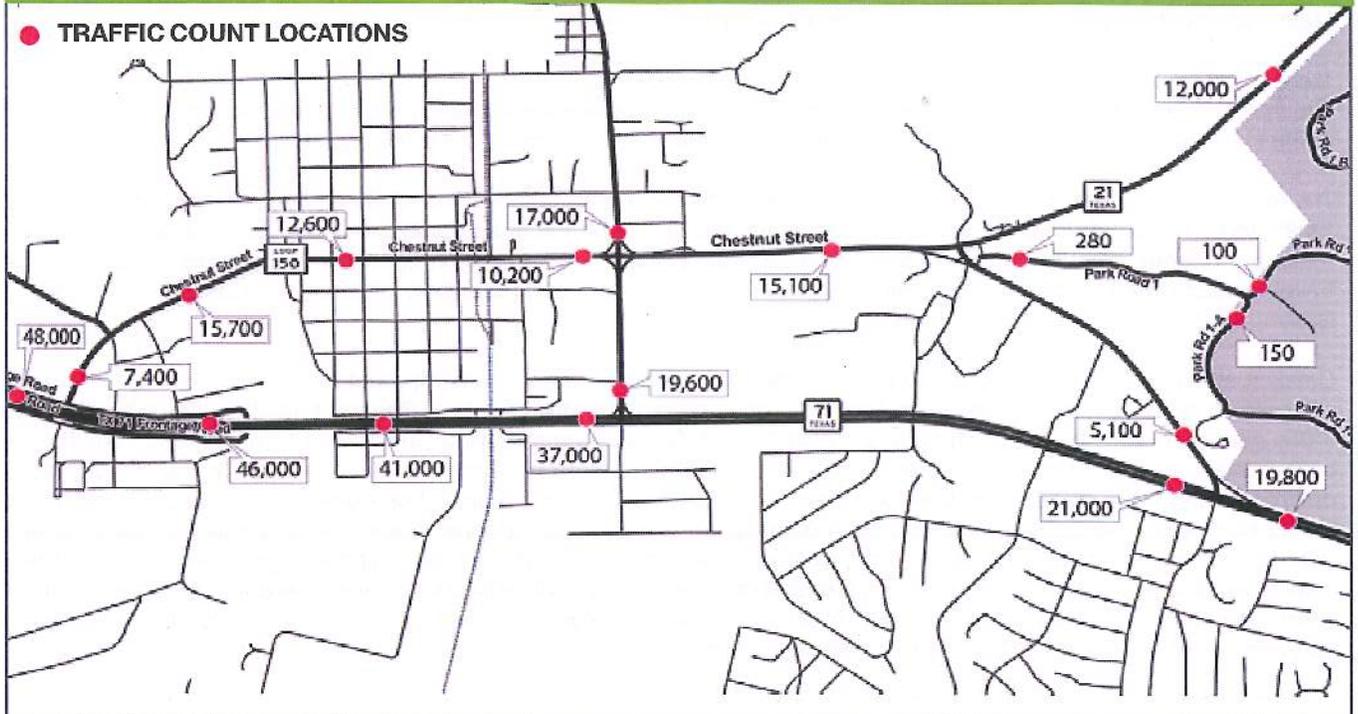


EXHIBIT 8 - Traffic Counts | Source: TXDOT

Location	Intersection	24 Hour Counts
TX 21	W. of Loop 150	48,000
TX Loop 150	S. of Old Austin Hwy	7,400
TX Loop 150	E. of Perkins St.	15,700
TX 21	E. of Perkins St.	46,000
Chestnut St.	E. of Water St.	12,600
TX 21	E. of Pecan St.	41,000
TX 21	W. of 95	37,000
Chestnut St.	W. of 95	10,200
TX 95	S. of Spring St.	17,000
TX 21	S. of Emile St.	19,600
Chestnut St.	W. of American Legion Dr.	15,100
TX 71	W. of Loop 150	21,000
TX Loop 150	S. of Pine Point	5,100
TX 21	W. of Tahitian Dr.	19,800
TX 21	W. of Park Road 1	12,000
Park Road 1	E. of TX 21	280
Park Road 1-A	N. of Park Road 1	100
Park Road 1	S. of Park Road 1	150

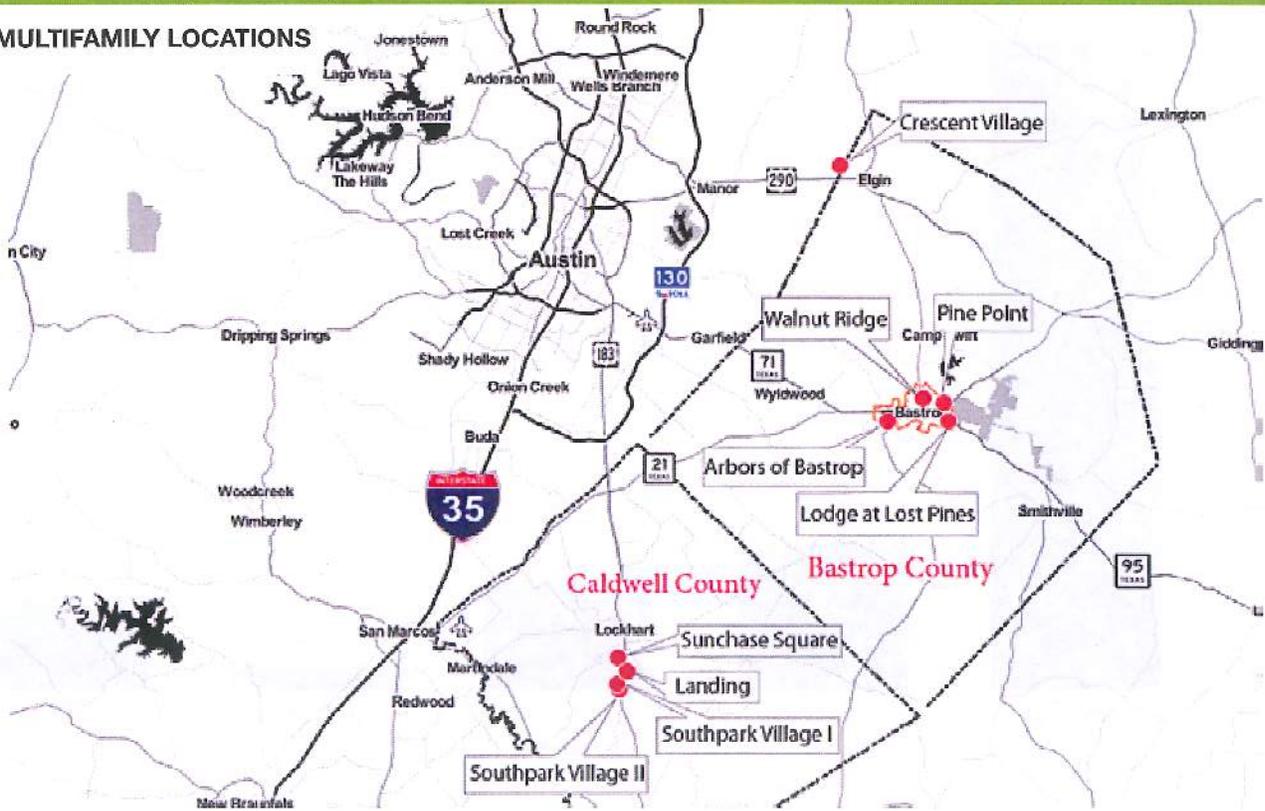
03 Housing

3.1 MIXED HOUSING TRENDS

The greater Austin area, which includes Bastrop County, reported the average occupancy for 2011 was comparable to that of Bastrop's rental trends, hovering around 94% - 96% occupancy. When compared to other major metro areas in the state, Austin's regional occupancy rate of 94% ranks number one overall. Austin has also seen the highest increase in the effective rent (6.6%) when compared to other metropolitan areas. For the purposes of this analysis, urban residential performance was evaluated in Bastrop, TX, Elgin, TX, and Lockhart, TX

EXHIBIT 9 - Bastrop Multifamily Locations | Source: ALN

● MULTIFAMILY LOCATIONS



When compared to effective rent, Bastrop's rental structures performed well within context with regional performance metrics. Given Bastrop's close proximity to Austin and lower rental costs, mixed residential in Bastrop would be an attractive alternative to the creative class and young families considering relocating to the Austin region.

EXHIBIT 11 - Estimated Annual Demand Potential for Rental (Based on 2013-2018 County Demographic Trends)						
<i>Sources: 1. ESRI 2. US Census American Community Survey 3. US Census American Housing Survey 4. US Census Building Permits Survey</i>						
Monthly Rent	\$500	\$750	\$1,000	\$1,500	\$2,000	
	\$750	\$1,000	\$1,500	\$2,000	And Up	
Qualifying Income	Less Than	\$35,000	\$50,000	\$75,000	\$100,000	
	\$35,000	\$50,000	\$75,000	\$100,000	And Up	Total
2013 Total Households¹						26,295
2018 Total Households¹						27,147
Avg. Annual Household Growth						170
New Household Growth						
Total Annual New Households ¹	170	170	170	170	170	170
% Income Qualified	31%	13%	16%	8%	14%	80%
# Income Qualified	52	22	27	13	23	137
Renter Propensity	36%	17%	10%	15%	3%	20%
Qualified New Households	19	4	3	2	1	28
Existing Owner Household						
Total Households ¹	26,295	26,295	26,295	26,295	26,295	26,295
% Income Qualified ²	31%	13%	16%	8%	14%	80%
Owner Propensity ²	58%	80%	86%	85%	97%	61%
Total Owner Households	4,625	2,670	3,588	1,756	3,478	16,118
Annual Turnover Rate ²	5%	2%	3%	1%	4%	3%
Qualified Owners in Turnover	244	64	99	23	123	554
Estimated % Rent vs. Purchase ³	81%	71%	34%	27%	25%	57%
Estimated Owners in Turnover that Rent	198	46	34	6	31	314
Existing Renter Households						
Total Households ¹	26,295	26,295	26,295	26,295	26,295	26,295
% Income Qualified ²	31%	13%	16%	8%	14%	80%
Renter Propensity ²	36%	17%	10%	15%	3%	16%
Total Renter Households	2,896	557	427	302	105	4,287
Annual Turnover Rate ²	32%	13%	19%	0%	16%	25%
Qualified Renters in Turnover	915	71	80	0	17	1,084
Estimated % Rent vs. Purchase ³	85%	78%	65%	44%	38%	82%
Estimated Renters in Turnover that Rent	778	55	52	0	6	892
Income Qualified Households						
Total Potential Demand	994	105	89	8	38	1,234
Percent New Renters ³	22%	47%	41%	100%	83%	28%
Total Potential Demand for New Units	217	49	36	8	32	342
City Capture Rate ^{3,4}	50%	50%	50%	50%	50%	50%
Total Potential New Rental Demand	108	25	18	4	16	171

Housing Footnotes

¹ Esri

² Us Census American Community Survey

³ Us Census American Housing Survey

⁴ Us Census Permits Survey

Although the Bastrop market is relatively small compared to the greater Austin area, overall vacancy rates are very low at 3%. In fact, within the greater Austin area, Bastrop's 3% office vacancy is the lowest of the other 18 surveyed areas. Within the greater Austin area, Bastrop's quoted rates per square foot were the lowest of the other surveyed areas. Class C office space within the City of Bastrop saw a higher rate of absorption than both Class A and Class B office space. This signals that office space demand does exist in Bastrop, although due to the low quoted rates per square feet and the relatively small market the demand that does exist will probably support smaller office spaces that are likely Class C. Historically, Bastrop has been absorbing around 4,000 per square feet per year. Our estimates show that approximately 1,082 square feet of net new small office demand per year derive from expansions and approximately 3,339 square feet from local relocations. In addition to these estimates, Bastrop could attract a corporate user or small business which would want to relocate to an authentic downtown environment and be accessible to the airport.

EXHIBIT 13 - Major Retailers Map | Source: Catalyst



EXHIBIT 14 - Workforce Retain Demand

Category	Percent	Weekly Expenditures	Annual Expenditures
Transportation	21.9%	\$15,390.88	\$769,544.10
Online Purchases	8.4%	\$5,903.35	\$295,167.60
Full-Service Restaurants	8.1%	\$5,692.52	\$284,625.90
Limited-Service Eating Places	7.7%	\$5,411.41	\$270,570.30
Department Stores	3.9%	\$2,740.84	\$137,042.10
Discount Stores	4.9%	\$3,443.62	\$172,181.10
Drug Stores	3.7%	\$2,600.29	\$130,014.30
Grocery Stores	9.6%	\$6,746.69	\$337,334.40
Clothing Stores	2.0%	\$1,405.56	\$70,278.00
Shoe Stores	1.5%	\$1,054.17	\$52,708.50
Sporting Good Stores	1.3%	\$913.61	\$45,680.70
Electronics	2.9%	\$2,038.06	\$101,903.10
Jewelry Stores	2.4%	\$1,686.67	\$84,333.60
Office Supplies	4.4%	\$3,092.23	\$154,611.60
Warehouse Clubs	4.7%	\$3,303.07	\$165,153.30
Other Goods	2.4%	\$1,686.67	\$84,333.60
Personal Care	4.7%	\$3,303.07	\$165,153.30
Personal Services	1.9%	\$1,335.28	\$66,764.10
Other Services	1.4%	\$983.89	\$49,194.60
Entertainment	2.1%	\$1,475.84	\$73,791.90
Total	100.0%	\$70,278.00	\$3,513,900.00

5.4 RESIDENTIAL GENERATED RETAIL DEMAND

The current residential population within the region may support an additional 96,485 SF of retail and restaurants. The average distance traveled for each retail category was examined in order to identify the potential capture of unmet retail demand across each of these categories. Within 0-3 miles of the study area there is potential for an additional 24,780 SF of unmet retail demand. Within 3 – 5 miles from the study area there are 4,341 people with an average disposable income just over \$46,000. There is currently \$22,026,177 in unmet retail demand within this geography. Given the close proximity to this area, the study area may capture a significant portion of the unmet retail demand of these residents. This could potentially support an additional 19,108 SF of retail. Within a 5-10 mile ring – that is, no overlap with the previous 3 – 5 mile ring previously mentioned – there is a total of \$69,779,210 of unmet demand that could support approximately 42,934 SF of retail.

EXHIBIT 16 - Residential Retail Demand

Retail Demand by Range	0-3 Miles	3-5 Miles	5-10 Miles	10-20 Miles	Total SF
Furniture Stores	-	-	897	352	1,249
Home Furnishings Stores	1,360	265	697	1,313	3,635
Electronics & Appliance Stores	-	1,089	-	-	1,089
Bldg Material & Supplies Dealers	-	-	-	-	-
Lawn & Garden Equip & Supply Stores	1,059	61	156	324	1,600
Grocery Stores	-	3,054	6,544	-	9,598
Specialty Food Stores	1,461	284	146	191	2,082
Beer, Wine & Liquor Stores	-	183	-	-	183
Health & Personal Care Stores	-	1,199	5,529	-	6,728
Gasoline Stations	3,773	1,476	519	41	5,808
Clothing Stores	354	1,004	2,031	1,302	4,690
Shoe Stores	570	375	682	491	2,117
Jewelry, Luggage & Leather Goods Stores	570	154	346	269	1,339
Sporting Goods/Hobby/Musical Instr Stores	432	398	620	436	1,886
Book, Periodical & Music Stores	1,477	153	249	255	2,133
Department Stores Excluding Leased Depts.	11,752	1,555	4,057	4,079	21,443
Other General Merchandise Stores	-	4,517	16,111	-	20,628
Florists	-	8	38	9	55
Office Supplies, Stationery & Gift Stores	1,172	-	-	-	1,172
Used Merchandise Stores	891	584	321	272	2,068
Other Miscellaneous Store Retailers	-	718	-	-	718
Full-Service Restaurants	-	570	1,207	240	2,017
Limited-Service Eating Places	-	1,419	2,785	-	4,204
Special Food Services	-	44	-	-	44
Total Demand (SF)	24,870	19,108	42,934	9,574	96,485

EXHIBIT "E"

**PROPOSAL FROM THE UNIVERSITY OF TEXAS
CENTER FOR TRANSPORTATION RESEARCH**



Dynamic Traffic Modeling for the City of Bastrop

Scope of Work

Prepared for: City of Bastrop

Prepared by: The Center for Transportation Research, The University of Texas at Austin

Date: July 11, 2014

The Center for Transportation Research (CTR) proposes to use dynamic traffic assignment to model five (5) alternate scenarios involving modifications to SH 71 in the City of Bastrop. These modifications include construction of a grade-separated interchange along SH 71 at Tahitian Drive with frontage road, a grade-separated interchange along SH 71 at Jackson Street/SH 95 with frontage road, and a grade-separated interchange along SH 71 at Tahitian Drive with frontage road. The models to be developed will be developed to represent AM and PM peak period conditions for the year of 2015. This scope outlines the proposed methodology, data requirements, development of the project models and delivery of reported results.

METHODOLOGY

The scenarios to be modeled are the following:

- Scenario One (Base) – Existing conditions/current roadway configuration (AM and PM Peak Periods). This will involve modeling the intersections of SH 71 and Tahitian Drive and SH 71 and Jackson Street/SH 95 as at-grade intersections. This will not include improvements to Chestnut Street.
- Scenario Two – Traffic control plan scenario for improving SH 71 at Tahitian Drive (AM and PM Peak Periods). This will involve capacity and speed restrictions along SH 71 and Tahitian Drive as appropriate due to construction. Improvements to Chestnut Street will be included.
- Scenario Three – Traffic control plan scenario for improving SH 71 at Jackson Street/SH 95 (AM and PM Peak Periods). This will involve capacity and speed restrictions along SH 71 and Jackson Street as appropriate due to construction. Improvements to SH 71 at Tahitian Drive and improvements to Chestnut Street will be included.
- Scenario Four – Final build-out of all proposed improvements. This involves reconfiguring the intersections of SH 71 and Jackson Street/SH 95 and SH 71 and Tahitian Drive to grade-separated interchanges (AM and PM Peak Periods). Frontage roads will also be added along SH 71 as shown in the design plans.

This traffic study is designed to address questions regarding the impact of construction on travel delay and route shifting. These concerns include the following:

- Delay along SH 71 due to construction of the two overpasses
- Impact on city traffic if drivers reroute to Loop 150, and potentially neighboring streets, during the construction periods
- Impact on travel time for those people trying to access the City of Bastrop during the construction periods
- Change in the travel patterns due to the improvements along SH 71

The models developed by CTR will be used to assess the following performance measures and compare them between scenarios:

- System-level impacts
 - Travel times
- Neighborhood impacts
 - Routing/Paths through neighborhoods along SH 71 and near the CBD
- Corridor Impacts (along SH 71, Loop 150, Tahitian Drive and Jackson Street/SH 95)
 - Volume estimates
 - Travel time estimates
 - Delay estimates

All developed models will be based on the CAMPO model using 2015 forecasted conditions as established from the 2010 base model¹. This includes network elements and a forecasted demand table for 2015.

SCOPE OF WORK

1. To model each of the identified scenarios, a DTA model of the entire CAMPO region will first be analyzed for 2010 using the current configuration (completed).
2. Analysis of all five (5) scenarios using a subnetwork (study area model) is proposed to facilitate detailed analysis of the area of concern without an excessive computational burden. The extent of the subnetwork (see Figure 1 below) follows the limits of the 1-mile ETJ for the City of Bastrop to the east and north, with the Colorado River as the boundary to the south, and includes the intersection of FM 20 and SH 71 to the west. These limits extend beyond the area of concern for the project evaluation while encompassing several major route alternatives and travel productions within the region.

¹ Not currently approved (expected to be approved by end of August 2014)

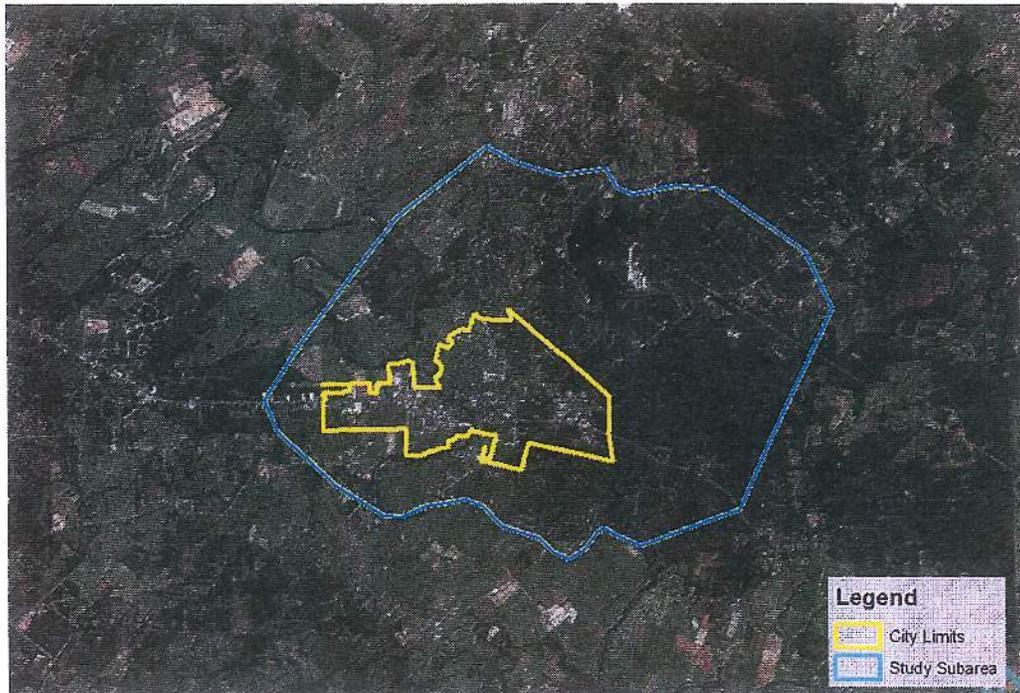


Figure 1 Extent of subnetwork

3. Additional modifications to the subnetwork will be made to take advantage of the DTA model capabilities. These changes include the following:
 - Addition of signal timing information at identified locations throughout the subnetwork
 - Addition of roadway detail throughout the subnetwork, including the Bastrop CBD and neighborhoods along the SH 71 corridor
 - Modifications to the TAZ structure and connector layout as necessary to achieve more realistic network loading/unloading and connectivity between network roadways and area neighborhoods (representative TAZs)
4. Prepare weekly status email reports for submission to City of Bastrop on Fridays, to ensure timely progression of the work effort.
5. Attend up to three (3) status meetings, as appropriate with the City of Bastrop and TxDOT to provide interim results, share information, and obtain feedback on work effort.
6. Prepare graphics, if needed, for support in communicating modeling results for internal review.
7. Prepare draft and final report to document analysis process and results.

DATA REQUIREMENTS

1. Roadway Configuration for each scenario
 - a. Design plans and/or line diagrams, identifying the intersection layout and roadway configuration for the below improvements
 - Chestnut Street
 - SH 71 at Tahitian Drive
 - SH 71 at Jackson/SH 95
 - Frontage Road extensions
 - b. Traffic control plans or schematic showing work zone configuration (number of lanes proposed to be closed during construction, speed limit reductions during construction, work zone limits)

2. Calibration Data
 - a. Bi-directional hourly counts within the study area
 - b. Several travel time runs on the following corridors during the AM and PM peaks
 - SH 71: Loop 150 to SH 95 (both directions)
 - SH 71: SH 95 to Tahitian Drive (both directions)
 - Loop 150: Tahitian Drive to SH 21 (both directions)
 - Loop 150: SH 21 to SH 95 (both directions)
 - Loop 150: SH 95 to SH 71 (both directions)

3. Other Data
 - a. Signal timing plans for signalized intersections throughout the study area
 - b. Population growth rate in City of Bastrop 2010 to 2015

DELIVERABLES

1. Weekly status updates via email
2. Draft PowerPoint slides or other visuals for internal review
3. Report summarizing results for each scenario run

TIMELINE

1. Communicate with the City of Bastrop to refine scope, including model boundary and timeline (July 11-15, 2014)
2. Submit final scope to the City of Bastrop (July 16, 2014).
3. Obtain and process count data for "current conditions" and existing signal timing plans (July 2014).
4. Build and run the base year regional DTA models for AM and PM peak conditions (complete).

5. Build, run, and calibrate the Scenario One model to current conditions (AM and PM peak) (July Week 4, 2014)
6. Build and run the Scenario Two model for AM and PM peak conditions (July Week 4, 2014).
7. Analyze results from Scenario One and Two (August Week 1, 2014).
8. Draft tech memo with findings and exhibits for Scenarios One and Two (August Week 2, 2014).
9. Present results to Bastrop City Council (August 26, 2014)
10. Build and run DTA models for proposed Scenarios Three through Five for AM and PM peak conditions (September-October, 2014).
11. Analyze results from Scenarios Four through Five (November, 2014).
12. Draft tech memo with findings and exhibits for Scenarios Four through Five (December, 2014).

EXHIBIT "F"
BASTROP POLICE DEPARTMENT
TRAFFIC/SPEED ANALYSIS
OF THE
600 BLOCK OF MLK STREET

Mike

Bastrop Police Department
104 Grady Tuck Lane
Bastrop, Texas
788602
vsteffanic@cityofbastrop.org
rpreston@cityofbastrop.org
512-332-8600

Speed Enforcement Evaluator

Location:
600 MLK

GPS:
0' 0.000 Undefined
0' 0.000 Undefined

Closest Cross Street:

Analysis Dates:
Sunday, June 29, 2014
Wednesday, July 02, 2014

Equipment Used:

Installed By:

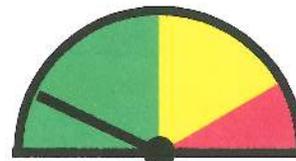
Requested By:

Total Percentage of Enforceable Violations



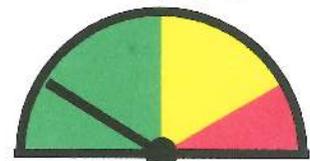
0% 100%
Posted Speed Limit: 30 MPH
Enforcement Tolerance: 0 MPH
Enforcement Limit: 31 MPH & Up
Percentage Above Limit: 16.5%
Enforcement Rating: **LOW**

Direction 1



Percent Above Limit: 14.1%
Enforcement Rating: **LOW**

Direction 2



Percent Above Limit: 17.7%
Enforcement Rating: **LOW**

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	10	58	280	969	1092	406	46	13	8	0	0	0	3

85 percentile = 30

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	8	18	86	347	373	115	14	1	5	0	0	0	2

85 percentile = 29

1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65
0	2	40	194	622	719	291	32	12	3	0	0	0	1

85 percentile = 30

28 at or above 36mph
.0078 at or above 41mph

Bastrop Police Department
 104 Grady Tuck Lane
 Bastrop, Texas
 788602
 vsteffanic@cityofbastrop.org
 rpreston@cityofbastrop.org
 512-332-8600

Site Code: 00000003
 Station ID:
 600 MLK

Latitude: 0' 0.000 Undefined

North

Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
6/29/2014	0	0	0	1	5	6	1	1	0	0	0	0	0	0	14
13:14	0	0	0	0	3	2	0	0	0	0	0	0	0	0	5
14:14	0	0	1	0	3	8	2	0	0	0	0	0	0	0	14
15:14	0	1	1	3	9	6	2	0	0	0	0	0	0	0	22
16:14	0	0	1	2	12	5	2	0	0	1	0	0	0	0	23
17:14	0	0	1	0	4	4	3	0	0	0	0	0	0	0	12
18:14	0	0	0	1	2	5	1	0	0	0	0	0	0	0	9
19:14	0	1	0	1	5	2	0	0	0	0	0	0	0	0	9
20:14	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
21:14	0	1	0	2	0	1	0	0	0	0	0	0	0	0	4
22:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
23:14	0	0	0	0	0	0	1	0	1	0	0	0	0	2	4
Day Total	0	3	4	10	46	41	14	2	1	1	0	0	0	2	124

Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
6/30/2014	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:14	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
03:14	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:14	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
05:14	0	0	0	2	4	5	4	0	0	0	0	0	0	0	15
06:14	0	0	0	2	8	7	2	0	0	0	0	0	0	0	19
07:14	0	0	0	4	1	3	0	0	0	0	0	0	0	0	8
08:14	0	1	0	1	6	7	0	0	0	0	0	0	0	0	15
09:14	0	0	1	2	8	7	2	0	0	0	0	0	0	0	20
10:14	0	1	0	5	7	8	1	1	0	0	0	0	0	0	23
11:14	0	0	0	1	8	6	3	0	0	0	0	0	0	0	18
12:14	0	0	0	0	7	14	6	0	0	0	0	0	0	0	27
13:14	0	0	0	0	3	9	3	0	0	0	0	0	0	0	15
14:14	0	0	0	1	5	7	4	0	0	0	0	0	0	0	17
15:14	0	0	0	3	6	10	1	0	0	0	0	0	0	0	20
16:14	0	0	0	0	7	5	2	0	0	0	0	0	0	0	14
17:14	0	0	0	1	1	4	1	1	0	0	0	0	0	0	8
18:14	0	0	1	0	4	3	0	0	0	0	0	0	0	0	8
19:14	0	0	0	1	4	3	3	0	0	2	0	0	0	0	13
20:14	0	0	1	1	2	3	0	0	0	0	0	0	0	0	7
21:14	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
22:14	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5
23:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	2	5	28	85	108	32	2	0	2	0	0	0	0	264

Bastrop Police Department
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 rpreston@cityofbastrop.org
 512-332-8600

Site Code: 00000003
 Station ID:
 600 MLK

Latitude: 0' 0.000 Undefined

North
 Direction 1

Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
7/1/2014	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:14	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
02:14	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:14	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
05:14	0	0	0	0	8	2	1	0	0	1	0	0	0	0	12
06:14	0	0	1	1	7	7	0	0	0	0	0	0	0	0	16
07:14	0	0	0	3	4	3	1	0	0	0	0	0	0	0	11
08:14	0	0	1	1	12	8	1	0	0	0	0	0	0	0	23
09:14	0	0	0	2	9	8	0	0	0	0	0	0	0	0	19
10:14	0	0	0	2	12	7	0	0	0	0	0	0	0	0	21
11:14	0	1	0	0	9	12	5	0	0	0	0	0	0	0	27
12:14	0	0	0	2	8	8	2	1	0	0	0	0	0	0	21
13:14	0	0	0	3	11	14	3	1	0	0	0	0	0	0	32
14:14	0	0	1	2	7	8	4	0	0	0	0	0	0	0	22
15:14	0	0	0	1	9	4	2	0	0	0	0	0	0	0	16
16:14	0	0	0	3	4	7	3	0	0	0	0	0	0	0	17
17:14	0	0	0	0	9	6	2	0	0	0	0	0	0	0	17
18:14	0	0	1	3	1	6	1	0	0	0	0	0	0	0	12
19:14	0	0	2	1	3	3	1	0	0	0	0	0	0	0	10
20:14	0	0	0	0	3	4	1	0	0	0	0	0	0	0	8
21:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
22:14	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
23:14	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Day Total	0	1	7	26	122	112	29	2	0	1	0	0	0	0	300

7/2/2014	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:14	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
04:14	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:14	0	0	0	1	1	6	0	0	0	0	0	0	0	0	8
06:14	0	0	0	3	7	6	2	3	0	0	0	0	0	0	21
07:14	0	0	0	0	9	5	0	0	0	0	0	0	0	0	14
08:14	0	0	0	0	4	14	2	2	0	0	0	0	0	0	22
09:14	0	0	0	1	12	5	1	0	0	0	0	0	0	0	19
10:14	0	0	0	1	10	3	0	1	0	0	0	0	0	0	15
11:14	0	0	0	0	7	7	2	1	0	0	0	0	0	0	17
12:14	0	0	0	4	8	11	4	0	0	0	0	0	0	0	27
13:14	0	1	0	4	5	11	3	0	0	0	0	0	0	0	24
14:14	0	0	1	3	8	12	8	0	0	0	0	0	0	0	32
15:14	0	0	0	2	7	14	9	0	0	1	0	0	0	0	33
16:14	0	1	0	1	10	9	6	1	0	0	0	0	0	0	28
Day Total	0	2	1	20	91	108	39	8	0	1	0	0	0	0	270

Direction 1 Total	0	8	17	84	344	369	114	14	1	5	0	0	0	2	958
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85 percentile = 29

Bastrop Police Department
 104 Grady Tuck Lane
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 Station ID:
 600 MLK

Latitude: 0' 0.000 Undefined

Direction 2
South

Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
6/29/2014	0	0	1	1	24	20	12	2	2	1	0	0	0	0	63
13:14	0	0	0	4	6	15	5	0	0	0	0	0	0	0	30
14:14	0	0	0	1	10	5	12	1	0	0	0	0	0	0	29
15:14	0	0	0	3	7	10	5	3	1	0	0	0	0	0	29
16:14	0	0	0	4	8	15	4	1	0	0	0	0	0	0	32
17:14	0	0	2	1	10	6	2	0	0	0	0	0	0	0	21
18:14	0	0	1	1	6	1	5	0	0	0	0	0	0	0	14
19:14	0	0	0	1	7	5	0	0	0	0	0	0	0	0	13
20:14	0	0	0	1	0	2	3	1	0	0	0	0	0	0	7
21:14	0	0	0	0	5	1	1	0	0	0	0	0	0	0	7
22:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:14	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Day Total	0	0	4	17	83	81	50	8	3	1	0	0	0	0	247

6/30/2014	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:14	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
03:14	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
04:14	0	0	0	2	2	6	2	0	0	0	0	0	0	0	12
05:14	0	0	1	3	14	14	3	1	0	0	0	0	0	0	36
06:14	0	0	2	6	10	13	7	0	0	0	0	0	0	0	38
07:14	0	0	1	8	18	8	0	0	0	0	0	0	0	0	35
08:14	0	0	0	7	8	14	3	0	0	0	0	0	0	0	32
09:14	0	0	1	7	8	15	6	1	0	0	0	0	0	0	38
10:14	0	0	0	10	10	22	10	1	1	0	0	0	0	0	54
11:14	0	0	0	7	6	11	6	0	0	1	0	0	0	0	31
12:14	0	0	4	3	9	13	2	0	0	0	0	0	0	0	31
13:14	0	0	0	3	16	9	5	0	0	0	0	0	0	0	33
14:14	0	0	0	4	11	21	8	1	0	0	0	0	0	0	45
15:14	0	0	1	3	14	20	3	0	0	0	0	0	0	0	41
16:14	0	0	0	2	12	8	9	1	0	0	0	0	0	0	32
17:14	0	1	1	3	9	13	1	0	1	0	0	0	0	0	29
18:14	0	0	1	1	6	7	3	0	0	0	0	0	0	0	18
19:14	0	0	0	0	4	3	1	0	0	0	0	0	0	1	9
20:14	0	0	1	3	4	7	0	0	0	0	0	0	0	0	15
21:14	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
22:14	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
23:14	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
Day Total	0	1	14	74	168	209	72	5	2	1	0	0	0	1	547

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 Station ID:
 600 MLK

Latitude: 0' 0.000 Undefined

South
 Direction 2

Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Total
7/1/2014	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:14	0	0	1	1	5	7	2	0	0	0	0	0	0	0	16
05:14	0	0	1	3	9	21	5	1	1	0	0	0	0	0	41
06:14	0	0	0	2	12	18	2	0	0	0	0	0	0	0	34
07:14	0	0	1	2	4	10	6	0	0	0	0	0	0	0	23
08:14	0	1	0	3	15	11	5	2	0	0	0	0	0	0	37
09:14	0	0	1	5	15	12	3	0	0	0	0	0	0	0	36
10:14	0	0	1	8	23	16	6	0	1	1	0	0	0	0	56
11:14	0	0	1	5	13	11	8	0	1	0	0	0	0	0	39
12:14	0	0	2	10	12	17	6	1	0	0	0	0	0	0	48
13:14	0	0	6	4	19	12	3	0	0	0	0	0	0	0	44
14:14	0	0	0	6	20	23	9	1	0	0	0	0	0	0	59
15:14	0	0	0	1	14	14	8	0	0	0	0	0	0	0	37
16:14	0	0	0	7	16	20	5	1	0	0	0	0	0	0	49
17:14	0	0	0	2	9	10	6	1	1	0	0	0	0	0	29
18:14	0	0	0	0	6	6	2	1	0	0	0	0	0	0	15
19:14	0	0	2	0	3	8	2	0	0	0	0	0	0	0	15
20:14	0	0	0	2	4	3	6	0	1	0	0	0	0	0	16
21:14	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
22:14	0	0	0	0	2	5	0	0	0	0	0	0	0	0	7
23:14	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Day Total	0	1	16	62	205	227	86	8	5	1	0	0	0	0	611

7/2/2014	0	0	1	0	2	0	1	0	0	0	0	0	0	0	4
01:14	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:14	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:14	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
04:14	0	0	0	0	3	6	0	1	1	0	0	0	0	0	11
05:14	0	0	0	4	10	11	9	0	0	0	0	0	0	0	34
06:14	0	0	0	4	11	15	1	1	0	0	0	0	0	0	32
07:14	0	0	0	2	13	20	5	1	1	0	0	0	0	0	42
08:14	0	0	0	4	3	14	9	2	0	0	0	0	0	0	32
09:14	0	0	1	2	13	15	5	1	0	0	0	0	0	0	37
10:14	0	0	0	5	12	24	8	1	0	0	0	0	0	0	50
11:14	0	0	0	3	14	16	7	1	0	0	0	0	0	0	41
12:14	0	0	1	5	11	11	3	1	0	0	0	0	0	0	32
13:14	0	0	0	0	23	17	9	0	0	0	0	0	0	0	49
14:14	0	0	0	1	20	10	6	0	0	0	0	0	0	0	37
15:14	0	0	2	7	10	14	10	1	0	0	0	0	0	0	44
16:14	0	0	0	3	7	14	8	1	0	0	0	0	0	0	33
Day Total	0	0	5	40	155	194	81	11	2	0	0	0	0	0	488

Direction 2 Total	0	2	39	193	611	711	289	32	12	3	0	0	0	1	1893
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85 percentile = 30

Bastrop Police Department
 104 Grady Tuck Lane
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Site Code: 00000003
 Station ID:
 600 MLK

Latitude: 0' 0.000 Undefined

Date\Speed	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65	Combined Total
6/29/2014	0	0	1	2	29	26	13	3	2	1	0	0	0	0	77
13:14	0	0	0	4	9	17	5	0	0	0	0	0	0	0	35
14:14	0	0	1	1	13	13	14	1	0	0	0	0	0	0	43
15:14	0	1	1	6	16	16	7	3	1	0	0	0	0	0	51
16:14	0	0	1	6	20	20	6	1	0	1	0	0	0	0	55
17:14	0	0	3	1	14	10	5	0	0	0	0	0	0	0	33
18:14	0	0	1	2	8	6	6	0	0	0	0	0	0	0	23
19:14	0	1	0	2	12	7	0	0	0	0	0	0	0	0	22
20:14	0	0	0	1	1	3	5	2	0	0	0	0	0	0	12
21:14	0	1	0	2	5	2	1	0	0	0	0	0	0	0	11
22:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
23:14	0	0	0	0	0	1	2	0	1	0	0	0	0	2	6
Day Total	0	3	8	27	129	122	64	10	4	2	0	0	0	2	371

6/30/2014	0	0	2	0	1	0	1	0	0	0	0	0	0	0	4
01:14	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:14	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
03:14	0	0	0	2	0	3	0	0	0	0	0	0	0	0	5
04:14	0	0	0	3	3	7	2	0	0	0	0	0	0	0	15
05:14	0	0	1	5	18	19	7	1	0	0	0	0	0	0	51
06:14	0	0	2	8	18	20	9	0	0	0	0	0	0	0	57
07:14	0	0	1	12	19	11	0	0	0	0	0	0	0	0	43
08:14	0	1	0	8	14	21	3	0	0	0	0	0	0	0	47
09:14	0	0	2	9	16	22	8	1	0	0	0	0	0	0	58
10:14	0	1	0	15	17	30	11	2	1	0	0	0	0	0	77
11:14	0	0	0	8	14	17	9	0	0	1	0	0	0	0	49
12:14	0	0	4	3	16	27	8	0	0	0	0	0	0	0	58
13:14	0	0	0	3	19	18	8	0	0	0	0	0	0	0	48
14:14	0	0	0	5	16	28	12	1	0	0	0	0	0	0	62
15:14	0	0	1	6	20	30	4	0	0	0	0	0	0	0	61
16:14	0	0	0	2	19	13	11	1	0	0	0	0	0	0	46
17:14	0	1	1	4	10	17	2	1	1	0	0	0	0	0	37
18:14	0	0	2	1	10	10	3	0	0	0	0	0	0	0	26
19:14	0	0	0	1	8	6	4	0	0	2	0	0	0	1	22
20:14	0	0	2	4	6	10	0	0	0	0	0	0	0	0	22
21:14	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7
22:14	0	0	0	1	2	4	1	0	0	0	0	0	0	0	8
23:14	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
Day Total	0	3	19	102	253	317	104	7	2	3	0	0	0	1	811

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 Station ID:
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Latitude: 0' 0.000 Undefined

Date\Speed	Combined														Total	
	1-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	>65		
7/1/2014	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:14	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:14	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:14	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:14	0	0	1	2	6	8	3	0	0	0	0	0	0	0	0	20
05:14	0	0	1	3	17	23	6	1	1	1	0	0	0	0	0	53
06:14	0	0	1	3	19	25	2	0	0	0	0	0	0	0	0	50
07:14	0	0	1	5	8	13	7	0	0	0	0	0	0	0	0	34
08:14	0	1	1	4	27	19	6	2	0	0	0	0	0	0	0	60
09:14	0	0	1	7	24	20	3	0	0	0	0	0	0	0	0	55
10:14	0	0	1	10	35	23	6	0	1	1	0	0	0	0	0	77
11:14	0	1	1	5	22	23	13	0	1	0	0	0	0	0	0	66
12:14	0	0	2	12	20	25	8	2	0	0	0	0	0	0	0	69
13:14	0	0	6	7	30	26	6	1	0	0	0	0	0	0	0	76
14:14	0	0	1	8	27	31	13	1	0	0	0	0	0	0	0	81
15:14	0	0	0	2	23	18	10	0	0	0	0	0	0	0	0	53
16:14	0	0	0	10	20	27	8	1	0	0	0	0	0	0	0	66
17:14	0	0	0	2	18	16	8	1	1	0	0	0	0	0	0	46
18:14	0	0	1	3	7	12	3	1	0	0	0	0	0	0	0	27
19:14	0	0	4	1	6	11	3	0	0	0	0	0	0	0	0	25
20:14	0	0	0	2	7	7	7	0	1	0	0	0	0	0	0	24
21:14	0	0	0	0	2	4	2	0	0	0	0	0	0	0	0	8
22:14	0	0	0	0	3	5	1	0	0	0	0	0	0	0	0	9
23:14	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
Day Total	0	2	23	88	327	339	115	10	5	2	0	0	0	0	0	911
7/2/2014	0	0	1	0	3	2	2	0	0	0	0	0	0	0	0	8
01:14	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:14	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:14	0	0	0	0	2	7	0	0	0	0	0	0	0	0	0	9
04:14	0	0	0	0	3	7	1	1	1	0	0	0	0	0	0	13
05:14	0	0	0	5	11	17	9	0	0	0	0	0	0	0	0	42
06:14	0	0	0	7	18	21	3	4	0	0	0	0	0	0	0	53
07:14	0	0	0	2	22	25	5	1	1	0	0	0	0	0	0	56
08:14	0	0	0	4	7	28	11	4	0	0	0	0	0	0	0	54
09:14	0	0	1	3	25	20	6	1	0	0	0	0	0	0	0	56
10:14	0	0	0	6	22	27	8	2	0	0	0	0	0	0	0	65
11:14	0	0	0	3	21	23	9	2	0	0	0	0	0	0	0	58
12:14	0	0	1	9	19	22	7	1	0	0	0	0	0	0	0	59
13:14	0	1	0	4	28	28	12	0	0	0	0	0	0	0	0	73
14:14	0	0	1	4	28	22	14	0	0	0	0	0	0	0	0	69
15:14	0	0	2	9	17	28	19	1	0	1	0	0	0	0	0	77
16:14	0	1	0	4	17	23	14	2	0	0	0	0	0	0	0	61
Day Total	0	2	6	60	246	302	120	19	2	1	0	0	0	0	0	758
Combined Total	0	10	56	277	955	1080	403	46	13	8	0	0	0	0	3	2851

85 percentile = 30

EXHIBIT "G"
BYLAWS OF THE
ABILENE CULTURAL AFFAIRS COUNCIL

BYLAWS
ABILENE CULTURAL AFFAIRS COUNCIL
(Revised 21 June 2005)

ARTICLE I. – PURPOSE

It is the purpose of the Abilene Cultural Affairs Council, an affiliate of the Abilene Chamber of Commerce, to promote, encourage, and support the arts for Abilene; to marshal and adapt the community's resources to the needs of artists of the community; to work and advise with officials, organizations, schools, and committees in supporting activities; and it shall seek to encourage the establishment of new art forms, develop publicity and educational programs to encourage existing programs and organizations and promote tourism and will carry out those other functions necessary to enhance the image of Abilene as a center for the Arts.

ARTICLE II. – OFFICE

The principal office of the Council shall be the T & P Depot building located at 1101 North 1st Street, City of Abilene, Taylor County, Texas. Its mailing address will be Post Office Box 2281, Abilene, Texas 79604.

ARTICLE III. – BOARD OF DIRECTORS

Section 1. Composition of Board: The governing body of the Council shall be termed as a Board of Directors. The Board of Directors shall be composed of **twenty four (24)** elected directors, plus seven ex-officio non-voting members (Chairman of the Abilene Chamber of Commerce Board, a representative of the Hotel-Motel Association, one representative from Dyess Air Force Base, a member of the City Council, the immediate Past President of the Abilene Cultural Affairs Council, the President of the Chamber of Commerce [who shall serve as Secretary to the Board], for a total complement of **thirty-one (31)**.

The Board of Directors shall have the authority to establish and form committees which are necessary to carry out the functions and activities of the Council.

Section 2. Candidates: At the regular June meeting of the Council's Board of Directors, a nominating committee of three (3) Council Board members shall be appointed by the President. This committee will nominate **eight (8)** candidates for the retiring Board members. This slate plus nominations from the floor will be presented for election by the Board at the July Council meeting. The names of the **eight (8)** candidates receiving the highest number of votes will be confirmed to serve on the Council's Board of Directors for three (3) years beginning October 1st of the year of election. No individual may serve more than two (2) consecutive full three-year terms on the Board as a Director unless voted otherwise by the Board of Directors.

Section 3. Executive Committee: The President, immediate past President, President-elect, Secretary, Treasurer, and two appointees of the President of the Council, shall serve as an executive committee of the Board of Directors of the Abilene Cultural Affairs Council. The Chairman of the Abilene Chamber of Commerce shall serve as a non-voting ex-officio member of the executive committee.

The Executive Committee shall be empowered to act on behalf of the Board of Directors of the Council on matters requiring actions between meeting of the Board. The Executive Committee shall not form new policy, and all actions are subject to the approval of the Board at its next meeting.

Section 4. Vacancies: Vacancies of the Board of Directors or among the officers shall be filled by the Board of Directors by a majority vote. If any member of the Board of Directors shall fail to attend three successive meetings, that member shall automatically be dropped from the Board unless confirmed by illness or other absence approved by a majority vote of those voting at any meeting thereof.

ARTICLE IV. – OFFICERS

Section 1. Officers of the Council shall consist of the President, President-elect, Treasurer, and the Chamber of Commerce President who shall also serve as Secretary of the Council. The officers shall be elected by majority vote by the Board of Directors in August of each year from a slate nominated by the nominating committee plus nominations from the floor.

Section 2. The President shall preside at all meeting of the Council and its Board of Directors. The President shall perform all duties incident to that office and recommend such action as will increase the effectiveness of the Council

Section 3. The President-elect shall assume such responsibility as may be assigned by the President. In the absence of the President, the President-elect shall serve in the President's place. The President-elect will automatically become President the year after his election as President-elect.

Section 4. The Treasurer shall be responsible for determination of the budget, and the monthly observation and reporting of financial records of the Abilene Cultural Affairs Council.

Section 5. The President of the Chamber of Commerce shall perform those duties as set out in Article V. D. of the Bylaws of the Abilene Chamber of Commerce adopted January 29, 1989 and as later amended.

Section 6. The Cultural Affairs Council Manager/Executive Director shall be employed or discharged by the President of the Chamber of Commerce after

first obtaining the concurrence of the Board of Directors of the Abilene Cultural Affairs Council. The Cultural Affairs Council Manager/Executive Director shall be responsible for the general supervision and management of the Council. The Manager shall direct, assist, and coordinate all phases of the activities of the Council.

ARTICLE V. – MEETINGS

Section 1. Board of Directors' Meetings: Meetings for the Board of Directors will generally be held monthly; however, additional meetings may be called at the discretion of the President or at the written request of **eight (8)** members of the Board of Directors.

Section 2. Quorum: At any duly called meeting of the Council, Board of Directors or any other official group of the Council, **one-third (1/3)** of the respective memberships shall constitute a quorum.

Section 3. Duly Called Meeting: A meeting will be considered duly called when properly set and all members of the group notified in advance.

ARTICLE VI. – LIMITATION OF AUTHORITY

The Abilene Cultural Affairs Council shall be an affiliate of the Abilene Chamber of Commerce. The Council's authority shall not extend beyond those provided in the Constitution and the Bylaws of the Abilene Chamber of Commerce as adopted January 25, 1989 and subsequently amended.

The Council shall not take action that would in any way conflict with the purposes and objectives of the Abilene Chamber of Commerce as set forth in its Charter and Constitution and Bylaws.

ARTICLE VII. – FINANCES

Section 1. Funds. All money received shall be placed in a special operating fund of the Abilene Chamber of Commerce and shall be designated for the operation and activities of the Abilene Cultural Affairs Council

Section 2. Disbursements. No unbudgeted obligations or expenses shall be incurred and no money shall be appropriated without prior approval of the Council Board of Directors. The Council shall annually submit a budget to the Chamber's Board of Directors for its approval. The Council manager shall approve, in advance, any expenditures paid by the Chamber of Commerce for the benefit of the Cultural Affairs Council.

Section 3. Fiscal Year. The fiscal year of the Council shall be from the first day of October to the last day of September.

ARTICLE VIII. – AMENDMENTS

The Board of Directors of the Council may, by a majority of **eleven (11)** favorable votes of the Board of Directors and with the approval of the Board of Directors of the Chamber, make, alter, or amend the Bylaws of the Council.

ARTICLE IX. – PARLIAMENTARY PROCUDURES

Proceedings of the Council shall be governed by and conducted according to the latest rules of Robert's Rules of Order as revised.

ARTICLE X. – INDEMNIFICATION

The Council may, by resolution of the Board of Directors, provide for indemnification by the Council of any and all current or former officers, directors, and employees against expenses actually and necessarily incurred by them in connection with the defense of any action, suit, or proceedings in which they or any of them are make parties, or a party, by reason of having been officers, directors, or employees of the Council, except in relation to matters as to which such individuals shall be adjudged in such action, suit or proceedings to be liable for negligence or misconduct in the performance of duties and to such matters as shall be settled by agreement predicated on the existence of such liability for negligence or misconduct.

EXHIBIT "H"
FIRE TRUCK SPECIFICATIONS



QUOTATION

City of Bastrop Fire Department
H-5311 Ember MVP Demo



Exp. Date: 10/23/2013
Quote No: 10266-0010
Job/Order No: H5311
07/11/2014

PART NO	DESCRIPTION	QTY	ID
00-04-0220	Apparatus Purchase - Buy Board Contract	1	FE
00-12-0420	Manufacturer - Virtual	1	FE
00-12-0820	Certified Welders	1	FE
00-12-1020	Body Weight	1	FE
00-14-0620	Drawings - Approval	1	FE
00-16-6420	Final Inspection - Factory (Lodging/Meals) Per Person	2	FE
00-18-0820	Vehicle Transportation - Over the Road (Per Mile)	1	
00-22-0220	Service - Company Contacts	1	FE
00-22-0620	Service - Company Vehicles	1	FE
00-22-0820	Service - Replacement Parts	1	FE
	== Ferrara Intruder Ember - Pumper Chassis - 2.801 ==	1	HMC
00-00-0005	STOCK CHASSIS 22521	1	
00-00-0010	NFPA-1901, 2009 Edition - Incomplete Chassis	1	HMC
	CHASSIS	1	HMC
00-J0-0102	Ferrara Intruder Ember Series Tilt Cab & Chassis	1	HMC
00-J0-2000	Custom Firetruck Chassis	1	HMC
01-B0-0100	4x2 Chassis - Two Axle - Rear Wheel Drive - MFS Frt - FFA	1	HMC
01-H0-1600	Double Frame Rails	1	HMC
01-H0-1605	Wheelbase: 206"	1	
01-J0-4000	Cab Main Frame Crossmember	1	HMC
01-V0-3323	Front Bumper Extension - 24 Inches - Intruder	1	HMC
01-W0-0700	Chromed Tow Hooks Beneath Bumper	1	HMC
01-Z0-8012	Front Gravelshield	1	HMC
01-Z0-8202	Center Hosewell	1	HMC
01-Z0-8312	Right Side Hosewell	1	HMC
01-Z0-8710	Hosewell Cover - Hinged Diamondplate	1	HMC
01-Z0-8710	Hosewell Cover - Hinged Diamondplate	1	HMC
07-A0-2022	Front Axle 21,500# - Meritor MFS	1	HMC
07-AC-4500	45° Cramp Angle	1	HMC
07-B0-0100	Oil Seals - Front Axle - Factory Premium	1	HMC
07-C0-0210	Disc Brakes - Front Axle - EX-225	1	HMC
07-R0-1022	Front Suspension 21,500# - Semi-Elliptical Spring	1	HMC
07-RS-0100	Shock Absorbers - Front Axle	1	HMC
07-Y0-0122	Steering - 21,500# - Sheppard Dual Gear	1	HMC
08-AS-2131	Single Rear Axle 31,000# - Meritor RS-30-185 - FFA	1	HMC
08-AV-F185	185 Series Differential - Single Axle	1	HMC
08-AV-S010	Axle Lube - Non Synthetic	1	HMC
08-B0-0100	Oil Seals - Rear Axle - Factory Premium	1	HMC
08-C0-0100	S-Cam Brakes - Single Rear Axle	1	HMC
08-PA-0100	Vehicle Top Speed 60 - 62 MPH	1	HMC
08-PA-1100	NFPA Vehicle Top Speed Statement	1	HMC

PART NO	DESCRIPTION	QTY	ID
08-R0-0110	Single Axle Suspension - 31,000# - Spring	1	HMC
08-RS-0500	Axle & Chassis Laser Alignment	1	HMC
09-A0-1110	Air System - Color Coded Nylon Air Lines - Single Axle - FFA	1	HMC
09-A0-1208	Bendix AD SP Dryer	1	HMC
09-D0-0104	Manual Air Tank Drains with Lanyards	1	HMC
09-L0-0400	ABS Brake System - 4 Wheel - Meritor/Wabco	1	HMC
09-RS-1010	Stability Enhancement System - 4 Wheel - Meritor/Wabco	1	HMC
10-GF-2100	Goodyear 425/65R22.5-20PR (L) Front - G296 - 24,600#-26,320#	1	HMC
10-GG-0044	22,800# - Std Load Rating G296 425/65R22.5 L	1	HMC
10-GV-0065	Tire Speed Rating - 65 MPH	1	HMC
10-W0-1040	Front - Aluminum Wheels - 13.00	1	HMC
10-X0-0100	Stainless 'Baby Moon' Caps & Nutcovers	1	HMC
10-GT-3300	Goodyear 315/80R22.5-20PR (L) Rear - G291 - 31,000#	1	HMC
10-GV-0068	Tire Speed Rating - 68 MPH	1	HMC
10-W0-3020	Inner and Outer Rear - SA - Aluminum Wheels - 9.00	1	HMC
10-X0-0300	Stainless "Lincoln Hat" Hub & Nut Covers	1	HMC
10-GW-0122	Tire Pressure Monitoring Device - 2 Axles - LED Alert	1	HMC
13-A0-1400	Engine Cooling System Radiator - 1400 Sq. In.	1	HMC
13-A0-1450	Engine Coolant Recovery System	1	HMC
13-A0-1500	Charge Air Cooler - Engine Air Intake	1	HMC
13-A0-1700	Radiator Coolant	1	HMC
13-A0-1900	Premium Cooling System Hoses	1	HMC
13-A0-1974	Heater Shut Off Valves	1	HMC
13-FU-6426	Cummins ISL9 - 450 HP - EPA10 - Intruder Ember - 1400 Rad	1	HMC
13-L0-0002	Engine Oil - First Fill	1	HMC
13-N0-0210	Engine Brake - Cummins ISL Engine	1	HMC
13-P0-2300	Fast (High) Idle - Manual Select - Auto Low Voltage	1	HMC
13-S0-0040	Corrosion Inhibitor	1	HMC
13-V0-0120	Auxiliary Engine Cooler - Sendure	1	HMC
13-V0-0210	Spark Arrestor - Air Intake	1	HMC
13-V0-3000	Fan Clutch	1	HMC
13-Y0-0520	EPA 2010/2013 Compliant Exhaust Treatment System - ISC/ISL	1	HMC
13-Y0-1510	Cummins Aftertreatment System - EPA10 - ISC/ISL	1	HMC
13-Y0-3010	Stainless Tailpipe - Curb Side - 90° Exit - Straight Cut End	1	HMC
13-Y0-6010	Exhaust Tailpipe Diffuser	1	HMC
13-Z0-0010	DEF System - 5 Gallon Reservoir - EPA10	1	HMC
14-C0-3000	Allison 3000EVS Automatic Transmission	1	HMC
14-D0-0100	Transmission Fluid - Allison TES-389	1	HMC
14-ER-0100	Five Speed Allison Programming - 3000EVS	1	HMC
14-ES-0200	Transmission Selector - Push Button Type	1	HMC
14-ES-0400	Transmission Fluid Check - Transmission Selector	1	HMC
14-ET-0100	Automatic Neutral Programming - 3000EVS / 4000EVS	1	HMC
14-W0-1100	1760 Series Drivelines	1	HMC
14-W0-1802	Temporary Installed Drivelines	1	HMC
25-A0-2400	Fuel Tank - 65.5 Gallon Draw	1	HMC
25-F0-0200	Fuel Filter - Cummins - Factory	1	HMC
25-V0-0000	Reinforced Fuel Lines	1	HMC
25-V0-1102	Fuel Shut Off Valve	1	HMC
	CAB MODEL		
40-CE-0008	MFDxl - FFA Intruder Ember - 12" Extended Forward - MVP Cab Extended Forward Raised Roof - MVP Notch.	1	HMC
40-D0-0900	Cab Crashworthiness Test	1	HMC
	CAB INTERIOR		
40-D0-5018	Cab Interior Appointments and Options - Intruder Ember	1	HMC
	CAB EXTERIOR		
		1	HMC

PART NO	DESCRIPTION	QTY	ID
40-D0-6018	Cab Exterior Appointments and Options - Intruder Ember	1	HMC
40-DE-0100	Engine Enclosure - Vinyl Covering	1	HMC
40-DE-1030	Painted Interior Door Panels	1	HMC
40-DE-2010	Interior Padding - Standard Ceiling	1	HMC
40-DE-2020	Interior Padding - Standard Rear Wall	1	HMC
40-DE-2060	Floor Material - Accoustical Wear Mat	1	HMC
40-DE-2070	* * * Rear Facing Seat Box Covering - Accoustical Wear Mat	1	HMC
40-DE-4002	Cab Step Well Trim - Step Tops Only	1	HMC
40-DH-0240	Grab Hndls - Inside - Officer's A-Post and Both Crew Doors	1	HMC
40-DH-1220	Officer's Radio Compartment With Door	1	HMC
40-DH-2100	Exterior Grab Handles - 24" Long	1	HMC
40-DS-4120	Full Width Intermediate Front Step - 100" Cab	1	HMC
40-DS-4210	Cab Crew Area Foot Rest - 100" Cab	1	HMC
40-DZ-0122	Ferrara Front Grille - Cast Assembly	1	HMC
40-G0-1110	Cab Ground Lights	1	HMC
40-H0-1108	Dual Stutter Tone Air Horns - OUTBOARD - Ferrara	1	HMC
40-H0-1201	Air Horn Circuit Powered - Battery and Ignition	1	HMC
40-H0-1250	Air Horn Control - Driver & Officer Foot Switches	1	HMC
40-H0-1302	Air/Elec Horn-Strg Wheel Cntrl - {Siren Switch Upgrade Here}	1	HMC
40-H0-2130	Electronic Siren - Whelen - Model 295SLSA1	1	HMC
40-H0-5410	Siren Head Mounting - Doghouse Mounted	1	HMC
40-HA-2020	Siren Speaker - Cast Products - Recess Mtd - Left Side	1	HMC
40-J0-1500	Heated and Remote Controlled Moto-Mirror with Lower Convex	1	HMC
40-K0-1000	Cab Side Windows - Fixed Glass	1	HMC
40-LC-0114	Open Compartment Light - Red Flashing - Whelen OS LED	1	HMC
40-LD-0099	Interior Lighting Group - Ember Series	1	HMC
40-LD-2168	Four (4) White / Red LED Dome Lights	1	HMC
40-LE-1002	Engine Maintenance Lights - Custom	1	HMC
40-N0-0810	Cab Stainless Fender / Stainless Wheel Well Liner	1	HMC
40-N0-1400	Exterior Rear Wall - Diamondplate Overlay	1	HMC
40-P0-0110	Cab Tilt - Electric Pump with Manual Back Up	1	HMC
40-P0-0400	Cab Tilt Road Interlock	1	HMC
CAB AND CHASSIS PAINT			
40-Q0-1006	Cab & Chassis Paint - Intruder	1	HMC
40-Q0-1010	Black Gloss Enamel Painted Frame	1	HMC
40-Q0-1210	Black Interior Paint	1	HMC
40-Q0-2010	Headliner - Black	1	HMC
40-Q0-2110	Rear Wall Covering - Black	1	HMC
40-Q0-2210	Floor Covering - Black	1	HMC
40-Q0-2310	Doghouse Covering - Black	1	HMC
40-Q0-2502	Dash Housing and Officer Console - Black	1	HMC
40-Q0-3020	Two-Tone Cab Exterior Paint	1	HMC
40-Q0-3070	Cab Exterior Paint - Dupont - Urethane	1	HMC
40-Q0-3100	5 Year Cab Paint Warranty	1	HMC
40-Q0-5030	Two Tone Cab Breakline Strip - Simulated Gold	1	HMC
SEATING			
40-RS-6010	Intruder - MFDxl - LFD - 2 Rear Facing - 2 Center Fwd Face	1	HMC
40-S0-0510	Intruder Seat Position 1 - Driver's Seat	1	HMC
40-S0-1050	Highback - Air Ride Suspension - Seats, Inc.	1	HMC
40-S0-8110	Red - Shoulder Harness - Seat Belt	1	HMC
40-S0-0520	Intruder Seat Position 2 - Officer's Seat	1	HMC
40-S0-4010	SCBA Split Head Rest - Fixed Mounting - Seats, Inc.	1	HMC
40-S0-8110	Red - Shoulder Harness - Seat Belt	1	HMC
40-S0-9020	Zico SCBA Bottle Bracket - Chassis	1	HMC
40-S0-0530	Intruder Seat Position 3 - Rr Facing Left Outbrd - Behnd Drv	1	HMC
40-S0-5412	RR Out SCBA - Fixed Bottom Cushion - Fixed Crew - Seats In	1	HMC

PART NO	DESCRIPTION	QTY	ID
40-S0-8120	Red - Lap Type Belt - Seat Belt	1	HMC
40-S0-9020	Zico SCBA Bottle Bracket - Chassis	1	HMC
40-S0-0560	Intruder Seat Position 6 - Rr Facing Rt Outbrd - Behind Offi	1	HMC
40-S0-5412	RR Out SCBA - Fixed Bottom Cushion - Fixed Crew - Seats In	1	HMC
40-S0-8120	Red - Lap Type Belt - Seat Belt	1	HMC
40-S0-0580	Intruder Seat Position 8 - Fwd Facing - Left Inside	1	HMC
40-S0-0590	Intruder Seat Position 9 - Fwd Facing - Right Inside	1	HMC
40-S0-9020	Zico SCBA Bottle Bracket - Chassis	1	HMC
40-S0-5020	SCBA - Flip Bottom Cushion - Fixed Crew Seat - Seats, Inc.	1	HMC
40-S0-8110	Red - Shoulder Harness - Seat Belt	1	HMC
40-S0-9020	Zico SCBA Bottle Bracket - Chassis	1	HMC
40-S0-5020	SCBA - Flip Bottom Cushion - Fixed Crew Seat - Seats, Inc.	1	HMC
40-S0-8110	Red - Shoulder Harness - Seat Belt	1	HMC
40-S0-9020	Zico SCBA Bottle Bracket - Chassis	1	HMC
40-S0-6100	Forward Facing Seat Riser	1	HMC
40-S0-7210	Vinyl Seat Covering - Seats, Inc or HO Bostrom	1	HMC
40-S0-751D	Intruder Seat Covers - Black - No HME Logos No HME Logos	1	HMC
40-S0-8002	Seat Belt Warning Labels	1	HMC
40-S0-8014	Vehicle Data Recorder and Seat Belt Warning System	1	HMC
40-S0-8016	Seat Belt Warning System Monitor Panel	1	HMC
40-U0-0104	Overhead Heater / Defroster - Intruder	1	HMC
40-U0-0450	45,000 BTU Air Conditioning with Heater - Single Condenser	1	HMC
40-U0-0610	36,000 BTU Supplemental Heater	1	HMC
40-U0-0620	Cab Climate Control Insulation Package	1	HMC
40-V0-0104	Driver Instrumentation (J1939) and Controls - Intruder	1	HMC
40-V0-0120	Audible Turn Signal Reminder	1	HMC
40-V0-0122	Audible Lights On Reminder	1	HMC
40-V0-0124	Audible Parking Brake Reminder	1	HMC
40-V0-0130	Dual Trip Odometers	1	HMC
40-V0-0148	Odometer Activated While in Pump Mode	1	HMC
40-V0-0150	Low Fuel Warning Light and Alarm	1	HMC
40-V0-0152	Transmission Temperature Warning Light and Alarm	1	HMC
40-V0-0154	Low Voltage Warning Light	1	HMC
40-V0-0156	Air Cleaner Restriction Indicator	1	HMC
40-V0-0160	Low Coolant Warning	1	HMC
40-V0-0162	Wiper Control, Intermittent	1	HMC
40-V0-0502	Parking Brake Control - Driver's Dash	1	HMC
40-X0-0260	Control Center Sw Panel - Doghouse Mtg - Analog	1	HMC
40-X0-6302	Recessed Cup Holders - Console Mounted	1	HMC
40-Z0-0010	12 VDC Power Point Socket	1	HMC
40-Z0-0010	12 VDC Power Point Socket	1	HMC
40-Z0-0014	Battery Switched Power	1	HMC
40-Z0-0014	Battery Switched Power	1	HMC
40-Z0-0100	Location - Driver's Side	1	HMC
40-Z0-0120	Location - Officer's Side	1	HMC
	FRONT BUMPER / AUDIBLE WARNING	1	HMC
42-A0-2016	Front Bumper - 12" High - Polished Stainless - Intruder	1	HMC
45-D0-0200	320 Amp Alternator - Leece-Neville - 4890JB	1	HMC
45-E0-0100	EMI/RFI Noise Supression	1	HMC
45-NS-0100	Apparatus Base Analog Electrical System	1	HMC
45-NS-0602	No Load Management Required	1	HMC
45-NS-0802	Stainless Steel Battery Tray	1	HMC
45-NU-0314	Single Battery System - 4 Group 31 - Ferrara	1	HMC
45-NU-0510	Battery Jumper Studs	1	HMC

PART NO	DESCRIPTION	QTY	ID
45-T0-0300	Kussmaul - 091-9-1200 Pump Plus - Compressor & 40A Charger	1	HMC
45-T0-6210	Charge Indicator Panel on Driver's Seat Box	1	HMC
45-Z0-1200	Kussmaul 20 AMP - 120v - Super Auto Eject	1	HMC
45-Z0-1302	Yellow Auto-Eject Cover	1	HMC
45-Z0-1320	Cab Exterior Mounted - Behind the Driver's Door	1	HMC
	Lighting Selections		
	Intruder Ember - Cab & Chassis Headlights, ICC Lighting		
55-02-1004	Custom Cab - Cab - LED - ICC Lighting - Intruder Ember	1	HMC
55-03-0102	Headlights - Halogen - Intruder Ember	1	HMC
55-03-0112	Daytime Running Headlights - Intruder Ember	1	HMC
55-04-0310	Frt Turn Signal - LED - Intruder Ember	1	HMC
57-20-8304	Cab, Front Warning, Whelen - Super LED - Intruder Ember	1	HMC
62-01-0100	Temporary Chassis Rear Taillights and Mud Flaps	1	HMC
69-C0-0202	Electronic Chassis Operator's Manual w/Parts List - Two Sets	1	HMC
	Bodybuilder Items		
	v2.810 - RELEASE DATE - 09/19/2012		
	== Chassis Mods - OTHER MFG / STOCK - 1205.001 05/08/12 ==		
02-D4-0420	Compartment - Front Bumper, Driver's Side	1	FE
02-E6-0220	Cover - Flat Aluminum T/P, Driver's Side Compartment	1	FE
02-E6-1420	Cover - Raised Aluminum T/P, Center Compartment	1	FE
02-K2-0220	Receiver Hitch - Front/Left/Right/Rear, Class 3	4	
	One-(1) Class 3 receiver hitch shall be installed below the front bumper centered between the frame rails utilizing grade eight bolts.		
	There shall be one-(1) 12v Quick Connect, battery powered lead, wired to the chassis electrical system to supply a portable winch. The connector shall be located at the receiver location.		
	An additional Class 3 receiver hitch shall be installed under the left, right, and rear compartments		
02-K4-1020	Winch - Portable, Warn 9,000 Pound XD9000i	1	FE
02-K6-0620	Additional 12V Power Connectors (3) - Portable Winch	1	FE
	There shall be one-(1) 12v Quick Connect, battery powered lead, wired to the chassis electrical system to supply a portable winch. The connector shall be located at the left, right and rear receivers.		
03-M0-0000	Carrying Capacity Plate - NFPA	1	FE
03-M2-0820	Plate - Seating Capacity - 6 People	1	
03-M4-0420	Label - "Do Not Wear Helmet While Seated"	1	FE
03-M4-0620	Plate - Overall Height/Length/Weight	1	FE
03-M4-0820	Plate - Fluid Capacity	1	FE
03-M4-1220	Plate - Occupancy - Do Not Ride	1	FE
04-H4-2220	Mud Flaps - Front - Black	1	FE
06-B6-6260	Mud Flaps - Rear - Black	1	FE
07-A3-2020	Cab Tool Mounting Board - Pac Trac (Each)	2	
	There shall be two (2) full height Pac Trac tool mounting boards installed in the cab on the rear wall, one (1) each side outboard of the center forward facing seats. Each board shall have treadplate storage pockets located at the bottom.		
10-H2-6220	Total System Manager / with High Idle - Class 1	1	FE
12-G2-6020	Transmission - Lock-Up - EVS3000	1	FE
14-A8-0220	Exterior Trim - Tread Plate, Cab Roof	1	FE
16-J8-0420	Reflective Material - (4) Lower Interior Door Panels	1	FE
16-S5-4503	Relocate DEF Tank - Compartment L1	1	
	The diesel exhaust fluid (DEF) tank shall store in the left front compartment, located under the speedlays.		

PART NO	DESCRIPTION	QTY	ID
	The DEF tank shall be located against the rearward wall, making the fill neck easily accessible.		
16-S5-4505	Pike Pole Compartment - Rear of Cab There shall be one (1) compartment located in the rear cab extension with the capacity to hold two (2) pike poles. The compartment shall be access through a stainless steel door on each side of the apparatus.	1	
20-A4-4820	12-Volt Power Outlet - Cab Mounted	4	
22-D6-0220	Back Up Camera - Federal Signal Model CAMSET70 w/7" Color Display The monitor shall be mounted in the upper left cab corner.	1	
22-D6-0420	Additional Camera - Federal Signal CAMCCD-SIDETSC Location: Front of dunnage area	1	
23-00-0000	Handlights & Chargers - Bright Star LED (Each) Four (4) Bright Star LED Handlights with 120V charger bases shall be provided. The charger bases shall be wired to the shoreline. Locations: Behind the engine tunnel on the textured matting.	4	
70-01-1100	72" LED Lightbar - Whelen FN72QLED 3FLDRR The lightbar shall have two-(2) front corner Red Linear12's, ten-(10) front Linear8's (8 Red / 2 White), and two-(2) end Red Linear8's that form square ends.	1	
70-01-6620	Lower LED Lights (Zone B/D) - Whelen M6 Super LED M6R (Pair) The lights shall be red with rear lens. Locations: One (1) each side on bumper extension ends and one (1) each side in cab wheel well	2	
70-14-0200	Back-Up Alarm	1	FE
71-02-6005	LED Brow Light - Whelen Pioneer PFP2-FFA (12-Volt 150 Watts) The light shall be controlled by a switch located in the cab labeled BROW LIGHT. Location: Front of cab centered over windshields	1	
71-02-6105	LED Semi Recess Light - Whelen Pioneer PFP2-PBA203 (12-Volt 150 Watts) The lights shall be controlled by individual switches located in the cab labeled LEFT SCENE and RIGHT SCENE. Locations: One (1) each side of the cab above side fixed windows	2	
20-A2-1220	PUMP MODULE - SIDE MOUNT EXTRUDED ALUMINUM - ENCLOSED	1	FE
20-A4-4020	Dunnage Area Trim - Tread Plate	1	FE
20-C4-2020	Pump Panels - Black Anodized Aluminum The right side panel shall be vertically hinged and shall have push style latches for pump compartment access.	1	FE

PART NO	DESCRIPTION	QTY	ID
20-D6-0220	Left Side Pump Panel Light - Night Stik Access LED 28"	1	
20-D6-0225	Right Side Pump Panel Light - Night Stik Access LED 28"	1	
20-D8-0220	Pump Compartment Light (1)	1	FE
20-F8-0220	Slide Out Pump Operator's Platform (Each) Two-(2) slide-out platform shall be installed under compartments L1/R1 extending to the rear of L3/R3 constructed from 3/16" (.1875) aluminum treadplate. The slide-out platforms shall be wired to the open door indicator system activating the light in the cab when the step is in the extended position. Each platform shall extend out a minimum of 18" when deployed.	2	
20-H4-0420	Air Outlet - Pump Panel Mounted w/25' Hose	1	FE
20-H4-0820	Air Horn Switch - Pump Panel Mounted	1	FE
20-J4-2420	Pressure Governor - TPG Plus 118710	1	FE
32-E2-2020	Return Line - Fill Subsurface	1	FE
20-J6-0220	Gauges - Pressure 2-1/2" Metal Face The gauges shall be installed at each discharge control on the pump operator's panel. On side mount pump applications each gauge shall incorporate a Thuemling Instrument Group 1-piece module assembly consisting of the gauge, push-pull and trim bezel.	1	FE
20-J6-6220	Gauge Bezels - Color Coded	1	FE
20-M4-0220	Pump Panel Tags - Color Coded (Metal)	1	FE
22-A1-8020	Pump Installtion - All Chassis	1	
22-A2-0420	Pump System - Hale QMAX (1000-2000 GPM) Single Stage	1	FE
22-F2-0220	Packing Glands - Hale	1	FE
22-G2-0220	Pump Shift - Dash Mounted	1	FE
22-J2-0220	Pump Priming System - Hale Model ESP (Oil Less)	1	FE
22-P2-0620	Master Drain Valve - Midship Pump	1	FE
22-R2-0220	U.L. Test Points	1	FE
22-R2-2220	U.L. Certification 2000 GPM	1	FE
22-R4-0420	Pump Test Certification Plate	1	FE
22-S2-0220	Pump Warranty - Hale	1	FE
22-S8-0220	Pump Manuals	1	FE
24-A2-4420	Suction Header Short - LS 6" w/MIV-M Valve - Manual w/Cap	1	FE
24-B2-4420	Suction Header Short - RS 6" w/MIV-M Valve - Manual	1	FE
24-J8-0420	Intake Relief Valve - Akron 59	1	FE
24-R2-1020	Tank-To-Pump - 3" Valve w/Air Control	1	FE
24-S6-1220	Tank Fill - 2" Valve w/Electric Control	1	FE
24-T2-0420	Engine Cooler - 1/4 Turn	1	FE
24-T2-0620	Pump Cooler - 1/4 Turn	1	FE
24-W2-0220	Plumbing System - Galvanized Steel	1	FE
24-W4-0220	Paint Pump and Plumbing - Black	1	FE
	VALVE PACKAGE - AKRON - Controls Electric	1	FE
26-C2-0000	SUCTION INLETS	1	FE
26-F2-0420	Suction - LPR (1) 2.5" - Swing	1	FE
28-00-0000	DISCHARGE OUTLETS	1	FE
28-00-0220	All 2-1/2" Side Discharge Outlets Terminate 30-Degree Elbows	1	FE
28-A6-0620	Discharge - Front Bumper in Hose Well (PS)	1	FE
28-A8-0220	Discharge - Front Bumper, 2" Valve w/Push Pull Control	1	FE
28-F2-8420	Speedlays - (2) 200' 1-3/4" (1) 2-1/2" Double Lay	1	FE
28-F4-0620	Speedlay - No. (1) 200' 1.75" - Double Lay - Electric	1	FE

PART NO	DESCRIPTION	QTY	ID
28-F4-1820	Speedlay - No. (2) 200' 1.75" - Double Lay - Electric	1	FE
28-F4-6220	Speedlay - No. (3) 200' 2.5" - Double Lay - Electric	1	FE
28-F6-0620	Trays - (3) Removable Speedlay	1	FE
28-F8-0420	Cover - End Flaps - Snaps (3) Speedlays	1	FE
28-F8-2020	Color - Cover - Red	1	FE
28-H8-0620	Discharge - LPF (1) 2.5" Akron Electric	1	FE
28-J8-0620	Discharge - LPR (1) 2.5" Akron Electric	1	FE
28-M2-2620	Discharge - RPF (1) 3" Akron Electric	1	FE
92-C4-2620	Elbow - Kocheck - 3" FNST X 5" Storz 30 Degree - SKE53R Location: 3" right side discharge	1	FE
92-F4-0820	Cap w/Chain - Kocheck - 5" Storz - CC507 Location: 3" right side discharge elbow	1	FE
28-P6-1620	Discharge - RPR (1) 2.5" Akron Electric	1	FE
28-Q6-0620	Discharge - 3" Deck Gun Plumbing Akron Electric The piping shall be sufficient height and reinforced to that when the Hi-Riser monitor is extended, you can flow the monitor 0-degrees over the cab roof.	1	FE
28-R4-0620	Monitor - Akron - Apollo 3433 w/Pipes & Tips	1	FE
28-S6-1820	Preconnect - Hosebed LF (1) 2.5" Akron Electric	1	FE
32-A2-4220	Booster Tank - 1000 Gallon (R) - Polypropylene	1	FE
32-D8-0220	Warranty - Poly Water Tank	1	FE
32-D8-0420	NFPA Certification - Water Tank Size	1	FE
34-B2-0220	Gauge - Water Level - Tank Vision - WLA200-A00	1	FE
60-01-8620	Extruded Body - MVP Rescue Pumper (32.5/57/58/59) The fire apparatus hose body shall be 33.25" wide x 30" high x 187.5" long and shall contain a minimum of 108 cubic feet of storage.	1	FE
	FORWARD TRANSVERSE There shall be a backboard storage module located within the L3/R3 compartments. This backboard module shall be constructed from welded 3/16" thick smooth aluminum plate, complete with welded partitions. The module shall be designed to carry three (3) backboards. Each opening shall be approximately 3" high x 18" wide x 72" deep. This module shall contain approximately 6.75 cubic feet of storage. The outer left and right sections shall be welded to the body structure. The center section shall be completely removable for improved pump service access. The center section shall slide out with the release of two (2) stainless steel butterfly latches.		
	ROOF TOP STORAGE COMPARTMENTS Six (6) roof top compartments shall be installed three (3) each side in the upper body. The compartments shall be constructed from 3/16" smooth aluminum plate. Each compartment shall have a door constructed from aluminum tread plate. The doors shall have a stainless steel piano type hinge and chest style latch. Compartments shall have a 1/2" flange around the opening to prevent water from entering the compartment when the door is closed. The doors shall be held open with gas shocks. Each compartment shall have one (1) compartment light that activates when the door is open. The center walkway shall be the aluminum hose bed cover. Each compartment shall have a drain at each end, to drain straight to the ground. There shall be three (3) roof top compartments over the left side of the apparatus. The entire open compartment shall measure approximately 217.5" long x 23" across x 20" deep. The left side upper body compartments shall contain approximately 57.2 cubic feet of storage. There shall be three (3) useable door openings of approximately 70"/69.5"/70" long x 23" across. There shall be three (3) roof top compartments over the right side of the apparatus. The right side compartments are slightly smaller to allow for a landing area above the rear access ladder. The entire open compartment shall measure approximately 195.5" long x 23" across x 20" deep. The left side upper body compartments shall contain approximately 51.4 cubic feet of storage. Each compartment shall have a useable door opening of approximately 62.5" long x 23" across.		

PART NO	DESCRIPTION	QTY	ID
	<p>LEFT SIDE</p> <p>L1 There shall be one (1) compartment installed under the lower 1-3/4" and 2-1/2" double speedlays. This compartment shall have a vertically hinged door. The interior compartment dimensions shall be approximately 17.5"W x 17.5"H x Urea Tank. The compartment shall have a useable door opening of approximately 17.5"W x 17.5"H. There shall be approximately 3.8 cubic feet of storage capacity.</p> <p>L2 There shall be one (1) compartment installed above the 1-3/4" upper speedlay. This compartment shall have a vertically hinged door. The interior compartment dimensions shall be approximately 12.5"W x 44.75"H x 27.5"D in the lower section and 84"D in the upper section to shall accomodate a stokes basket. The compartment shall have a useable door opening of approximately 12.5"W x 44.75"H. There shall be approximately 16 cubic feet of storage capacity.</p> <p>L3 There shall be one (1) left front compartment installed at the front of the body, containing the left side pump panel. This compartment shall have a roll-up door. The interior compartment dimensions shall be approximately 32.5"W x 74"H. The compartment shall have a useable door opening of approximately 29.5"W x 65"H. There shall be approximately 5 cubic feet of storage over the pump panel.</p> <p>L4 There shall be one (1) left side compartment installed ahead of the rear axle. This compartment shall have a roll-up door. The interior compartment dimensions shall be approximately 57"W x 74"H x 27.5"D. The compartment shall have a useable door opening of approximately 54"W x 65"H. There shall be approximately 67.1 cubic feet of storage capacity.</p> <p>L5 There shall be one (1) compartment installed over the wheel well. This compartment shall have a roll-up door. The compartment shall be approximately 58"W x 38"H x 27.5"D. The compartment shall have a useable door opening of approximately 55"W x 29"H. There shall be approximately 35 cubic feet of storage capacity.</p> <p>L6 There shall be one (1) left rear compartment installed behind the rear axle. This compartment shall have a roll-up door. The interior dimensions shall be approximately 59"W x 74"H x 27.5"D in the upper and transverse in the lower. The compartment shall have a useable door opening of approximately 56"W x 65"H. There shall be approximately 69.5 cubic feet of storage capacity.</p> <p>RIGHT SIDE</p> <p>R1 There shall be one (1) compartment installed under the lower 1-3/4" and 2-1/2" double speedlays. This compartment shall have a vertically hinged door. The interior compartment dimensions shall be approximately 17.5"W x 17.5"H x 21"D. The compartment shall have a useable door opening of approximately 17.5"W x 17.5"H. There shall be approximately 3.8 cubic feet of storage capacity.</p> <p>R2 There shall be one (1) compartment installed above the 1-3/4" upper speedlay. This compartment shall have a vertically hinged door. The interior compartment dimensions shall be approximately 12.5"W x 44.75"H x 27.5"D in the lower section and 15"D in the upper section to shall accommodate a stokes basket. The compartment shall have a useable door opening of approximately 12.5"W x 44.75"H. There shall be approximately 16 cubic feet of storage capacity.</p> <p>R3 There shall be one (1) left front compartment installed at the front of the body, containing the left side pump panel. This compartment shall have a roll-up door. The interior compartment dimensions shall be approximately 32.5"W x 74"H. The compartment shall have a useable door opening of approximately</p>		

PART NO	DESCRIPTION	QTY	ID
	29.5"W x 65"H. There shall be approximately 5 cubic feet of storage over the pump panel.		
	R4 There shall be one (1) left side compartment installed ahead of the rear axle. This compartment shall have a roll-up door. The interior compartment dimensions shall be approximately 57"W x 74"H x 27.5"D. The compartment shall have a useable door opening of approximately 54"W x 65"H. There shall be approximately 67.1 cubic feet of storage capacity.		
	R5 There shall be one (1) compartment installed over the wheel well. This compartment shall have a roll-up door. The compartment shall be approximately 58"W x 38"H x 27.5"D. The compartment shall have a useable door opening of approximately 55"W x 29"H. There shall be approximately 35 cubic feet of storage capacity.		
	R6 There shall be one (1) left rear compartment installed behind the rear axle. This compartment shall have a roll-up door. The interior dimensions shall be approximately 59"W x 74"H x 27.5"D in the upper and transverse in the lower. The compartment shall have a useable door opening of approximately 56"W x 65"H. There shall be approximately 69.5 cubic feet of storage capacity.		
	CENTER REAR		
	B1 There shall be one (1) compartment installed at the center rear of the apparatus. This compartment shall have a roll up door. The interior dimensions shall be approximately 44"W x 51.25"H x 44"D in the lower section and 25"D in the upper section. The compartment shall have a useable door opening of approximately 41"W x 43.5"H. There shall be approximately 39.7 cubic feet of storage capacity.		
	REAR LADDER STORAGE COMPARTMENT There shall be one-(1) equipment storage compartment installed in the hose bed, right side. The compartment shall be constructed of 1/8" (.125) smooth aluminum plate for the storing of NFPA required equipment. Individual internal compartments shall house one-(1) 24' extension ladder, one-(1) 14' roof ladder, one-(1) 10' folding ladder, and two-(2) pike poles with silencing pads made from Polypropylene installed on each compartment floor to assist in the loading and unloading of the required equipment. The compartment shall have a vertically hinged double pan door.		
60-04-4300	Vertical Load Test - Body	1	FE
60-19-1600	Side Compartment Doors - NON-Locking "Flush Look" (Each) The L1, L2, R1 and R2 compartment doors shall be constructed of 3/16" (.1875") smooth aluminum plate with the inner pan stitch welded in place from 1/8" (.125") 5052-H32 smooth aluminum plate.	4	
60-19-1605	Side/Rear Compartment Doors - Painted Roll-Up Door and Frame (Each) There shall be a roll-up compartment door manufactured by ROM installed on compartments L3, L4, L5, L6, R3, R4, R5, R6 and B1. The compartment roll-up door slats and doorframe extrusions shall be finish painted to match the body.	9	
60-19-1610	Pull Down Straps (Each) There shall be a compartment door pull-down strap provided on each side roll up door to aid in closing the door.	8	
60-19-3105	Speedy Dry Storage Compartment - Roof Top One-(1) dry chute dispenser labeled "Speedy Dry" shall be installed from the roof top compartment to below the side rear compartment fabricated from aluminum tubing and formed aluminum plate. A sliding push-pull handle labeled "Pull to open" shall be installed between the upper and lower tubing accessed	1	

PART NO	DESCRIPTION	QTY	ID
	<p>from inside the lower compartment allowing the material to be dispensed below the vehicle while in the "Open" position. An angled bucket constructed from formed aluminum plate shall be installed in the roof top compartment housing the opened material.</p> <p>Location: Compartment TL3 toward the rear of the compartment</p> <p>The speedy dry storage shall be half the size of the coffin compartment to allow equipment storage.</p> <p>The speedy dry storage shall have its own lid in addition to the coffin compartment door.</p>		
60-19-4610	<p>Storage Module - Compartment L5</p> <p>There shall be a storage module located in compartment L5. The module shall be fabricated from 1/8" smooth aluminum and shall be painted with gray "F-Shield".</p> <p>The module shall have an outer dimension of 53-1/8" wide x 27-7/8" high x full depth. The module shall be divided into ten (10) separate storage areas as follows (left to right):</p> <p>Position 1 (forward wall): 3" wide x 27-1/2" high Position 2 (aft of position 1): 4-3/16" wide x 27-1/2" high Position 3 (aft of position 2): 4-1/8" wide x 15" high Position 4 (aft of position 3): 8-3/8" wide x 15" high Position 5 (aft of position 4): 15-3/8" wide x 15" high Position 6 (aft of position 5): 15-3/8" wide x 15" high Position 7 (above position 3,4 & 5): 35-1/2" wide x 3-7/8" high Position 8 (aft of position 7): 9" wide x 4-1/2" high Position 9 (above position 7): 35-1/2" wide x 3-7/8" high Position 10 (aft of position 9): 9" wide x 3-7/8" high</p> <p>All the position dimensions are interior.</p> <p>There shall be two (2) 5-1/2" diameter tubes installed on the rear wall of position 4 for storage of D-size Oxygen cylinders.</p>	1	
60-19-4612	<p>Chain Saw Module - Compartment L6</p> <p>There shall be chain saw storage module located in compartment L6, rear wall forward of compartment. The module shall be fabricated from 1/8" smooth aluminum and shall be painted with gray "F-Shield".</p> <p>The module shall be angled to allow for additional storage. The front of the module shall have two (2) lift up doors to access the additional storage area. The outside of each door shall be equipped with a fabricated saw mount and two (2) chrome dog bone handles. A storage pocket shall be provided on the right bottom of the module for the mounting of power tool spare batteries and chargers.</p>	1	
60-19-4615	<p>Storage Module - Compartment R4</p> <p>There shall be a storage module located in compartment R4. The module shall be fabricated from 1/8" smooth aluminum and shall be painted with gray "F-Shield".</p> <p>The module shall be divided into sixteen (16) separate storage areas for storage of the following:</p> <ul style="list-style-type: none"> Water rescue helmets Water life vest Little Giant ladder Ring buoys Rope throw bags Rescue rope kits 	1	

PART NO	DESCRIPTION	QTY	ID
60-19-4620	<p>Air Bag Module - Compartment R5 There shall be an bag storage module located in compartment R5, rear side wall. The module shall be fabricated from 1/8" smooth aluminum and shall be painted with gray "F-Shield".</p> <p>The module shall be divided into seven (7) separate storage areas as follows (left to right):</p> <p>Position 1 (forward wall): 2-1/2" wide x 26" high Position 2 (aft of position 1): 2-1/2" wide x 26" high Position 3 (aft of position 2): 1-3/8" wide x 26" high Position 4 (aft of position 3): 1-1/2" wide x 26" high Position 5 (aft of position 4): 1-1/2" wide x 26" high Position 6 (aft of position 6): 1-1/2" wide x 21" high Position 7 (aft of position 6): 1-1/4" wide x 21" high</p> <p>All the position dimensions are interior.</p>	1	
60-19-4820	Compartment Modification - False Floor, RR Coffin Compartment	1	
60-20-0400	FFA Wheelwell Compartment (S/S Door) - Dual Air Bottles Left Front	1	
60-20-0405	FFA Wheelwell Compartment (S/S Door) - Dual Air Bottles Left Rear	1	
60-20-0410	FFA Wheelwell Compartment (S/S Door) - Dual Air Bottles Right Front	1	
60-20-0415	FFA Wheelwell Compartment (S/S Door) - Dual Air Bottles Right Rear	1	
60-20-0920	Painted Wheel Well Panel ILO Tread Plate	1	FE
65-00-0000	<p>Body Trim Package (No Rear Stanchions) One (1) handrail shall be located on the left rear of the apparatus, outboard of compartment B1. The handrail shall be constructed of 1-1/4" ribbed aluminium tubing, with chrome end stanchions. The handrail shall be sufficient in length to meet all standard requirements.</p>	1	
65-00-0010	Fuel Fill - Recessed with Door	1	FE
65-00-1000	Rubrail - Extruded Aluminum	1	FE
65-00-2900	10" Rear Step - Slotted	1	
65-00-4400	Tow Eyes - Rear - Below Body (Pr.)	1	FE
65-00-7000	Handrail - Below Hose Bed	1	FE
65-01-6000	Cover - Hose Bed - Aluminum/Hypalon (U.L.)	1	FE
65-01-6020	Cover - End Flaps - Snaps	1	FE
65-01-6060	Cover - End Flaps - Red	1	FE
65-01-6600	Divider - Hose Bed - Class "A" Pumper	1	FE
65-02-0840	<p>Adjustable Shelf (0-18"W x 24"D) (Each) Location: Compartment L3 (upper section, left of compartment divider)</p>	1	
65-02-0850	<p>Adjustable Shelf (37-48"W x 24"D) (Each) Location: Compartment R6 (middle, left of compartment divider)</p>	1	
65-02-0855	<p>ADDITIONAL Adjustable Shelf (37-48"W x 24"D) (Each) Location: Compartment R6 (upper, left of compartment divider)</p>	1	
65-02-0900	<p>Permanent Shelf - Aluminum (Each) Locations: Compartment R3 (above pump panel and left of backboard storage)</p>	2	

PART NO	DESCRIPTION	QTY	ID
65-02-2845	<p>Vertical Side Out Tool Board - (28-58"H x 24"D) (Each)</p> <p>Locations: (2) Compartment L4 (center of compartment and rearward of compartment), compartment L6 (1/2 height mounted to the compartment divider facing saw module) and compartment R6 (mounted to forward side wall)</p> <p>The two (2) tool boards in compartment L4 shall be adjustable side to side.</p> <p>Storage Pockets: The center tool board in compartment L4 shall have a 5-7/8" deep pocket on the left side and a 9" deep pocket on the right.</p> <p>The rearward tool board in compartment L4 shall have a 2-1/4" deep pocket on the left side.</p> <p>The tool board in compartment R6 shall have a 8" deep pocket on the left side.</p>	4	
65-02-3420	<p>Compartment Divider (Each)</p> <p>Locations: Compartment L4 (32" high x 18" from front wall), compartment (8" from rear wall), Compartment R5 (4) and compartment R6 (13-1/4" from front wall)</p> <p>The four (4) dividers in compartment R5 shall be installed after the air bag module to form four (4) enclosure storage areas and an upper shelf. There shall be three (3) floor mounted storage areas (21-1/2" wide/12-3/4" wide and 7-7/8" wide) and one (1) middle storage area.</p>	7	
65-02-6020	<p>Access Stairway - Zico Quic Ladder</p> <p>Location: Right rear of apparatus</p>	1	FE
65-03-0000	<p>250-Pound Roll-Out Tray (0"-18"W x 24"D) (Each)</p> <p>Locations: Compartment L3 (floor mounted, left of compartment divider), compartment L3 (adjustable, left of compartment divider) and compartment R5 (floor mounted, center storage area)</p>	3	
65-03-0010	<p>250-Pound Roll-Out Tray (37"-48"W x 24"D) (Each)</p> <p>Locations: Compartment L6 (floor mounted, left of compartment divider) and compartment R6 (floor mounted, left of compartment divider)</p>	2	
65-03-0115	<p>500-Pound Roll-Out Tray (37"-48"W x 45"D) (Each)</p> <p>Location: Compartment B1 (floor mounted)</p>	1	
90-10-7500	<p>Tube Style Pike Pole Holders (Each)</p> <p>Locations: Ladder compartment</p>	2	
70-00-0030	<p>Electrical System - (Body Only!)</p>	1	FE
70-00-0100	<p>Electrical, 12-Volt Testing</p>	1	FE
70-00-0600	<p>EMI/RFI Protection</p>	1	FE
70-01-5700	<p>Lower LED Lights (Zone B/D) - Whelen M6 Super LED M6R (Pair)</p> <p>The lights shall be red with red lens.</p> <p>Locations: One (1) each side in body wheel well</p>	1	

PART NO	DESCRIPTION	QTY	ID
70-01-5715	Lower LED Lights (Zone B/D) - Whelen LINZ6 Super LED LINZ6R (Pair) The lights shall be red with clear lens.	2	
	Locations: One (1) each side centered below compartments L1/R1 (mounted in rub rail) and one (1) each side below compartments L6/R6 (rearward portion mounted in rub rail)		
70-01-5800	Lower LED Lights (Zone C) - Whelen M6 Super LED M6R (Pair) The lights shall be red with red lens.	1	
	Locations: One (1) each side rear of apparatus in the tail light housings (lower section)		
70-01-5900	Upper Front LED Lights (Zone B/D) - Whelen M6 Super LED M6R (Pair) A pair of Whelen model M6R LED lights shall be provided, one-(1) each side on the upper front corners of the body.	1	
	The lights shall be red with red lens.		
70-01-6000	Upper Rear LED Lights (Zone B/D) - Whelen M6 Super LED M6R (Pair) A pair of Whelen model M6R LED lights shall be provided, one-(1) each side on the upper rear corners of the body.	1	
	The lights shall be red with red lens.		
70-01-6100	Upper Middle Rear LED Lights (Zone C) - Whelen M6 Super LED M6R (Pair) The lights shall be red with red lens.	1	
	Locations: One (1) each side rear of apparatus, centered		
70-01-6105	Upper Rear LED Lights (Zone C) - Whelen M6 Super LED M6R (Pair) The lights shall be red with red lens.	1	
	Locations: One (1) each side upper rear of apparatus		
70-04-9050	Directional Light - Whelen TAM65 - 36" Traffic Advisor Recessed	1	FE
70-05-3820	Lights - LED Clearance and Marker, Whelen OS Series	1	FE
70-05-4620	Lights - Stop/Turn & Back-Up (LED) - Whelen M6 Super LED	1	
70-05-5500	Lights - License	1	FE
70-09-0900	3" Round LED Ground/Work Lights - Whelen 3SC0CDCR (Each) The lights shall be located and switched as follows: Four (4) under cab lights installed, one-(1) under each door. All cab ground lights automatically activate when any cab door is opened, and by a switch on the dash. One (1) in each roof top compartment, switched with the compartment lights, active when the specific compartment is open. Two (2) at the front of hose bed, switched with the work lights and through the parking brake. Three (3) at the right rear of apparatus to illuminate the access ladder, switched with a weatherproof toggle near the ladder, wired through the parking brake.	20	

PART NO	DESCRIPTION	QTY	ID
	One (1) angle mounted to the rear of each pump panel, positioned to light the area under the roll out step, switched with the parking brake.		
	One (1) each side under the tailboard, switched with the parking brake.		
	One (1) under the center of the front bumper, switched with the parking brake.		
70-10-0220	8" LED Compartment Light - Access Night Stik 73008 Locations: Compartment L1 and compartment R1	2	
70-10-0270	28" LED Compartment Light - Access Night Stik 73028 Locations: Compartment L2, compartment L5 (2), compartment R2, compartment R5 (2) and compartment B1	5	
70-10-0315	54" LED Compartment Light - Access Night Stik 73054 Locations: Compartment L3, compartment L4 (2), compartment L6 (2), compartment R3, compartment R4 (3) and compartment R6 (2)	10	
70-10-8020	Switch - Compartment Open Door Indicator (Ea.)	23	FE
71-02-6100	LED Semi Recess Light - Whelen Pioneer PFP1-PBA103 (12-Volt 75 Watts) The light shall be controlled by a switch located in the cab labeled REAR SCENE. Location: Upper left rear of apparatus, inboard of warning light	1	
71-02-6110	LED Semi Recess Light - Whelen Pioneer PFP2-PBA203 (12-Volt 150 Watts) The lights shall be controlled by individual switches located in the cab labeled LEFT SCENE and RIGHT SCENE. Location: One (1) each side center of body above compartments L5 and R5	2	
72-A1-0820	NS1.8-600 WHL 4 X 150 Watt Whelen PFP2 Fixtures 12 VDC LED Location: Cab roof The controls shall be located in compartment L3, rearward side wall	1	FE
72-A9-8820	Light Tower Shield - Tread Plate	1	FE
72-D4-0620	Hydraulic Reel (Electric) - Hannay EF2014-17-18 Locations: Compartment B1 (suspended from the ceiling)	2	
74-D4-0625	Hose Couplings - Hurst Streamline Low Pressure	4	
72-D4-0820	Hydraulic Reel Set Up The reels shall be set up for Hurst low pressure tools with Stream Lie fittings.	2	
72-D5-0000	Hose/Cord Rollers (Each) There shall be a four way roller assembly provided and installed to guide the hose/cord on and off of the spool to prevent chafing on the body or opening. The roller shall be mounted to an aluminum panel located below the reels.	2	

PART NO	DESCRIPTION	QTY	ID
72-D5-0005	Hose/Cord Ball Stop - Hannay HS-3 There shall be a Hannay hose/cord stop model HS-3, attached on each hose/cord.	2	
80-C2-0220	Body Finish Paint - Single Color	1	FE
80-C4-0420	Body Paint Color/Code: Red 854008	1	FE
80-D2-0620	Interior Compartment Paint - "F-Shield" Extruded Bodies	1	FE
80-E2-1820	Stripe - Scotchlite Triple 6" w/ 1" Top and Bottom	1	FE
80-E4-0420	Striping Color - White	1	FE
80-E4-0425	Striping Layout: Reverse "Z" L4/R4	1	
80-E8-0220	Stripe - Chevron Pattern - Rear Reflective	1	FE
80-E8-0420	Striping - Front Bumper, Reflective Chevron	1	FE
80-G2-0220	Lettering - 60 Letters - 3" Mylar/Shaded	1	
80-H2-0820	Decals Installation (2) - Customer Supplied Locations: One-(1) each side on the cab rear doors	1	FE
98-A2-0220	Warranty - One Year - Mechanical Parts & Labor	1	FE
98-A4-0420	Warranty - Ten Years - Structural Integrity Limited	1	FE
98-A6-0220	Warranty - Four Years - Paint/Corrosion	1	FE
16-D6-4220	Bracket - Cab Seat SCBA, IMMI SmartDock Gen II	5	
90-C2-0420	Ladder - 10' Folding Attic Alco-Lite - FL-10	1	FE
90-C6-0420	Ladder - 14' Roof Alco-Lite - PRL-14	1	FE
90-D6-1020	Ladder - 24' Extension 2-Section Alco-Lite - PEL-24	1	FE
94-05-1600	30' x 5" Section HIGH VOLUME Hose - Key (Yellow)	1	
96-00-0090	Equipment Mounting Hooks (Each) There shall be four (4) "J" hooks provided and installed on the upper section of the compartment R6 tool board.	4	
96-00-0091	MVP Power Tool Set - DeWalt	1	
96-00-0092	Equipment Mounting - Fire Department Supplied	1	

EXHIBIT "I"

SECTION OF DROUGHT CONTINGENCY ORDINANCE

Sec. 13.06.003 Public education

The city will periodically provide the public with information about water conservation and drought conditions, including information about the conditions under which each stage of the plan is to be initiated or terminated and the drought response measures to be implemented in each stage. This information will be provided by means of paid advertisements, public notices, press releases and/or utility bill inserts.

Sec. 13.06.004 Coordination with regional water planning groups

The service area of the city is located within the Lower Colorado Region and the city has provided a copy of this plan to the Region K Water Planning Group.

Sec. 13.06.005 Authorization

The city manager is hereby authorized and directed to implement the applicable provisions of this plan upon determination that such implementation is necessary to protect public health, safety, and welfare. The city manager shall have authority to initiate or terminate drought or other water supply emergency response measures as described in this plan. This plan shall also be referenced in, and become an appendix to, the City of Bastrop Emergency Management Plan, Annex L; Utilities.

Sec. 13.06.006 Application

The provisions of this plan shall apply to all persons, customers, and property utilizing water provided by the city. The terms "person" and "customer" as used in the plan include individuals, corporations, partnerships, associations, and all other legal entities. Utilization of a water source other than city potable water is exempt from the provisions of this plan.

Sec. 13.06.007 Permanent water restrictions

This section establishes permanent water conservation regulations and applies year-round regardless of drought stage.

(Ordinance 2009-32 adopted 11/10/09)

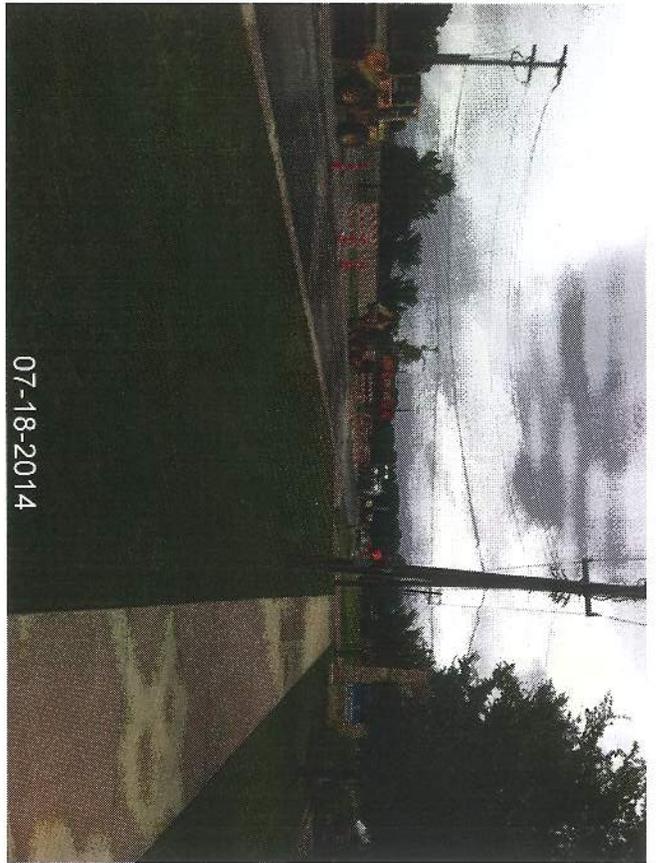
- (1) Landscape irrigation using automatic in-ground or hose-end sprinkler systems is prohibited between the hours of 9:30 a.m. and 6:30 p.m. (Ordinance 2012-9, pt. 1, adopted 5/29/12)
- (2) The time restrictions do not apply to:
 - (A) The irrigation of commercial plant nurseries.
 - (B) Irrigation using reclaimed water or other nonpotable water sources.
 - (C) New landscape installation during planting and the first ten (10) days after planting.
 - (D) The testing of new irrigation systems or systems that are under repair.

EXHIBIT "J"

HASLER STREETS IMPROVEMENTS



07-18-2014-2



07-18-2014



07-18-2014-3



07-18-2014-1