MEETING AGENDA
City Council
REGULAR SESSION CITY COUNCIL
April 5, 2022

HAL BALDWIN MUNICIPAL COMPLEX COUNCIL CHAMBERS
1400 SCHERTZ PARKWAY BUILDING #4
SCHERTZ, TEXAS 78154

CITY OF SCHERTZ CORE VALUES
Do the right thing
Do the best you can
Treat others the way you want to be treated
Work cooperatively as a team

AGENDA
TUESDAY, APRIL 5, 2022 at 6:00 p.m.

City Council will hold its regularly scheduled meeting at 6:00 p.m., Tuesday, April 5, 2022, at the City Council Chambers. In lieu of attending the meeting in person, residents will have the opportunity to watch the meeting via live stream on the City's YouTube Channel.

Call to Order

Opening Prayer and Pledges of Allegiance to the Flags of the United States and State of Texas. (Mayor Pro-Tem Scagliola)

Presentations

- Lions Club: Stuffed Animal presentation to Schertz First Responders. (Mayor Pro-Tem Scagliola)

Proclamations:

- National Library Week (April 3rd through April 9th, 2022) (Mayor/M. Uhlhorn)
- National Sexual Assault Awareness Month (Mayor/A. Story)
- National Crime Victim's Rights Week (Mayor/K. Chandler)
- National Child Abuse Prevention & Awareness Month (Mayor/S. Baker)
- Month of the Military Child & Purple Up for the Military Kids Day (Mayor/D. Thomas/J. Coffey)

New Employee Recognition

- EDC - Holly Malish - Deputy Director of Economic Development
- EMS - Scott Calame & Alexis Martinez- EMT (P/T); Victoria Herrera, Darcy Reiser & Brayton Sears - EMT; David Graham - EMS-Supply Coordinator (P/T);
- Fire - Eric Flores - Firefighter
- Police - Eduardo Herrera - Police Officer; Lillian Rodriguez - Communication Officer

City Events and Announcements

- Announcements of upcoming City Events (B. James/C. Kelm/S. Gonzalez)
- Announcements and recognitions by the City Manager (M. Browne)
- Announcements and recognitions by the Mayor (R. Gutierrez**)**

Hearing of Residents

*This time is set aside for any person who wishes to address the City Council. Each person should fill out the speaker's register prior to the meeting. Presentations should be limited to no more than **3** minutes.*

All remarks shall be addressed to the Council as a body, and not to any individual member thereof. Any person making personal, impertinent, or slanderous remarks while addressing the Council may be requested to leave the meeting.

Discussion by the Council of any item not on the agenda shall be limited to statements of specific factual information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.

Consent Agenda Items

The Consent Agenda is considered self-explanatory and will be enacted by the Council with one motion. There will be no separate discussion of these items unless they are removed from the Consent Agenda upon the request of the Mayor or a Councilmember.

1. **Minutes** – Consideration and/or action regarding the approval of the minutes of the regular meeting of March 22, 2022. (B. Dennis/S.Edmondson)

2. **Resignations and Appointments to Boards/Commissions/Committees**-Consideration and/or action regarding the resignations and appointments to various Boards/Commissions/Committees (Council/B. Dennis)

    - Resignation of Dr. Susan Raiford from the Historical Preservation Committee.
    - Appointment of Mr. Alex Fuentes as an Alternate Member to the Building and Standards Commission.

3. **Ordinance No. 22-S-11 -** Consideration and/or action on a request to rezone approximately 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB-2), generally located approximately 3,000 feet east of the intersection of Schwab Road and IH-35 access road, also known as a portion Comal County Property Identification Number 78178, City of Schertz, Comal County, Texas. ***Final Reading*** (B. James/M. Harrison)

4. **Resolution No. 22-R-38** - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas regarding a request to amend the Main Street Local Grant Program. (M. Browne/B. James)

5. **Resolution No. 22-R-35** - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing a contraact with Scientel Solutions, LLC of Aurora IL, for implementation of the Schertz Master Communications Plan. (B. James/M. Clauser)

6. **Ordinance No. 22-T-16** -Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas authorizing an adjustment to the FY 2021/2022 Budget to allocate funds for the Schertz Council Facilities Audio and Video Systems Upgrade Project in the amount of $451,686.00 ***Final Reading*** (B. James/ M. Clauser)

7. **Ordinance No. 22-T-17**- Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas authorizing an adjustment to the FY 2021/2022 City of Schertz Budget to provide an additional $65,835.00 from the dedicated PEG Fund for the Master Communication Plan. ***Final Reading*** (B. James/M. Clauser)

8. **Resolution No. 22-R-36** - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing EMS debt revenue adjustments, Utility Billing debt revenue adjustments and Schertz Magazine debt revenue adjustments for certain inactive outstanding receivables and other matters in connection therewith. (M. Browne/J. Walters)

9. **Resolution No. 22-R-37** - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing an amendment to the Interlocal Agreement between the City of Schertz and the City of Cibolo for EMS Services. (C. Kelm/J. Mabbitt)

Discussion and Action Items

10. **Resolution No. 22-R-22** - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing a Contract with Trox, Inc. of San Antonio, Texas for implemenation of the Schertz Council Chambers AV Systems Upgrade. . (B. James/M. Clauser)

Public Hearings

11. **Ordinance No. 22-S-15** - Conduct a Public Hearing and consideration and/or action on a request for a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.7 acres of land, more specifically described as the northwest corner of IH-35 and Cibolo Valley Drive, also known as Guadalupe County Property Identification Number 62840, City of Schertz, Guadalupe County, Texas. ***First Reading*** (B. James/L. Wood/M. Harrison)

12. **Ordinance No. 22-T-12** - Conduct a Public Hearing and Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas, amending Chapter 78, Article VII, Roadway Capital Recovery Fees incorporating amended land use assumptions and amended Capital Improvements Plans for such facilities providing for collection of impact fees. ***First Reading*** (M. Browne/B. James)

13. **Ordinance No. 22-S-13** - Conduct a Public Hearing for consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas, amending the Master Thoroughfare Plan. ***First Reading*** (M. Browne/B. James)

Roll Call Vote Confirmation

Closed Session

14. The City Council will meet in closed session in accordance with Section 551.074 of the Texas Government Code to discuss the direction to fill the City Manager vacancy.

15. The City Council will meet in closed session pursuant to Section 551.071 of the Texas Government Code, the City of Schertz will consult in closed session with its attorney to receive legal advice regarding pending or contemplated litigation, a settlement offer, or matter in which the duty of the attorney to the governmental body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with this chapter", to include the following matters: CAUSE NO. 1:17-CV-819-LY GREEN VALLEY SPECIAL UTILITY DISTRICT V. THE CITY OF SCHERTZ, ET. AL.

Reconvene into Regular Session

16. Take any action based on discussions held in Closed Session under Agenda Item 14.

17. Take any action based on discussions held in Closed Session under Agenda Item 15.

Roll Call Vote Confirmation

Information available in City Council Packets - NO DISCUSSION TO OCCUR

18. Mayor and Council Compensation. (M. Browne/J. Walters)

Requests and Announcements

- Announcements by the City Manager.
- Requests by Mayor and Councilmembers for updates or information from staff.
- Requests by Mayor and Councilmembers that items or presentations be placed on a future City Council agenda.
- Announcements by Mayor and Councilmembers
    - City and community events attended and to be attended
    - City Council Committee and Liaison Assignments (see assignments below)
    - Continuing education events attended and to be attended
    - Recognition of actions by City employees
    - Recognition of actions by community volunteers

Adjournment

CERTIFICATION

I, BRENDA DENNIS, CITY SECRETARY OF THE CITY OF SCHERTZ, TEXAS, DO HEREBY CERTIFY THAT THE ABOVE AGENDA WAS PREPARED AND POSTED ON THE OFFICIAL BULLETIN BOARDS ON THIS THE 1st DAY OF APRIL 2022 AT 3:30 P.M., WHICH IS A PLACE READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES AND THAT SAID NOTICE WAS POSTED IN ACCORDANCE WITH CHAPTER 551, TEXAS GOVERNMENT CODE.

BRENDA DENNIS

I CERTIFY THAT THE ATTACHED NOTICE AND AGENDA OF ITEMS TO BE CONSIDERED BY THE CITY COUNCIL WAS REMOVED BY ME FROM THE OFFICIAL BULLETIN BOARD ON _____DAY OF _____, 2022. TITLE: _____

This facility is accessible in accordance with the Americans with Disabilities Act. Handicapped parking spaces are available. If you require special assistance or have a request for sign interpretative services or other services, please call 210-619-1030.

The City Council for the City of Schertz reserves the right to adjourn into closed session at any time during the course of this meeting to discuss any of the matters listed above, as authorized by the Texas Open Meetings Act.

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

COUNCIL COMMITTEE AND LIAISON ASSIGNMENTS

Mayor Gutierrez Audit Committee Investment Advisory Committee Main Street Committee	**Councilmember Scagliola – Place 5** Animal Advisory Commission - Alternate Cibolo Valley Local Government Corporation - Alternate Hal Baldwin Scholarship Committee Interview Committee for Boards and Commissions - Alternate Schertz-Seguin Local Government Corporation

Councilmember Davis– Place 1 Interview Committee for Boards and Commissions Main Street Committee - Chair Schertz Housing Authority Board TIRZ II Board	**Councilmember – Place 2 (VACANT)**
Councilmember Whittaker – Place 3 Audit Committee Interview Committee for Boards and Commissions TIRZ II Board	**Councilmember Dahle – Place 4** Cibolo Valley Local Government Corporation Interview Committee for Boards and Commissions TIRZ II Board
Councilmember Heyward – Place 6 Animal Advisory Commission Audit Committee Investment Advisory Committee Main Street Committee	**Councilmember Brown – Place 7** Main Street Committee Schertz-Seguin Local Government Corporation - Alternate

Agenda No. 1.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**City Secretary**
Subject:	**Minutes – Consideration and/or action regarding the approval of the minutes of the regular meeting of March 22, 2022. (B. Dennis/S.Edmondson)**

BACKGROUND

The City Council held a Regular City Council meeting on March 22, 2022.

RECOMMENDATION

Recommend Approval.

Attachments

03-22-2022 Minutes

MINUTES
REGULAR MEETING
March 22, 2022

A Regular Meeting was held by the Schertz City Council of the City of Schertz, Texas, on March 22, 2022, at 6:00 p.m. in the Hal Baldwin Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas. The following members present to-wit:

Present:	Mayor Ralph Gutierrez; Mayor Pro-Tem David Scagliola; Councilmember Mark Davis; City Council Place 2 - Vacant; Councilmember Jill Whittaker; Councilmember Michael Dahle; Councilmember Allison Heyward; Councilmember Tim Brown
City Staff:	City Manager Dr. Mark Browne; Assistant City Manager Brian James; Assistant City Manager Charles Kelm; City Attorney Adolfo Ruiz; Assistant to the City Manager Sarah Gonzalez; Deputy City Secretary Sheila Edmondson;

Call to Order

Mayor Gutierrez called the meeting to order at 6:00 pm.

Opening Prayer and Pledges of Allegiance to the Flags of the United States and State of Texas. (Councilmember Dahle)

Councilmember Michael Dahle provided the opening prayer followed by the Pledges to Allegiance to the Flags of the United States and the State of Texas.

Presentations

- Proclamation recognizing Alcohol Awareness Month. (A. Heyward)

  Councilmember Heyward read the proclamation and presented it to Ms. Amy Alston with the San Antonio Council on Alcohol and Drug Awareness.

City Events and Announcements

- Announcements of upcoming City Events (B. James/C. Kelm/S. Gonzalez)

  Mayor Gutierrez recognized Assistant to the City Manager Sarah Gonzalez who announced the upcoming City Events.

  Friday, March 25th
  Pre-Budget Retreat
  8:30 AM-5:00 PM
  Council Chambers

  Sunday, April 3rd
  Movin' on Main
  12:00 PM-4:00 PM
  Open streets event with fitness demonstrations, health & wellness vendors, DJ music, kids' activities, food trucks. Bring your bikes, scooters, strollers and get movin'!

  Now thru Sunday, April 24th

Kickball League Sign-Up
Games will be played every Sunday evening from 6:00-10:00 PM at Thulemeyer Park. Sign-up at Schertz.com

Tuesday, April 5th
Next regular scheduled Council meeting, 6:00 PM, Council Chambers

- Announcements and recognitions by the City Manager (M. Browne)

  City Manager Dr. Mark Browne thanked Assistant to the City Manager Sarah Gonzalez and Administrative Assistant Cyndi Simmons for organizing the 26th Annual Employee Remembrance Day Ceremony.

- Announcements and recognitions by the Mayor (R. Gutierrez**)**

  Mayor Gutierrez also thanked Assistant to the City Manager Sarah Gonzalez and Administrative Assistant Cyndi Simmons for organizing the 26th Annual Employee Remembrance Day Ceremony.

Hearing of Residents

*This time is set aside for any person who wishes to address the City Council. Each person should fill out the speaker's register prior to the meeting. Presentations should be limited to no more than **3** minutes.*

All remarks shall be addressed to the Council as a body, and not to any individual member thereof. Any person making personal, impertinent, or slanderous remarks while addressing the Council may be requested to leave the meeting.

Mayor Pro-Tem David Scagliola recognized the following who spoke:

Daniel Jameson, 1048 Richmond Drive - Mr. Jameson thanked Assistant City Manager Charles Kelm and the Public Works Department for their quick response with some street issues on Richmond Dr. Crews came out and fixed the problem very quickly.

Ferrando Heyward, 2628 Hansel Heights - Mr. Heyward wanted to thank TSAC-Transportation and Safety Advisory Committee for working with Staff to improve the roads. He also asked that with all the hard work that is happening with the roads, he wanted to make sure the public is aware it will take time, but it is being improved. Links on the website giving an update on the city road improvements would help out. Mr. Heyward also thanked Staff for posting about Bike Safety. Mr. Heyward also mentioned that March is MS Awareness month, has concerns of Human Trafficking issues and the employee turnover rate and employee compensation for the City of Schertz.

Stephen Noethen, 3401 Abbeville Drive- Mr. Noethen asked that covered benches and picnic tables be added near the playground near the Library. Mr. Noethen also asked for a temporary traffic light near FM 1518 and IH-10. He also thanked City Manager Dr. Mark Browne for all everything he has done over the last few years.

Consent Agenda Items

The Consent Agenda is considered self-explanatory and will be enacted by the Council with one motion. There will be no separate discussion of these items unless they are removed from the Consent Agenda upon the request of the Mayor or a Councilmember.

1. **Minutes** – Consideration and/or action regarding the approval of the minutes of the meeting of the regular meeting of March 8, 2022. (B. Dennis)

2. **Ordinance No. 22-G-14** - Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas amending Chapter 66, Police - Articles I and II of the Code of Ordinances of the City of Schertz, Texas to provide for the establishment of the City of Schertz Police Department; establishing the position of Chief of Police and providing for the employment of Police Officers; prescribing the qualifications, duties and responsibilities of the Chief of Police and Police Officers establishing the jurisdictional boundaries of the department; providing a savings clause, and providing an effective date. ***Final Reading*** **(**C. Kelm/M. Bane)

3. **Resolution No. 22-R-34** - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas approving the renewal of existing three-year support agreement for ARCGIS mapping software supplied by Environmental Systems Research Institute, Inc. (ESRI). (B. James/M. Clauser)

4. **Resignations and Appointments to Boards/Commissions/Committees**-Consideration and/or action regarding the resignations and appointments to various Boards/Commissions/Committees (Council/S. Edmondson)

   - Resignation of Mr. Margarito Banales from the Schertz Library Advisory Board

Mayor Gutierrez asked Council if they were any items that they wished removed for separate action, as there were none, Mayor Gutierrez asked for a motion to approve Consent Agenda Items 1-4.

Moved by Councilmember Mark Davis, seconded by Mayor Pro-Tem David Scagliola

AYE: Mayor Pro-Tem David Scagliola, Councilmember Mark Davis, Councilmember Jill Whittaker, Councilmember Michael Dahle, Councilmember Allison Heyward, Councilmember Tim Brown

Passed

Discussion and Action Items

5. **Resignation** - Consideration and/or action regarding the acceptance of the Retirement Resignation letter from City Manager Dr. Mark Browne.

Mayor Gutierrez appreciates the advanced notice the City Manager Dr. Mark Browne provided about his retirement and the opportunity for a smooth transition. He also thanked Dr. Browne for his service to the City of Schertz. His dedication and passion has been evident in everything he as done.

Mayor Gutierrez asked for a motion to approve the acceptance of the Retirement Resignation letter from the City Manager Dr. Mark Browne.

Moved by Councilmember Allison Heyward, seconded by Councilmember Tim Brown

AYE: Mayor Pro-Tem David Scagliola, Councilmember Mark Davis, Councilmember Jill Whittaker, Councilmember Michael Dahle, Councilmember Allison Heyward, Councilmember Tim Brown

Passed

6. **Ordinance No. 22-T-16** -Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas authorizing an adjustment to the FY 2021/2022 budget to allocate funds for the Schertz Council Facilities Audio and Video Systems Upgrade Project in the amount of $451,686.00 ***First Reading*** (B. James/ M. Clauser)

Mayor Gutierrez read the following into record:

ORDINANCE NO. 22-T-16

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING AN ADJUSTMENT TO THE FISCAL YEAR 2021- 2022 BUDGET TO PROVIDE ADDITIONAL FUNDING FOR UPGRADES TO THE COUNCIL CHAMBERS AUDIO AND VIDEO MANAGEMENT SYSTEMS PROJECT, REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT WITH THIS ORDINANCE: AND PROVIDING AN EFFECTIVE DATE. ***First Reading***

Mayor Gutierrez recognized I.T. Director Myles Clauser who provided information for the adjustment to the FY 2021/2022 budget to allocate funds for the Schertz Council Facilities Audio and Video Systems Upgrade Project. The current audio system is approximately 20 yrs old and needs to be upgraded. Requirements have changed, and we are now in an HD world. The system needs to be upgraded to meet the requirements currently needed by the City.

Mayor Gutierrez asked for a motion to approve the first reading of Ordinance No. 22-T-16.

Moved by Councilmember Mark Davis, seconded by Councilmember Allison Heyward

AYE: Mayor Pro-Tem David Scagliola, Councilmember Mark Davis, Councilmember Jill Whittaker, Councilmember Michael Dahle, Councilmember Allison Heyward, Councilmember Tim Brown

Passed

7. **Ordinance No. 22-T-17**- Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas authorizing an adjustment to the FY 2021/2022 City of Schertz budget to provide an additional $65,835.00 from the dedicated PEG fund for the Master Communication Plan. ***First Reading*** (B. James/M. Clauser)

Mayor Gutierrez read the following into record:

ORDINANCE NO. 22-T-17

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING AN ADJUSTMENT TO THE FISCAL YEAR 2021- 2022 BUDGET TO PROVIDE ADDITIONAL FUNDING FOR THE MASTER COMMUNICATIONS NETWORK PROJECT, REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT WITH THIS ORDINANCE; AND PROVIDING AN EFFECTIVE DATE. ***First Reading***

Mayor Gutierrez recognized I.T. Director Myles Clauser who provided information on authorizing an adjustment to the FY 2021/2022 City of Schertz Budget to provide an additional $65,835.00 from the dedicated PEG fund for the Master Communication Plan. The City is need of a city-wide area network and additional funding is needed for this project. The project will allow all the city buildings to be connected with a wireless network to communicate and the ability to broadcast on a planned public-education government TV channel.

Mayor Gutierrez asked for a motion to approve the first reading of Ordinance 22-T-17.

Moved by Councilmember Allison Heyward, seconded by Councilmember Tim Brown

AYE: Mayor Pro-Tem David Scagliola, Councilmember Mark Davis, Councilmember Jill Whittaker, Councilmember Michael Dahle, Councilmember Allison Heyward, Councilmember Tim Brown

Passed

Public Hearings

Mayor Gutierrez read the following into record:

8. **Ordinance No. 22-S-11 -** Conduct a public hearing and consideration and/or action on a request to rezone approximately 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB-2), generally located approximately 3,000 feet east of the intersection of Schwab Road and IH-35 access road, also known as a portion Comal County Property Identification Number 78178, City of Schertz, Comal County, Texas. ***First Reading*** (B. James/M. Harrison)

Mayor Gutierrez read the following into record:

ORDINANCE NO. 22-S-11

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AMENDING THE OFFICIAL ZONING MAP BY REZONING APPROXIMATELY 9 ACRES OF LAND TO GENERAL BUSINESS DISTRICT AND GENERAL BUSINESS DISTRICT-2, GENERALLY LOCATED 3,000 FEET EAST OF THE INTERSECTION OF SCHWAB ROAD AND IH-35 ACCESS ROAD, ALSO KNOWN AS COMAL COUNTY PROPERTY IDENTIFICATION NUMBER, 78178, COMAL COUNTY, TEXAS. ***First Reading***

Mayor Gutierrez recognized City Planner Megan Harrison presented a PowerPoint presentation explaining why the owner of this property is wanting to change the zoning of the 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB-2), generally located approximately 3,000 feet east of the intersection of Schwab Road and IH-35 access road. Ms. Harrison stated that the Planning and Zoning Commission held a public hearing on February 9, 2022, where the commission made a vote to recommend approval with a vote of 7-0. Staff recommends approval of Ordinance No. 22-S-11.

Mayor Gutierrez recognized Ms. Ashley Farrimond from Killen, Griffin and Farrimond, Attorneys at Law, who is representing the property owners of Southern Tire Mart. She stated the owners wanted to change the current zoning PRE & GB to GB-2 (5.66 acres) and GB (3.34) and move their current business to this property.

Mayor Gutierrez opened up the Public Hearing. No one spoke, Mayor Gutierrez closed the Public Hearing for Council Comments. Ms. Farrimond answered questions from Council.

Mayor Gutierrez asked for a motion to approve the first reading of Ordinance No. 22-S-11.

Moved by Councilmember Tim Brown, seconded by Councilmember Jill Whittaker

Roll Call Vote Confirmation

Mayor Gutierrez recognized Deputy City Secretary Sheila Edmondson who provided roll call confirmation for Consent Items #1-4 and Agenda Items # 5-8.

Workshop

9. Discussion on the Main Street Vision and Challenges including parking and nonconforming uses.

Mayor Gutierrez recognized Assistant City Manager Brian James who presented a PowerPoint presentation on the Main Street Vision and Challenges that includes parking and nonconforming uses.

Main Street Vision

- Mixed Use Development
- Art centered activities and programs for kids and adults
- Restaurants with or without outdoor dining
- Places for Shopping
- Restoration of Historic Buildings
- Attractions

Main Street Opportunities and Concerns

- Location
- Infrastructure
- Historic Character
- Vacant Buildings and Vacant Land
- Connectivity
- City and Community Support
- Railway Noise
- FEMA Floodplain
- Incompatibility of Adjacent Uses
- Parking Limitations
- Existing Zoning Limitations

What We Have Done

- New Zoning Districts – MSMU and MSMU-ND
- Appropriate Uses
- Modified Development Standards
- Local Flavor Grant and Historic Preservation Grants
- Modification of Floodplain Ordinance
- Events – Movin on Main and Awareness (Schertz Magazine)
- Main Street Improvements Concepts
- Public Parking Lots

The Problem

- Incompatibility of Adjacent Uses
- Parking Limitations
- Approximately 35 parcels are zoned GB which allows Automobile Repairs and Service, Minor by right as well as truck rental. There are also nonconforming Automobile Repairs and Service Major that exist.
- This has created problems on Main Street as aspects of these uses are incompatible with the vision of Main Street.

Trying to Solve the Problem

- Increased Code Enforcement
- Have Spoken With Business Owners
- Draft Ordinance to Restrict Onstreet Parking – labor-intensive and imperfect to enforce

The Big Question

- Is it worth trying to find the approximately $6 million to really do Main Street right in one effort if we continue to have the conflicts with land uses?

Assistant City Manager Brian James wanted to get the City Council's input on how they want the City to move forward on this subject. Council agreed that the car repair business has too many cars on public streets. Mr. James stated staff will work on finding a win-win solution to the issues on Main Street.

10. Discussion regarding the Joint Base San Antonio Randolph Joint Land Use Study and Air Installation Compatible Use Zones Study Recommendations compatible land uses and development restrictions.

Mayor Gutierrez recognized Assistant City Manager Brian James who presented a PowerPoint regarding the Joint Base San Antonio Randolph Joint Land Use Study (JLUS) and Air Installation Compatible Use Zones (AICUZ) Study Recommendations compatible land uses and development restrictions. Mr. Brian James explained the studies provided information for cities near JBSA Randolph to ensure future compatibility between land uses in surrounding communities necessary to support the continuation of the military mission at JBSA-Randolph and the increasing development occurring around the installation.

Mr. James continued to explain the AICUZ components that included AICUZ – Air Installation Compatible Use Zone, Accident Potential Zones (APZs), Clear Zones (CZ) – 3,000’ x 3,000’ virtually no uses allowed. Accident Potential Zone 1 (APZ 1), Accident Potential Zone 2 (APZ 2). Other Components included Land Use Restrictions, Aircraft Noise Contours, and Floor Area Ratio (FAR) restrictions.

With these guidelines, City staff would like to get a feel from City Council on how they wish to proceed. Council wishes for staff to look at the most incompatible and problematic uses within the AICUZ from the published guidelines provided and start there.

Closed Session

Mayor Gutierrez read the following closed session item into record:

11. The City Council will meet in closed session in accordance with Section 551.074 of the Texas Government Code to discuss the direction to fill the City Manager vacancy.

Mayor Gutierrez recessed the meeting into Closed Session at 8:17 p.m.

Reconvene into Regular Session

Mayor Gutierrez reconvened back into regular session at 8:51 p.m.

12. Take any action based on discussions held in Closed Session under Agenda Item 11.

No action was taken.

Roll Call Vote Confirmation

No roll call vote confirmation as no action was taken on Agenda Item #11.

Information available in City Council Packets - NO DISCUSSION TO OCCUR

Mayor Gutierrez mentioned Item #13 were informational items only and that the information we provide in the Council packet as well as can be found online.

13. Quarterly Financial Reports

Requests and Announcements

- Announcements by the City Manager.

  None at this time.

- Requests by Mayor and Councilmembers for updates or information from staff.

  None at this time.

- Requests by Mayor and Councilmembers that items or presentations be placed on a future City Council agenda.

  None at this time.

- Announcements by Mayor and Councilmembers

  Mayor Pro-Tem David Scagliola attended Breakfast with the Heat

  Councilmember Mark Davis attended the Employee Remembrance Ceremony. Mr. Davis mentioned the passing of Robert Brockman, a Schertz Citizen

  Councilmember Jill Whittaker attended the NEP Luncheon and Ribbon Cutting for JW Roofing

  Councilmember Allison Heyward attended the NEP Luncheon, AMPO Resilience Committee, Active Transportation Committee Meeting, ARPA Check Award Ceremony, Breakfast with the Heat, Ribbon Cutting JW Roofing, and Employee Remembrance Ceremony.

  Councilmember Tim Brown attended the NEP Luncheon and the ARPA Check Award Ceremony

Adjournment

Mayor Gutierrez adjourned the meeting at 8:51 p.m.

_____
Ralph Gutierrez, Mayor

ATTEST:

_____
Sheila Edmondson, Deputy City Secretary

Agenda No. 2.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**City Secretary**
Subject:	**Resignations and Appointments to Boards/Commissions/Committees-Consideration and/or action regarding the resignations and appointments to various Boards/Commissions/Committees (Council/B. Dennis)**

- **Resignation of Dr. Susan Raiford from the Historical Preservation Committee.**
- **Appointment of Mr. Alex Fuentes as an Alternate Member to the Building and Standards Commission.**

BACKGROUND

City Secretary's office has received notice of the resignation of Dr. Susan Raiford from the Historical Preservation Committee, staff recommends Council accept her resignation.

City Secretary's office received a Volunteer Application from Mr. Alex Fuentes who is interested in being a Commission Member to the Building and Standards Commission. City Secretary vetted Mr. Fuentes application to the Chair and Vice Chair of the Commission, and they agreed to send his application forward o the Interview Committee for approval. Staff recommends the appointment of Mr. Alex Fuentes as an Alternate Member to the Building and Standards Commission.

Agenda No. 3.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Planning & Community Development**
Subject:	**Ordinance No. 22-S-11 - Consideration and/or action on a request to rezone approximately 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB-2), generally located approximately 3,000 feet east of the intersection of Schwab Road and IH-35 access road, also known as a portion Comal County Property Identification Number 78178, City of Schertz, Comal County, Texas. *Final Reading* (B. James/M. Harrison)**

BACKGROUND

Owner: I-35 Investments Properties, LP
Applicant: Southern Tire Mart

Three (3) public hearing notices were mailed to the surrounding property owners within two hundred feet (200') of the subject property on January 28, 2022, with a public hearing notice published in the "San Antonio Express" on March 2, 2022, prior to the City Council public hearing. At the time of this staff report Staff has received one (1) response that is neutral to the zoning request.

GOAL

The goal is to rezone approximately 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB2).

COMMUNITY BENEFIT

The community benefit is to promote safe, orderly, efficient development and bring about the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

The applicant is requesting to rezone the approximately 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB2). The 9 acre tract is a portion of the remaining approximately 114 acre tract.

The Comprehensive Land Use Plan (CLUP), through the Future Land Use Plan and Northern Schertz Sector Plan, designates this subject property as Commercial Campus and Agricultural Conservation. The objective of the Commercial Campus land use designation is intended to accommodate the development of lower intensity commercial and office uses that utilize a variety of mostly office, flex-office, light industrial, and creating a campus like environment. Agricultural Conservation land use designation is to have the rural/agricultural type development and minimum open space of 70%. In the Schertz Sector Plan it states under the Agricultural Conservation land use designation that "The community's vision for this area may also evolve over time and should be reevaluated based on market trends and community desires during future planning efforts". The

property is 1,100 feet deep with approximately 750 feet of Commercial Campus land use designation and approximately 350 feet of Agricultural Conversation land use designation. This creates a challenge with the property owner that the land is spilt between two land use designations as it poses the issue of how they are able to develop the property. If we held firm to the land use designation boundaries the back portion that is under Agricultural Conservation would not be developed and would have access limitations as it will be cut off from I-35. The boundary between the two land use designations are often generalized locations unless there is a physical feature that sets the boundary such as a roadway or a drainage area. The intention with the current land use designations is to not have a hard, fast line on the property, but to instead flex the designation lines, which is good planning practices, to things like property lines, built features or natural features.

- Comprehensive Plan Goals and Objectives: The proposed rezoning of this property to General Business District (GB) and General Business District-2 (GB2) is in conformance with the Comprehensive Land Use Plan as it will support the office and light industrial uses set forth in the General Business District (GB) and General Business District-2 (GB2). Within the 2002 Comprehensive Land Use, under Key Features of the Land Use Plan, it states that "Classifying significant acreage within the ETJ as rural development to preserve environmental resources and maintain a reserve of vacant land and open space outside the incorporated City. As development matures in this area higher density land use may be considered". In keeping that in mind the property only has 350 feet of agricultural conservation land use identified on their property, but when looking at the overall picture beyond the property boundary, there is still 2,200 feet of agricultural conservation remaining.
- Impact of Infrastructure: The proposed zone change would have to route water and sewer from Schwab Road to their property. There is water and sewer located along the right-of-way of Schwab Road and would be taken from this area to the subject property.
- Impact of Public Facilities/Services: The proposed zone change would have minimal impact on public services, such as schools, fire, police and parks, and would have an increase in service area for water and sewer.
- Compatibility with Existing and Potential Adjacent Land Uses: The subject property is surrounded by several parcels that are zoned General Business District (GB), which are in line with maintaining the lower intensity along the frontage of IH 35 and pushing the light industrial away from IH 35.

FISCAL IMPACT

None

RECOMMENDATION

The property has the land use designations, under the Schertz Sector Plan for Northern Schertz, as Commercial Campus and Agricultural Conservation. The Commercial Campus land use designation encourages the development of lower intensity commercial, office, flex-office, and light industrial uses. The Agricultural Conservation land use designation is intended to maintain the rural/agricultural uses. The land use designation lines that illustrate approximately 750 feet of Commercial Campus land use designation and approximately 350 feet of Agricultural Conservation land use designation has created this hard and fast line on the property, which leaves the property owner to determine how to develop accordingly. However, this line is not intended to split a property the way that it has. The concept for this area, where you take the railroad tracts and Interstate Highway 35 and notice the trend of commercial along the frontage and agricultural conservation along the back, but then determining whether we want it to be 400 feet, 700 feet, or 1,000 feet. Good planning practices are that we generally try to use property lines, built features, or natural features instead of using hard fast lines. Therefore, with the information provided the rezoning to maintain the General Business District (GB) along the IH-35 frontage and have the General Business District-2 (GB2) in the back meets the

intention of the Comprehensive Land Use Plan as identified under the Commercial Campus land use designation.

Staff feels that rezoning the portion of the property to General Business District-2 (GB2) does not negatively impact the larger area left Agricultural Conservation nor does adjusting the zoning boundary line of the General Business District (GB) to still maintain that lighter intensity commercial along IH 35. Therefore, staff recommends approval of the requested zone change for approximately 9 acres to General Business District (GB) and General Business District-2 (GB2).

The Planning and Zoning Commission held a public hearing on February 9, 2022, where they made a recommendation of approval to the City Council with a vote of 7-0.

The City Council held a public hearing on March 22, 2022, where they made a recommendation to approve the rezoning from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District (GB2).

Attachments

Ord. No. 22-S-11
Rezone Exhibit
Aerial Map
Public Hearing Notice Map
Public Hearing Notice Response

ORDINANCE NO. 22-S-11

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AMENDING THE OFFICIAL ZONING MAP BY REZONING APPROXIMATELY 9 ACRES OF LAND TO GENERAL BUSINESS DISTRICT AND GENERAL BUSINESS DISTRICT-2, GENERALLY LOCATED 3,000 FEET EAST OF THE INTERSECTION OF SCHWAB ROAD AND IH-35 ACCESS ROAD, ALSO KNOWN AS COMAL COUNTY PROPERTY IDENTIFICATION NUMBER, 78178, COMAL COUNTY, TEXAS.

WHEREAS, an application to rezone approximately 9 acres of land located 3,000 feet east of the intersection of Schwab Road and IH-35 access road, also known as Comal County Property Identification Number 78178, and more specifically described in the Exhibit A attached herein (herein, the "Property") has been filed with the City; and

WHEREAS, the City's Unified Development Code Section 21.5.4.D. provides for certain criteria to be considered by the Planning and Zoning Commission in making recommendations to City Council and by City Council in considering final action on a requested zone change (the "Criteria"); and

WHEREAS, on February 9, 2022, the Planning and Zoning Commission conducted a public hearing and, after considering the Criteria, made a recommendation to City Council to approve the requested rezoning; and

WHEREAS, on March 22, 2022, the City Council conducted a public hearing and after considering the Criteria and recommendation by the Planning and Zoning Commission, determined that the requested zoning be approved as provided for herein.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS: **THAT:**

Section 1. The Property as shown and more particularly described in the attached Exhibit A, is hereby zoned General Business District (GB) and General Business District-2 (GB2).

Section 2. The Official Zoning Map of the City of Schertz, described and referred to in Article 2 of the Unified Development Code, shall be revised to reflect the above amendment.

Section 3. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Ordinance for all purposes and are adopted as a part of the judgment and findings of the Council.

Section 4. All ordinances and codes, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 5. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 6. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 7. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 8. This Ordinance shall be effective upon the date of final adoption hereof and any publication required by law.

Section 9. This Ordinance shall be cumulative of all other ordinances of the City of Schertz, and this Ordinance shall not operate to repeal or affect any other ordinances of the City of Schertz except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, are hereby repealed.

Approved on first reading the 22nd day of March 22, 2022.

PASSED, APPROVED AND ADOPTED on final reading the 5th day of April, 2022.

_____
Ralph Gutierrez, Mayor

ATTEST:

_____
Brenda Dennis, City Secretary
(SEAL OF THE CITY)

Owner: I 35 Investment Properties LP Address: 61 Pipers Walk Sugar Land, Texas 77479 Phone #: (210) 960-2750

Property Owners within 200 feet

Property within 200 feet #2:
Land Use: Vacant
Zoning: Out of City Limits (DVL)
Subdivision Name: A-182 SUR 258 Ü
C M GAHAGAN, Acres 7.96
Owner Name: Sandra Reeh
Property Address: 0 FM 482
New Braunfels, Texas
Property ID: 75480
Recording Information: Ù806003256

Property within 200 Feet #1:
Land Use: Vacant
Zoning: Partially Zoned GB, Partially Zoned DVL
Subdivision Name: A-182 SUR -258 C M GAHAGAN, Acres 45.063
Owner Name: Howard & Alice Schaefer
Property Address: 0 S IH 35 Schertz, Texas
Property ID: 75468
Recording Information: 9606025648

PROPERTY LINE

REMAINING PORTION OF
113.93 ACRE TRACT
DOCUMENT NO. 200806006653
O.P.R.C.C.T.

82.05 ACRE TRACT
DOCUMENT NO. 1945060716O6
VOL. 84 PG. 491-492
O.P.R.C.C.T.

Current Zoning: PRE & GB
Requested Zoning: GB-2

Current Zoning: GB
Requested Zoning: GB
No Zoning Change

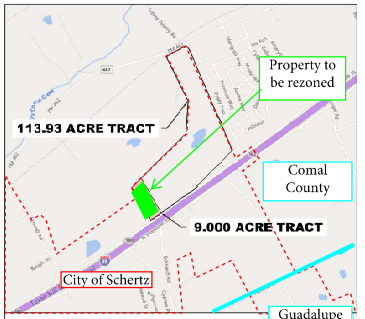
400 Feet

760 765 770 700

INTERSTATE HIGHWAY 35
CONTROL 0018 MIN. WIDTH R.O.W.
TEXAS STATE HIGHWAY DEPARTMENT
JUNE 1993

LEGEND

	= PROPERTY LINE
	= EXISTING BOUNDARY
	= EXISTING EASEMENT
	= FENCE LINE (AS NOTED)
	= FOUND 1/2" IRON ROD (UNLESS OTHERWISE NOTED)
	= SET 1/2-inch IRON ROD WITH GREEN PLASTIC CAP "UP ENG & SURVEY"
	= BOLLARD
	= WATERLINE MANHOLE
	= TELEPHONE PEDESTAL
	= POWER POLE
VOL.	= VOLUME
R.O.W.	= RIGHT OF WAY
P.O.R.	= POINT OF REFERENCE
O.P.R.C.C.T.	= OFFICIAL PUBLIC RECORDS OF COMAL COUNTY, TEXAS
D.P.R.C.C.T.	= DEED AND PLAT RECORDS OF COMAL COUNTY, TEXAS



VICINITY MAP

NOT TO SCALE

FIELD NOTE DESCRIPTION

A METES AND BOUNDS DESCRIPTION OF A 9.000 ACRE (392,043 SQ. FT.) TRACT OF LAND, OUT OF 113.93 ACRE TRACT, RECORDED IN DOCUMENT NO. 200806006653, OFFICIAL PUBLIC RECORDS OF COMAL COUNTY, TEXAS (O.P.R.C.C.T.), BEING SITUATED IN THE C M GAHAGAN JR SURVEY NO. 258, ABSTRACT NO. 182, SITUATED IN COMAL COUNTY, TEXAS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING: AT A FOUND 1/2" IRON ROD, ON THE SOUTHERNMOST CORNER OF A 86.75 ACRE TRACT, RECORDED IN DOCUMENT NO. 9806003255, (O.P.R.C.C.T.), BEING A POINT ON THE NORTHEAST BOUNDARY LINE OF A 82.05 ACRE TRACT, RECORDED IN VOLUME 84, PAGES 491-492, (O.P.R.C.C.T.), THE WEST CORNER OF THE AFOREMENTIONED 113.93 ACRE TRACT, AND THE HEREIN DESCRIBED TRACT, HAVING A STATE PLANE GRID COORDINATE NAD 83, TEXAS SOUTH CENTRAL ZONE, (N: 13,753,658.45, E: 2,220,463.96);

THENCE: NORTH 43°22'07" EAST, DEPARTING THE NORTHEAST LINE OF THE AFOREMENTIONED 82.05 ACRE TRACT, ALONG AND WITH THE SOUTHEAST LINE OF 86.75 ACRE TRACT, A DISTANCE OF 575.21 FEET TO A SET 1/2" IRON ROD WITH A PLASTIC GREEN CAP MARKED "UP ENG & SURVEY", THE NORTH CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE: SOUTH 30°05'25" EAST, DEPARTING THE SOUTHEAST LINE OF THE AFOREMENTIONED 86.75 ACRE TRACT, A DISTANCE OF 1,104.88 FEET TO A SET 1/2" IRON ROD WITH A PLASTIC GREEN CAP MARKED "UP ENG & SURVEY", ON THE NORTH RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 35, A VARIABLE WIDTH RIGHT-OF-WAY (MINIMUV 300' WIDTH), THE EAST CORNER OF THE HEREIN DESCRIBED TRACT, FROM WHICH A FOUND 1/2" IRON ROD, BEARS NORTH 54°21'11" EAST, A DISTANCE OF 1,221.37 FEET FOR REFERENCE;

THENCE: SOUTH 54°21'11" WEST, ALONG AND WITH THE NORTH RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 35 A DISTANCE OF 364.9' FEET TO A SET 1/2" IRON ROD WITH A PLASTIC GREEN CAP MARKED "UP ENG & SURVEY", THE EAST CORNER OF 82.05 ACRE TRACT, THE SOUTH CORNER OF THE HEREIN DESCRIBED TRACT;

THENCE: NORTH 30°05'25" WEST, DEPARTING THE NORTH RIGHT OF WAY LINE OF INTERSTATE HIGHWAY 35, ALONG AND WITH THE NORTHEAST LINE OF 82.05 ACRE TRACT, A DISTANCE OF 1,050.03 FEET TO THE **POINT OF BEGINNING** AND CONTAINING 9.000 ACRES (392,043 SQ. FT.) MORE OR LESS.

GENERAL NOTES:

1. INSTRUMENT NUMBER REFERENCE: DOCUMENT NO. 200806006653 OFFICIAL PUBLIC RECORDS OF COMAL COUNTY, TEXAS.
2. BEARING BASIS = TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, 4204 NORTH AMERICAN DATUM OF 1983 (2011), U.S. SURVEY FEET
3. SUBJECT PROPERTY CONTAINS: 9.000 (392,042 SQ.FT.) ACRE TRACT OUT OF A 113.93 ACRE TRACT
4. THIS SURVEY WAS COMPLETED USING TITLE COMMITMENT OF NO.: ATD-154-600154210C254 WITH AN EFFECTIVE DATE OF SEPTEMBER 1, 2021 AT 8:00 A.M., ISSUED DATE OF SEPTEMBER 10, 2021 AT 8:00 A.M., PROVIDED BY ALAMO TITLE COMPANY.
5. No 100-year Floodplain exists on this property.
6. First 400 feet of Property shall remain zoned GB, approximately 3.34acres.
7. Remaining Property shall be zoned GB-2, approximately 5.66 acres.

CERTIFICATION

THE UNDERSIGNED HEREBY CERTIFIES TO DUFF REAL ESTATE, LLC, THAT HE IS A DULY REGISTERED PROFESSIONAL LAND SURVEYOR OF THE STATE OF TEXAS, AND FURTHER THAT:

THIS PLAT OF SURVEY AND THE PROPERTY DESCRIPTION SET FORTH HEREON HAS BEEN PREPARED FROM AN ACTUAL ON THE GROUND SURVEY BY ME AND/OR EMPLOYEES UNDER MY SUPERVISION AND TO THE BEST OF MY KNOWLEDGE, NO VISIBLE ENCROACHMENTS HAVE BEEN FOUND EXCEPT AS NOTED ON THE FOREGOING SURVEY.

THIS SURVEY SUBSTANTIALLY COMPLIES WITH THE CURRENT TEXAS SOCIETY OF PROFESSIONAL SURVEYORS STANDARDS AND SPECIFICATIONS FOR A SPECIFICATIONS FOR A TSPS CATEGORY 1A, CONDITION II, LAND TITLE SURVEY.

Date: 12/22/2021

ADRIAN E. REYES R.P.L.S., Texas No. 5806

PROJECT NO.	310.00
CHECKED:	A.REYES
DRAWN:	SGP
FIELD CREW:	W.SANCHEZ
FIELD WORK DATE:	12/15/2021

REVISIONS:

PREPARED FOR:

DUFF REAL ESTATE, LLC

SCALE: 1"=100'

100 50 0 100

TSPS Category 1A, Condition ..
Land Title Survey of c
9.000 Acre (392,043 Sq. Ft.) Tract

Comal County, Texas

UP
ENGINEERING + SURVEYING
11902 JONES MALTSBERGER RD., SUITE 102
SAN ANTONIO, TX 78216 TEL 210-774-5504
WWW.UPENGINEERING.COM TBPE F-17992 TBPELS F-10194606

SHEET NUMBER:

1 OF 1

DATE: DEC. 22, 2021

C:\Users\sam\Dropbox\UPEngineering_Projects\310 - 9 Acre Tract\05 Schertz (Survey)\Data\06 Surveying\Field and Drafting\03 Exhibit\Land Title Survey\310 - 9 Acre Tract - 05 Schertz - Land Title Survey.dwg 2021.1222 5:11p rn.sam



SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

9 ACRE TRACT
ON IH 35 N

<all other values>
Highways
Major Roads
Minor Roads
Other Cities

<all other values>
Freeway
Principal Arterial
Planned Principal Arterial
Secondary Arterial

Planned Secondary Arterial
Secondary Rural Arterial
Planned Secondary Rural Arterial
Residential Collector
Planned Residential Collector

Commercial Collector B
Planned Commercial Collector B
Commercial Collector A
Planned Commercial Collector A

1", 1 1/2"
2", 2 1/2"
3"
4"
6"
8"

10"
12"
16"
18"
20"
24"

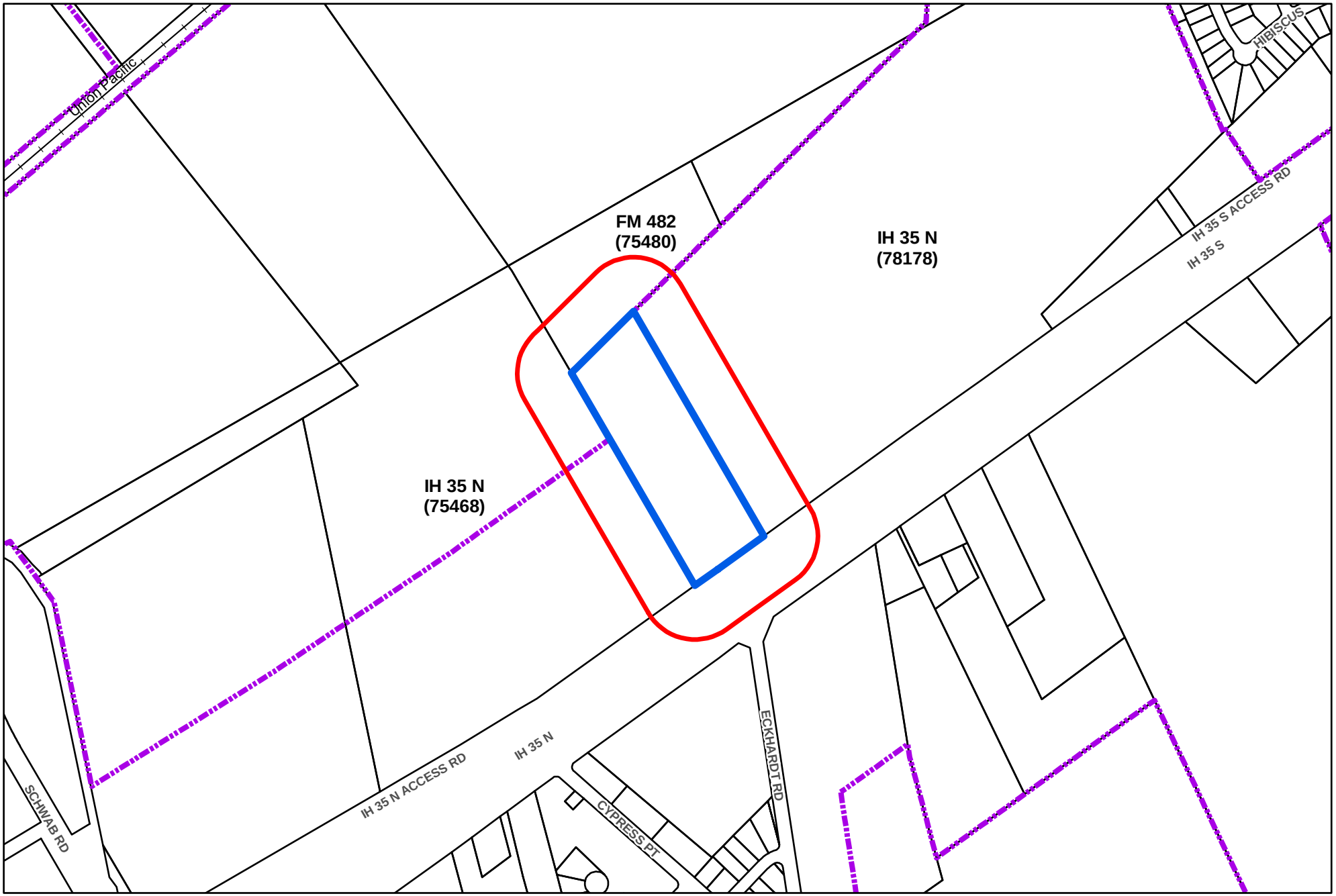
30"
36"
Neighboring Main
Private

Schertz Gravity
Schertz Pressure
Neighboring Gravity
Private Pressure

Hydrant
Manholes

200' Buffer
Schertz Municipal Boundary
County Boundaries

1 Inch = 300 Feet
0 150 300 600 Feet



SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

City of Schertz

9 Acre Tract
On IH 35 N

Parcel Boundaries
Schertz City Boundary
200' Buffer

N
W E
S

Feet
0 275 550 1,100 1,650

Last Update: January 11, 2022

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

"The City of Schertz provides this Geographic Information System product "as is" without any express or implied warranty of any kind including but not limited to the implied warranties of merchantability and fitness for a particular purpose. In no event shall The City of Schertz be liable for any special, indirect or consequential damages or any damages whatsoever arising out of or in connection with the use of or performance of these materials. Information published in this product could include technical inaccuracies or typographical errors. Periodical changes may be made and information may be added to the information herein. The City of Schertz may make improvements and/or changes in the product(s) described herein at any time."

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

January 28, 2022

Dear Property Owner,

The Schertz Planning and Zoning Commission will conduct a public hearing on **Wednesday, February 9, 2022,** at **6:00 p.m.** located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas to consider and make recommendation on the following item:

ZC2021-013 – A request to rezone approximately 9 acres of land from General Business District (GB) and Pre-Development District (PRE) to General Business District (GB) and General Business District-2 (GB-2), generally located approximately 3,000 feet east of the intersection of Schwab Road and IH-35 access road, also known as a portion of Comal County Property Identification Number 78178, City of Schertz, Comal County, Texas.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. *This form is used to calculate the percentage of landowners that support and oppose the request.* You may return the reply form below prior to the first public hearing date by mail or personal delivery to mharrison@schertz.com. If you have any questions please feel free to call Megan Harrison, Planner directly at (210) 619-1781.

Sincerely,

Megan Harrison
Planner

Reply Form

I am: in favor of ☐ opposed to ☐ neutral to ☒ the request for **ZC2021-013**

COMMENTS: _____

NAME: Sandra Reech (PLEASE PRINT) SIGNATURE Sandra Reech

STREET ADDRESS: 5887 FM 482, New Braunfels TX 78132

DATE: 2-2-2021

Agenda No. 4.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Executive Team**
Subject:	**Resolution No. 22-R-38 - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas regarding a request to amend the Main Street Local Grant Program. (M. Browne/B. James)**

BACKGROUND

On December 11, 2018, the City Council approved Resolution 18-R-152, creating the Schertz Main Street Local Flavor Economic Development Program. The program was amended on June 25, 2019, via Resolution 19-R-74. The Schertz Main Street Local Flavor Economic Development Program is intended to encourage and expansion and attract small businesses that create local charm and help develop a sense of place in and around Main Street, promote commercial development, stabilize and improve property values, foster civic pride, and protect and enhance the attractiveness of the Main Street area to residents and visitors. The Schertz Main Street Local Flavor Economic Development Program enhances other city efforts to improve, beautify, and promote economic development in the Main Street area.

Funding for the Schertz Main Street Local Flavor Economic Development Program is provided annually through the City's General Fund. Funds are made available on a first-come-first-serve basis. The program also stipulated that grants will not be provided for work already completed or which has begun prior to the approval of the grant application. Funds are provided on a 50/50 matching basis, in-kind contributions may be counted toward the matching requirement. All improvements must conform to City regulations and building codes and receive advance approval by the City Council. All grants are paid out upon completion of the project. The City has paid out almost $245,000 in local flavor grants and almost $75,000 in historic grants over the life of both programs.

The proposed change limits the amount of funding in grants one property can receive over a five-year period to $40,000 and eliminate the maximum annual cap of $20,000. Currently, the program caps the maximum amount of grants one property can receive in one year at $20,000, but there is no restriction on owners seeking a new grant each year. Given the scope and cost of improvements, applicants were having to stagger projects over the two years to get two years worth of grants. The amendment also provides for a grant for new construction of up to $60,000, but this is provided at a one to four matching basis so to get the full $60,000 a property owners would have to spend $240,000 of their own money that is not reimbursed (total cost of $300,000). Staff originally proposed the cap at $50,000, but given construction cost increases is recommending it be $60,000.

GOAL

To amend the local flavor grant program to encourage more property owners in the Main Street corridor to utilize the program.

COMMUNITY BENEFIT

The program was created after the City Council heard from residents, business owners and community organizations. As has been the past practice new programs or ordinances are monitored and amended to increase their effectiveness.

SUMMARY OF RECOMMENDED ACTION

Staff recommends approval of the resolution amending the Schertz Local Flavor Main Street Local Flavor Economic Development Program.

FISCAL IMPACT

The proposed change limits the amount of funding in grants one property can receive over a five-year period to $40,000. Currently, the program caps the maximum amount of grants one property can receive in one year at $20,000, but there is no restriction on owners seeking a new grant each year. The amendment also provides for a grant for new construction of up to $60,000, but this is provided at a one to four matching basis so to get the full $60,000 a property owners would have to spend $240,000 of their own money that is not reimbursed (total cost of $300,000).

RECOMMENDATION

Approval of Resolution 22-R-38.

Attachments

Res 22-R-38

Draft Amended Local Flavor Grant Program

RESOLUTION NO. 22-R-38

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AMENDING THE SCHERTZ MAIN STREET LOCAL FLAVOR ECONOMIC DEVELOPMENT PROGRAM; AND OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, Section 380.001 of the Texas Local Government Code, as amended, allows the governing body of a municipality to establish and provide for the administration of one or more programs to promote state and local economic development and to stimulate business and commercial activity in the municipality; and

WHEREAS, the Schertz Main Street Local Flavor Economic Development Program is intended to encourage and expansion and attract small businesses that create local charm and help develop a sense of place in and around Main Street, promote commercial development, stabilize and improve property values, foster civic pride, and protect and enhance the attractiveness of the Main Street area to residents and visitors; and

WHEREAS, funding for the Schertz Main Street Local Flavor Economic Development Program will be provided annually through the City's General Fund; and

WHEREAS, the Schertz Main Street Local Flavor Economic Development Program will enhance other city efforts to improve, beautify, and promote economic development in the Main Street area.

WHEREAS, changes are recommended to the program to improve its benefit to the community.

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

Section 1. The City Council hereby authorizes amendments to the Schertz Main Street Local Flavor Economic Development Program in substantially the form set forth on Exhibit A.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of

such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND ADOPTED, this 5th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____

Ralph Gutierrez, Mayor

ATTEST:

_____

Brenda Dennis, City Secretary

EXHIBIT A

AMENDED SCHERTZ MAIN STREET LOCAL FLAVOR ECONOMIC DEVELOPMENT PROGRAM

Schertz Main Street Local Flavor Economic Development Program

Section 1.1 Purpose

The City of Schertz finds that promotion and enhancement of commercial activity along Main Street is necessary to promote the economic, cultural, and general welfare of the public. The area around Main Street in Schertz once served as the commercial and social hub of the community. The City seeks to improve the image of the area around Main Street through an inducement of public money to promote local economic development and to stimulate business and commercial activities in the City. The program is intended to:

a) Encourage the attraction of small businesses that will create local charm and help develop a sense of place in and around Main Street;
b) Promote commercial development;
c) Stabilize and improve property values;
d) Foster civic pride in the beauty and accomplishments of the past, and to promote the use of the historic structures for the culture, education, and general welfare of residents, and:
e) Strengthen the economy of the city by protecting and enhancing the attractiveness of the Main Street area to residents and visitors, as well as provide support and stimulus to businesses.

In order to facilitate the promotion and enhancement of commercial activity, the City of Schertz is offering grants that will serve to help new and existing businesses and properties within this area.

Section 1.2 Administration

The program will be administered by the City Manager and or his/her designee.

Section 1.3 Eligibility Criteria

All of the following eligibility criteria must be met:

a) The business and property must be located along Main Street between Schertz Parkway and Aviation Boulevard.
b) All taxes and government fees must be current on the property.
c) The business and property owner has acquired and maintained all necessary rights, licenses, permits, and authority to carry on its business in the City of Schertz and will continue to use its best efforts to maintain all necessary rights, licenses, permits, and authority.

Section 1.4 Types of Grant Assistance

Funding for this program is provided annually through the City of Schertz General Fund in accordance with Chapter 380.001 of the Texas Local Government Code. The amount of money allocated each year shall be at the discretion of the City Council. Funds are made available on a first-come-first-serve basis. Grants will not be provided for work already completed unless it is a repair or replacement and for which the grant is applied for within 14 days of beginning the work or which has begun prior to submittal of the grant application.

ANNUAL GRANT

Funds are provided on a 50/50 matching basis, in-kind contributions may be counted toward the matching requirement. No more than $40,000 in grants may be received per property over a 5-year period. All improvements must conform to City regulations and building codes and receive approval by the City Council. All grants are paid out upon completion of the project or increments of the project.

a) Signage Improvement Grant – grants are available for both new signs and the renovation of existing signs. Signage Improvement Grant recipients may receive up to $5,000 per property.
b) Façade Improvement Grant – grants are available for façade improvements that help improve the curb appeal of the property. Qualifying façade improvements include: painting, roof, windows, foundation, facade restoration including replacing windows, wall repairs, brick re-pointing, replacing and exposing transom windows; and improvements necessary to stabilize a structure. Facade Improvement Grants recipients may receive up to $20,000 per property.
c) Site Improvement Grant – grants are available for site improvements that help add visual appeal and functional use of the property. Qualifying site improvements include: landscaping, exterior lighting, sidewalks and driveway improvements, parking lot improvements, and outdoor seating areas. Site Improvement Grant recipients may receive up to $20,000 per property.
d) Capital Equipment Grant – grants are available for capital equipment. Qualifying capital equipment are durable items used to produce a good or service and has a life expectancy of more than five years. Capital Equipment Grant recipients may receive up to $2,500 per property.
e) Systems Grant – grants are available for upgrades to wiring, plumbing, HVAC, insulation, etc. Systems Grant recipients may receive up to $15,000 per property.

NEW CONSTRUCTION GRANT

Funds are provided on a 1/4 matching basis, in-kind contributions cannot be counted toward the matching requirement. No more than $60,000 in grants may be received per property and no additional Schertz Main Street Local Flavor Economic Development Grant maybe received for 5 years from date of approval. All improvements must conform to City regulations and building codes and receive approval by the City Council. All grants are paid out upon completion of the project.

a) New Construction Grant – for the costs associated with actual construction of the structure, not including site work or FF&E.

Section 1.5 Grant Application Procedures

At the start of the fiscal year, the city will promote the amount of funding available. Applications will be received throughout the fiscal year, subject to the availability of funds.

a) Property owner submit a letter along with any required supporting documentation (i.e. drawings, total project cost estimate, photographs, contactor bids, tax certificates, etc.). Applications will be reviewed by the City Manager's Office for completeness. Changes to elevations of a structure require a elevation drawings. If changes of the exterior color are proposed to occur that new color palette must be provided. Changes to exterior not approved as part of the grant application may be grounds for denial of payment.

b) After submittal of a grant request, a preliminary site visit will be made by a representative of the City Manager's Office.

c) City Council will decide which entities qualify for assistance based on the perceived value of their proposed projects to the City of Schertz, the compatibility of the proposed projects with the Main Street Area, and the cost effectiveness of the proposed project in relation to the proposed amount of the grant.

d) The property owner and City will execute a Grant Agreement detailing the obligations of the grantee, the method and timing of reimbursement, and outlining the scope of work eligible for reimbursement.

e) Work must be completed within one year from the date of execution of the Grant Agreement, however; the City Manager may grant an extension of up to one year.

Agenda No. 5.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Information Technology**
Subject:	**Resolution No. 22-R-35 - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing a contraact with Scientel Solutions, LLC of Aurora IL, for implementation of the Schertz Master Communications Plan. (B. James/M. Clauser)**

BACKGROUND

This planned communications network will create the infrastructure needed to provide citizens and neighboring communities with access to the various community assets, governmental actions and other event and sites of interest through live and recorded streaming to a Public Education and Government channel (known as a PEG channel). Funding is made available through the use of PEG funds as allowed by Federal law regarding the use of PEG funds, and supplemented with funding from the ARP program recently passed by Congress in 2021.

In addition, recent events have shown that the more an organization employs the use of remote and mobile technologies in managing assets and resources, the more efficient and productive that organization becomes as it deals with ever-changing circumstances. Providing field staff, for example with access to City resources where and when needed reduces travel time, fuel costs, vehicle maintenance expenses, etc. In addition, the capability to remotely manage and secure remote locations reduces staff management requirements saving direct employee costs without sacrificing the quality of services provided by the City. IT Department, in collaboration with other City stakeholders determined that the requirements for taking advantage of these emerging technologies hinges on the cost, quality and reliability of the communications network. A resilient, secure city-wide communications network capable of providing the connectivity necessary to support the City's long-term strategic communications plans has been identified as one of the most important investments in the future that the City can make. The proposed Master Communications Plan is designed to meet current needs as well as address acknowledged challenges while providing a stable, scalable communications network for the future.

GOAL

To install a City-wide communications network based on a combination of wireless and wired technologies that will connect all existing City assets while providing a cost-effective path for adding additional sites as required. Taking advantage of greater efficiencies offered by using high-speed wireless systems, we can effectively manage and monitor remote sites such as lift stations, pumping stations and water towers. In addition, we can use the proposed City-wide network to provide timely, targeted information to field staff wherever and whenever it's needed by leveraging existing mobile technologies to safely and securely access City data resources directly from the field. Finally, with the addition of secured, high-speed wireless connectivity, Public Safety personnel can respond more effectively to situations as well as allow them to submit reports, update databases, etc. from the field.

COMMUNITY BENEFIT

There are several direct benefits realized by deploying the network as designed:

1. By deploying and managing the network internally, as opposed to outsourcing our communications needs, the City will save more than $1 million over the anticipated life span of the system (10 years)
2. Using wireless technologies to connect City assets directly is the most cost-effective way to knit the City together in a resilient, reliable network. This network, as proposed would be capable of expansion as needed with a minimal investment. New nodes can be added by merely adding low-cost high-speed radios at the site and pointing them at the closest collection point.
3. Using existing mobile technologies over a City-owned secure City-wide network means providing real-time access to City resources by field staff. This ensures that they can stay in field longer, reducing travel time, fuel costs, vehicle wear and tear, etc. Staff can access email, access and modify information residing in systems such as InCode, Court, CAD/RMS, submit reports, print, etc. using this proposed network.
4. The ability to remotely manage and secure City assets allows City staff to focus on taking care of business as opposed to having to visit each site manually to perform inspections, etc.
5. This network will provide high-speed connectivity to areas such as parks, playgrounds and other remote City sites creating a platform for enhanced security monitoring and providing greater safety for our residents.

SUMMARY OF RECOMMENDED ACTION

Staff recommends that Council direct the City Manager to enter into an agreement with Scientel, LLC of Aurora, I.L., in the amount of $565,835.00 with additional approval of funding not to exceed $595,835.00 to provide for contingencies.

FISCAL IMPACT

Staff has identified available funding by applying available “PEG” funds and supplementing this with funding from the ARP funds provided by Congress in 2021. The PEG fund is a dedicated fund that comes from fees paid to the City annually by the cable companies, and is designed to provide funding to municipalities to build the communications infrastructures needed to support the creation of content and other systems needed to manage the City's planned PEG channel. Currently, the fund has a balance of more than $900K. This fund is replenished annually by approximately $70K – $80K. The City will apply $150,000 from the ARP fund and the balance from the PEG funds. It is expected that the deployment will take place during the current FY and continue into the next FY and that funding from the PEG fund for the upcoming FY will be included in the 2022-2023 budget presented to Council later this year.

RECOMMENDATION

Staff recommends that Council to approve Resolution No. 22-R-35 authorizing the City Manager to enter into an agreement with Scientel, LLC of Aurora, I.L., in the amount of $565,835.00 with additional approval of funding not to exceed $595,835.00 to provide for contingencies.

Attachments

Schertz MCP Project

Scientel Resolution (2)

Resolution 22-R-35

City of Schertz

Network Expansion-V6

March 9, 2022

Submitted To:

Myles Clauser
Director, Information Technologies
mclauser@schertz.com
City of Schertz
1400 Schertz Parkway
Schertz, Texas 78154

HGAC Contract Number CW10-19

Scientel Solutions, LLC.
1120 Jupiter Road, Suite 100
Plano, Texas 75074
Jason Saunders
JSaunders@scientelsolutions.com
972-483-5212

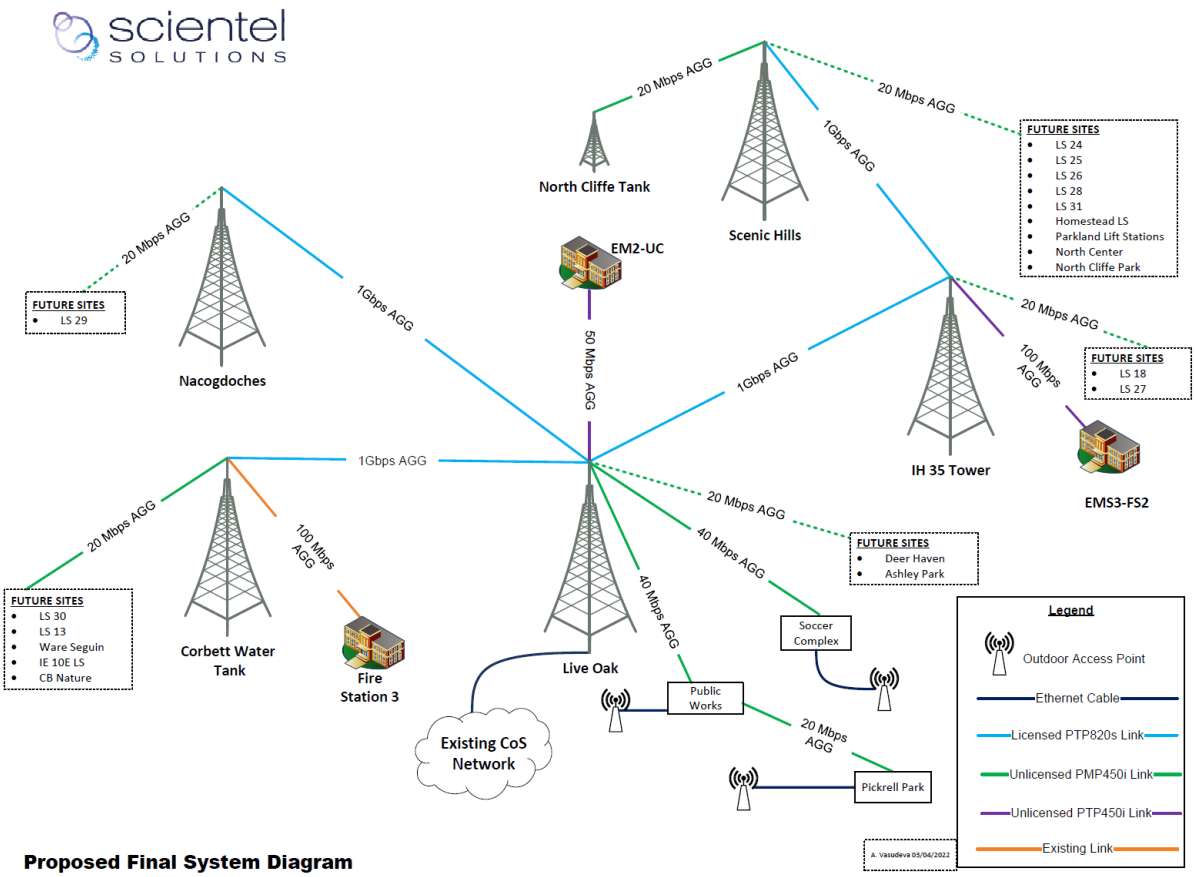
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1. INTRODUCTION

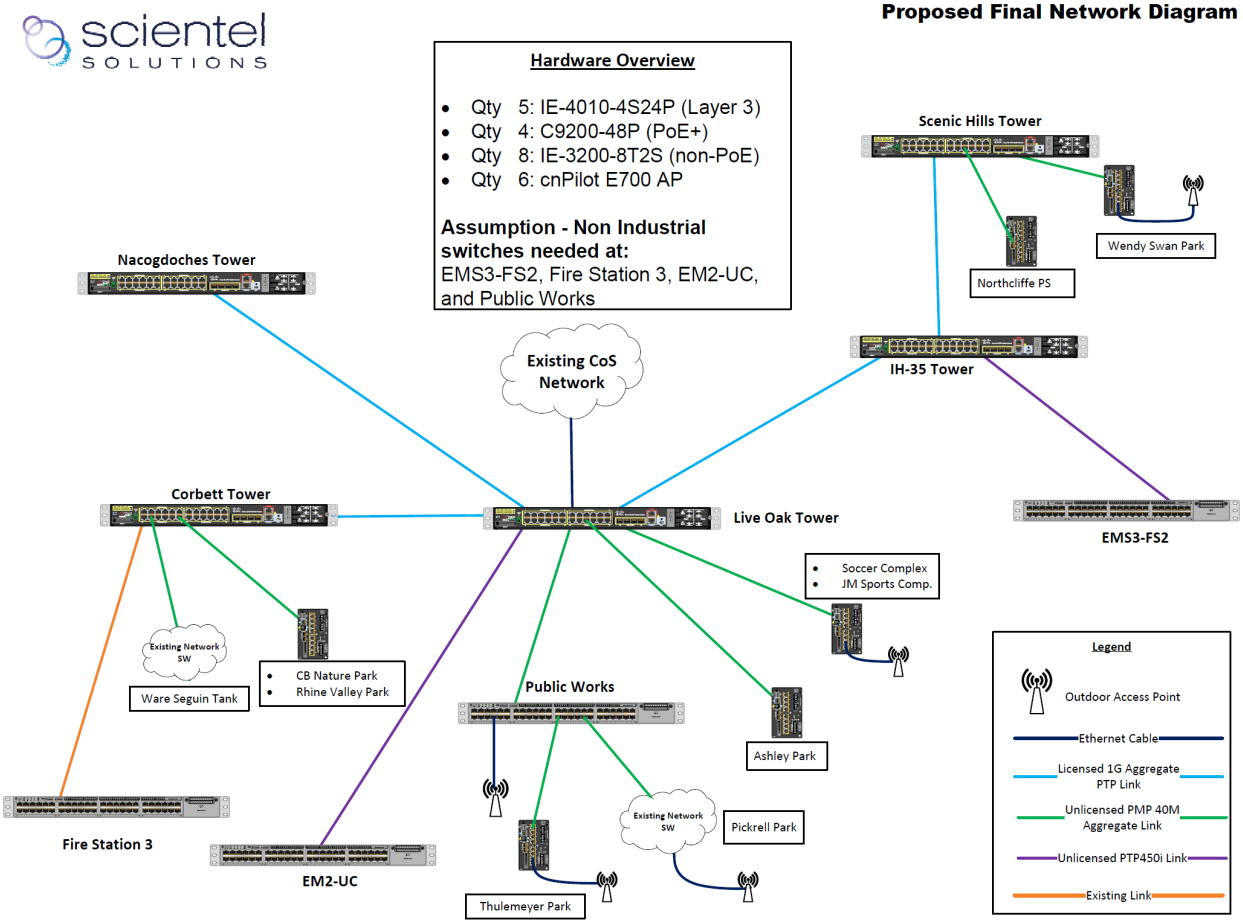
Scientel Solutions LLC is pleased to present The City of Schertz with the following proposal for the design, configuration, and installation of The Citywide Network Expansion System. Scientel Solutions will do this by utilizing both licensed and unlicensed microwave solutions, we have divided this Network Expansion into separate phases based on The City of Schertz's priorities. The solution will utilize AES256 Encryption.

- Phase I will provide complete network system design and implementation of network connectivity to the Corbett/Live Oak Group
- Phase II will extend network connectivity to the Nacogdoches Tower Group.
- Phase III will further extend network connectivity to the IH35 Tower Group
- Phase IV will extend and complete network connectivity to the Scenic Hills Tower Group.
- ***Future Planning Considerations-Additional Parks and Water Facilities-Exempt From Proposal Pricing.***

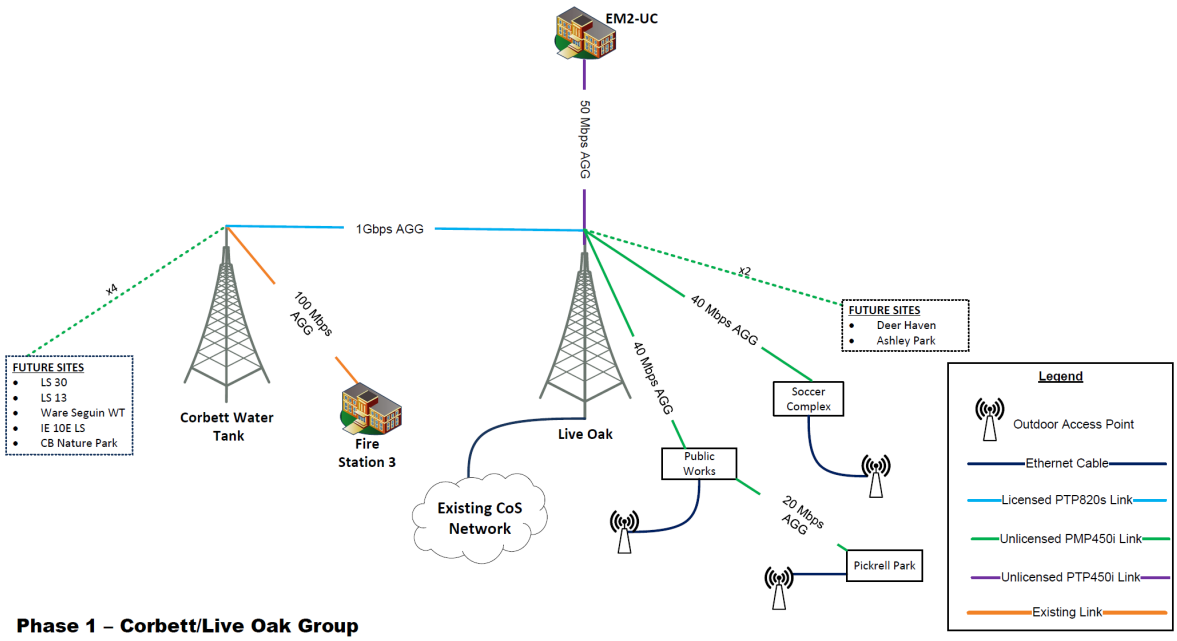


Proposed Final System Diagram

Proposed Final Network Diagram



Phase I – Corbett/Live Oak Group



Phase 1 – Corbett/Live Oak Group

- **Complete System Network Design**
  Scientel will**:**
  - Create network IP plan for the radio network with assistance from the City of Schertz in ensure no overlapping or conflicting addresses are utilized with the existing infrastructure. Scientel will not be responsible for changing or modifying any IP network connected components on the existing network, as a result of introducing the newly connected radio network.
  - Provide a network detailed design document that will cover the complete (*all phases*) proposed network system design for approval by City of Schertz.
  - Provide a network deployment plan to assure for integration into the existing network.
  - Utilize best practices of network implementation standards to assure network is configured to provide growth and expansion.
  - Configure all tower switches to act as default gateways for connected VLAN's.
  - Utilize dedicated Layer 3 network transport VLAN's will be built between PTP locations to assure a robust protected backhaul.

- Design PMP locations to be configured as Layer 2 VLAN's with the gateway of each network existing at the Layer 3 switch they connect.
- Design Cisco EIGRP to be configured to run on all Layer 3 Switches to assure proper network advertisement across segments.
- Design all Gateway of Last Resorts for each Layer 3 device to be set to point to the existing City of Schertz network gateway.

- **Corbett Water Tank**
  Scientel will**:**
  - Perform site survey of each designated location to verify installation requirements and design.
  - Create Detailed Design Documents for radio system for specified phase 1 sites, as well as complete network design for entire proposed system.
  - Perform FCC License coordination for the licensed microwave link.
  - Deliver *Phase 1* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Install Cisco L3 Switch at base of water tank into provided network rack at area designated by the City of Schertz.
  - Install and align one licensed PTP radio, antenna, and mount at designated location on top of water tank towards Live Oak Water Tank.
  - Install and align the existing unlicensed PTP radio (*decommissioned from Live Oak Tower*) towards Fire Station 3.
  - Install three unlicensed PMP Access Points (AP's) at designated locations on top of water tank as per design.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform Radio connectivity and performance verification checks upon the completion of each microwave radio link and in accordance with acceptance test plan.
  - Network connectivity and performance verification checks will be performed upon the completion of microwave radio links and in accordance with acceptance test plan.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Live Oak Water Tank**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Create Detailed Design Documents for radio system for specified phase 1 sites, as well as complete network design for entire proposed system.
  - Deliver *Phase 1* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install Cisco L3 Switch at base of water tank into provided network rack at area designated by the City of Schertz.
  - Install and align one licensed PTP radio, antenna, and mount towards Corbett Water Tank.
  - Install and align one (1) unlicensed PTP radio and mount towards *EMS2-UC*.
  - Install two (2) unlicensed PMP Access Points (AP's) at designated locations on top of water tank as per design.
  - De-commission and remove the existing unlicensed PTP Radio unit (*To-Fire Station 3*).
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Existing data cabling will be used to connect radio unit to indoor equipment. Scientel will test existing cable to verify its operability.
  - Provide and install all network cabling between indoor radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of each microwave radio link and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Perform network connectivity and performance verification checks upon the completion of microwave radio links and in accordance with acceptance test plan.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Fire Station 3**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 1* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Perform radio path alignment of existing unlicensed PTP radio to *Corbett Water Tank*.
  - Perform radio connectivity and performance verification checks upon the installation completion of the radio link and in accordance with acceptance test plan.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Pickrell Park**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 1* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Public Works Infrastructure*.
  - Install one (1) outdoor wireless access point (WAP) at the designated location.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the subscriber radio and the WAP installation.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.

- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

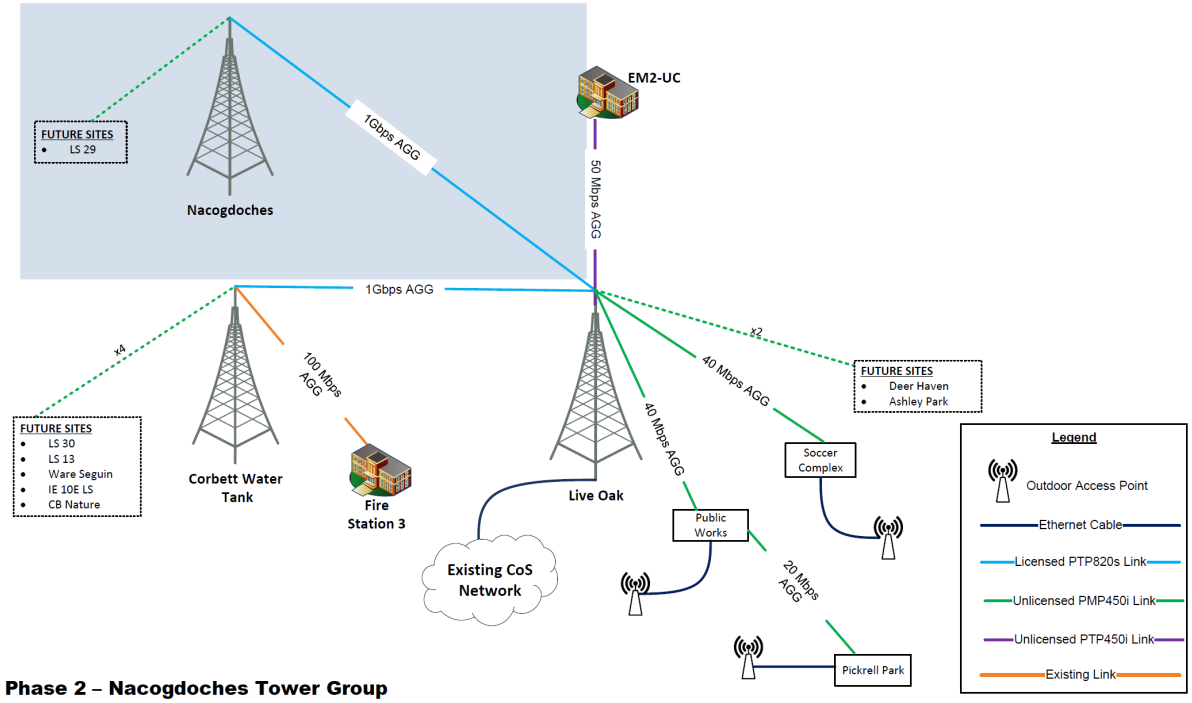
- **Soccer Complex**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 1* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) subscriber radio and align to the PMP AP at the *Live Oak Water Tank*.
  - Install one (1) outdoor wireless access point (WAP) at the designated location.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the installation, in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Public Works**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 1* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.

- Stage and configure designated network and radio equipment in accordance with approved design.
- Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
- Install one (1) subscriber radio and align to the PMP AP at *the Live Oak Water Tank.*
- Install one outdoor wireless access point (WAP) at the designated location.
- Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
- Provide and install all network cabling between radio equipment to designated network demark.
- Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Emergency Medical Services 2 - Universal City**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 1*Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install and align one (1) unlicensed PTP radio towards *Live Oak Water Tower*.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

Phase 2 – Nacogdoches Tower Group



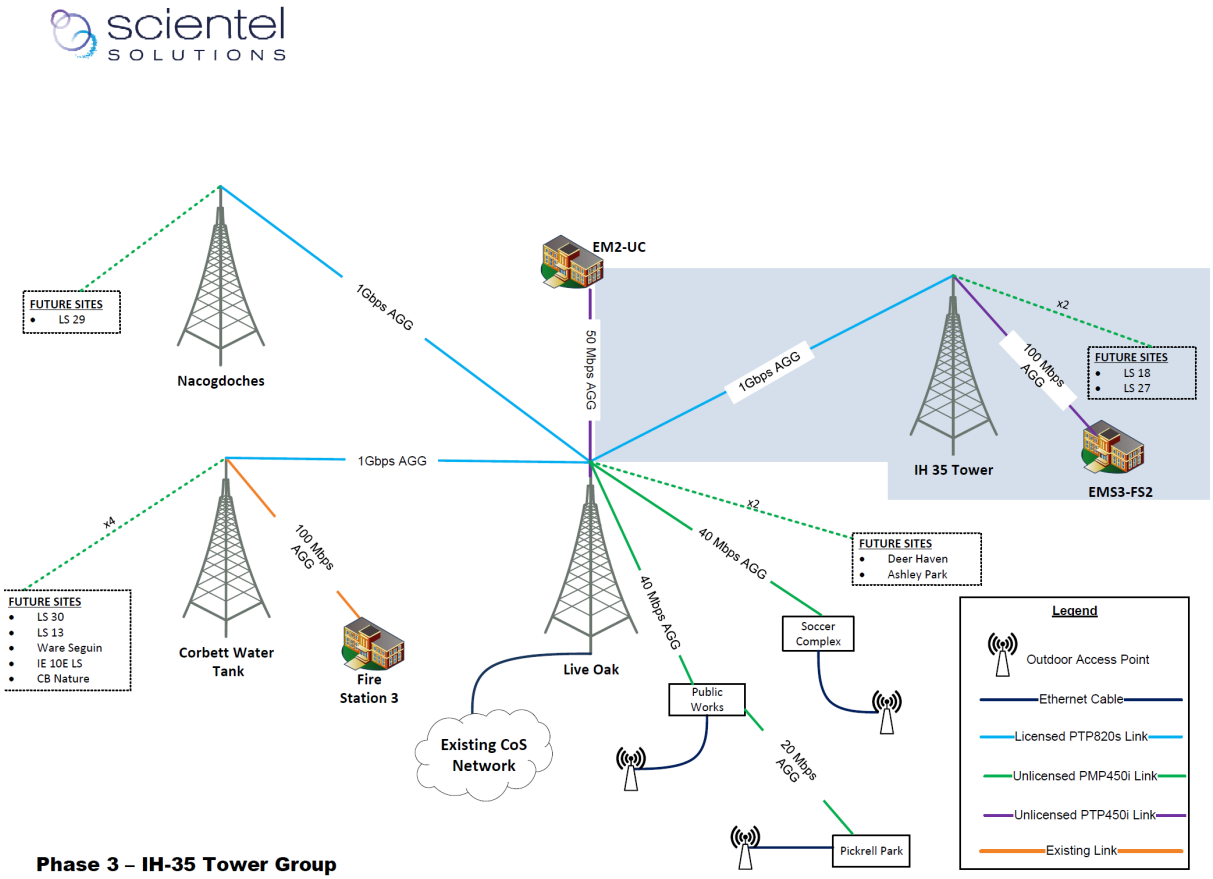
Phase 2 – Nacogdoches Tower Group

- **Nacogdoches Water Tank**
  Scientel will:
  - Perform site survey of each designated location to verify installation requirements and design.
  - Deliver *Phase 2* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Perform FCC License coordination for the licensed microwave link.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.

- Install Cisco L3 Switch at base of water tank into provided network rack at area designated by the City of Schertz.
- Install and align one (1) licensed PTP radio, antenna, and mount at designated location on top of water tank towards *Live Oak Water Tank*.
- Install one (1) unlicensed PMP Access Point (AP) at designated location on top of water tank as per design.
- Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
- Provide and install all network cabling between radio equipment to designated network demark.
- Perform Radio connectivity and performance verification checks upon the completion of each radio and in accordance with acceptance test plan.
- Network connectivity and performance verification checks will be performed upon the completion of microwave radio link and in accordance with acceptance test plan.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Live Oak Water Tank**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 2* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated radio equipment in accordance with approved design.
  - Install and align one (1) PTP radio, antenna, and mount towards *Nacogdoches Water Tank*.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Existing data cabling will be used to connect radio unit to indoor equipment. Scientel will test existing cable to verify its operability.
  - Provide and install all network cabling between indoor radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the microwave radio link and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Perform network connectivity and performance verification checks upon the completion of microwave radio link and in accordance with acceptance test plan.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

Phase 3 – IH-35 Tower Group



Phase 3 – IH-35 Tower Group

- **IH35 Water Tank**
  Scientel will**:**
  - Perform site survey of each designated location to verify installation requirements and design.
  - Deliver *Phase 3* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Perform FCC License coordination for the licensed microwave link.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.

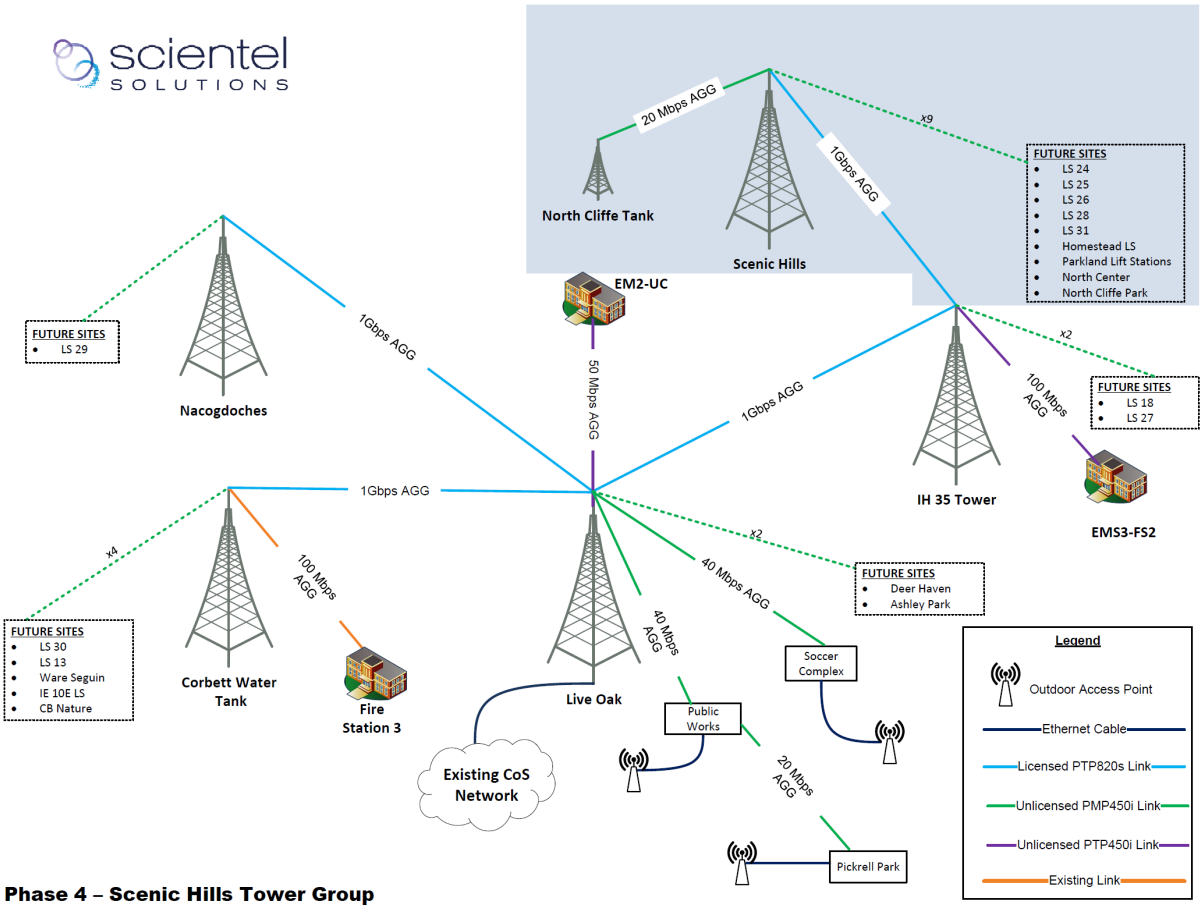
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Install Cisco L3 Switch at base of water tank into provided network rack at area designated by the City of Schertz.
- Install and align one (1) licensed PTP radio, antenna, and mount at designated location on top of water tank towards Live Oak Water Tank.
- Install and align the unlicensed PTP radio towards EMS3-FS2 site.
- Install two (2) unlicensed PMP Access Points (AP's) at designated locations on top of water tank as per design.
- Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
- Provide and install all network cabling between radio equipment to designated network demark.
- Perform Radio connectivity and performance verification checks upon the completion of each radio and in accordance with acceptance test plan.
- Network connectivity and performance verification checks will be performed upon the completion of microwave radio link installation and in accordance with acceptance test plan.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Live Oak Water Tank**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 3* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated radio equipment in accordance with approved design.
  - Install and align one (1) PTP radio, antenna, and mount towards *IH-35 Water Tank*.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Existing data cabling will be used to connect radio unit to indoor equipment. Scientel will test existing cable to verify its operability.
  - Provide and install all network cabling between indoor radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of each microwave radio link and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.

- Perform network connectivity and performance verification checks upon the completion of microwave radio links and in accordance with acceptance test plan.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **EMS3-FS2**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 3* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install and align one (1) unlicensed PTP radio towards *IH-35 Tower*.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

Phase 4 – Scenic Hills Tower Group



Phase 4 – Scenic Hills Tower Group

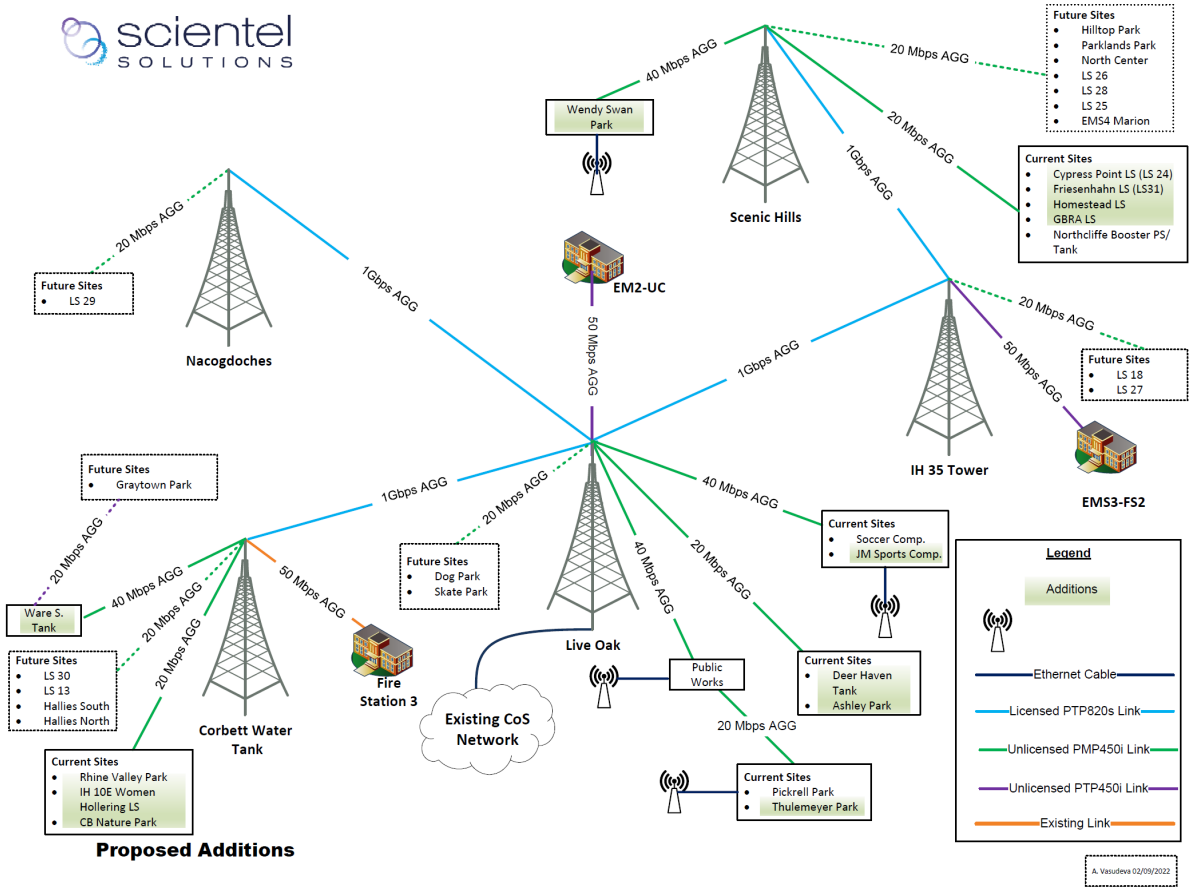
- **Scenic Hills Water Tank**
  Scientel will:
  - Perform site survey of each designated location to verify installation requirements and design.
  - Deliver *Phase 4* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Perform FCC License coordination for the licensed microwave link.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.

- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Install Cisco L3 Switch at base of tower into provided network rack at area designated by the City of Schertz.
- Install and align one (1) licensed PTP radio, antenna, and mount at designated location on top of water tank towards *IH-35* Water Tank.
- Install six (6) unlicensed PMP Access Points (AP's) at designated locations on tower as per design.
- Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
- Provide and install all network cabling between radio equipment to designated network demark.
- Perform Radio connectivity and performance verification checks upon the completion of installation of each radio and in accordance with acceptance test plan.
- Network connectivity and performance verification checks will be performed upon the completion of microwave radio link and in accordance with acceptance test plan.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **IH-35 Water Tank**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 4* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated microwave radio and ancillary equipment to include installation materials.
  - Stage and configure designated radio equipment in accordance with approved design.
  - Install and align one (1) PTP radio, antenna, and mount towards *Scenic Hills Tower*.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of each microwave radio link and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Perform network connectivity and performance verification checks upon the completion of microwave radio links and in accordance with acceptance test plan.

- **North Cliffe Tank**
  Scientel will**:**
  - Perform site survey to verify installation requirements and design.
  - Deliver *Phase 4* Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) subscriber radio and align to the PMP AP at the *Scenic Hills Tower*.
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of installation of the radio link and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

Future Planning Considerations-Additional Parks, Water Facilities, and Lift Stations-Exempt from Proposal Pricing



- **Live Oak Water Tank**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) additional unlicensed PMP Access Points (AP's) at designated locations on top of water tank as per design.
  - Provide and install all network cabling between indoor radio equipment to designated network demark.

- Perform radio connectivity and performance verification checks upon the completion of the installation of the PMP AP and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Public Works**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one additional (1) PMP AP at *the existing Public Works Infrastructure.*
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of installation, in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Johnie McDow Sports Complex**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) subscriber radio and align to the PMP AP at the *Live Oak Tower.*
  - Install one outdoor wireless access point (WAP) at the designated location.

- Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
- Provide and install all network cabling between radio equipment to designated network demark.
- Perform radio connectivity and performance verification checks upon the completion of install and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Thulemeyer Park**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) outdoor wireless access point (WAP) at the designated location.
  - Install one (1) subscriber radio and align to the PMP AP at the *Public Works Infrastructure.*
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Ashley Park**
  - Perform site survey to verify installation requirements and design.
  - Deliver Additional Parks and Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.

- Procure all designated radio and ancillary equipment to include installation materials.
- Stage and configure designated network and radio equipment in accordance with approved design.
- Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
- Install one (1) subscriber radio and align to the PMP AP at the *Live Oak Tower.*
- Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
- Provide and install all network cabling between radio equipment to designated network demark.
- Perform radio connectivity and performance verification checks upon the completion of install and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Cresent Bend Nature Park**
  Scientel will:
  - Perform site survey to verify installation requirements and design.
  - Deliver Additional Parks and Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) subscriber radio and align to the PMP AP at the *Corbett Tower.*
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Rhine Valley Park**
  Scientel will:
  - Perform site survey to verify installation requirements and design.
  - Deliver Additional Parks and Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) subscriber radio and align to the PMP AP at the *Corbett Tower.*
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Ware Sequin Booster Pump Station**
  Scientel will:
  - Perform site survey to verify installation requirements and design.
  - Deliver Additional Parks and Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Corbett Tower.*
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.

- Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Deer Haven Booster Pump Station**
  Scientel will:
  - Perform site survey to verify installation requirements and design.
  - Deliver Additional Parks and Detailed Design Documents prior to procurement and field installation services.
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Live Oak Tower.*
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Homestead Lift Station**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Scenic Hills tower.*
  - Provide and install all network cabling between radio equipment to designated network demark.

- Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Woman Hollering Creek Lift Station-LS IE10E**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Corbett Tower.*
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Wendy Swan Park**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated network and ancillary equipment to include installation materials.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install new Cisco Switch into provided network rack at area designated by the City of Schertz.
  - Install one (1) outdoor wireless access point (WAP) at the designated location.
  - Install one (1) subscriber radio and align to the PMP AP at the *Scenic Hills Tower.*
  - Install associated indoor radio equipment to include power supplies and surge suppressors at designated network area at site.
  - Provide and install all network cabling between radio equipment to designated network demark.

- Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
- Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
- Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **GBRA Lift Station**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Scenic Hills Tower.*
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Friesenhahn Lift Station-LS31**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Scenic Hills Tower.*
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

- **Cypress Point Lift Station-LS24**
  Scientel will**:**
  - Create system documentation for network parameters with assistance from City of Schertz to ensure seamless integration with existing network core system.
  - Procure all designated radio and ancillary equipment to include installation materials.
  - Stage and configure designated network and radio equipment in accordance with approved design.
  - Install one (1) subscriber radio and align to the PMP AP at the *Scenic Hills Tower.*
  - Provide and install all network cabling between radio equipment to designated network demark.
  - Perform radio connectivity and performance verification checks upon the completion of the install and in accordance with acceptance test plan.
  - Assume that City of Schertz will provide AC power outlets and/or DC power system, as required. Scientel will provide services to calculate power system/UPS loading for system sizing, upon request.
  - Provide the City of Schertz with system documentation in accordance with system acceptance requirements.

3. ASSUMPTIONS – ALL PHASES

- L3 network Design of network equipment not listed in proposal is excluded from this proposal.
- Each Phase will deliver a Detailed Design Review prior to procurement and field services, it is understood that approval of each DDR will lock in the design. Once DDR is accepted, all further changes may be subject to a change order.
- Each Phase of work includes one mobilization fee, splitting work may be subject to change order.
- Duration of project is not to exceed 6 months; schedule extensions may be subject to change order.
- City of Schertz to provide IP addresses and networking parameter prior to implementation of this Scope of Work.
- Live Oak water tower site has existing network connectivity between the tower and the City's core network equipment. This is assumed network demark.
- No Civil infrastructure work (trenching, boring, demolition, new monopole/towers, etc..) is included.
- Tower structural analysis engineering services are not included in this proposal, The City of Schertz will be solely responsible for any analysis required.
- Replacement of any existing/provided network cables is not included.
- Pricing includes standard equipment mounts and installation. Custom and specialty installation materials and work to be determined on site survey reports.
- City to determine and provide SFPs and any other networking infrastructure to facilitate integration into their network.
- All network cabling assumes CAT-5e/CAT-6 maximum cable run length of 300'. Fiber cabling is subject to additional costs, if required.
- This proposal assumes there are existing power condition systems where needed, any new ones needed are outside this scope of work and would be subject to a change order.
- Aerial Lifts up to 45' are included.
- Water Tanks rooftop hatch will be sufficient to deliver radio antenna to top of tank. Requirement of repelling or Crane services to be determined on site walk and are not included in proposal.
- Detailed Design Review Acceptance
- Proposed design is dependent on FCC Frequency Coordination.
- It is understood that phase II switch over from Live Oak to Corbett will cause a planned outage at FS3. Outage will be coordinated and scheduled with approval of City of Schertz.
- It is understood that phase III scope of work includes public Wi-Fi access only, should public safety access be required an additional proposal will be issued for that work.
- All equipment will be staged at Scientel Solutions staging facility in Plano, TX.

4. GENERAL PROJECT RESPONSIBILITIES

Scientel Solutions Responsibilities
Scientel will designate a Project Manager who will direct Scientel's efforts and serve as the primary point of contact for the client. The Scientel Project Manager will have significant authority to make certain decisions relative to the project, on behalf of Scientel, and will have direct access to Scientel's executive management for resolving problems beyond the Project Manager's immediate authority. The responsibilities of the Scientel Project Manager include:

- Participate with the client in daily progress review meetings and submit status reports that identify the activities of the previous review period, as well as activities.
- planned for the upcoming review period, including an updated Project Schedule. Maintain project communications with the client's Project Manager(s).
- Participate in weekly conference calls or face-to-face meetings and issue a mutually agreed upon agenda for each call or meeting.
- Manage the efforts of Scientel staff and coordinate activities with client's project team members.
- Measure, evaluate and report the progress against the Project Schedule.
- Resolve deviations from the Project Schedule.
- Monitor the project to ensure that support resources are available as scheduled and as identified in the contract.
- Assume accountabilities for all Scientel contractor and subcontractor supplied tasks within the Project Schedule, if any.
- Coordinate and oversee the installation of all hardware and software.
- Review and administer change control procedures through the client's Project Manager, commonly referenced as a "Project Change Request" (PCR), issued by the Scientel Project Manager.
- Work with the client Manager(s) in designing and approving the format of an action item log to be used in conjunction with the Project Schedule. The purpose of the log is to identify outstanding issues, provide continual status updates on specific tasks and to identify responsibilities of the parties.
- Prepare and submit regular status reports that identifies the activities and milestones completed in the previous month and activities planned for the current month and the next month, including progress and payment milestones, and an updated Project Schedule.
- In the event that Scientel must replace or substitute a Project Manager, Scientel will immediately notify the client of such a change and will provide the client with a resume of the person Scientel intends to substitute or change.
- Provide and coordinate lift trucks and trained/authorized operators as well as licensed electricians to install devices as required. If tower crews are required per the defined type of installation in the summary section, it is the responsibility of Scientel.
- Provide wall penetrations, conduit, cable trays and other supporting equipment necessary for the routing of power, grounding and networking cables.

- Prepare Method of Procedure (MOP) request for all service affecting work activities.
- Submission of MOP requests must be made in advance of the scheduled event, to allow customer operations time to coordinate the approval, since all microwave sites in the system active and transport customer traffic.
- Submission of downtime requests must be made at least 4 weeks in advance of a scheduled event, to allow customer operations time to coordinate the reroute and/or downtime approval, since all microwave sites in the system are active and transport customer traffic.
- Schedule on-site work activities affected by MOP approval(s) based on the work activity and time of day and day of the week restrictions designated in the approval.

City of Schertz Responsibilities

The client will designate a Project Manager who will direct the client efforts and serve as the primary point of contact for Scientel. The client's Project Manager(s) will have significant authority to make certain decisions relative to the project, on behalf of the client, and will have direct access to the client's executive management for resolving problems beyond the Project Manager's immediate authority. The responsibilities of the client's Project Manager(s) include:

- Maintain project communications with Scientel's Project Manager.
- Identify the efforts required of the client's staff to meet the client task requirements and milestones in the Statement of Work and Project Schedule.
- Measure and evaluate progress against the Project Schedule.
- Monitor the project to ensure that support resources are available as scheduled.
- Participate in Progress Reviews meetings.
- Provide timely responses to issues related to project progress raised by Scientel's Project Manager.
- Approve and release payments in a timely manner predicated on project deliverables.
- Ensure that all appropriate client personnel attend and actively participate in Progress Reviews, conference calls, and other project meetings.
- Assign one or more personnel who will work with Scientel staff as needed for the duration of the project, including at least one system administrator.
- Ensure acceptable Standard Change Request and Approval Letter(s) are approved by authorized signature(s).
- Provide building access to Scientel personnel to all facilities where the system is to be installed during the project. Temporary identification cards should be issued to Scientel personnel if required for access to client facilities. Access must be available after business hours where required by Scientel, or as necessary to meet the project schedule.
- Provide any required parking permits to Scientel personnel for restricted access entry and/or parking.
- Obtain all zoning, site access, and other permits (including, but not limited to, easements, impact studies, planning commission approval, variances, etc) necessary for this project and any other agreements required to gain use of sites.
- Provide the appropriate fire inspection and building inspection certificates.

- Provide adequate space, electrical power, communications lines and environmental appropriations for the communications equipment to be installed by Scientel.
- Review and approve or revise delivered design documents within ten days of submission.
- The client must inform Scientel of all relevant rules, regulations, and requirements for installation. Should these conditions impact the project schedule and limit installation, the client may incur additional cost.
- Scientel's demarcation point on the network infrastructure end is the client-owned switch (to be determined on the IP Network Design). The client is responsible for connecting Host end servers to this router.
- The client shall provide power and grounding within 10' of each location.

5. WARRANTY STATEMENT

Scientel Solutions LLC warrants that work will be performed in accordance with sound engineering practice and professional standards, but makes no other warranty, express or implied including the merchantability. In the event of any error, omission, or other professional negligence or any breach of the above warranty of which Scientel Solutions, LLC. is notified in writing within 90 days after system acceptance, the sole and exclusive responsibility of Scientel Solutions LLC shall be to re-perform deficient work at its own expense, and Scientel Solutions LLC shall have no other liability whatsoever. In no event shall Scientel Solutions LLC be liable, whether in contract or tort, including negligence, for loss of profit, loss of product, loss of use, or for indirect, consequential, or special damages. The liability of Scientel Solutions LLC for injury or damage to persons or property arising out of this work shall not exceed the lesser of the total amount received by Scientel Solutions LLC pursuant to this contract or $1,000,000, whether in contract or tort, including negligence and shall not extend to liability arising out of the negligence or other fault of the client.

6. PRICING

Item	Qty	Pricing
Phase I	1	$ 230,530.00
Phase II	1	$ 94,661.00
Phase III	1	$ 109,445.00
Phase IV	1	$ 131,199.00
TOTAL		**$565,835.00**

7. PAYMENT MILESTONES

Phase I

- 15% NTP
- 20% Design Acceptance
- 30% Equipment Receipt
- 25% Installation Completion
- 10%Final Phase Acceptance

Phase II

- 15% NTP
- 20% Design Acceptance
- 30% Equipment Receipt
- 25% Installation Completion
- 10%Final Phase Acceptance

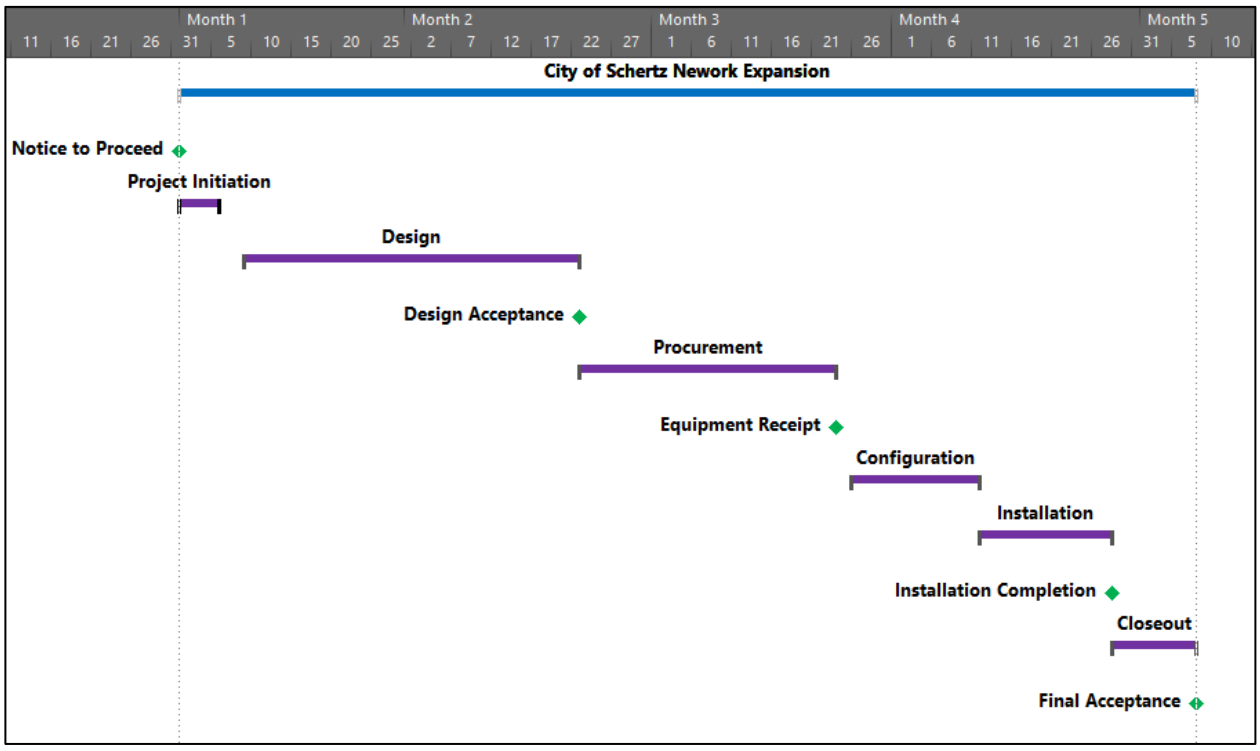
Phase III

- 15% NTP
- 20% Design Acceptance
- 30% Equipment Receipt
- 25% Installation Completion
- 10%Final Phase Acceptance

Phase IV

- 15% NTP
- 20% Design Acceptance
- 30% Equipment Receipt
- 25% Installation Completion
- 10%Final Phase Acceptance

8. PROJECT SCHEDULE-PHASE I



Billing Milestones

- Notice to Proceed Day 1
- Design Acceptance Day 35
- Equipment Receipt Day 60
- Installation Completion Day 80
- Final System Acceptance Day 100

RESOLUTION NO. 22-R-35

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING A CONTRACT WITH SCIENTEL SOLUTIONS, LLC OF AURORA IL, IN THE AMOUNT OF $565,835.00 WITH A NOT TO EXCEED AMOUNT OF $595,835.00 FOR IMPLEMENTATION OF THE SCHERTZ MASTER COMMUNICATIONS PLAN, AND OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, the City staff of the City of Schertz (the "City") has recommended that the City enter into an agreement in the amount of $565,835.00 with a not to exceed amount of $595,835.00 to allow for contingencies with Scientel Solutions, LLC of Aurora Il, relating to the engineering and deployment of the Schertz Master Communications Plan as approved by Council in 2012; and

WHEREAS, the City Council has determined that it is in the best interest of the City to enter into an agreement with Scientel Solutions, LLC of Aurora Il, pursuant to the proposal attached as Exhibit B (the "proposal").

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the City Manager to contract with Scientel Solutions, LLC of Aurora Il, as proposed in exhibit B in the amount of $565,835.00 with a not to exceed amount of $595,835.00 to provide for contingencies.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject

matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND ADOPTED, this 5th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____

Mayor, Ralph Gutierrez

ATTEST:

_____

City Secretary, Brenda Dennis

(CITY SEAL)

RESOLUTION NO. 22-R-35

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING A CONTRACT WITH SCIENTEL SOLUTIONS, LLC OF AURORA Il, FOR IMPLEMENTATION OF THE SCHERTZ MASTER COMMUNICATIONS PLAN, AND OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, the City staff of the City of Schertz (the "City") has recommended that the City enter into an agreement in the amount of $565,835.00 with a not to exceed amount of $595,835.00 to allow for contingencies with Scientel Solutions, LLC of Aurora Il, relating to the engineering and deployment of the Schertz Master Communications Plan as approved by Council in 2012; and

WHEREAS, the City Council has determined that it is in the best interest of the City to enter into an agreement with Scientel Solutions, LLC of Aurora Il, pursuant to the proposal attached as Exhibit B (the "proposal").

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the City Manager to contract with Scientel Solutions, LLC of Aurora Il, as proposed in exhibit B in the amount of $565,835.00 with a not to exceed amount of $595,835.00 to provide for contingencies.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND ADOPTED, this 5th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____

Mayor, Ralph Gutierrez

ATTEST:

_____

City Secretary, Brenda Dennis

(CITY SEAL)

Agenda No. 6.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**City Secretary**
Subject:	**Ordinance No. 22-T-16 -Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas authorizing an adjustment to the FY 2021/2022 Budget to allocate funds for the Schertz Council Facilities Audio and Video Systems Upgrade Project in the amount of $451,686.00 *Final Reading* (B. James/ M. Clauser)**

BACKGROUND

The City of Schertz Council Chambers was renovated for its current use nearly 20 years ago. At that time the video and audio systems installed were state of the art. Since that time a few upgrades were made to the sound system to improve overall sound quality in the main room, but no major improvements were made to either the sound system or the video systems to accommodate changing technologies and the need to support remote / virtual meetings as allowed by state law. There is a need to improve the quality of recordings for broadcasting meetings on the internet and on the planned Schertz Public Access channel as provided for by our cable providers. Working with various stakeholders the Staff issued an RFP for improvements to the audio and video systems in the Council Chambers Main Room. Three proposals were submitted. The selected bid is in the amount of $451,686.00. This ordinance will adjust the dedicated PEG Fund to provide funding for this project.

City Council approved this on First Reading at their meeting of March 22, 2022.

GOAL

This ordinance will provide funding to allow the City staff to upgrade the council meeting facility to improve the quality of live and recorded meetings on both the internet and on the planned cable channel, streamline management of Council meeting minutes, allow for electronic voting, etc.

COMMUNITY BENEFIT

Allocating the funds needed to perform this upgrade will improve the quality of live and recorded meetings on both the internet and on the planned cable channel. The new systems will better support meetings where there is a need for virtual and / or remote attendance by Council Members, Staff and others presenting agenda-based information to the Council. In addition, the new system will create the option to streamline the presentation and posting of meeting minutes, allow Council and others using the facility to record votes electronically and improve communications by giving Board and Council Members additional tools to watch presentations, ask questions and provide feedback.

SUMMARY OF RECOMMENDED ACTION

Staff recommends that Council approve Ordinance No. 22-T-16 on Final Reading adjusting the FY 2021/2022 PEG Fund Budget in the amount of $451,686.00.

FISCAL IMPACT

Funding will be provided by using the City's Federally mandated PEG (Public Education and Government) Fund. The current balance of the fund is more than sufficient to accommodate this project.

RECOMMENDATION

Staff recommends that Council approval Ordinance 22-T-16 on Final Reading authorizing the adjustment to the FY 21/22 PEG Fund Budget for the Schertz Council Facilities Audio and Video Systems Upgrade Project.

Attachments

Ordinance No. 22-T-16

ORDINANCE NO. 22-T-16

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING AN ADJUSTMENT TO THE FISCAL YEAR 2021-2022 BUDGET TO PROVIDE ADDITIONAL FUNDING FOR UPGRADES TO THE COUNCIL CHAMBERS AUDIO AND VIDEO MANAGEMENT SYSTEMS PROJECT, REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT WITH THIS ORDINANCE: AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, pursuant to Ordinance 21-T-38, the City Council of Schertz, Texas, (the "City") adopted the budget for the City for the fiscal year 2021-2022 (the "Budget"), which provides funding for the City's operations throughout the 2021-2022 fiscal year; and

WHEREAS, It was determined that the council chambers facility is in need of upgrades to the audio and video control systems in order to meet the new requirements for virtual and remote attendance in City meetings, as well as provide high quality recordings of City government meetings for broadcast on the City's planned PEG channel, as well as for re-broadcast on the City's web portal; and,

WHEREAS, the City staff released Request for Bids (RFB) for upgrading the audio and video systems in the council chambers in order to meet new requirements for virtual and remote attendance, as well as providing high quality recordings of City government meetings for broadcast on the City's planned PEG channel, as well as for rebroadcast on the City's web portal and,

WHEREAS, RFP's were received and reviewed by staff, and TROX, Inc. of San Antonio, Texas was selected as the best value by submitting a bid in the amount of $451,686.00 and,

WHEREAS, the City Staff is requesting the City to authorize a budget amendment to allocate $451,686.00 from the dedicated PEG fund to the City of Schertz general fund for the upgrades to the Council chamber facilities; and,

WHEREAS, the current balance of the PEG Fund stands at approximately $987,000.00 with an additional PEG funds expected to be more than sufficient to cover the balance required over the rest of the current FY, and that should additional PEG funding not meet expectations any difference will be taken from the City's reserves.

WHEREAS, City Staff recommends that the City Council of the City adjust the Budget and approve the ordinance.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City shall amend the FY 2021-2022 Adopted Budget to allocate $451,686.00 to the City of Schertz general fund for upgrades to the council chambers facilities.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Ordinance for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All ordinances, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND APPROVED on first reading this 22nd day of March 2022.

PASSED AND ADOPTED, on second and final reading this 5th day of April 2022.

CITY OF SCHERTZ, TEXAS

_____

Ralph Gutierrez, Mayor

ATTEST:

_____

Brenda Dennis, City Secretary

(CITY SEAL)

Agenda No. 7.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**City Secretary**
Subject:	**Ordinance No. 22-T-17- Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas authorizing an adjustment to the FY 2021/2022 City of Schertz Budget to provide an additional $65,835.00 from the dedicated PEG Fund for the Master Communication Plan. *Final Reading* (B. James/M. Clauser)**

BACKGROUND

The planned communications network will create the infrastructure needed to provide citizens and neighboring communities with access to the various community assets, governmental actions and other event and sites of interest through live and recorded streaming to a Public Education and Government Channel (known as a PEG Channel). Funding is made available through the use of PEG Funds as allowed by Federal law regarding the use of PEG Funds, and supplemented with funding from the ARP program recently passed by Congress in 2021. This ordinance will increase the budgeted amount for this project to $565,835.00.

City Council approved this on First Reading at their meeting of March 22, 2022.

GOAL

To provide additional funding authorization to allow the city staff install a city-wide communications network based on a combination of wireless and wired technologies that will connect all existing city assets while providing a cost-effective path for adding additional sites as required. Taking advantage of greater efficiencies offered by using high-speed wireless systems, we can effectively manage and monitor remote sites such as lift stations, pumping stations and water towers. In addition, we can use the proposed city-wide network to provide timely, targeted information to field staff wherever and whenever it's needed by leveraging existing mobile technologies to safely and securely access city data resources directly from the field. Finally, with the addition of secured, high-speed wireless connectivity, Public Safety personnel can respond more effectively to situations as well as allow them to submit reports, update databases, etc. from the field.

COMMUNITY BENEFIT

There are several direct benefits realized by deploying the network as proposed:

1. By deploying and managing the network internally, as opposed to outsourcing our communications needs, the City will save more than $1 million over the anticipated life span of the system (10 years)
2. Using wireless technologies to connect City assets directly is the most cost-effective way to knit the City together in a resilient, reliable network. This network, as proposed would be capable of expansion as needed with a minimal investment. New nodes can be added by merely adding low-cost high-speed radios at the site and pointing them at the closest collection point.
3. Using existing mobile technologies over a city-owned secure city-wide network means

providing real-time access to city resources by field staff. This ensures that they can stay in field longer, reducing travel time, fuel costs, vehicle wear and tear, etc. Staff can access email, access and modify information residing in systems such as InCode, Court, CAD/RMS, submit reports, print, etc. using this proposed network.
4. The ability to remotely manage and secure city assets allows city staff to focus on taking care of business as opposed to having to visit each site manually to perform inspections, etc.

This network will provide high-speed connectivity to areas such as parks, playgrounds and other remote city sites creating a platform for enhanced security monitoring and providing greater safety for our residents.

SUMMARY OF RECOMMENDED ACTION

Staff recommends that Council adjusts the FY 2021/2022 FY Budget dedicated PEG Fund by allocating an additional $65,835.00

FISCAL IMPACT

Staff has identified available funding by applying available “PEG” Funds and supplementing this with funding from the ARP funds provided by Congress in 2021. The PEG Fund is a dedicated fund that comes from fees paid to the City annually by the cable companies, and is designed to provide funding to municipalities to build the communications infrastructures needed to support the creation of content and other systems needed to manage the City's planned PEG Channel. Currently, the fund has a balance of more than $900K. This fund is replenished annually by approximately $70K – $80K. The City will apply $150,000 from the ARP Fund and the balance from the PEG Funds. The current FY budget allocated $350,000 to this project. Estimates show that an additional $65,835.00 will need to be allocated to complete the project as designed. It is expected that the deployment will take place during the current FY and continue into the next FY and that funding from the PEG Fund for the upcoming FY will be included in the FY 2022-2023 Budget presented to Council later this year.

RECOMMENDATION

Staff recommends that Council approve Ordinance No. 22-T-17 on Final Reading adjusting the FY 2021/2022 FY Budget dedicated PEG Fund by allocating an additional $65,835.00.

Attachments

Ordinance 22-T-17

ORDINANCE NO. 22-T-17

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING AN ADJUSTMENT TO THE FISCAL YEAR 2021-2022 BUDGET TO PROVIDE ADDITIONAL FUNDING FOR THE MASTER COMMUNICATIONS NETWORK PROJECT, REPEALING ALL ORDINANCES OR PARTS OF ORDINANCES IN CONFLICT WITH THIS ORDINANCE; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, pursuant to Ordinance 21-T-38, the City Council of Schertz, Texas, (the "City") adopted the budget for the City for the fiscal year 2021-2022 (the "Budget"), which provides funding for the City's operations throughout the 2021-2022 fiscal year; and

WHEREAS, the Budget allocated $350,000 from the dedicated PEG Fund and $150,000 from the ARP funds to fund the city-wide master communications network for a total of $500,000,

WHEREAS, the cost proposal for phases 1 through 4 submitted by Scientel, LLC of Aurora IL in the amount of $565,835.00 was reviewed and approved by staff,

WHEREAS, the City Staff is requesting the City to authorize a budget amendment to allocate an additional $65,835.00 from the FY 2021 / 2022 dedicated PEG Fund to complete phases 1 through 4 of the Master Communications Network Project and,

WHEREAS, the current balance of the PEG Fund stands at approximately $987,000.00 with an additional PEG funds expected to be more than sufficient to cover the balance required over the rest of the current FY, and that should additional PEG funding not meet expectations any difference will be taken from the City's reserves.

WHEREAS, City Staff recommends that the City Council of the City adjust the Budget and approve the ordinance.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City shall amend the FY 2021-2022 Adopted Budget to allocate an additional $65,835.00 from the City of Schertz PEG Fund for implementation of Phases 1 through 4 of the Master Communications Network Project.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Ordinance for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All ordinances, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND APPROVED, on first reading this 22ND day of March 2022.

PASSED AND ADOPTED, on second and final reading this 5th day of April 2022.

CITY OF SCHERTZ, TEXAS

_____

Ralph Gutierrez, Mayor

ATTEST:

_____

Brenda Dennis, City Secretary

(CITY SEAL)

Agenda No. 8.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Finance**
Subject:	**Resolution No. 22-R-36 - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing EMS debt revenue adjustments, Utility Billing debt revenue adjustments and Schertz Magazine debt revenue adjustments for certain inactive outstanding receivables and other matters in connection therewith. (M. Browne/J. Walters)**

BACKGROUND

In the EMS, Utility Billing, and Magazine functions, services are provided to customers up front and billing is settled later. Since services are provided before receiving payment, inevitably the City has customers that do not pay for the services provided.

When this occurs, staff reaches out to the customer to try to collect the outstanding payment including follow-up notices and phone calls to try to reach out to the customer to remind them of the outstanding balance and encourage payment. However, the longer the customer account goes without a payment the less likely that any payment will be received.

Once a customer account reaches 180 days without payment, Staff brings those accounts to the City Council to be "written off". This process is an accounting procedure following the Generally Accepted Accounted Principles (GAAP), which lays the framework of accounting practices in the U.S. This designation means it is unlikely those outstanding balances will ever be collected. This leads to an accounting adjustment on the City's Financial Statements to accurately show how much is still outstanding and is reasonable to expect collection.

If a customer's account has been written off, this does not erase or forgive that debt. The city can and does collect some portion of the amount owed by those customers. This can be through the debt collection agency used by EMS or if the customer returns to the City and requests new services through the Magazine or Utility Billing.

On August 27, 2019, City Council approved the Schertz EMS Charity Care Policy. Approving the Charity Care Policy benefits our citizens who do not have insurance and do not have the ability to pay for ambulance services. In the past, these accounts were sent to collections and written off throughout year with little expectation to recover any revenue.

The resolution authorizes the debt for these areas that is more than 180 days outstanding as of March 1, 2022, to be written off. These write-offs come before council quarterly and last came before council on January 25, 2022.

Previous Write off Amount:
February 2017: $621,138.97
June 2017: $544,944.16
September 2017: $510,516.01

January 2018:	$510,637.79
March 2018:	$433,427.15
June 2018:	$439,627.14
September 2018:	$521,281.82
December 2018:	$727,307.39
March 2019:	$564,227.77
June 2019:	$580,155.10
September 2019:	$586,664.65
December 2019:	$591,829.90
March 2020:	$616,900.00
June 2020:	$552,157.34
September 2020:	$605,161.66
December 2020:	$467,802.06

With Charity Care	
March 2021:	$1,330,234.88
June 2021:	$904,511.15
September 2021:	$750,502.47
December 2021:	$587.362.56
March 2022:	$675,977.28

Charity Care for March 2021 was for an entire year, August 2019 through July 2020. For June 2021, Charity Care was for 5 months, August 2020 through December 2021. Going forward, these adjustments will be done quarterly.

GOAL

To approve write-offs of bad debt in accordance with the standards laid out by GAAP.

COMMUNITY BENEFIT

This will show the City's Financial Statements according to national standards and City policy.

SUMMARY OF RECOMMENDED ACTION

Approve Resolution No. 22-R-36 to write off receivables that are older than 180 days.

FISCAL IMPACT

This accounting adjustment will not affect the City’s Budget or financial standing. The amount written off is estimated during the budget process and is accounted for in the revenue estimations and the bad debt expense accounts. The action taken tonight will reduce the amount shown as owed to the City by $675,977.28 and set it equal to the amount seen as still reasonably collectible. The breakdown is as follows:
EMS - $477,084.12
EMS Charity Care - $167,073.00
Utility Billing - $31,820.16
Magazine - $0.00

RECOMMENDATION

Staff recommends Council approve Resolution No.22-R-36.

Attachments

Resolution 22-R-36

RESOLUTION NO. 22-R-36

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING EMS DEBT REVENUE ADJUSTMENTS, UTILITY BILLING DEBT REVENUE ADJUSTMENTS AND SCHERTZ MAGAZINE DEBT REVENUE ADJUSTMENTS FOR CERTAIN INACTIVE OUTSTANDING RECEIVABLES AND OTHER MATTERS IN CONNECTION THEREWITH.

WHEREAS, the City staff of the City of Schertz (the "City") has recommended that the City maintains quarterly debt revenue adjustments for inactive outstanding accounts; and

WHEREAS, The Centers for Medicare and Medicaid Services requires a charity care policy to continue participating in the Texas Ambulance Services Supplemental Payment Program (TASSPP); and

WHEREAS, the City Council has determined that it is in the best interest of the City that all inactive outstanding accounts after 180 days nonpayment will be sent to City Council for consideration for write offs.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the write off, including Charity Care, in the amount and distribution of accounts below:

Function	*Amount*
EMS	$477,084.12
Charity Care	$167,073.00
Utility Billing	$31,820.16
Magazine	$0.00
Total	$675,977.28

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and finding of the City Council.

Section 3. All resolutions or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas

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

PASSED AND ADOPTED, this 5th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____
Mayor Ralph Gutierrez, Mayor

ATTEST:

_____
City Secretary, Brenda Dennis

(CITY SEAL)

Agenda No. 9.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Emergency Medical Services**
Subject:	**Resolution No. 22-R-37 - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing an amendment to the Interlocal Agreement between the City of Schertz and the City of Cibolo for EMS Services. (C. Kelm/J. Mabbitt)**

BACKGROUND

Schertz EMS currently houses an ambulance at Cibolo Fire Station #2. Due to the new location of Station #3 and the call volume, there is a need to move an ambulance to Cibolo Fire Station #3. The City of Cibolo is requesting that an ILA be done outlining the terms of housing the ambulance there.

GOAL

To receive approval of the amendment to the ILA between the City of Schertz and Cibolo.

COMMUNITY BENEFIT

To provide improved response times to the citizens of Cibolo and other residents we serve.

SUMMARY OF RECOMMENDED ACTION

The City Manager to execute an amendment to the ILA for EMS services.

FISCAL IMPACT

There is no fiscal impact for this change.

RECOMMENDATION

Staff recommends approval authorizing an amendment to the interlocal agreement between the City of Schertz and the City of Cibolo for EMS services

Attachments

Resolution 22-R-37

Cibolo ILA

ILA Amendment

RESOLUTION NO. 22-R-37

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS, AUTHORIZING AN AMENDMENT TO THE INTERLOCAL AGREEMENT BETWEEN THE CITY OF SCHERTZ AND THE CITY OF CIBOLO FOR EMS SERVICES, AND OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, the City of Schertz and the City of Cibolo entered into the Interlocal Agreement for Emergency Medical Services with an effective date of October 1, 2018 establishing the terms and conditions whereby the City of Schertz provided emergency medical services to the City of Cibolo in order to preserve and protect the health and safety of persons as described in the Interlocal agreement (ILA); and

WHEREAS, under the terms of the ILA, the City of Schertz agreed to respond to all calls for emergency medical assistance and emergency medical transport since 2019, Schertz EMS has been housed in the City of Cibolo's Fire Station #2 in order to be able to respond to emergency medical calls; and

WHEREAS, Section 6 of the ILA allows the Parties to amend the ILA as long as the Amendment is in writing and approved by the City of Schertz and the City of Cibolo; and

WHEREAS, City of Schertz and the City of Cibolo are wanting to amend the ILA in order to allow Schertz EMS to move in and respond to calls from the City of Cibolo Fire Station #3 in order to preserve and protect the health and safety of persons.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the City Manager to enter into an amendment to the ILA for EMS services as outlined in Exhibit A.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND ADOPTED, this 5th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____

Ralph Gutierrez, Mayor

ATTEST:

_____

Brenda Dennis, City Secretary

(CITY SEAL)

EXHIBIT A

Emergency Medical Services Interlocal Agreement

This Emergency Medical Services Interlocal Agreement, effective as of October 1, 2018 (this "Agreement"), is between the City of Schertz, Texas, a political subdivision of the State of Texas (the "City"), and the City of Cibolo, a political subdivision of the State of Texas (the "Contracting Jurisdiction").

WHEREAS, the City has an emergency medical services department known as Schertz EMS (the "Department") which provides certain emergency medical services within the City and, by interlocal agreement, within other jurisdictions;

WHEREAS, the Contracting Jurisdiction desires to contract with the City for the provision of certain emergency medical services within the Contracting Jurisdiction in order to preserve and protect the health and safety of persons within the Contracting Jurisdiction;

WHEREAS, the City and the Contracting Jurisdiction have determined to enter into this Agreement relating to the provision of certain emergency medical services within the Contracting Jurisdiction and to set out the terms, rights, duties, and responsibilities of the City and the Contracting Jurisdiction with respect thereto;

WHEREAS, the City and the Contracting Jurisdiction have determined that the provision of certain emergency medical services is a public purpose and within their statutory powers of government; and

WHEREAS, the City and the Contracting Jurisdiction are political subdivisions of the State of Texas and are authorized the execute this Agreement pursuant to Texas Government Code Chapter 791.001, as amended;

NOW, THEREFORE, THE CITY AND THE CONTRACTING JURISDICTION, ACTING BY AND THROUGH THEIR DULY AUTHORIZED OFFICERS, HEREBY COVENANT AND AGREE AS FOLLOWS:

Section 1. Purpose. (a) The City agrees that during the term of this Agreement the City shall respond to all calls for emergency medical assistance and emergency medical transport and advanced life support service with mobile intensive care unit capability (the "Emergency Medical Services") within the jurisdiction of the Contracting Jurisdiction (the "Service Area"). The Contracting Jurisdiction understands and agrees that timeliness of response is dependent on the level of demand throughout the Department's response area and that calls are answered on a next-available-ambulance basis.

(b)The Contracting Jurisdiction shall arrange for dispatch of requests for assistance directly to the Department by the Department's radio frequency or via telephone to the Department's primary dispatch agency (City of Schertz Police Department). Such dispatch services shall be initiated on the radio frequency specified and in a manner approved by the Department.

(c) The Department shall observe and comply with all applicable federal, state, county, and City laws, rules, ordinances, and regulations which in any manner affect the provision of the services described in this Agreement and shall perform such services in a professional manner in accordance with standard emergency medical services practice.

(d) The City agrees to permit the Contracting Jurisdiction to review the Department's run statistics maintained in the Department's offices. Due to patient privacy considerations, reports containing specific patient information shall not be made available to the Contracting Jurisdiction without the appropriate written consent of the patient or the patient's authorized representative or without a specific court order.

Section 2. Term and Renewal . This Agreement shall be for a term commencing with the effective date of this Agreement through and including September 30, 2019 (the "Initial Term"). This Agreement shall thereafter shall be automatically renewed for four (4) succeeding periods of one year (each, a "Renewal Term") unless either party to this Agreement notifies the other party in writing that it wishes to terminate this Agreement. Such notice shall be provided at least one year prior to the desired end of this Agreement.

Section 3. Consideration. (a) In consideration of the City's provision of the Emergency Medical Services during the Initial Term and each Renewal Term, the Contracting Jurisdiction agrees to pay the City $14.74 per citizen based upon the most recent population estimates agreed upon by the Contracting Jurisdiction and the City payable in four equal installments on the first day of each quarter of the Contracting Jurisdiction's fiscal year. This Initial Term payment will be $410,582.70 based upon a population of 27,855 people.

(b) Prior to the beginning of each Renewal Term, the Consideration per citizen may be increased based upon the most recent 12-month Consumer Price Index for All Urban Consumers (CPI-U) for Medical Care to a maximum of 3%. In addition, population estimates for the Service Area shall be updated for each Renewal Term and shall be effective with the beginning of each Renewal Term.

(c) Any party paying for the performance of governmental functions or services must make such payments from current revenues available to the paying party.

(d) The Contracting Jurisdiction agrees that, in addition to the fee payable by the Contracting Jurisdiction to the City pursuant to Section 3(a), patients shall be billed by the City for all services rendered to them by the Department. The Contracting Jurisdiction agrees to assist the City in developing information to permit the City to collect such charges. In no event shall the City or the Contracting Jurisdiction be responsible for payment of such patient charges.

Section 4. Authorization. This Agreement has been duly authorized by the governing bodies of the City and the Contracting Jurisdiction.

Section 5. Severability. If any portion of this Agreement shall be declared illegal or held unenforceable for any reason, the remaining portions hereof shall continue in full force and effect.

Section 6. Amendments. This Agreement represents the complete understanding of the City and the Contracting Jurisdiction with respect to the matters described herein, and this Agreement may not be amended or altered without the written consent of both parties and the consent of the City.

Section 7. Governing Law. This Agreement shall be governed by the laws of the State of Texas.

[The remainder of this page intentionally left blank.]

IN WITNESS WHEREOF, the undersigned have entered into this Emergency Medical Services Interlocal Agreement, effective as of the date first above written.

CITY OF SCHERTZ, TEXAS

By _____

City Manager

CITY OF CIBOLO, TEXAS

By R T Herrera

City Manager

RESOLUTION NO. 18-R-59

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING THE ACTING CITY MANAGER TO ENTER INTO INTERLOCAL AGREEMENTS WITH MULTIPLE GOVERNMENTAL ENTITIES FOR THE PROVISION OF EMERGENCY MEDICAL SERVICES, AND OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, the City staff of the City of Schertz (the "City") has recommended that the City renew Interlocal Agreements with surrounding communities and emergency service districts relating to the provision of emergency medical services within those jurisdictions by the City; and

WHEREAS, the City Council has determined that it is in the best interest of the City to contract with these surrounding communities and emergency service districts pursuant to the Interlocal Agreement attached hereto as Exhibit A (the "Agreement").

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the Acting City Manager to execute and deliver the Agreement with each contracting jurisdiction in substantially the same form set forth on Exhibit A. Future amendments to the Agreement or replacement interlocal agreements with any jurisdiction that do not change or increase the City's obligations to provide services but that solely have the effect of increasing the jurisdiction's payments to the City may be executed by the Acting City Manager without further action by the City Council.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND ADOPTED, this 22nd day of May, 2018.

CITY OF SCHERTZ, TEXAS

Mayor, Michael R. Carpenter

ATTEST:

City Secretary, Brenda Dennis

(CITY SEAL)

EXHIBIT A

INTERLOCAL AGREEMENT

FIRST AMENDMENT TO INTERLOCAL AGREEMENT FOR EMERGENCY MEDICAL SERVICES BETWEEN CITY OF SCHERTZ AND THE CITY OF CIBOLO

This **FIRST AMENDMENT TO INTERLOCAL AGREEMENT** ("First Amendment") is made and entered into as of the effective date of _____, 2022 ("Effective Date") by and between **CITY OF SCHERTZ,** a political subdivision of the State of Texas, as licensor hereunder (the "City"), and **CITY OF CIBOLO,** a political subdivision of the State of Texas, hereunder (the "Contracting Jurisdiction"). City and Contracting Jurisdiction may be singularly referred to as the "Party" and collectively as the "Parties".

RECITALS

WHEREAS, City and Contracting Jurisdiction entered into the Interlocal Agreement for Emergency Medical Services with an effective date of October 1, 2018 ("ILA") establishing the terms and conditions whereby City provided emergency medical services to the Contracting Jurisdiction in order to preserve and protect the health and safety of persons as described in the ILA; and

WHEREAS, under the terms of the ILA, the City agreed to respond to all calls for emergency medical assistance and emergency medical transport and since 2019, Schertz EMS has been housed in Contracting Jurisdiction's Fire Station #2 in order to be able to respond to emergency medical calls; and

WHEREAS, Section 6 of the ILA allows the Parties to amend the ILA as long as the Amendment is in writing and approved by the City and Contracting Jurisdiction; and

WHEREAS, City and Contracting Jurisdiction are wanting to amend the ILA in order to allow Schertz EMS to move in and respond to calls from Contracting Jurisdiction Fire Station #3 in order to preserve and protect the health and safety of persons;

NOW, THEREFORE, for and in consideration of the mutual obligations of the Parties set forth in this First Amendment, and for other good and valuable consideration, the receipt and sufficiency of which are acknowledged, the Parties agree as follows:

ARTICLE I
RECITALS AND MODIFICATIONS TO ILA

1.1 Recitals. The recitals are hereby incorporated in the terms and provisions of this First Amendment and are fully binding on the Parties.

1.2 Modifications to ILA. Section 1 (a) of the ILA is deleted in its entirety and is replaced by the following:

"Section 1. Purpose (a) The City agrees that during the term of this Agreement the City shall respond to all calls for emergency medical assistance and emergency medical transport and advance life support services with mobile intensive unit capability (the "Emergency Medical Services") within the jurisdiction of the Contracting Jurisdiction (the "Service Area"). The

Contracting Jurisdiction understands and agrees that timeliness of response is dependent on the level of demand throughout the Department's response area and that calls are answered on a next-available-ambulance basis. The City and Contracting Jurisdiction will coordinate the location of units to provide the Emergency Medical Services including but not limited to Contracting Jurisdiction Fire Stations.

ARTICLE II
OTHER TERMS AND CONDITIONS

Except as specifically modified by this First Amendment, all other terms, conditions, and provisions of the ILA shall remain in full force and effect.

EXECUTED in duplicate originals on this the ___ day of _____, 2022.

CITY OF SCHERTZ, TEXAS

By: _____
Mark Browne
City Manager

ATTEST:

_____
Brenda Dennis
City Secretary

CITY OF CIBOLO, TEXAS

By: _____
Wayne Reed
City Manager

ATTEST:

_____
Peggy Cimics
City Secretary

Agenda No. 10.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Information Technology**
Subject:	**Resolution No. 22-R-22 - Consideration and/or action approving a Resolution by the City Council of the City of Schertz, Texas authorizing a Contract with Trox, Inc. of San Antonio, Texas for implemenation of the Schertz Council Chambers AV Systems Upgrade. . (B. James/M. Clauser)**

BACKGROUND

The City of Schertz Council Chambers was renovated for its current use nearly 20 years ago. At that time the video and audio systems installed were state of the art. Since that time a few upgrades were made to the sound system to improve overall sound quality in the main room, but no major improvements were made to either the sound system or the video systems to accommodate changing technologies. Improvements to the system are required in order to provide high quality audio and video feeds for rebroadcast on the City's planned PEG channel, as well as posting meetings, etc. on the City' website. In addition, there is a need to support remote / virtual meetings as allowed by state law.

Working with various stakeholders the staff issued an RFP for improvements to the audio and video systems in the Council Chambers Main Room. Three proposals were submitted, and it was determined that the best value to the City was presented by Trox, Inc. of San Antonio in the amount of $451,686.00.

GOAL

This upgrade will improve the quality of live and recorded meetings on both the internet and on the planned cable channel, streamline management of Council meeting minutes, allow for electronic voting, etc.

COMMUNITY BENEFIT

This upgrade will improve the quality of live and recorded meetings on both the internet and on the planned cable channel. The new systems will better support meetings where there is a need for virtual and / or remote attendance by Council Members, Staff and others presenting agenda-based information to the Council. In addition, the new system will create the option to streamline the presentation and posting of meeting minutes, allow Council and others using the facility to record votes electronically and improve communications by giving Board and Council Members additional tools to watch presentations, ask questions and provide feedback.

SUMMARY OF RECOMMENDED ACTION

Staff recommends that Council approves Resolution No. 22-R-22 authorizing the agreement with Trox Inc. of San Antonio Texas for improvements to the Council Chambers Audio and Video Systems.

FISCAL IMPACT

Funding will be provided by using the City’s Federally mandated PEG (Public Education and Government) fund. The current balance of the fund is more than sufficient to accommodate this project.

RECOMMENDATION

Staff recommends that Council approve Resolution No. 22-R-22 authorizing the agreement with Trox Inc. of San Antonio Texas for improvements to the Council Chambers Audio and Video Systems to be funded by the use of PEG funds in accordance with federal PEG fund usage guidelines.

Attachments

Council AV Project

Trox Revised proposal

Trox Dais Plan

Resolution 22-R-22

Quote Details

Quote ID	RFP# 2021-014
Quote Name	Schertz Council Chambers
Account Name	City of Schertz
Contact Name	Julie Gohlke
Email Address	purchasing@schertz.com
Phone Number	(210) 619-1163
Opportunity	Council Chambers Upgrade
Expiry Date	11/30/2021
Customer PO Number	
Memo	Cost Proposal

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Product Details

Product SKU	Description	Quantity	Sell Price Per Unit	Extended
V11H892920	Epson 15,000 Lumen Laser Projector	1	$18,295.00	$18,295.00
ELPLL08	Epson Long Throw Lens	1	$3,189.00	$3,189.00
98UM3DG-H	LG 98" UM3DG-H Series UHD Digital Signage with webOS™	2	$9,995.00	$19,990.00
XTM1U	Chief TV Mount	2	$300.00	$600.00
86UL3G-B	LG 86" UL3G-B Series IPS UHD Commercial Display Monitor	2	$3,750.00	$7,500.00
XTM1U	Chief TV Mount	2	$300.00	$600.00
DM-RMC-4KZ-SCALER-C	Crestron DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver &	7	$1,125.00	$7,875.00
999-99190-000	Vaddio RoboSHOT 30E QUSB System	6	$5,480.00	$32,880.00
WV-X4573L(M)	Panasonic 360 Degree IP Camera / Network Camera	2	$1,560.00	$3,120.00
999-5660-500	Vaddio AV Bridge MatrixMIX Production System (Matrix and	1	$9,775.00	$9,775.00
999-80000-027	Vaddio TeleTouch 27" USB Touch-Screen Multiviewer	1	$1,975.00	$1,975.00
MV71-4K-421	TekVox 2x2 Video Wall Processor (Rec Pre, Pre, Post, Conf	1	$2,250.00	$2,250.00
55UL3G-B	LG 55" UL3G-B Series IPS UHD Commercial Display Monitor	1	$1,160.00	$1,160.00
MTM1U	Chief Medium TV Mount	1	$145.00	$145.00
22MN430M-B	LG 22" FHD IPS Monitor with FreeSync (Dias Monitor)	16	$179.00	$2,864.00
33-387-085	Ergotron Neo-Flex® Touchscreen Stand	16	$145.00	$2,320.00

HD-DA8-4KZ-E	Crestron 1:8 HDMI® Distribution Amplifier w/4K60 4:4:4 &	2	$615.00	$1,230.00
DM-RMC-4KZ-100-C	Crestron DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver	2	$555.00	$1,110.00
HD-DA2-4KZ-E	Crestron 1:2 HDMI® Distribution Amplifier w/4K60 4:4:4 &	2	$250.00	$500.00
LC-200	Lumens CaptureVision	1	$2,625.00	$2,625.00
DMR-ES25S	Panasonic DVD Recorder	1	$1,065.00	$1,065.00
DM-MD32X32-CPU3-RPS	Crestron 32x32 DigitalMedia™ Switcher	1	$11,500.00	$11,500.00
DMC-4KZ-C	Crestron DM Input Card	5	$675.00	$3,375.00
DMC-4KZ-HD	Crestron HDMI Input Card	6	$485.00	$2,910.00
DMC-4KZ-CO-HD	Crestron DM Output Card	5	$805.00	$4,025.00
DMC-4KZ-HDO	Crestron HDMI Output Card	3	$1,875.00	$5,625.00
DM-PSU-16-PLUS	Crestron 16-Port PoDM+ Power Supply for DM 8G+® I/O	1	$1,250.00	$1,250.00
DM-TX-401-C	Crestron DigitalMedia 8G+® Transmitter 401	1	$1,250.00	$1,250.00
DM-TX-4KZ-100-C-1G-B-	Crestron DigitalMedia 8G+® 4K60 4:4:4 HDR Wall Plate	4	$615.00	$2,460.00
55UL3G-B	LG 55" UL3G-B Series IPS UHD Commercial Display Monitor	1	$1,160.00	$1,160.00
MTM1U	Chief Medium TV Mount	1	$145.00	$145.00
MXA310	Shure Table Microphone Array	15	$750.00	$11,250.00
ULXD4Q	Shure Quad Microphone Receiver	2	$4,695.00	$9,390.00
ULXD2/SM58	Shure Digital Handheld Transmitter	2	$455.00	$910.00
ULXD1	Shure Digital Bodypack Transmitter	4	$475.00	$1,900.00
WL183	Shure Omnidirectional TQG Lavalier Microphone	4	$89.00	$356.00
SB900B	Shure Recharegable Battery	6	$110.00	$660.00
SBRC	Shure Battery Rack Charger	2	$575.00	$1,150.00
MXA710B-2FT	Shure Podium Mic	1	$1,725.00	$1,725.00
Tesira Server IO	BiAmp DSP with 28 Analog In, 8 Analog Out, Dante, VoIP	1	$4,625.00	$4,625.00
SEC-4	BiAmp Input Card	7	$465.00	$3,255.00
SOC-4	BiAmp Output Card	3	$210.00	$630.00
SVC-2	BiAmp 2 Line VoIP Interface Card	1	$405.00	$405.00
DAN-1	BiAmp Dante Card	1	$925.00	$925.00
EX-OUT	BiAmp AVB Enabled 4 Analog Output	1	$875.00	$875.00
TC-5D	BiAmp AVB Enabled POE Switch	1	$999.00	$999.00
TC-5 Bracket	BiAmp Mounting Bracket for TesiraCONNECT	1	$50.00	$50.00
SS-CDR250N	Tascam 2-channel networking CD/Media recorder	1	$975.00	$975.00
IF-DA2	Tascam 2 IN / 2 OUT Dante interface card for the SS-	1	$365.00	$365.00
LS-53-072	Listen iDSP Prime Level I Stationary RF System	1	$1,450.00	$1,450.00
LR-4200-072	Listen Intelligent DSP RF Receiver	1	$145.00	$145.00

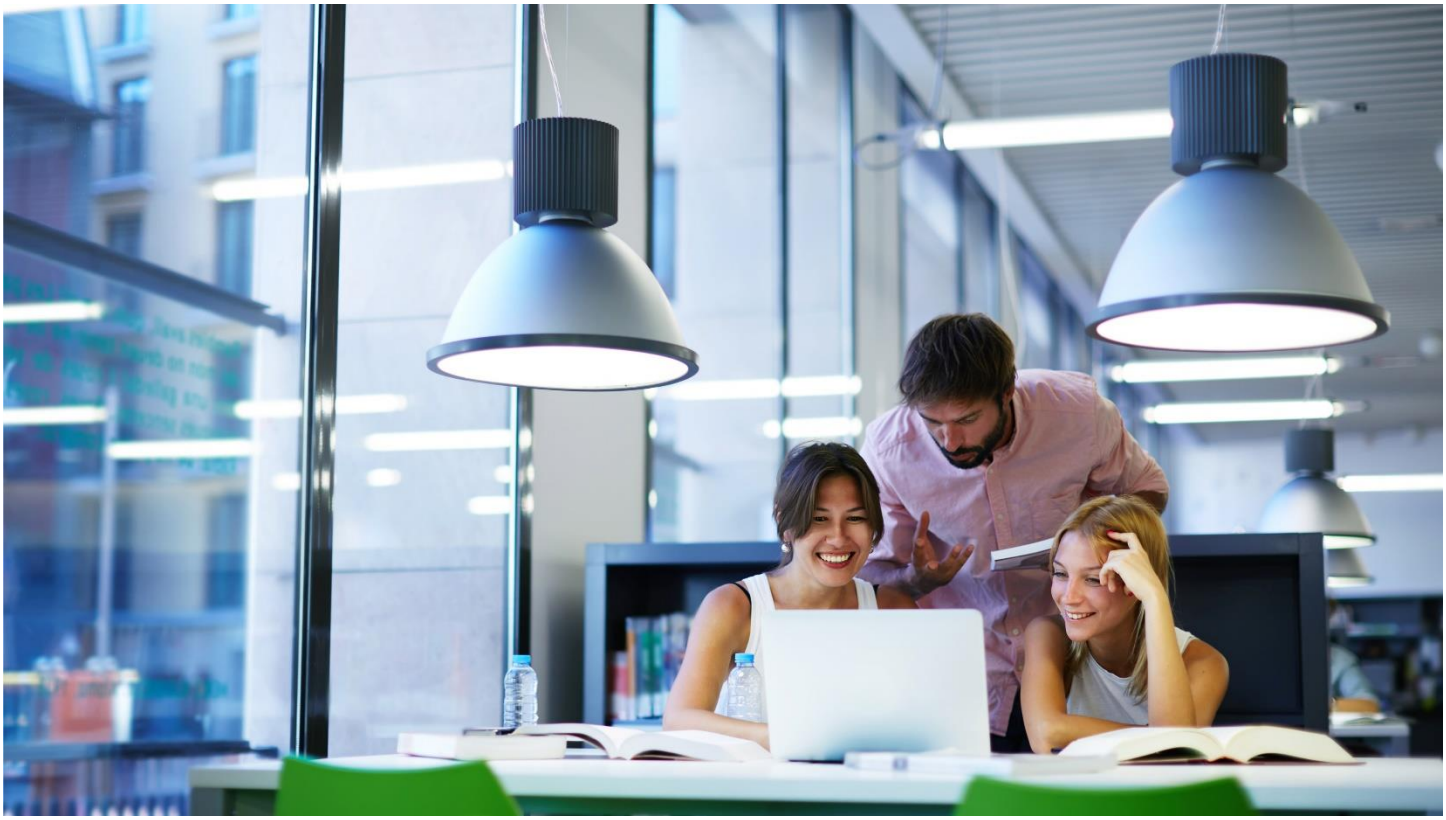
LA-401	Listen Universal Ear Speaker	1	$20.00	$20.00
LA-430	Listen Intelligent Earphone/Neck Loop Lanyard	1	$55.00	$55.00
LA-423	Listen 4-Port USB Charger	1	$35.00	$35.00
CT 875	Crown Eight-channel, 75W @ 8Ω Power Amplifier	2	$1,195.00	$2,390.00
MINX MIN 12	Cambridge Audio Bookshelf Speaker	15	$90.00	$1,350.00
Arr.	Cambridge Audio Table Stand	15	$24.00	$360.00
HP12U	AKG 12-Channel Headphone Amplifier	1	$165.00	$165.00
HP4E	AKG 4- Channel Headphone Amplifier	1	$120.00	$120.00
Custom	Liberty 1/4" Jack Wallplate / With Banana Plug	15	$95.00	$1,425.00
C1300FDI-US	Dynacord DSP power amplifier 2x650W, install. With FIR drive	2	$645.00	$1,290.00
EVC-1122-VIB	EV 12" speaker, vari-intense indoor	1	$975.00	$975.00
EBK-M10-3PACK	EV EBK-M10, FORGED M10 EYEBOLT KIT SET OF 3, for EVC	1	$80.00	$80.00
EVC-1082-96	EV 8" speaker 90x60	2	$925.00	$1,850.00
EVC-WB	EV Wall Bracket 8"	2	$295.00	$590.00
EVID-C6.2	EV Ceiling Speakers	6	$289.00	$1,734.00
306P MkII	JBL Powered 6" (15.24 cm) Two-Way Studio Monitor	2	$195.00	$390.00
CSA 1300Z	JBL 1 Channel / 300W Audio Amplifier	1	$495.00	$495.00
TS-1070-B-S	Crestron 10.1 in. Tabletop Touch Screen, Black Smooth	1	$1,850.00	$1,850.00
PRO4	Crestron 4-Series™ Control System	1	$3,500.00	$3,500.00
TS-1542-B-S	Crestron 15.6 in. HD Touch Screen, Wall Mount or VESA,	1	$2,950.00	$2,950.00
DM-RMC-4KZ-SCALER-C	Crestron DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver and	1	$1,115.00	$1,115.00
NGSME48T2H	Niveo 48-Port Full Layer 2+ Management, plus 2 10G SFP+	1	$3,325.00	$3,325.00
PD-915R	Middle Atlantic Rack Mount Power Strip 9-Outlet	2	$115.00	$230.00
BGR-4527-AV	Middle Atlantic 45 Space Rack	1	$2,395.00	$2,395.00
PDS-620R	Middle Atlantic Power Sequencer	1	$505.00	$505.00
UPS-2200R-8IP	Middle Atlantic UPS	2	$1,650.00	$3,300.00
DM-TX-4KZ-302-C	Crestron 4K60 4:4:4 HDR Transmitter 302	1	$1,215.00	$1,215.00
DM-TX-4KZ-202-C	Crestron 4K60 4:4:4 HDR Transmitter 202	1	$915.00	$915.00
DM-RMC-4KZ-SCALER-C	Crestron DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver &	1	$1,115.00	$1,115.00
86UL3G-B	LG 86" UL3G-B Series IPS UHD Commercial Display Monitor	1	$3,750.00	$3,750.00
XTM1U	Chief TV Mount	1	$300.00	$300.00
FT2-500-ELEC-B	Crestron FT2-500 Cable Cubby	2	$365.00	$730.00
FT2A-CBLR-1T-HD	Crestron One-Touch Cable Retractor for FT2 ELEC Series,	2	$325.00	$650.00
FT2A-CBLR-1T-4K-USBC-	Crestron One-Touch Cable Retractor for FT2 ELEC Series, USB-	2	$325.00	$650.00
FT2A-PWR-US-2	Crestron AC Power Outlet Module for FT2 Series, Dual, US	2	$105.00	$210.00

FT2A-CHGR-USBA/C		Crestron USB Rapid Charging Module for FT2 ELEC Series	2	$165.00	$330.00
FT2A-UTK-CLOAK-1T		Crestron Under Table Cloak for FT2-500	2	$55.00	$110.00
EVID-C6.2		EV Ceiling Speakers	6	$289.00	$1,734.00
CSA 1300Z		JBL 1 Channel / 300W Audio Amplifier	1	$495.00	$495.00
MXA710B-4FT		Shure Ceiling Mic	1	$2,225.00	$2,225.00
SS-CDR250N		Tascam 2-channel networking CD/Media recorder	1	$975.00	$975.00
IF-DA2		Tascam 2 IN / 2 OUT Dante interface card for the SS-	1	$365.00	$365.00
TS-770-B-S		Crestron 7 in. Tabletop Touch Screen, Black Smooth	1	$1,225.00	$1,225.00
INSTPRD		MISCELLANEOUS INTEGRATION PARTS/SUPPLIES	1	$32,131.00	$32,131.00
INSTPRD		ELECTRICAL INSTALLATION	1	$28,425.00	$28,425.00
INSTPRD		FURNITURE INSTALLATION	1	$29,950.00	$29,950.00
SUM SUMINSTALL		INSTALLATION / PM / PROGRAMMING / DESIGN & DOCUMENTATION / TEST & TRAINING / 1 YEAR WARRANTY	1	$102,400.00	$102,400.00
				TOTAL:	**$439,202.00**

City of Schertz

Council Chambers
Audio Visual System Refresh

INCLUDES POST BID CHANGES



TROX
Igniting Curiosity



Company Profile Our track record tells the story. Since 1995, Summit Integration Systems / TROX has expanded from a single sales representative into one of the world's largest dealers of presentation technology. With offices across Texas and Louisiana, Summit Integration Systems has emerged as the preferred supplier of AV presentation systems to the corporate and educational markets. You can expect a presentation system that's tailored to your unique application and requirements. We listen and take the time for a detailed analysis that will match equipment and systems to meet your specifications. The dynamic partnerships we enjoy within the A/V equipment industry allow us to support today's finest equipment in every imaginable environment. Summit Integration Systems designs, programs, builds, installs, and services each system - from the simplest solution to the most sophisticated multimedia and video conferencing integration.

Quality and Service Your Business Can Count On

Our success is built on understanding the importance of a good presentation system. Over the years Summit Integration Systems / TROX has completed many auditorium installations, instructor stations, message communication, and distance learning solutions - at a cost-effective and rock-solid design for every need.

Our wide array of services and solutions include:

- **Integration** – Our expertise lies in planning, designing and integrating facilities such as auditoriums, multimedia classrooms, training centers, higher education college facilities, digital signage systems, master control centers and more. Our staff interfaces throughout your project with architects, facilities managers, IT staff, and AV management personnel.



- **Customized Systems** – With Summit Integration Systems / TROX, you can expect a presentation system that's tailored to your specifications. We design, program, build, install, and service each system.

- **Authorized Service** – We have a dedicated sales force that is trained for rapid turn-around on repairs. Our factory-trained and certified technicians are available 24/7 for onsite service needs.

- **Maintenance Agreements** – Whenever possible, we negotiate extended warranties and scheduled maintenance agreements to help you protect your new AV systems.

Feb 22, 2022

City of Schertz
Julie Gohlke
1400 Schertz Pkwy, Bldg # 2
Schertz, TX 78154
(210) 619-1163

Ms. Gohlke,

Thank you for allowing Trox the opportunity to prepare this proposal for the upgrade of audio / visual systems in the council chambers. Our proposal covers the AV system work as discussed on site and as described in the city issued RFP.

Please review our proposal scope of work based on our recommendations for the spaces and feel free to contact me directly should you have any questions. Thank you and I look forward to hearing from you!

Respectfully Yours,



Andrew Luther
Account Representative
Trox
17361 Bell North Drive, Suite 105
Schertz, TX 78154
andrew.luther@trox.com
210-530-0531 x6313

TROX
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Proposal Scope of Work

The primary reason for the development of this project proposal scope of work is to ensure that Trox is proposing the level of functionality that the City of Schertz requires for the refresh of audio visual equipment in their council chambers and executive room based on the below stated and customer provided statement of work.

The City of Schertz, Texas requires an upgrade to the current audio/visual (A/V) system in the council chambers. The current system was installed around 2002 and is starting to fail.

Current System Configuration

The current system is configured into four areas: the A/V booth, main chamber area, conference room and lobby.

- The A/V booth contains:
- Two Marshall production monitors (2-view and 8-view)
- Panasonic AG-MX70 mixer
- Crestron main control panel
- Two 15in Dell monitors
- Server rack with:
- Two Sony DVD/VHS recorder/players
- Magnavox HDD/DVD recorder (MDR513H)
- Crestron professional media processor (MP2E)
- Crestron audio/visual control processor (AV2)
- Crown professional amplifier (CTs600)
- Two Tesira Biamps
- Extron video scan converter VSC 500
- Extron composite video and stereo audio distribution amplifier (AVDA 6 MX)
- Analog Way OctoValue universal Hi-Res scaler switcher mixer
- Marantz Solid state recorder (PMD661 MKII)

- The main chamber area contains:
- Panasonic laser projector
- Five Sony EVI-D70 composite PTZ cameras
- Fourteen Dell 15in monitors
- Crestron panel
- Extron VGA and stereo audio switcher (SW VGA Ars)
- Wolfvision Visualizer (VZ-8Plus)

- The conference room contains:
- Creston Panel
- Panasonic LCD projector
- Ceiling speakers
- Extron VGA and stereo audio switcher (SW2 VGA Ars)

- The lobby area contains:
- Several ceiling speakers (controlled by the Crestron main control panel in the A/V booth)

• Wall-mounted TV

• **Design Services Specifications**

This design upgrade will require the following minimum specifications:

• The flexibility to be operated by users with a wide range of expertise to include a Basic User needing push-button recording and uploading to a streaming service, and a Power User needing more sophisticated editing and production tools. As best practice we work with the City to develop a control panel layout that fits your needs, typically with a simplified front user page and more sophisticated administrator page included behind a password.

• Production switcher with joystick PTZ camera controls, recording features and expanded video monitoring via a 2x2 flat panel confidence monitor array. This will be accomplished via the Vaddio AV MatrixMIX Production System and a 55'' monitor with 2x2 video wall processor rather than a 2x2 monitor array. This will provide a cleaner, bezel free image and options for layouts that wouldn't be available in a traditional 2x2 array.

• Upgrading the current 5 analog cameras to digital PTZ cameras. Included

• Relocating 3 of the current cameras and installing 3 new cameras, making the total number of cameras to 8. Included

• Seamless integration of camera and content video, with a professionally produced output that is recorded, archivable, and unloadable to public streaming providers or a dedicated YouTube channel for public viewing. Included with the production switcher.

• Recorded video streams to be uploaded to City archiving systems over City network. Included

• Capabilities to stream live video to Public Access TV. Stream can be sent to any service / provider the city would like. We will coordinate require formats with the city upon contract award.

• Replace existing 15" Dell monitors sitting in the dais, side table cut-outs and on podium, over existing OFE VGA distribution. Replacement monitors should be 22" wide screen models. Screens will be recessed into the horizontal surface so that the top of the monitor is at the same level as the front facing vertical wall. Included

• Dais will require removal and rebuilding of horizontal surface to accommodate larger screens and individual sound controls. Vertical wall surface is to be left intact. Included

• Dais stations must include individual USB charging ports. Included

• Dais horizontal surface supports must be designed to prevent contact with a person's knees when sitting at the dais. Included and will be coordinated with city personnel before work begins.

• Replacement horizontal surface must match as closely as possible the color scheme currently in place. Included and will be coordinated with city personnel before work begins.

• Dais stations to be reduced from 13 to 11, evenly spaced between the inner walls on either side. Included and will be coordinated with city personnel before work begins.

• Must allow for the control booth operator to professionally manage the video feed to the recording/distribution system with professional features such as fast-input switching, picture-in-picture/side-by-side layouts, key graphics and backgrounds, scene fades/swipes, as well as management of video quality. Accomplished via the production switcher.

• Require the integration of online meetings to our recording/display and distribution system. Included via the AV bridging capabilities.

• Contractor will install four (4) high-definition AXIS POE IP cameras at each corner of the council chambers and connect via CAT 6 cabling back to a data rack. Note that the workspace behind the dais wall has connectivity back to the main control room. Included

• During meetings, if someone joins the meeting virtually, would like to have the meeting displayed on 5 separate TVs (two 100" at front of council chambers, two 86" TVs at rear and an 86" TV in conference room) and the meeting participants to be able to see everything the confidence recorder camera is displaying via PiP mode. We use GoToMeeting and Microsoft Teams. Included

• Our Conference room has a projector and screen currently installed. Require the projector be removed and the screen replaced with an 86" TV that will be connected to the Crestron system to either display from the computer, in the conference room, or from the main council chambers. Contractor will be responsible for installing necessary electrical connections and wall mounts. Included

- PER POST BID REQUEST – Include custom labeled single gang button panels to allow each council member with the ability to vote yes / no, abstain, and request to speak. Voting will be interfaced with the city's existing software and request to speak button will alert the mayor.

• Sound System Improvements

• The internal sound system requires enhancements so that audience members can hear the proceedings anywhere in the building. The goal is to provide speakers, sound deadening and other industry standard methods to overcome background noise from the air conditioning system. Bidders are encouraged to perform on-site inspections and tests at their own expense to determine the best approach. The City IT Dept. will coordinate on-site visits as needed. Based on our observations and calculations Trox is proposing a 12'' center PS speaker with 8'' side delay speakers to provide sound reinforcement throughout the entire space of the main chambers. We also included absorptive ceiling clouds to dampen the acoustics of the room.

• The audio system should provide at least 5 wireless handheld audio receivers with headphones that can be issued to users with hearing impairment during meetings. Included

• All meeting participants will have the option of using issued personal lavalier-type wireless microphones in addition to the table-mounted microphones. Bidders will provide sufficient wireless microphone coverage to allow a participant to move freely about the room. Included 6 per addenda 1.

• Meeting participants on the dais or at the two side stations will have locally-controlled-volume speakers with the option to use headphones to enhance their ability to listen to proceedings. Request to use the TAIDEN HCS-48U7 Series system or equivalent. Rather than the stand-alone Taiden system we are using speakers and volume control that can integrate more efficiently into the head end system components while still giving the desired functionality to each participant.

• The currently installed gooseneck microphones on the dais and two side stations will need upgrading to the Shure MXA310 series or equivalent microphones. Request to use the TAIDEN HCS-R8U7 Series System or equivalent. We're proposing the Shure MXA310 solution requested above.

• The podium microphone will need to be upgraded. City prefers the Shure MXA710 series array microphone or equivalent. City requires access to software after project completion to program from the control booth as necessary. Shure MXA710 microphone was included as requested.

• The podium monitor to be replaced with 22" wide screen monitor, offset from center to allow room for existing projector on left side. Podium device selection controller to be permanently mounted on top surface next to microphone array. Included

• The conference room currently utilizes an Owl conference room cam for the microphone and audio. Request to have a Shure MXA910 series microphone integrated with the Owl camera for conference room meetings. Will require a mute button to be installed in the conference table. We're recommending the 710 model for this space given the size, and mute control from the touch panel.

• Contractor will provide up to 4 hours training with City staff covering programming, operations, templated programming, troubleshooting, etc. Included

• Contractor will provide detailed as-builts for all work performed. Included

• Contractor will warranty workmanship and operations functionality for a minimum of 1 year, and a minimum of 3 years for all parts and equipment. Included

• Power / Electrical Requirements

• Bidders will include sufficient power backup systems with line conditioning to protect the equipment from power surges and allow an orderly automatic shutdown of the systems in the event of a power failure. The system should provide at least 30 minutes of continued operation before shutdown. If, in order to meet this requirement additional electrical work is required in the control room the bidder must specify the requirements as part of their proposal. Included

• All electrical work will be performed by a licensed electrical contractor. The contractor must have experience in isolated grounding and line conditioning for sensitive equipment. The contractor must also have experience performing electrical installations of A/V equipment. Included

• The electrical contractor will install Isolated Grounding Receptacles for the existing equipment in the A/V room. The contractor will calculate for the need of any additional power for the A/V room. All additional power will also be installed with isolated grounds and line conditioning. Included

• The contractor will propose and install the best options to create line conditioning for the power installed in the A/V room. Included

• The electrical contractor will be responsible for additional power needed for any and all new equipment installed by the A/V contractor. Included

• The contractor will run and install an isolated ground and ground bar for the isolated ground receptacles. The isolated grounding conductor will be connected to the service grounding electrode (ground bar). Included

• The contractor will perform all work and installations in compliance with the most current edition of the NEC (National Electrical Code). Included

• The electrical contractor will be responsible for obtaining all permits needed to perform the required work. Included

• The contractor will perform any calculations necessary to assure the electrical system can sufficiently carry any additional load required. Included

• The contractor will perform any calculations necessary to assure all new electrical installations and devices are rated and will be able to sufficiently carry the load they were installed for. Included

• The A/V contractor will consult and provide the electrical contractor with any and all information needed to power the equipment being installed. This may include but not be limited to location of equipment, specifications of equipment, and any special requirements for the powering of the equipment. Included

• The electrical contractor will also consult city staff and the A/V contractor as needed or requested in reference to the electrical installation. Included

• The electrical contractor will be responsible installing any new conductors, conduit, circuit breakers, and all other equipment/devices needed to complete the project. Included

• The electrical contractor will be responsible for finding the most ideal and efficient means of performing the installation. Included

• The electrical contractor will perform the installation with minimal disruption the aesthetics of the chamber. The conductors and devices will be ran within the walls, ceilings, ground, or by other means to prevent an unsightly appearance. Included

• The contractor will provide any sealed engineered documents necessary for permitting or otherwise required to complete the work. Included

• **Council Laminate table / desktop**

• The council members sit at a laminate top dais that is approximately 34' x 30". The laminate top is slightly arched.

• The existing dais laminate top needs to be removed and a new laminate top fabricated with insert holes to match where each monitor insert will be. Included

• The contractor is responsible for modifying the laminate top on the two tables/desks on each side of the dais in order to integrate the specified monitor into the top. Included

Trox has included an upgrade solution for these rooms based on the following list of equipment used for basis of design. All equipment shall meet or exceed the critical salient characteristics of the following items:

Qty	Manufacturer	Model #	Description
			Video - Main
1	Epson	V11H892920	15,000 Lumen Laser Projector
1	Epson	ELPLL08	Long Throw Lens
2	LG	98UM3DG-H	98" UM3DG-H Series UHD Digital Signage with webOS™, Built-in Quad Core SoC, Non-glare Coating, Crestron Connected
2	Chief	XTM1U	TV Mount
2	LG	86UL3G-B	86" UL3G-B Series IPS UHD Commercial Display Monitor (Back of Room)
2	Chief	XTM1U	TV Mount
7	Crestron	DM-RMC-4KZ-SCALER-C	DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver & Scaler
6	Vaddio	999-99190-000	RoboSHOT 30E QUSB System
2	Panasonic	WV-X4573L(M)	360 Degree IP Camera / Network Camera
1	Vaddio	999-5660-500	AV Bridge MatrixMIX Production System (Matrix and Controller)
1	Vaddio	999-80000-027	TeleTouch 27" USB Touch-Screen Multiviewer
1	TekVox	MV71-4K-421	2x2 Video Wall Processor (Rec Pre, Pre, Post, Conf Room Pre)

1	LG	55UL3G-B	55” UL3G-B Series IPS UHD Commercial Display Monitor (Control Room)
1	Chief	MTM1U	Medium TV Mount (Control Room)
16	LG	22MN430M-B	22” FHD IPS Monitor with FreeSync (Dias Monitor)
16	ErgoTron	33-387-085	Neo-Flex® Touchscreen Stand (Not Very Small)
2	Creston	HD-DA8-4KZ-E	1:8 HDMI® Distribution Amplifier w/4K60 4:4:4 & HDR Support
2	Crestron	DM-RMC-4KZ-100-C	DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver
2	Crestron	HD-DA2-4KZ-E	1:2 HDMI® Distribution Amplifier w/4K60 4:4:4 & HDR Support
1	Lumens	LC-200	CaptureVision
1	Panasonic	DMR-ES25S	DVD Recorder
1	Crestron	DM-MD32X32-CPU3-RPS	32x32 DigitalMedia™ Switcher
5	Crestron	DMC-4KZ-C	DM Input Cards
6	Crestron	DMC-4KZ-HD	HDMI Input Cards
5	Crestron	DMC-4KZ-CO-HD	DM Output Cards
3	Crestron	DMC-4KZ-HDO	HDMI Output Cards
1	Crestron	DM-PSU-16-PLUS	16-Port PoDM+ Power Supply for DM 8G+® I/O Cards
1	Crestron	DM-TX-401-C	DigitalMedia 8G+® Transmitter 401
4	Crestron	DM-TX-4KZ-100-C-1G-B-T	DigitalMedia 8G+® 4K60 4:4:4 HDR Wall Plate Transmitter, Black
1	Crestron	TS-1070-B-S	10.1 in. Tabletop Touch Screen, Black Smooth
15	Crestron	C2N-CBD-P-B-S	Crestron Cameo® Keypad, Standard Mount, Black Smooth
15	Crestron	CB2-BTNB-T_ENGRAVED	Crestron Large Backlit Engravable Button Cap for Cameo Keypads, Black Textured, Includes Custom Engraving
15	Crestron	FP-G1-B-S	Crestron Decorator Style Faceplate, 1-Gang, Black Smooth
8	Crestron	C2N-IO	Crestron Control Port Expansion Module
-	-	-	-
-	-	-	**Lobby Display**
1	LG	55UL3G-B	55” UL3G-B Series IPS UHD Commercial Display Monitor
1	Chief	MTM1U	Medium TV Mount
-	-	-	-
-	-	-	**Audio Council Main**
15	Shure	MXA310	Table Microphone Array

2	Shure	ULXD4Q	Quad Microphone Receiver
2	Shure	ULXD2/SM58	Digital Handheld Transmitter
4	Shure	ULXD1	Digital Bodypack Transmitter
4	Shure	WL183	Omnidirectional TQG Lavalier Microphone
6	Shure	SB900B	Recharegable Battery
2	Shure	SBRC	Battery Rack Charger
1	Shure	MXA710B-2FT	Podium Mic
1	BiAmp	Tesira Server IO	DSP with 28 Analog In, 8 Analog Out, Dante, VoIP (NO AVB)
7	BiAmp	SEC-4	Input Cards
3	BiAmp	SOC-4	Output Cards
1	BiAmp	SVC-2	2 Line VoIP Interface Card
1	BiAmp	DAN-1	Dante Card
1	BiAmp	EX-OUT	AVB Enabled 4 Analog Output
1	BiAmp	TC-5D	AVB Enabled POE Switch
1	BiAmp	TC-5 Bracket	Mounting Bracket for TesiraCONNECT
1	Tascam	SS-CDR250N	2-channel networking CD/Media recorder
1	Tascam	IF-DA2	2 IN / 2 OUT Dante interface card for the SS-R250N/SS-CDR250N
1	Listen Technologies	LS-53-072	Listen iDSP Prime Level I Stationary RF System
1	Listen Technologies	LR-4200-072	Intelligent DSP RF Receiver
1	Listen Technologies	LA-401	Universal Ear Speaker
1	Listen Technologies	LA-430	Intelligent Earphone/Neck Loop Lanyard
1	Listen Technologies	LA-423	4-Port USB Charger
2	Crown	CT 875	Eight-channel, 75W @ 8Ω Power Amplifier
15	Cambridge Audio	MINX MIN 12	Bookshelf Speaker
15	Cambridge Audio	Arr.	Table stands
1	AKG	HP12U	12-Channel Headphone Amplifier (For Dias)
1	AKG	HP4E	4- Channel Headphone Amplifier (Side Tables)
15	Liberty	Custom	1/4" Jack Wallplate / With Banana Plug for Monitor Speaker
2	Dynacord	C1300FDI-US	DSP power amplifier 2x650W, install. With FIR drive
1	EVID	EVC-1122-VIB	12" speaker, vari-intense indoor
1	EVID	EBK-M10-3PACK	EBK-M10, FORGED M10 EYEBOLT KIT SET OF 3, for EVC
2	EVID	EVC-1082-96	8" speaker 90x60 (Side Effects)
2	EVID	EVC-WB	Wall Bracket 8" (Side Effects)

			Audio Lobby, Control Room
6	EVID	EVID-C6.2	Ceiling Speakers
1	JBL	306P MkII	Powered 6" (15.24 cm) Two-Way Studio Monitor
1	JBL	CSA 1300Z	1 Channel / 300W Audio Amplifier
			Control Main
1	Crestron	TS-1070-B-S	10.1 in. Tabletop Touch Screen, Black Smooth
1	Crestron	PRO4	4-Series™ Control System
1	Crestron	TS-1542-B-S	15.6 in. HD Touch Screen, Wall Mount or VESA, Black Smooth
1	Crestron	DM-RMC-4KZ-SCALER-C	DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver and Scaler
1	Niveo	NGSME48T2H	48-Port Full Layer 2+ Management, plus 2 10G SFP+ Gigabit Ethernet PoE+ Switch (400W)
2	Middle Atlantic	PD-915R	Rack Mount Power Strip 9-Outlet
1	Middle Atlantic	BGR-4527-AV	45 Space Rack
1	Middle Atlantic	PDS-620R	Power Sequencer
2	Middle Atlantic	UPS-2200R-8IP	UPS
			Video Executive Room
1	Crestron	DM-TX-4KZ-302-C	4K60 4:4:4 HDR Transmitter 302
1	Crestron	DM-TX-4KZ-202-C	4K60 4:4:4 HDR Transmitter 202
1	Crestron	DM-RMC-4KZ-SCALER-C	DigitalMedia 8G+® 4K60 4:4:4 HDR Receiver & Scaler
1	LG	86UL3G-B	86” UL3G-B Series IPS UHD Commercial Display Monitor (Back of Room)
1	Chief	XTM1U	TV Mount
2	Crestron	FT2-500-ELEC-B	FT2-500 Cabe Cubby
2	Crestron	FT2A-CBLR-1T-HD	One-Touch Cable Retractor for FT2 ELEC Series, HDMI to HDMI
2	Crestron	FT2A-CBLR-1T-4K-USBC-HD	One-Touch Cable Retractor for FT2 ELEC Series, USB-C to HDMI
2	Crestron	FT2A-PWR-US-2	AC Power Outlet Module for FT2 Series, Dual, US
2	Crestron	FT2A-CHGR-USBA/C	USB Rapid Charging Module for FT2 ELEC Series
2	Crestron	FT2A-UTK-CLOAK-1T	Under Table Cloak for FT2-500
			Audio Executive Room
6	EVID	EVID-C6.2	Ceiling Speakers

1	JBL	CSA 1300Z	1 Channel / 300W Audio Amplifier
1	Shure	MXA710B-4FT	Ceiling Mic (Zoom Ready, but Only Used For Recording)
1	Tascam	SS-CDR250N	2-channel networking CD/Media recorder
1	Tascam	IF-DA2	2 IN / 2 OUT Dante interface card for the SS-R250N/SS-CDR250N
			Control Executive Room
1	Crestron	TS-770-B-S	7 in. Tabletop Touch Screen, Black Smooth

DELIVERY, STORAGE, AND HANDLING

A. To prevent damage or entrance of foreign matter, product will be shipped in its original container.

B. We shall transport material in accordance with manufacturer's recommendations.

C. We shall provide appropriate protective covering during installation.

D. Any product damaged during shipping, storage or handling by Summit shall be replaced at no expense to client. Damage caused by others will be handled upon mutual agreement by all parties involved.

E. If possible we request the client provide a secure location for onsite or on campus storage of the equipment we are providing. We are aware that the stored equipment is still our responsibility in the event of loss or damage.

PROJECT CONDITIONS

A. Trox will make every effort to field verify job site conditions applicable to our scope of work. We will notify client in writing (this includes email) of discrepancies, conflicts, or omissions promptly upon discovery.

FINAL INSPECTION AND TESTING

Upon completion of commissioning Summit will receive project sign-off and close-out documentation will be given to client. On this date the one-year warranty will begin. In the event client begins using the equipment prior to the final inspection and testing, the 1 year warranty will begin immediately and system acceptance will be presumed.

WARRANTY:

A. Trox shall warrant equipment to be free of defects in materials for three years and workmanship for one-year following the date of project sign-off. Other than for commissioning purposes any use of any equipment provided by Trox is not allowed until after acceptance and project sign-off. If regular use happens Trox assumes client has accepted the installation as is and sign-off will be required of.

B. The AV systems provided by Trox is designed to be free of defects and deficiencies, and to conform to the drawings and specifications above in terms of kind, quality, function, and characteristics stated in this scope of work. Trox will repair or replace defects occurring in labor or materials within the warranty period without charge to client.

C. Within the Warranty period, answer service calls within eight hours, and we will make every effort to correct the problem within twenty-four hours.

D. This warranty shall not void specific warranties issued by manufacturers for greater periods of time, nor shall it void any rights guaranteed to client by law.

E. Trox will provide client with the name, telephone number and email address of the POC for service. This information will be included as part of close-out documentation.

F. Thirty days prior to the end of the warranty period Trox will provide a complete checkout of all system components and repair or replace any defective equipment discovered during the testing. We shall correct free of charge any defects in wiring or other functional problems reported to us by client that is not caused by user error or a deviation of the initial intent of the system as described above. Warranty replacement and service of equipment shall not apply to owner furnished equipment. Trox will coordinate inspection visit with client.

INSTRUCTION OF CLIENT PERSONNEL

A. After final completion, Trox will provide instruction to client designated personnel on the proper operation and maintenance of the System.

CITY OF SCHERTZ
DIAS CHAMBER RENOVATION

SCHERTZ, TX

GENERAL CONTRACTOR	ARCHITECT	THG MAIN OFFICE	THG CONTACT
COMPANY:	COMPANY:	COMPANY: THE HANSON GROUP	COMPANY: THE HANSON GROUP
CONTACT:	CONTACT:	PHONE: 210-651-5711	CONTACT:
PHONE:	PHONE:		PHONE:

VICINITY MAP:

PROJECT SITE PLAN:

APPROVAL STAMPS:

- ☐ MAKE CORRECTIONS AS NOTED
- ☐ APPROVED AS NOTED
- ☐ REVISE & RESUBMIT
- ☐ REJECTED

SIGNATURE DATE

SUBMITTAL

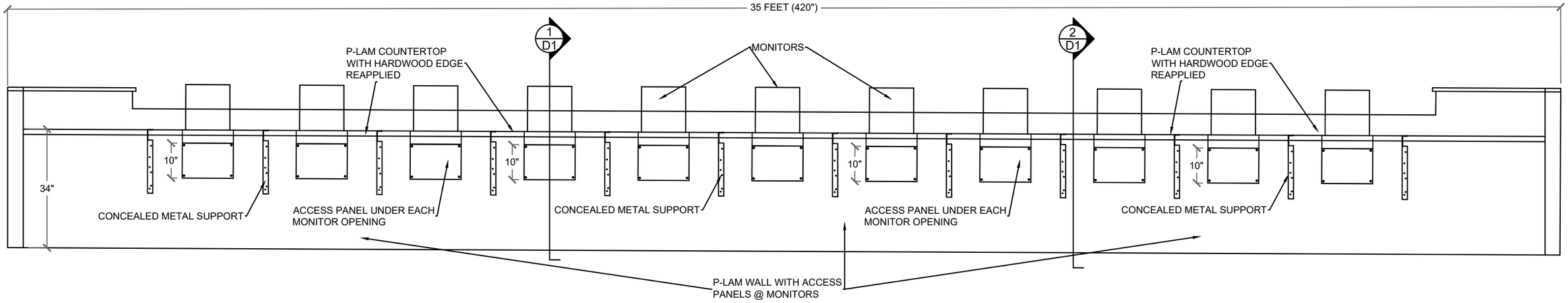
THE HANSON GROUP HAS PREPARED THESE SHOP DRAWINGS BASED UPON OWNER AND/OR ARCHITECT SUPPLIED INFORMATION. THE POSSIBILITY OF MISINTERPRETATION ALWAYS EXISTS. IT IS VITAL THAT THESE DRAWINGS BE THOROUGHLY REVIEWED AND MARKED FOR CORRECTIONS AND/OR CHANGES AND RETURNED AS SOON AS POSSIBLE. THESE SHOP DRAWINGS ARE AN INTERPRETATION OF THE CONTRACT DOCUMENTS FOR THE PROJECT HEREIN. THEY PROVIDE A MEDIUM WHEREBY THE HANSON GROUP MAY SUGGEST MODIFICATIONS TO SAID DOCUMENTS. THEY ARE ALSO A COMMON MEDIUM BETWEEN THE HANSON GROUP, THE ARCHITECT AND THE GENERAL CONTRACTOR. THE SHOP DRAWINGS ARE IN ACCORDANCE WITH OUR MOST RECENT QUOTATION. SHOULD CHANGES BE MADE, WE RESERVE THE RIGHT TO ADJUST THE QUOTATION PRICE ACCORDINGLY.

TEXAS CASEWORK

5850 CORRIDOR PARKWAY, SUITE 100
SCHERTZ, TEXAS 78154

http://www.hansongrouptx.com/

PROJECT STATUS	CURRENT DRAWING DATE	PROJECT NUMBER
SUB-V01	01/25/2022	21-907



1	ELEVATION - MAIN DIAS		
-	QTY: 1	REF: -	SCALE: 1/2" = 1' - 0"

SUBMITTAL

REVISION SCHEDULE

NO.	DESCRIPTION	DRAWN BY	DATE
0	ORIGINAL SUBMITTAL	CMP	01/25/2022
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2	----	----	----
3	----	---	----
4	----	----	----
5	----	----	----

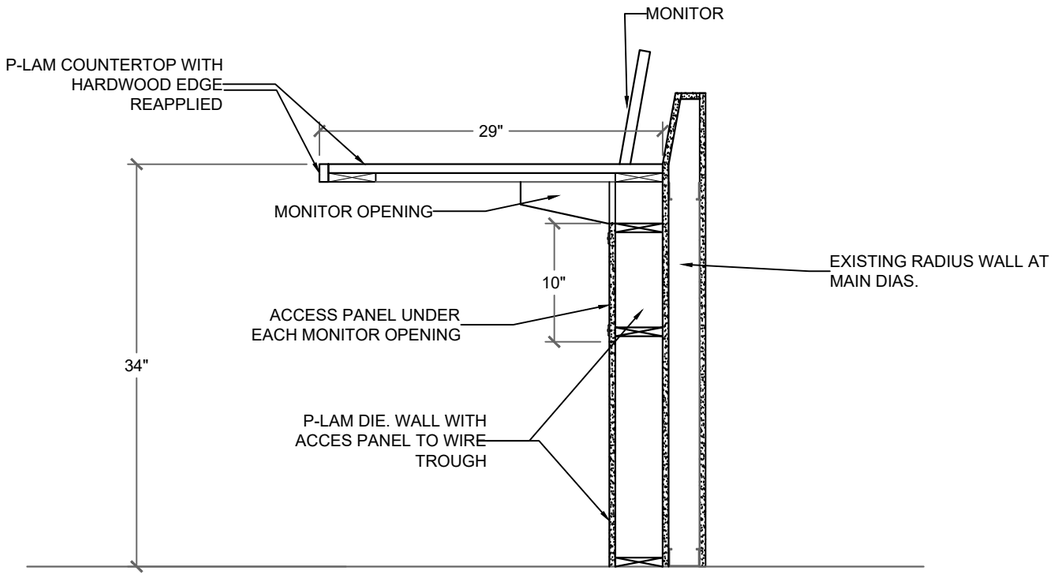
TEXAS CASEWORK

CITY OF SCHERTZ
DIAS CHAMBER

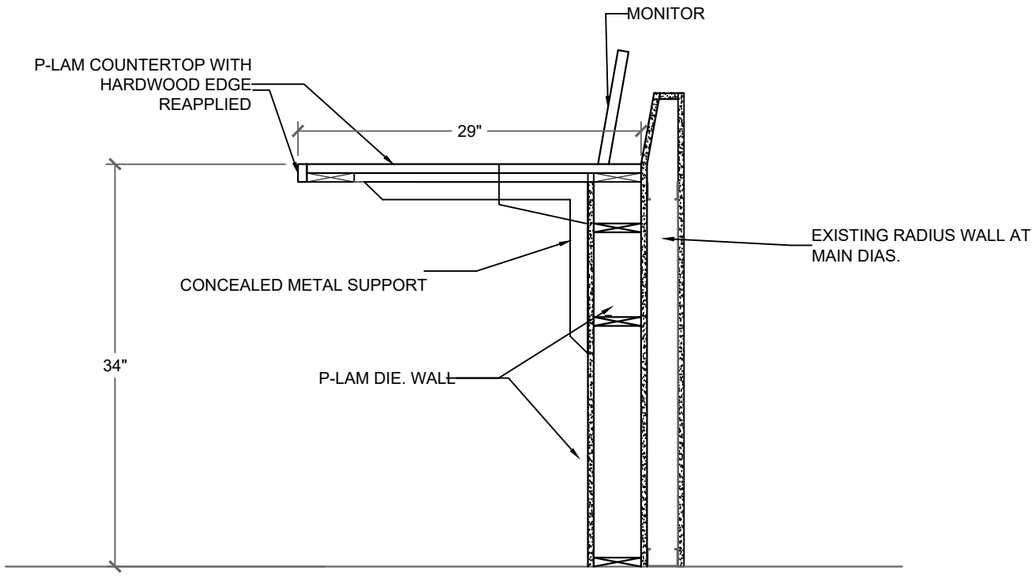
ELEVATIONS

PROJECT STATUS:	CURRENT DRAWING DATE:	PROJECT NUMBER:	DRAWN BY:
SUB-V01	01/25/2022	21-907	CMP

SCALE:	PAGE NUMBER:
CUSTOM	A1



1	SECTION @ MONITOR OPENING		
-	QTY: 1	MAIN DIAS	SCALE: 1 " = 1' - 0"



2	SECTION @ CONCEALED BRACKET		
-	QTY: 1	REF: MAIN DIAS	SCALE: 1 " = 1' - 0"

SUBMITTAL

REVISION SCHEDULE

NO.	DESCRIPTION	DRAWN BY	DATE
0	ORIGINAL SUBMITTAL	CMP	01/25/2022
1	----	----	----
2	----	----	----
3	----	----	----
4	----	----	----
5	----	----	----

TEXAS CASEWORK

CITY OF SCHERTZ
DIAS CHAMBER

DETAILS

PROJECT STATUS:	CURRENT DRAWING DATE:	PROJECT NUMBER:	DRAWN BY:
SUB-V01	01/25/2022	21-907	CMP
SCALE: Custom		PAGE NUMBER: D1	

RESOLUTION NO. 22-R-22

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AUTHORIZING A CONTRACT WITH TROX, INC OF SAN ANTONIO, TEXAS, FOR IMPLEMENTATION OF THE SCHERTZ COUNCIL CHAMBERS AV SYSTEMS UPGRADE, AND OTHER MATTERS IN CONNECTION THEREWITH

WHEREAS, the City staff of the City of Schertz (the "City") has recommended that the City enter into an agreement in the amount of $451,686.00 with Trox, Inc of San Antonio, Texas, relating to the engineering and deployment of the Schertz Council Chambers Audio Visual Systems Upgrade; and

WHEREAS, the City Council has determined that it is in the best interest of the City to enter into an agreement with Trox, Inc of San Antonio, Texas, pursuant to the proposal attached as Exhibit B (the "proposal").

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

Section 1. The City Council hereby authorizes the City Manager to contract with Trox, Inc of San Antonio, Texas, for the Council Chambers Audio Visual System Upgrade.

Section 2. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 3. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 4. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

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

PASSED AND ADOPTED, this 5th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____

Mayor, Ralph Gutierrez

ATTEST:

_____

City Secretary, Brenda Dennis

(CITY SEAL)

Agenda No. 11.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Planning & Community Development**
Subject:	**Ordinance No. 22-S-15 - Conduct a Public Hearing and consideration and/or action on a request for a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.7 acres of land, more specifically described as the northwest corner of IH-35 and Cibolo Valley Drive, also known as Guadalupe County Property Identification Number 62840, City of Schertz, Guadalupe County, Texas. *First Reading* (B. James/L. Wood/M. Harrison)**

BACKGROUND

Owner: QT South, LLC/ JD Dudley- Project Manager Project
Engineer: Kimley Horn/ Aaron Parencia P.E.

Four (4) public hearing notices were mailed to surrounding property owners within two hundred (200) feet of the subject property on February 25, 2022, and a Public Hearing Notice was published in the "San Antonio Express" on March 16, 2022, prior to the City Council Public Hearing. At the time of this staff report, Staff has received zero responses in relation to the Specific Use Permit.

GOAL

The goal is to approve a Specific Use Permit in order to allow for a convenience store with gas pumps on approximately 2.7 acres of land.

COMMUNITY BENEFIT

The community benefit is to promote safe, orderly, efficient development and bring about the City's vision of future growth.

SUMMARY OF RECOMMENDED ACTION

The applicant is requesting a Specific Use Permit to allow a convenience store with gas pumps on approximately 2.7 acres of land, more specifically described as the northwest corner of IH-35 and Cibolo Valley Drive extension / Hal Baldwin Avenue extension, Guadalupe County, Texas. The roadway that extends north from 35 will be known as the Hal Baldwin Avenue. It is illustrated on the site plan as Hal Baldwin Avenue and approved by the Schertz GIS Department. However, since this street name is not commonly known the notice and the subject line for this item references Cibolo Valley Drive in order to better describe the location. The subject property is currently undeveloped, vacant land. The proposed development includes an approximately 5,300 square foot convenience store with 16 total gas pumps under one (1) canopy. Access to the site is proposed to be from the frontage road of 35 and the second access point from Hal Baldwin Avenue / Cibolo Valley Drive. The property is currently zoned General Business (GB).

The Comprehensive Land Use Plan, through the North Schertz Sector Plan, identifies this area as Highway Commercial. The Highway Commercial land use designation is intended to allow large format retail with restaurants and entertainment uses or mid-rise office buildings, and may also include lodging and related uses. The Highway Commercial land use designation is located at major highway

intersections to maximize access to the region. The proposed convenience store with gas pumps fits the retail land use desired in Highway Commercial designated areas. This business can take advantage of its proximity to IH-35, as it is a highway/transportation oriented business and is dependent on the traffic generated on the highway. The proposed convenience store with gas pumps is compatible with the Highway Commercial land use designation, and therefore the proposed SUP is generally in conformance with the Comprehensive Land Use Plan, through the North Schertz Sector Plan.

- **Architectural Standards:** Schertz Unified Development Code (UDC) Section 21.9.5 requires all non-residential buildings to comply with the architectural feature requirements; the proposed convenience store complies with the minimum required horizontal and vertical articulations.
- **Parking:** The proposed parking areas meet all current regulations within UDC Article 10; the site will provide forty-four (44) parking spaces sized at 10' x 20'.
- **Screening requirements:** The site has satisfied the minimum screening requirements for the location. The trash receptacle will be constructed of a masonry material with metal gates that meet the minimum requirements.
- **Landscaping:** The proposed site plan will meet all requirements outlined in UDC Section 21.9.7. The applicant is proposing to install 69 total shade trees, including 16 Southern Live Oak, and 53 Cedar Elms, all of which are proposed to be 3" caliper DBH.
- **Access and circulation:** Access to the site is proposed to be through two (3) access points: two (2) right-in/right-out driveway onto the frontage road of 35, and one (1) driveway onto the extension of Hal Baldwin Avenue. The associated Site Plan and Traffic Impact Analysis Study have been reviewed and approved by both the City of Schertz Engineering Department and the Texas Department of Transportation (TxDOT).

FISCAL IMPACT

None

RECOMMENDATION

Due to the limited adverse impact on adjacent development and the compatibility between the proposed land use and the Comprehensive Land Use Plan, Staff recommends approval of the Specific Use Permit to allow a convenience store with gas pumps at the subject property conditioned upon the following:

- A building permit is approved within one year of the adoption of the SUP Ordinance; and
- The use begins operation within two years of the issuance of the necessary building permit(s).

The Planning and Zoning Commission held a Public Hearing on March 9, 2022, where they made a recommendation to the City Council with a vote of 6-0.

Attachments

Ordinance 22-S-15

Public Hearing Notice Map

Specific Use Permit Exhibit

Conceptual Site Plan

ORDINANCE NO. 22-S-15

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS TO APPROVE A SPECIFIC USE PERMIT TO ALLOW FOR OPERATION OF A CONVENIENCE STORE WITH GAS PUMPS ON APPROXIMATELY 2.7 ACRES OF LAND, MORE SPECIFICALLY DESCRIBED AS THE NORTHWEST CORNER OF THE INTERSECTION BETWEEN INTERSTATE HIGHWAY 35 AND CIBOLO VALLEY DRIVE, ALSO KNOWN AS PROPERTY IDENTIFICATION NUMBER 62840, CITY OF SCHERTZ, GUADALUPE COUNTY, TEXAS.

WHEREAS, an application for Specific Use Permit to allow a convenience store with gas pumps, more particularly described in Exhibit A attached hereto and incorporated herein by reference, as the northwest comer of the intersection between Interstate Highway 35 and Cibolo Valley Drive, (hereinafter, the "Property") has been filed with the City; and

WHEREAS, the City's Unified Development Code Section 21.5.11.E. provides for certain conditions to be considered by the Planning and Zoning Commission in making recommendations to City Council and by City Council in considering final action on a requested specific use permit (the "Conditions"); and

WHEREAS, on March 9, 2022, the Planning and Zoning Commission conducted a Public Hearing and, after considering the Conditions, hereby makes a recommendation of approval of a Specific Use Permit for a convenience store with gas pumps; and

WHEREAS, on April 5, 2022, the City Council conducted a Public Hearing and after considering the Criteria and recommendation by the Planning and Zoning Commission, determined that the requested Specific Use Permit be approved as provided for herein.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS: THAT:

Section 1. A Specific Use Permit for the northwest corner of the intersection between Interstate Highway 35 and Cibolo Valley Drive, more particularly described in the attached Exhibit A, is hereby approved to allow a convenience store with gas pumps conditioned upon the following occurring:

a) A building permit is approved within one year of the adoption of this ordinance; and
b) The use begins operation within two years of the issuance of the necessary building permit(s).

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

Section 3. All ordinances and codes, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such

conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 7. This Ordinance shall be effective upon the date of final adoption hereof and any publication required by law.

Section 8. This Ordinance shall be cumulative of all other ordinances of the City of Schertz, and this Ordinance shall not operate to repeal or affect any other ordinances of the City of Schertz except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, are hereby repealed.

Approved on first reading the 5th day of April, 2022.

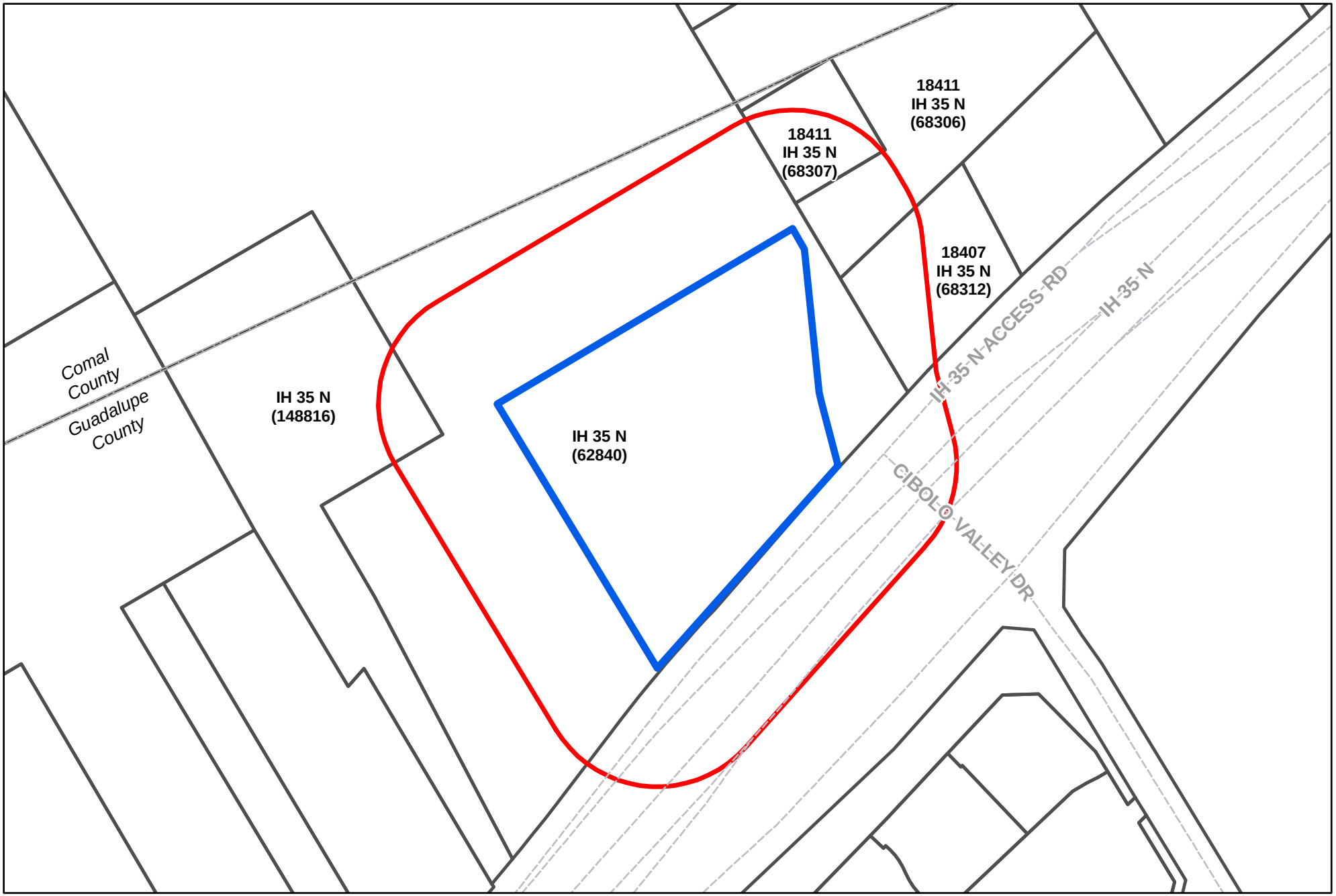
PASSED, APPROVED AND ADOPTED on final reading the 12th day of April, 2022.

_____
Ralph Gutierrez, Mayor

ATTEST:

_____
Brenda Dennis, City Secretary

(SEAL OF THE CITY)



SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

City of Schertz

QUIK TRIP NO. 4033

200' Buffer Parcel Boundaries

N
W E
S

Feet
0 125 250 500 750

Last Update: January 26, 2022

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

"The City of Schertz provides this Geographic Information System product "as is" without any express or implied warranty of any kind including but not limited to the implied warranties of merchantability and fitness for a particular purpose. In no event shall The City of Schertz be liable for any special, indirect or consequential damages or any damages whatsoever arising out of or in connection with the use of or performance of these materials. Information published in this product could include technical inaccuracies or typographical errors. Periodical changes may be made and information may be added to the information herein. The City of Schertz may make improvements and/or changes in the product(s) described herein at any time."

PROJECT CONTACT LIST:

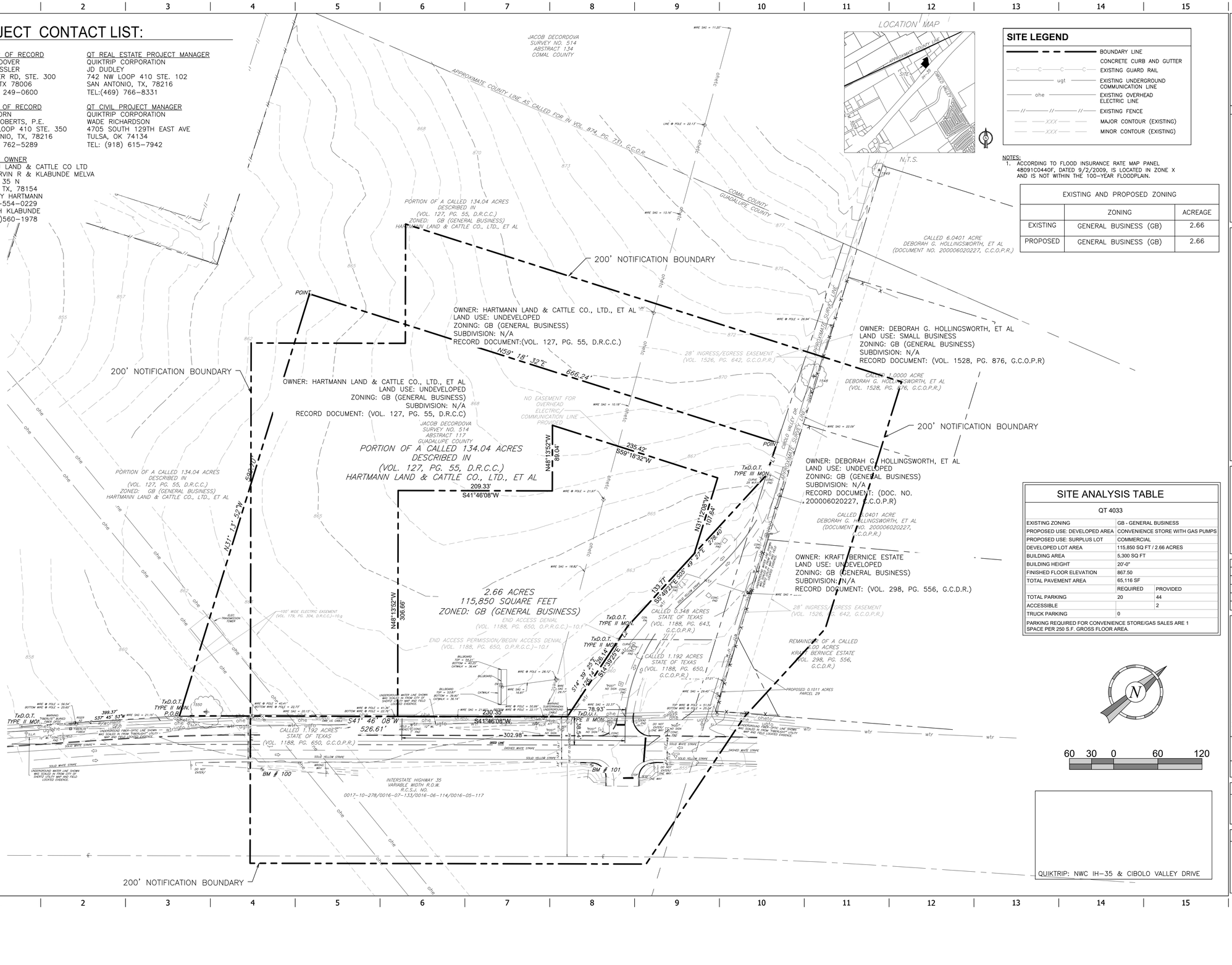
SURVEYOR OF RECORD
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KYLE PRESSLER
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BOERNE, TX 78006
TEL:(830) 249-0600

ENGINEER OF RECORD
KIMLEY HORN
RACHEL ROBERTS, P.E.
601 NW LOOP 410 STE. 350
SAN ANTONIO, TX, 78216
TEL:(210) 762-5289

PROPERTY OWNER
HARTMANN LAND & CATTLE CO LTD
VOIGT MARVIN R & KLABUNDE MELVA
18953 IH 35 N
SCHERTZ, TX, 78154
POC: LARRY HARTMANN
TEL: 830-554-0229
POC: KEITH KLABUNDE
TEL: (830)560-1978

QT REAL ESTATE PROJECT MANAGER
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WADE RICHARDSON
4705 SOUTH 129TH EAST AVE
TULSA, OK 74134
TEL: (918) 615-7942


JACOR DECORDOVA SURVEY NO. 514 ABSTRACT 134 COMAL COUNTY
APPROXIMATE COUNTY LINE AS CALLED FOR IN VOL. 974, PG. 731, G.C.O.P.
COMAL COUNTY
GUADALUPE COUNTY
PORTION OF A CALLED 134.04 ACRES DESCRIBED IN (VOL. 127, PG. 55, D.R.C.C.) ZONED: GB (GENERAL BUSINESS) HARTMANN LAND & CATTLE CO., LTD., ET AL
200' NOTIFICATION BOUNDARY
POINT
OWNER: HARTMANN LAND & CATTLE CO., LTD., ET AL
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT:(VOL. 127, PG. 55, D.R.C.C.)
N59° 18' 32"E
666.24'
JACOB DECORDOVA SURVEY NO. 514 ABSTRACT 117 GUADALUPE COUNTY
PORTION OF A CALLED 134.04 ACRES DESCRIBED IN (VOL. 127, PG. 55, D.R.C.C.) HARTMANN LAND & CATTLE CO., LTD., ET AL
N48°13'52"W 89.04'
235.42'
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S41°46'08"W
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N48°13'52"W
306.66'
2.66 ACRES
115,850 SQUARE FEET
ZONED: GB (GENERAL BUSINESS)
END ACCESS DENIAL (VOL. 1188, PG. 650, O.P.R.G.C.)-10.1'
END ACCESS PERMISSION/BEGIN ACCESS DENIAL (VOL. 1188, PG. 650, O.P.R.G.C.)-10.1
100' WIDE ELECTRIC EASEMENT (VOL. 179, PG. 304, D.R.C.C.)-10.9
CALLED 1.192 ACRES STATE OF TEXAS (VOL. 1188, PG. 650, G.C.O.P.R.)
399.37'
S37° 45' 53"W
526.61'
S41° 46' 08"W
230.35'
S41°46'08"W
302.98'
78.93'
S14° 39' 25"E
226.14'
S14°39'25"E
136.54'
S41° 46' 08"W
DEED LINE
BM # 100
BM # 101
INTERSTATE HIGHWAY 35 VARIABLE WIDTH R.O.W. R.C.S.J. NO. 0017-10-278/0016-07-133/0016-06-114/0016-05-117
200' NOTIFICATION BOUNDARY
CALLED 6.0401 ACRE DEBORAH G. HOLLINGSWORTH, ET AL (DOCUMENT NO. 200006020227, G.C.O.P.R.)
28' INGRESS/EGRESS EASEMENT (VOL. 1526, PG. 642, G.C.O.P.R.)
APPROXIMATE SURVEY LINE
OWNER: DEBORAH G. HOLLINGSWORTH, ET AL
LAND USE: SMALL BUSINESS
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT: (VOL. 1528, PG. 876, G.C.O.P.R)
CALLED 1.0000 ACRE DEBORAH G. HOLLINGSWORTH, ET AL (VOL. 1528, PG. 876, G.C.O.P.R.)
OWNER: DEBORAH G. HOLLINGSWORTH, ET AL
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT: (DOC. NO. 200006020227, G.C.O.P.R)
OWNER: KRAFT BERNICE ESTATE
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT: (VOL. 298, PG. 556, G.C.D.R.)
CALLED 0.348 ACRES STATE OF TEXAS (VOL. 1188, PG. 643, G.C.O.P.R.)
CALLED 1.192 ACRES STATE OF TEXAS (VOL. 1188, PG. 650, G.C.O.P.R.)
REMAINDER OF A CALLED 8.00 ACRES KRAFT BERNICE ESTATE (VOL. 298, PG. 556, G.C.D.R.)
PROPOSED 0.1011 ACRES PARCEL 29
CIBOLO VALLEY DR
TxD.O.T. TYPE III MON.
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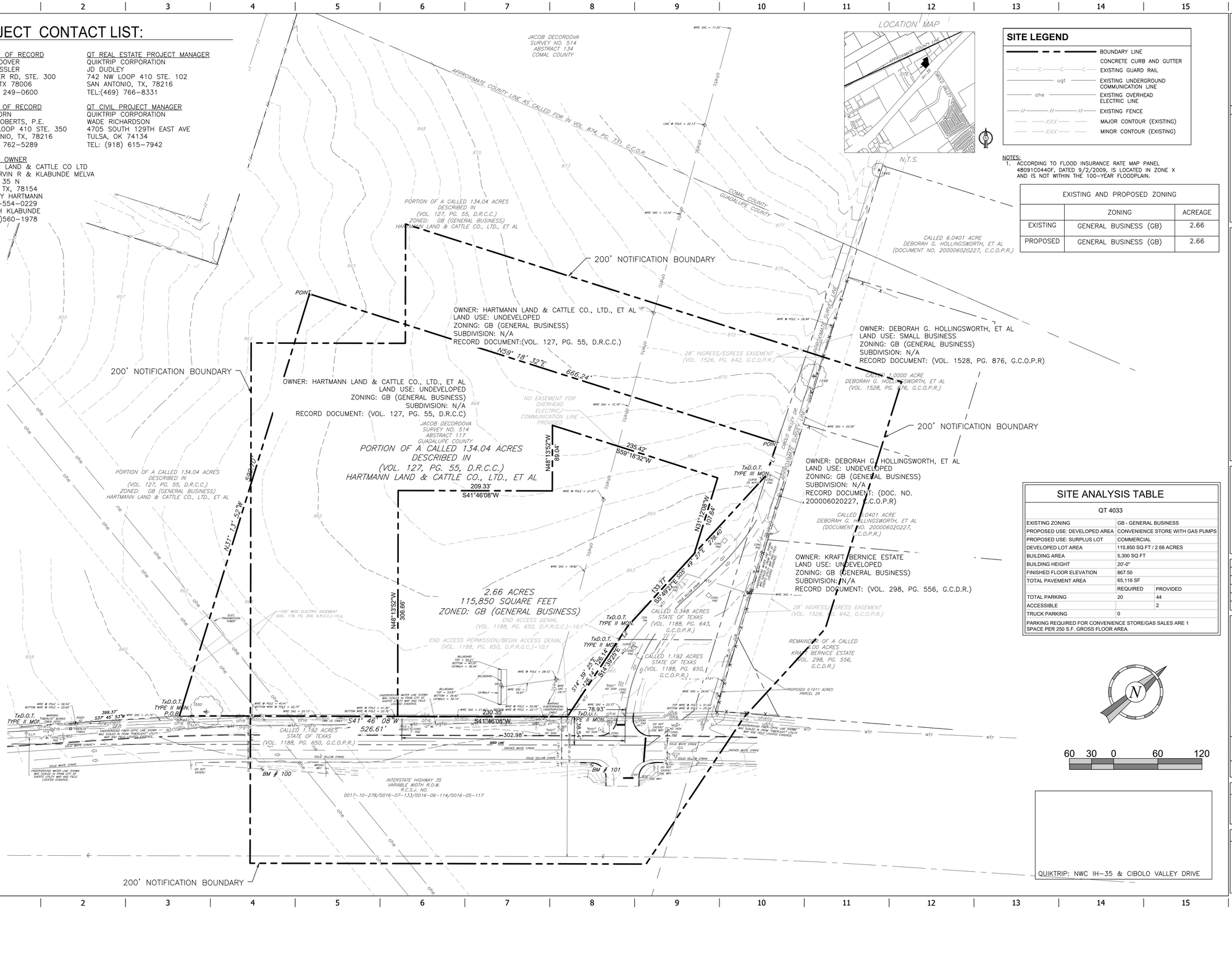
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LOCATION MAP



N.T.S.

NOTES:
1. ACCORDING TO FLOOD INSURANCE RATE MAP PANEL 48187C0210F, DATED 11/2/2007, IS LOCATED IN ZONE X AND IS NOT WITHIN THE 100-YEAR FLOODPLAIN.
2. RPZ REQUIRED ON DOMESTIC SERVICE LINE.
3. ALL PROPOSED PAVEMENT WILL BE CONCRETE.
4. APPROVAL OF UTILITY PLAN AS PART OF SITE PLAN.

IMPERVIOUS COVER

LOT	TYPE	AMOUNT	PERCENT
DEVELOPED	IMPERVIOUS	65,116 SF	56.2%
SURPLUS	IMPERVIOUS	7,610 SF	5.7%

SITE ANALYSIS TABLE

QT 4033

EXISTING ZONING	GB - GENERAL BUSINESS	
PROPOSED USE: DEVELOPED AREA	CONVENIENCE STORE WITH GAS PUMPS	
PROPOSED USE: SURPLUS LOT	COMMERCIAL	
DEVELOPED LOT AREA	115,850 SQ FT / 2.66 ACRES	
BUILDING AREA	5,300 SQ FT	
BUILDING HEIGHT	20'-0"	
FINISHED FLOOR ELEVATION	867.50	
TOTAL PAVEMENT AREA	65,116 SF	
	REQUIRED	PROVIDED
TOTAL PARKING	20	44
ACCESSIBLE		2
TRUCK PARKING	0	

PARKING REQUIRED FOR CONVENIENCE STORE/GAS SALES ARE 1 SPACE PER 250 S.F. GROSS FLOOR AREA.

CITY OF SCHERTZ NOTE

APPROVAL OF UTILITY PLAN AS PART OF SITE PLAN IS APPROVAL OF GENERAL SCHEME OF UTILITY CONNECTIONS. APPROVAL DOES NOT CONSTITUTE APPROVAL OF SPECIFIC LAYOUT OR DETAILS OF CONSTRUCTION. CHANGES MAY BE PROPOSED OR REQUIRED PRIOR TO ISSUANCE OF ANY PERMIT FOR CONSTRUCTION

SITE LEGEND

- BOUNDARY LINE
- CONCRETE CURB AND GUTTER
- SS — PROPOSED SANITARY SEWER
- wtr — EXISTING WATER MAIN
- WTR — PROPOSED WATER MAIN
- ST — PROPOSED STORM SEWER
- ohe — EXISTING OVERHEAD ELECTRIC
- ugt — EXISTING UNDERGROUND TELECOMMUNICATION
- UGET — PROPOSED UNDERGROUND TELECOMMUNICATION
- // // // — EXISTING FENCE
- OHE — PROPOSED OVERHEAD ELECTRIC
- UGE — PROPOSED UNDERGROUND ELECTRIC
- PROPOSED HOSE LAY
- PROPOSED DINING TABLE
- FIRE LANE (MIN 24' WIDE)
- PROPOSED PAVEMENT
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPE
- (19) PARKING SPACE INDICATOR
- MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
- FUEL SYSTEM ACCESS MANWAY

OWNER: HARTMANN LAND & CATTLE CO., LTD., ET AL
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION:
RECORD DOCUMENT:(VOL. 127, PG. 55, D.R.C.C.)

POINT
N31°13'52"W 70.00'
N59°18'32"E 666.24'
N59° 18' 32"E 666.24'
367.83'
S59°18'32"W
N31°13'52"W 528.70'
N31° 13' 52"W 592.20'
ROW DEDICATION 1.13 AC.
6.85 ACRES 298,386 SQUARE FEET ZONED: GB (GENERAL BUSINESS)
PORTION OF A CALLED 134.04 ACRES DESCRIBED IN (VOL. 127, PG. 55, D.R.C.C.) HARTMANN LAND & CATTLE CO., LTD., ET AL
JACOB DECORDOVA SURVEY NO. 514 ABSTRACT 117 GUADALUPE COUNTY
N48°13'52"W 89.04'
NO EASEMENT FOR OVERHEAD ELECTRIC/ COMMUNICATION LINE PROVIDED
CURVE IN ROAD SIGN
PROPOSED FIRE HYDRANT
40' R.O.W. DEDICATION
FOUR OAKS LANE 70' R.O.W.
235.42'
S59°18'32"W
CIBOLO VALLEY DR.
EXISTING ROW LINE
25'R
S29°59'56"E 46.42'
CURVE 25 M.P.H.
PROP. 25' PUBLIC WATER AND WASTEWATER EASEMENT
14' ELECTRIC, GAS & COMM. EASEMENT (OVERHANG ONLY)
PROP. 25' LANDSCAPE SETBACK
DUMPSTER ENCLOSURE W/ BOLLARDS (RE: ARCH)
PROP. 12' X 12' X 8' MASONRY TRASH ENCLOSURES W/SOLID METAL GATES
209.33'
S41°46'08"W
OWNER: HARTMANN LAND & CATTLE CO., LTD., ET AL
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT: (VOL. 127, PG. 55, D.R.C.C)
TANK EXCAVATION AREA (MIN. STEEL TANKS)
±228 LF OF FIRE TRUCK HOSE LAY
±430 LF 4' WOOD TRASH FENCE
±48 LF OF HAND PULLED HOSE LAY.
±94 LF OF HAND PULLED HOSE LAY
ADA DINING TABLE (RE: A1-C501)
ADA SIGNAGE (RE: L11-C510)
PROPOSED BOLLARDS
DEVELOPED AREA 2.66 AC. 115850 SQ. FT.
N48°13'52"W 306.66'
SURPLUS LOT 3.06 AC. 133252 SQ. FT.
TELE/ELEC CONDUITS
AIR STATION
±224 LF OF FIRE TRUCK HOSE LAY
±176 LF OF FIRE TRUCK HOSE LAY
PROP. 8" SSWR EXTENSION
PROP. 25' PUBLIC WATER AND WASTEWATER EASEMENT
PROP. TEMPORARY CURB
14' ELECTRIC, GAS & COMM. EASEMENT (OVERHANG ONLY)
PROP. 25' LANDSCAPE SETBACK
PROPOSED WATER MAIN EXTENSION
N31°12'08"W 107.04'
S5°49'27"E 144.63'
90' R.O.W. DEDICATION
OWNER: DEBORAH G. HOLLINGSWORTH, ET AL
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT: (DOC. NO. 200006020227, C.C.O.P.R)
HAL BALDWIN AVENUE VARIABLE WIDTH R.O.W.
133.77'
S14°39'25"E
PROP. 8" SSWR EXTENSION
28' INGRESS/EGRESS EASEMENT (VOL. 1526, PG. 642, G.C.O.P.R.)
END ACCESS DENIAL (VOL. 1188, PG. 650, O.P.R.G.C.)-10.1f
OWNER: KRAFT BERNICE ESTATE
LAND USE: UNDEVELOPED
ZONING: GB (GENERAL BUSINESS)
SUBDIVISION: N/A
RECORD DOCUMENT: (VOL. 298, PG. 556, G.C.D.R.)
S14°39'25"E 126.14'
PROP. 12' RIGHT TURN LANE
CONTRACTOR TO MILL AND OVERLAY ON HAL BALDWIN AVENUE
EXISTING ±8' LANE TO BE WIDENED TO 12'
RIGHT TURN ONLY SIGN
230.35'
S41°46'08"W
EXISTING CURB TO BE REMOVED
QT HIGH RISE POLE SIGN, HR12-ELP-CC, 50'-0" HT X 11'-9" W X 171.4 SF
RELOCATE EXISTING YIELD SIGN IN COORDINATION WITH TXDOT
CONNECT TO EX. WATER MAIN
STREET LIGHT TO REMAIN
415 LF SSWR EXTENSION TO EXISTING MAIN SOUTH OF MH
PROP. SSWR EXTENSION
ACCESS EASEMENT
EX. ELEC TRANSMISSION TOWER TO REMAIN
100' WIDE ELECTRIC EASEMENT (VOL. 179, PG. 304, D.R.C.C.)-10.g
ELEC. TRANSMISSION TOWER
296.26'
S41°46'08"W
PROPOSED 6' SIDEWALK
INTERSTATE HIGHWAY 35 FRONTAGE RD VARIABLE WIDTH R.O.W.
PROP. 12' DECEL LANE
EXISTING CURB TO BE REMOVED
RELOCATED OVERHEAD ELECTRIC POLE
ONE WAY SIGN
WUNDERGROUND FIBER-OPTIC LINE SHOWN WAS SCALED IN FROM "FIBERLIGHT" UTILITY MAP AND FIELD LOCATED EVIDENCE.
UNDERGROUND WATER LINE SHOWN WAS SCALED IN FROM CITY OF SCHERTZ UTILITY MAP AND FIELD LOCATED EVIDENCE.
400'
INTERSTATE HIGHWAY 35 VARIABLE WIDTH R.O.W. R.C.S.J. NO. 0017-10-278/0016-07-133/0016-06-114/0016-05-117
UNDERGROUND WATER LINE SHOWN WAS SCALED IN FROM CITY OF SCHERTZ UTILITY MAP AND FIELD LOCATED EVIDENCE.
QUIKTRIP: NWC IH-35 & CIBOLO VALLEY DRIVE

40 20 0 40 80

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Kimley»Horn
Engineer RACHEL M. ROBERTS
P.E. No. 137894 Date 2/16/2022

PROJECT NO.:069304919

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TBPE FIRM NO. 928

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QuikTrip No. 4033

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SCHERTZ, TEXAS

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VERSION: 001
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DRAWN BY: RMR
REVIEWED BY: AKP

REV	DATE	DESCRIPTION
		ORIGINAL ISSUE DATE: 01/15/2021

SHEET TITLE:
INITIAL SITE PLAN

SHEET NUMBER:
SPN

FILE LOCATION:K:\SNA_Civil\069304919_QT 4033\CAD\QT\82-4033 Civil.dwg TAB NAME:Site (Prelim) - SPN USER:Jonathon.Gross SAVED:2/16/2022 10:55 AM PLOTTED:2/16/2022 10:56 AM

GRADING LEGEND

ST	STORM PIPE (< 10" NEW)
ST	STORM PIPE (> 12" NEW)
ST	STORM PIPE (> 12" EXISTING)
FD	FRENCH DRAIN
CD	BACK OF CURB DRAIN
XXXX	MAJOR CONTOUR (NEW)
XXXX	MINOR CONTOUR (NEW)
XXX	MAJOR CONTOUR (EXISTING)
XXX	MINOR CONTOUR (EXISTING)
ADA	ADA PATH OF TRAVEL
TC XXXX.XX	TOP OF CURB ELEVATION (NEW)
G XXXX.XX	GUTTER ELEVATION (NEW)
FG XXXX.XX	FINISHED GRADE ELEVATION (NEW)
FG XXXX.XX	SPOT ELEVATION (EXISTING)
	STORM GRATE (NEW)

GRADING NOTES

1. GAS CANOPY INSTALLER SHALL INSTALL THE CANOPY COLUMN DRAIN PIPE AND OVERFLOW FITTING. THE STORM WATER INSTALLER SHALL CONNECT THEIR PIPING TO THE GAS INSTALLER'S OVERFLOW FITTING.
2. TO AVOID ANY DEFINED CRESTS OR SUMPS, "GRADE BREAKS" SHALL BE CONSTRUCTED AS A "VERTICAL CURVE". SURVEYOR & CONTRACTOR SHALL CONFER WITH QUIKTRIP CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION STAKING OR CONCRETE PLACEMENT RELATIVE TO ANY GRADE BREAKS.

BASIN	DEVELOPMENT INFORMATION			RATIONAL METHOD PEAK FLOW RATE (CFS)		
	AREA (AC)	C	T_C (MIN)	5-YEAR	25-YEAR	100-YEAR
EXISTING	6.85	0.39	21.5	12.82	16.33	19.69
PROPOSED	6.85	0.71	7.6	35.33	44.33	52.84
ULTIMATE	6.85	0.96	5.0	52.61	65.69	78.39

*PROPOSED OUTFALL STRUCTURE FOR QUIKTRIP DETENTION POND WILL BE RESTRICTED NOT TO EXCEED EXISTING CONDITIONS FLOWS. IN THE ULTIMATE CONDITION, THE FUTURE DEVELOPMENT OF THE SURPLUS LOT WILL ALSO BE REQUIRED TO DETAIN TO MATCH EXISTING FLOWS.

POINT
N31°13'52"W 70.00'
N59°18'32"E 666.24'
N59° 18' 32"E 666.24'
367.83' S59°18'32"W
N31°13'52"W 529.70'
N31° 13' 52"W 592.70'
6.85 ACRES 298,386 SQUARE FEET ZONED: GB (GENERAL BUSINESS)
PORTION OF A CALLED 134.04 ACRES DESCRIBED IN (VOL. 127, PG. 55, D.R.C.C.) HARTMANN LAND & CATTLE CO., LTD., ET AL
ROW DEDICATION 1.13 AC.
SURPLUS LOT 3.06 AC. 133252 SQ. FT.
DEVELOPED AREA 2.66 AC. 115850 SQ. FT.
N48°13'52"W 89.04'
N48°13'52"W 306.66'
209.33' S41°46'08"W
296.26' S41°46'08"W
230.35' S41°46'08"W
235.42' S59°18'32"W
S29°59'56"E 46.42'
N31°17'08"W 167.64'
S5°49'27"E 144.63'
S14°39'25"E 133.77'
S14°39'25"E 126.14'
S14°39'25"E 126.14'
FFE: 867.50
DUDLEY AVENUE 70' R.O.W.
CIBOLO VALLEY DR. VARIABLE WIDTH R.O.W.
INTERSTATE HIGHWAY 35 FRONTAGE RD VARIABLE WIDTH R.O.W.
INTERSTATE HIGHWAY 35 VARIABLE WIDTH R.O.W. R.C.S.J. NO. 0017-10-278/0016-07-133/0016-06-114/0016-05-117
28' INGRESS/EGRESS EASEMENT (VOL. 1526, PG. 642, G.C.O.P.R.)
NO EASEMENT FOR OVERHEAD ELECTRIC/ COMMUNICATION LINE PROVIDED
PROP. 25' WATER AND SEWER EASEMENT
14' ELECTRIC, GAS & COMM. EASEMENT
100' WIDE ELECTRIC EASEMENT (VOL. 79, PG. 304, D.R.C.C.)-10.g
ELEC. TRANSMISSION TOWER
DOUBLE INLET WITH SNOUT SWQ UNIT
PROP OUTFALL TO TXDOT
END ACCESS DENIAL (VOL. 1188, PG. 650, O.P.R.C.C.)-10.f
END ACCESS PERMISSION/BEGIN ACCESS DENIAL (VOL. 1188, PG. 650, O.P.R.C.C.)-10.f
UNDERGROUND WATER LINE SHOWN WAS SCALED IN FROM CITY OF SCHERTZ UTILITY MAP AND FIELD LOCATED EVIDENCE.
WUNDERGROUND FIBER-OPTIC LINE SHOWN WAS SCALED IN FROM "FIBERLIGHT" UTILITY MAP AND FIELD LOCATED EVIDENCE.
QUIKTRIP: NWC IH-35 & CIBOLO VALLEY DRIVE

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Kimley»Horn
Engineer RACHEL M. ROBERTS
P.E. No. 137894 Date 2/16/2022

PROJECT NO.:069304919

Kimley»Horn
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SHEET TITLE:
PRELIMINARY STORMWATER MANAGEMENT PLAN

SHEET NUMBER:
SWMP

FILE LOCATION:K:\SNA_Civil\069304919_QT 4033\CAD\QT\82-4033 Civil.dwg TAB NAME:Grading (Prelim)- SWMP USER:Jonathon.Gross SAVED:2/16/2022 10:55 AM PLOTTED:2/16/2022 10:56 AM

UTILITY GENERAL NOTES

UTILITY INSTALLATION CONSIDERATIONS

PRIOR TO THE CONSTRUCTION OF, OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, OR ANY OTHER ELEVATION SENSITIVE UTILITY, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTIONS AND ALL UTILITY CROSSINGS. THE CONTRACTOR SHALL INFORM THE ENGINEER AND THE OWNER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. THE ENGINEER AND OWNER WILL BE HELD HARMLESS IN THE EVENT THE ENGINEER AND OWNER ARE NOT NOTIFIED OF A DESIGN CONFLICT.

AS POSSIBLE, ALL PROPOSED UTILITIES SHALL BE ROUTED THROUGH PERVIOUS AREAS – SPECIFICALLY AVOIDING ON-SITE PAVED AREAS DESIGNATED FOR PARKING, ACCESS, AND VEHICULAR TRAFFIC FLOW.

REFER TO THIS SHEET FOR LOCATION, AND SHEETS C530 THRU C531 FOR TRENCHING, BACKFILL, AND PLACEMENT DETAILS.

CITY OF SCHERTZ NOTE

APPROVAL OF UTILITY PLAN AS PART OF SITE PLAN IS APPROVAL OF GENERAL SCHEME OF UTILITY CONNECTIONS. APPROVAL DOES NOT CONSTITUTE APPROVAL OF SPECIFIC LAYOUT OR DETAILS OF CONSTRUCTION. CHANGES MAY BE PROPOSED OR REQUIRED PRIOR TO ISSUANCE OF ANY PERMIT FOR CONSTRUCTION

UTILITY LEGEND (NEW)

- WTR — WATER LINE
- SS — SANITARY SEWER LINE
- UGET — UNDERGROUND ELECTRIC LINE
- UGT — UNDERGROUND TELEPHONE LINE
- ST — STORM PIPE (≤ 10")
- STORM PIPE (≥ 12")
- XXX — MAJOR CONTOUR
- XXX — MINOR CONTOUR
- CONCRETE CURB AND GUTTER

N31°13'52"W 70.00'

N59°18'32"E 666.24'

N59° 18' 32"E 666.24'

367.83' S59°18'32"W

N31°13'52"W 528.70'

N31° 13' 52"W 592.20'

ROW DEDICATION 1.13 AC.

PROPOSED PUBLIC SANITARY SEWER MANHOLE #8 RIM=868.0' PR 8" SSWR INV (OUT)=853.04' COVER=14.2'

PROPOSED FIRE HYDRANT WITH THE STORZ CONNECTION. (REF: CITY OF SCHERTZ STANDARDS)

N48°13'52"W 80.00'

PROPOSED 12" WATER MAIN EXTENSION

235.42' S59°18'32"W

209.33' S41°46'08"W

PROP. 25' PUBLIC WATER AND WASTEWATER EASEMENT

14' ELECTRIC, GAS & COMM. EASEMENT (OVERHANG ONLY)

S29°59'56"E 46.42'

PROP. 25' LANDSCAPE SETBACK

PROPOSED 12" WATER MAIN EXTENSION

N31°12'08"W 107.04'

S5°49'27"E 144.63'

EXISTING 2" WATER LINE

CLEANOUT

1,000 GAL GREASE INTERCEPTOR PER CITY SPECS

TEE OFF OF EXISTING 12" WATERLINE IN COORDINATION WITH CITY INSPECTOR

EXISTING MAIN WATER

N48°13'52"W 306.66'

SURPLUS LOT 3.06 AC. 133252 SQ. FT.

DEVELOPED AREA 2.66 AC. 115850 SQ. FT.

EXISTING 12" WATER LINE

133.77' S5°49'27"E

EXISTING FIRE HYDRANT LOCATION. CONTRACTOR TO REPLACE EXISTING FIRE HYDRANT TO CURRENT CITY OF SCHERTZ STANDARDS WITH THE STORZ CONNECTION. CONTRACTOR TO SALVAGE EXISTING FIRE HYDRANT FOR THEY CITY OF SCHERTZ.

PRIVATE STORM

415 LF OF 8" SSWR EXTENSION TO EXISTING MAIN SOUTH OF MH

PROP. 25' LANDSCAPE SETBACK

PROP. 25' PUBLIC WATER AND WASTEWATER EASEMENT

14' ELECTRIC, GAS & COMM. EASEMENT (OVERHANG ONLY)

PROP. 8" SSWR EXTENSION

METER RACK

PROPOSED POWER POLE W/ POLE MOUNTED TRANSFORMER

PUBLIC SANITARY SEWER

S14°39'25"E 126.14'

EXISTING 12" WATER LINE

296.26' S41°46'08"W

230.35' S41°46'08"W

PROPOSED PUBLIC SANITARY SEWER MANHOLE #3 RIM=±861.0' PR 8" SSWR INV (IN)=±846.62' PR 8" SSWR INV (OUT)=±846.52' COVER=13.7'

PROPOSED PUBLIC SANITARY SEWER MANHOLE #4 RIM= ±862.4' PR 8" SSWR INV (IN)=±847.56' PR 8" SSWR INV (OUT)=±847.46' COVER=14.2'

PROPOSED PUBLIC SANITARY SEWER MANHOLE #5 RIM= ±862.0' PR 8" SSWR INV (IN)=±847.81' PR 8" SSWR INV (OUT)=±847.71' COVER=13.5'

PROPOSED PUBLIC SANITARY SEWER MANHOLE #6 RIM=±862.0 PR SSWR INV (IN)=±849.19 PR SSWR INV (OUT)=±849.09 COVER=12.1'

INSTALL 1 1/2" IRRIGATION WATERLINE 12"X1.5" TAPPING SADDLE 1.5" COPPER PIPE-CUT AS REQ. 1.5" WATER METER WITH RPZ STANDARD METER BOX PER CITY OF SCHERTZ DETAIL 02085

2" DOMESTIC WATERLINE 12"X2" TAPPING SADDLE 2" COPPER PIPE-CUT AS REQ. 2" WATER METER WITH RPZ STANDARD METER BOX PER CITY OF SCHERTZ DETAIL 02085

CONNECT TO EX. WATER MAIN

PROPOSED FIRE HYDRANT WITH THE STORZ CONNECTION. (REF: CITY OF SCHERTZ STANDARDS)

PROPOSED PUBLIC SANITARY SEWER MANHOLE #7 RIM=±856.5 PR 8" SSWR INV (IN)=±851.22 PR 8" SSWR INV (OUT)=±851.12 COVER=4.6'

HR12-ELP-CC, 50'-0" HT X 11'-9" W X 171.4 SF

UNDERGROUND WATER LINE SHOWN WAS SCALED IN FROM CITY OF SCHERTZ UTILITY MAP AND FIELD LOCATED EVIDENCE.

WUNDERGROUND FIBER-OPTIC LINE SHOWN WAS SCALED IN FROM "FIBERLIGHT" UTILITY MAP AND FIELD LOCATED EVIDENCE.

UNDERGROUND WATER LINE SHOWN WAS SCALED IN FROM CITY OF SCHERTZ UTILITY MAP AND FIELD LOCATED EVIDENCE.

QUIKTRIP: NWC IH-35 & CIBOLO VALLEY DRIVE

40 20 0 40 80

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Kimley»Horn
Engineer RACHEL M. ROBERTS
P.E. No. 137894 Date 2/16/2022

PROJECT NO.:069304919

Kimley»Horn
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		ORIGINAL ISSUE DATE: 01/15/2021

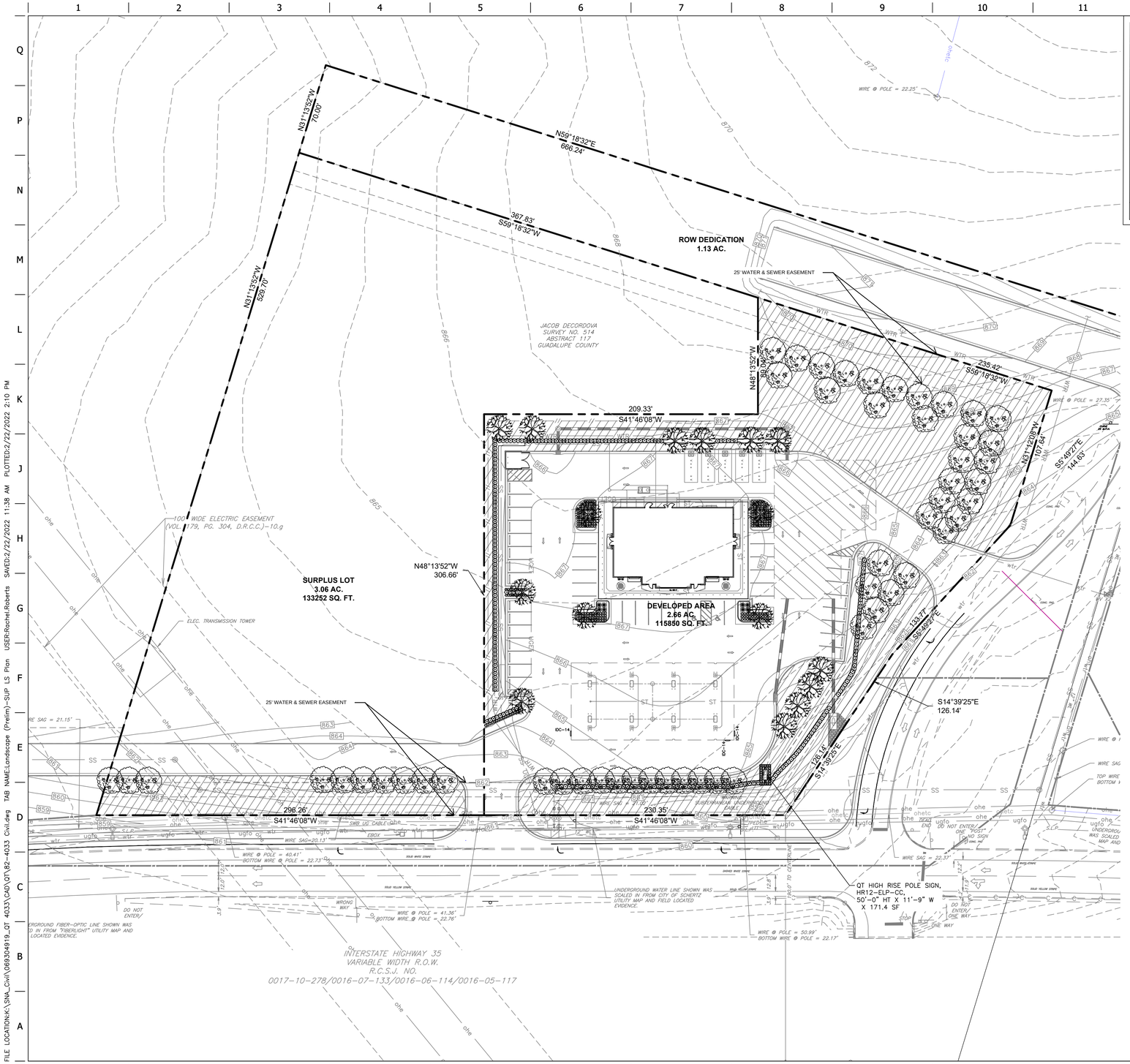
SHEET TITLE:

UTILITY PLAN

SHEET NUMBER:

UTP

FILE LOCATION:K:\SNA_Civil\069304919_QT 4033\CAD\QT\82-4033 Civil.dwg TAB NAME:Utility (Prelim) - UTP USER:Jonathon.Gross SAVED:2/16/2022 10:55 AM PLOTTED:2/16/2022 10:56 AM



Landscape Schedule

USE	SYMBOL	COMMON NAME / *Botanical Name*	MINIMUM SIZE/ HEIGHT/SPREAD	QUANTITIES	COMMENTS
SHRUBS SMALL		CRIMSON PYGMY BARBERRY *Berberis thunbergii*	5 GAL (1 GAL MIN)	255 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR LANDSCAPE BED LOCATIONS AND SHRUB SPACING
SHRUBS MEDIUM		DON'S DWARF WAX MYRTLE *Myrica cerifera "Don's Dwarf"*	5 GAL (1 GAL MIN)	251 EA.	
		RED YUCCA *Yucca parviflora*	5 GAL (1 GAL MIN)	24 EA.	
TREES		SOUTHERN LIVE OAK *Quercus virginiana*	3" CALIPER 12' HT	16 EA.	SEE LANDSCAPE PLAN AND ASSOCIATED DETAILS FOR TREE PLACEMENT, AND PLANTING SPECIFICATIONS
		CEDAR ELM *Ulmus crassifolia*	3" CALIPER (TOTAL) 6' HT	53 EA.	
MISC		TIFTUFF BERMUDA SOD	SOD	55,994	

LANDSCAPE REQUIREMENTS

	REQUIRED ORDINANCE	PROVIDED
	TOTAL SITE AREA	
INTERIOR PARKWAY	MINIMUM 20% OF TOTAL LAND AREA SHALL BE LANDSCAPED (206,475 SF TOTAL AREA x .20 = 22,263 SF LANDSCAPE AREA)	55,994 SF, 27.1%
INTERIOR PARKWAY	MINIMUM 40% OF REQUIRED LANDSCAPE IS LOCATED IN FRONT YARD (55,994 SF TOTAL LANDSCAPE x .40 = 22,397.6 SF LANDSCAPE IN FRONT YARD)	37,540 SF, 67%
INTERIOR PARKWAY	THERE SHALL BE A RATIO OF 9 TREES PER ACRE (4.7 ACRE x 9 = 42 TREES)	68 TREES
BUFFER REQUIREMENTS	A NONRESIDENTIAL USE ADJACENT TO A RESIDENTIAL USE SHALL PROVIDE A 20' LANDSCAPE BUFFER WITH A MINIMUM OF 1 SHADE TREE PER 30 LF OF LANDSCAPE BUFFER AND 10 SHRUBS PER 50 LF OF LANDSCAPE BUFFER	N/A
	INTERIOR LANDSCAPING	
PARKING REQUIREMENTS	MINIMUM OF 10% OF GROSS PARKING AREA SHALL BE LANDSCAPED (63,128 SF TOTAL PARKING x .10 = 6,312 SF LANDSCAPE AREA)	18,454 SF, 29%
PARKING REQUIREMENTS	MINIMUM OF 1 SHADE TREE PLANTED FOR EACH 400 SF OF REQUIRED INTERIOR LANDSCAPE (6,312 REQUIRED LANDSCAPE / 400 SF = 16 TREES)	16 TREES
PARKING REQUIREMENTS	PLANTER ISLANDS SHALL CONTAIN A COMBINATION OF TREES, SHRUBS, LAWN, AND GROUNDCOVER	PROVIDED
	PERIMETER LANDSCAPING	
PARKING REQUIREMENTS	ALL PARKING LOTS AND VEHICULAR USE AREAS SHALL BE SCREENED FROM ABUTTING PROPERTIES AND PUBLIC RIGHT-OF-WAYS WITH A WALL, FENCE, HEDGE, OR BERM. ANY LIVING BARRIER SHALL BE ESTABLISHED IN A MINIMUM 5' WIDE PLANTING STRIP. PLANTS SHALL BE AT LEAST 30" HIGH AT THE TIME OF PLANTING AND GROW TO A MINIMUM HEIGHT OF 3' IN ONE YEAR.	PROVIDED
PARKING REQUIREMENTS	1 SHADE TREE FOR EVERY 50 LF OF PERIMETER LANDSCAPE (1,401 SF TOTAL PERIMETER AREA /50 LF = 29 TREES)	53 TREES
PARKING REQUIREMENTS	1 TREE PER 20 LF OF STREET FRONTAGE ALONG PRINCIPLE ARTERIAL STREETS (CIBOLO VALLEY DR.: 370 LF / 20 = 19 TREES) (INTERSTATE 35: 527' LF / 20 = 26 TREES) (FOUR OAKS LANE 235' LF / 20 = 12 TREES) *NOTE: DUE TO OVERHEAD ELECTRIC EASEMENT, STREET TREES CANNOT BE PLANTED ALONG 129 LF OF FRONTAGE.	19 TREES 22 TREES* 12 TREES
GENERAL TREE REQUIREMENTS	MUST BE SELECTED FROM APPROVED TREE LIST	PROVIDED PER LIST
GENERAL TREE REQUIREMENTS	MINIMUM CALIPER SIZE OF 2.5" AT TIME OF PLANING	PROVIDED

NOTE: A TREE PRESERVATION PLAN HAS NOT BEEN PROVIDED AS THE SITE HAS NO PROTECTED OR HERITAGE TREES AND WILL IN NO WAY CAUSE THE DESTRUCTION OF OR DAMAGE TO ANY PROTECTED OR HERITAGE TREES.

N

40 20 0 40 80

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Kimley»Horn
P.E.# SHANNON E. MUNDY
L.A. No. 3543 Date 2/22/2022

PROJECT NO.:069304919

Kimley»Horn
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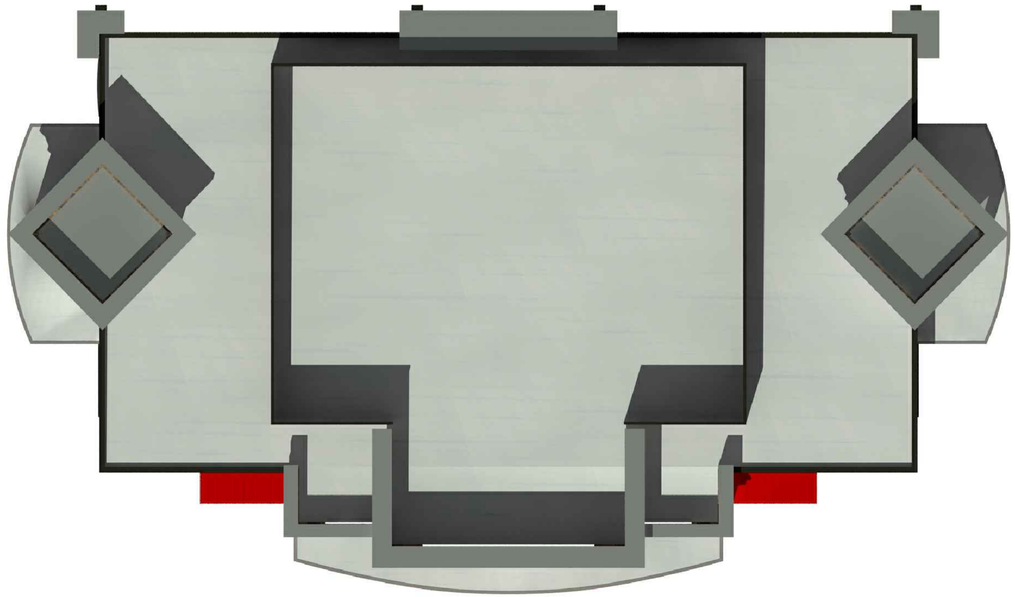
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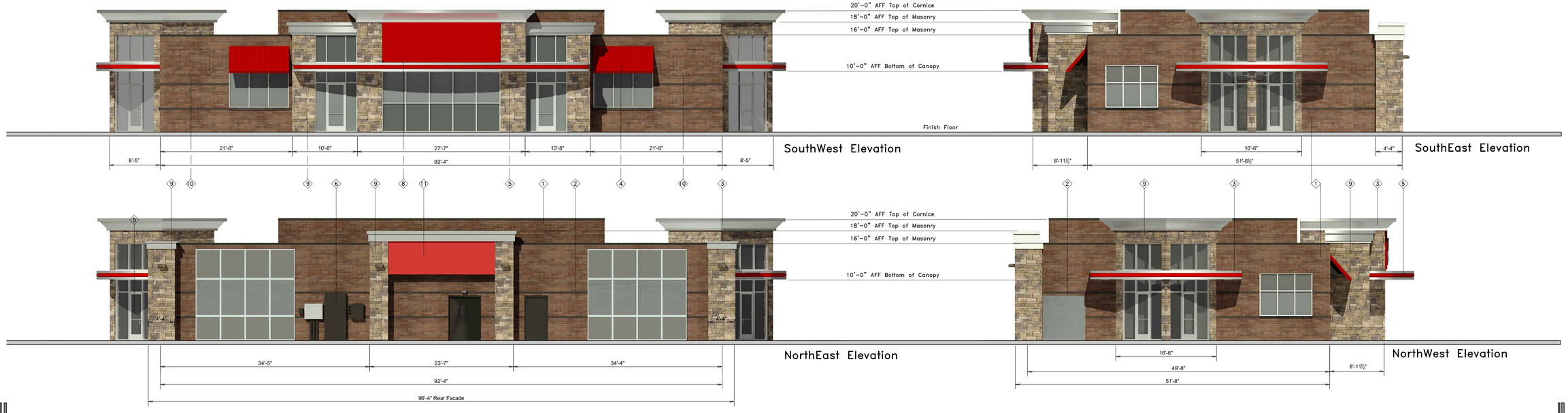
SHEET TITLE:
LANDSCAPE PLAN

SHEET NUMBER:
L100

FILE LOCATION:K:\SNA_Civil\069304919_QT 4033\CAD\QT\82-4033 Civil.dwg TAB NAME:Landscape (Prelim)-SUP LS Plan USER:Rachel.Roberts SAVED:2/22/2022 11:38 AM PLOTTED:2/22/2022 2:10 PM



Front	TOTAL	STONE	BRICK	OTHER	GLAZING
SOUTHWEST FACADE:	1627 SF	262 SF	556 SF	295 SF	514 SF = 32%
		TOTAL MASONRY EXCLUDING DOORS/WINDOWS			
Sides		1113 SF	818 SF = 74%		
SOUTHEAST/ NORTHWEST	841 SF	122 SF	397 SF	79 SF	251 SF = 30%
		TOTAL MASONRY EXCLUDING DOORS/WINDOWS			
Rear		598 SF	519 SF = 87%		
NORTHEAST FACADE:	1595 SF	253 SF	625 SF	230 SF	487 SF = 31%
		TOTAL MASONRY EXCLUDING DOORS/WINDOWS			
		1108 SF	878 SF = 79%		



#	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	HLZ-ALUMINUM	ALPOLIC	FASCIA
4	QT-RED	LANE	STANDING SEAM AWNING
5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
6	DARK BRONZE	LANE	METAL/PAINT
7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
8	CL-60R	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
9	SONOMA	GLEN GERY	STACKED STONE
10	IDR-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
11	CL-44R	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE

QuikTrip

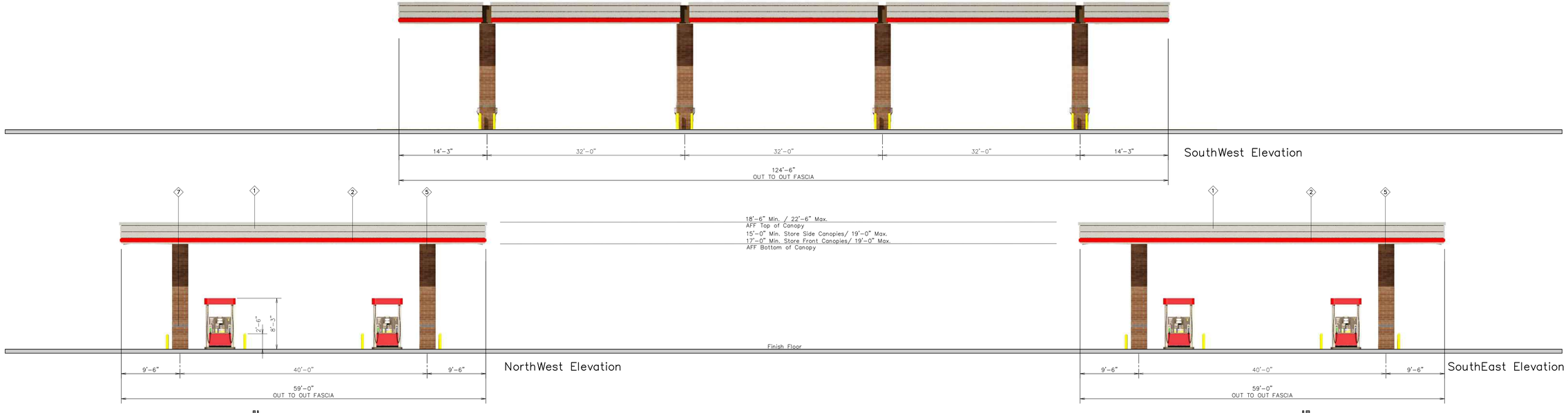
4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #	Address:	City, State:
4033	18279 IH 35 N	Schertz, TX

Serial #	Scale:	Issue Date:	Drawn By:	Rev/Notes:
82-4033G3S	1/8"=1'-0"	12.14.18	JK	

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	TOTAL	STONE	BRICK	OTHER	GLAZING
Front					
SOUTHWEST FACADE:	651 SF	NA	218 SF	433 SF	NA
		TOTAL MASONRY EXCLUDING OTHER			
		218 SF	100%		
Sides					
SOUTHEAST/ NORTHWEST	316 SF	NA	109 SF	207 SF	NA
		TOTAL MASONRY EXCLUDING OTHER			
		598 SF	100%		
Rear					
NORTHEAST FACADE:	651 SF	NA	218 SF	433 SF	NA
		TOTAL MASONRY EXCLUDING DOORS/WINDOWS			
		218 SF	100%		



#	FINISH	MANUFACTURER	SPECIFICATION
1	HLZ-ALUMINUM	ALPOLIC	CANOPY
2	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
3	QT BROWN	LANE	METAL/PAINT
4	IDC-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
5	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
6	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH
7	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK

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Store # 4033

Address: 18279 IH 35 N

City, State: Schertz, TX

Serial # 82-4033G3S

Scale: 1/8"=1'-0"

Issue Date: 12.13.18

Drawn By: JK

Rev/Notes:

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Agenda No. 12.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Executive Team**
Subject:	**Ordinance No. 22-T-12 - Conduct a Public Hearing and Consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas, amending Chapter 78, Article VII, Roadway Capital Recovery Fees incorporating amended land use assumptions and amended Capital Improvements Plans for such facilities providing for collection of impact fees.*First Reading* (M. Browne/B. James)**

BACKGROUND

City staff is proposing to update the City's roadway impact fee to account for newly annexed property. This includes land that had been in the City's Extra Territorial Jurisdiction (ETJ) and was recently annexed at the request of property owners who are anticipating developing the property as well as the property that was released by the City of San Antonio to the northwest of Lookout Road and Doerr Lane that was recently annexed. The goal is to include these properties in the City's roadway impact fee service areas and to designate the thoroughfares in these areas as system roadways.As part of the required process the City had to update its land use assumptions and capital improvements plan. This also results in new maximum assessable fees in each service area, but the city is not proposing to change the actual impact fee per service unit that is currently being charged - $1,000.00 per service unit for residential and $175.00 per service unit for non-residential.

The update was prompted by the need to add areas to the City's roadway impact fee service areas which will also add sections of roads as system roadway. The update also factors in the City's participation in the cost of constructing Cibolo Valley Drive from Old Wiederstein to IH-35. As part of the process, the City's consultant had to update the land use assumptions and capital improvements plan, which essentially estimates the cost of constructing these roads to provide additional capacity that will be needed based on new development and divides that cost among new development in the form of the maximum fee per service unit.The areas where the changes are occurring are the land released by the City of San Antonio from their ETJ, generally to the northwest of Lookout Road and Doerr Lane. This also adds the extension of Tejas Way to the roadway CIP. The second area is in the area of Parklands 2 and adds a section of Big John Lane to the roadway CIP. The third area is around Lower Seguin Road to account for the annexation of the Saddlebrook and Carmel Ranch developments and adds sections of Raf Burnett, Lower Seguin Road, a north/south collector and the north/south collector that is the FM 3009 extension. It also includes the actual City Participation cost for Cibolo Valley Drive.While the report results in a new maximum assessable fee per service unit for each service area which is slightly lower in three of the service areas and slightly higher in the other one, these amounts are still above the amounts the City charges. Staff is not proposing a change to the fee amount charged.

GOAL

Update the City's roadway impact fee program to include recently annexed areas.

COMMUNITY BENEFIT

Provides funding for the expansion of roadway triggered by new development.

SUMMARY OF RECOMMENDED ACTION

Staff recommends approval to the City's Roadway Impact Fee program.

FISCAL IMPACT

This amendment brings property into the City's Roadway Impact Fee Service Areas making them subject to roadway impact fees.It also designates additional sections of roadways as system roads for the purpose of roadway impact fees.

RECOMMENDATION

Approval of Ordinance 22-T-12.

Attachments

Res 22 R 24
legal notice
CIAC Minutes
Chapter 78 changes redline
Ord 22 T 12 Roadway Impact Fees
Roadway Impact Fee Update

RESOLUTION NO. 22-R-24

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS, ESTABLISHING A PUBLIC HEARING DATE TO CONSIDER THE APPROVAL OF UPDATED LAND USE ASSUMPTIONS, CAPITAL IMPROVEMENT PLAN, AND IMPACT FEES FOR ROADS, WATER, WASTEWATER AND DRAINAGE FACILITIES; AND PROVIDING AN EFECTIVE DATE.

WHEREAS, the City Council of the City of Schertz has authorized an impact fee study to determine whether to adopt updated Land Use Assumptions (LUA), Capital Improvement Plans, and Impact Fees for roadway facilities in accordance with Chapter 395, *Financing Capital Improvements Required by New Development in Municipalities, Counties, and Certain Other Local Governments*, of the Texas Local Government Code (*Ch, 395 of the TLGC*) and Article VII, Roadway Capital Recovery Fees, of Chapter 78, *Streets and Sidewalks*, of the City of Schertz Municipal Code of Ordinances; and

WHEREAS *Ch. 395 of the TLGC* requires the City Council of the City of Schertz to provide notice of and hold a public hearing to consider whether to update the Land Use Assumptions, Capital Improvement Plan, and Impact Fees for roadway facilities.

Section 1. A public hearing of the City Council shall be held on April 5, 2022, at 6:00 PM at City Hall, 1400 Schertz Parkway, Building #4 Schertz, Texas, for the purpose of considering amendments to the Land Use Assumptions, Capital Improvement Plans, and Impact Fees for roadway facilities.

Section 2. Notice of the public hearing shall be published in the City's newspaper of record at least 30-days prior to the public hearing date.

Section 3. The recitals contained in the preamble hereof are hereby found to be true, and such recitals are hereby made a part of this Resolution for all purposes and are adopted as a part of the judgment and findings of the City Council.

Section 4. All resolutions, or parts thereof, which are in conflict or inconsistent with any provision of this Resolution are hereby repealed to the extent of such conflict, and the provisions of this Resolution shall be and remain controlling as to the matters resolved herein.

Section 5. This Resolution shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 6. If any provision of this Resolution or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Resolution and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City Council hereby declares that this Resolution would have been enacted without such invalid provision.

Section 7. It is officially found, determined, and declared that the meeting at which

this Resolution is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Resolution, was given, all as required by Chapter 551, Texas Government Code, as amended.

Section 8. This Resolution shall be in force and effect from and after its final passage, and it is so resolved.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS THAT:

PASSED AND ADOPTED, this 22nd day of February 2022.

CITY OF SCHERTZ, TEXAS

Mayor, Ralph Gutierrez

ATTEST:

City Secretary, Brenda Dennis

CITY OF SCHERTZ
NOTICE OF PUBLIC HEARING ON
AMENDMENT OF IMPACT FEES

The Schertz City Council will conduct a public hearing on **Tuesday, April 5, 2022** at **6:00 p.m.** at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas, 78154 to consider and act upon the following items:

Ord. No. 22-T-12: Conduct a public hearing and consideration and/or action of an amendment of land use assumptions and a capital improvements plan and imposition of an impact fee. Any member of the public has the right to appear at the public hearing and present evidence for or against the roadway impact fee.

More information, including the detailed report to be reviewed by the City Council, can be found at Schertz.com. Questions may be directed to Kathryn Woodlee, City Engineer (210) 619-1800.

CAPITAL IMPROVEMENTS ADVISORY COMMITTEE MINUTES
March 23, 2022

The Schertz Capital Improvement Advisory Committee convened on March 23, 2022 at 6:00 p.m. at the Municipal Complex, Council Chambers, 1400 Schertz Parkway Building #4, Schertz, Texas.

Present: Glen Outlaw, Chairman; Ernest Evans, Vice Chairman; Richard Braud, Commissioner; Jimmy Odom, Commissioner; Gordon Rae, Commissioner; Judy Goldick, Commissioner; Roderick Hector, Commissioner; Mark Penshorn, Board Member; Bryan L. Jones, Board Member

City Staff: Brian James, Assistant City Manager
Kathy Woodlee, City Engineer
Daniel Santee, City Attorney
Emily Delgado, Senior Planner
Megan Harrison, Planner
Tiffany Danhof, Administrative Assistant

1. CALL TO ORDER / ROLL CALL THE CAPITAL IMPROVEMENT ADVISORY COMMITTEE MEETING

Chairman Mr. Outlaw called the meeting to order at 6:00 P.M.

2. SEAT ALTERNATE TO ACT IF REQUIRED

No one was seated as the alternate.

3. HEARING OF RESIDENTS

This time is set aside for any person who wishes to address the Capital Improvement Advisory Committee. Each person should fill out the Speaker's register prior to the meeting. Presentations should be limited to no more than three (3) minutes. Discussion by the Committee of any item not on the agenda shall be limited to statements of specific factual information given in response to any inquiry, a recitation of existing policy in response to an inquiry, and/or a proposal to place the item on a future agenda. The presiding officer, during the Hearing of Residents portion of the agenda, will call on those persons who have signed up to speak in the order they have registered.

Residents who choose to watch the meeting via live stream, but who would like to participate in the Hearing of Residents, should email their comments to the Planning Division, at planning@schertz.com by 5:00p.m. on Tuesday, November 16, 2021, so that the Planning Division may read the public comments into the

record under the hearing of residents. In the body of the email please include your name, your address, phone number, agenda item number if applicable or subject of discussion, and your comments.

No one spoke.

4. PUBLIC HEARING:

A. ZC2022-006 Hold a public hearing, discussion and possible action to approve a recommendation to the City Council regarding an amendment of land use assumptions and a capital improvements plan and imposition of an impact fee.

Mr. Eddie Haas with Freese & Nichols provided a presentation.

Mr. Outlaw opened the public hearing at 6:16 P.M.

No one spoke.

Mr. Outlaw closed the public hearing at 6:17 P.M.

There was a discussion on:

- Minor Amendment to include additional areas based on recent annexations
- Impact fee calculations including difference between residential and non-residential
- Comparison to bench mark cities
- Policy decisions and collection rate
- Clarification on land use assumptions
- Timing of future Capital Improvement Plan updates
- The Roadway Impact Fee calculator on www.schertz.com
- Clarification on population study

Motioned by Commissioner Jimmy Odom, seconded by Board Member Bryan L. Jones to recommend approval

Vote: 9 - 0 Passed

5. ADJOURNMENT OF THE CAPITAL IMPROVEMENT ADVISORY COMMITTEE MEETING

Chairman Mr. Outlaw adjourned the regular meeting at 7:00 P.M.

ARTICLE VII. ROADWAY CAPITAL RECOVERY FEES

Sec. 78-170. Short title.

This article be known and cited as the Schertz Roadway Capital Recovery Fees Article.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-171. Purpose.

This article is intended to ensure the provision of adequate roadway facilities to serve new development in the city by requiring each development to pay its share of the costs of such improvements necessitated by and attributable to such new development.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-172. Authority.

This article is adopted pursuant to V.T.C.A., Local Government Code ch. 395 and the City Charter. The provisions of this article shall not be construed to limit the power of the city to utilize all powers and procedures authorized under V.T.C.A., Local Government Code ch. 395, or other methods authorized under state law or pursuant to other city powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this article. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this article.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-173. Definitions.

Assessment means the determination of the amount of the maximum capital recovery fee per service unit which can be imposed on new development pursuant to this article. The amount of the capital recovery fee per service unit is a measure of the traffic impact on system facilities created by the new development.

Capital improvement means a roadway facility with a life expectancy of three or more years, to be owned and operated by or on behalf of the city (including the city's share of costs for roadways and associated improvements designated as a numbered highway on the official federal or state highway system). "Capital improvement" applies to a newly constructed roadway facility or to the expansion of an existing roadway facility necessary to serve new development.

Capital improvements plan for roadway capital recovery fees identifies the capital improvements or facility expansions and associated costs for each roadway service area that are necessitated by and which are attributable to new development within the service area, for a period not to exceed ten years, which capital improvements are to be financed in whole or in part through the imposition of roadway capital recovery fees pursuant to this article. The capital improvements plan for roadway capital recovery fees is set out in the adopted "Schertz Roadway Impact Fee Capital Improvements Plan Final Report" adopted by resolution of the city council, and attached to Ord. No. 18-M-13 as exhibit B and the 2021 Roadway Impact Fee Program Amendment Technical Memorandum attached to Ordinance 22-T-12 as Exhibit A.

Capital recovery fee or *roadway capital recovery fee (also referred to as roadway impact fee)* means a charge or assessment imposed by the city, pursuant to this article, against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development. "Capital recovery fees" or "roadway capital recovery fees" do not include road escrow payments for site-related facilities imposed under facility agreements in existence on the effective date of this article. The term also does not include dedication of rights-of-way or easements or construction or dedication of drainage facilities, streets, sidewalks, or curbs if the dedication or construction is required by the subdivision ordinance and is necessitated by and attributable to the new development.

Capital recovery plan or *Impact fee plan* means the plan that identifies the calculation of the maximum assessable capital recovery fee for each service area based on the adopted capital improvements plan and land use assumptions. The capital recovery plan is set out in the "2017 Schertz Roadway Impact Fee Final Report" and attached to Ord. No. 18-M-13 as exhibit C and the 2021 Roadway Impact Fee Program Amendment Technical Memorandum attached to Ord. 22-T-12 as Exhibit A.

City means the City of Schertz, Texas.

Credit means:

(1) When used in the context of determining the maximum assessable capital recovery fee per service unit, an amount equal to:

   a. That portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or

   b. In the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan; or

(2) When used in the context of determining the offset for system facilities, the amount of the reduction of an capital recovery fee designed to fairly reflect the value of any construction of, contributions to, or dedications of a system facility agreed to or required by the city as a condition of development approval, pursuant to rules herein established or pursuant to city council-approved administrative guidelines which value shall be credited on a vehicle mile basis against roadway facilities capital recovery fees otherwise due from the development and which credits are hereinafter referred to as an "offset" or "offsets" to avoid confusion.

Development unit or *development units* is the expression of the magnitude of the transportation demand created by each land use planned within a particular development and is used to compute the number of service units consumed by each individual land use application.

Final plat recordation or *recordation of a final plat* means the point at which the applicant has complied with all conditions precedent to recording an approved final plat (minor plat or record plat) in the county, including the final completion of and acceptance by the city of any infrastructure or other improvements required by the subdivision ordinance or any other ordinance and the plat is filed for record with the county clerk's office.

Land use assumptions means and includes a description of the service areas and the projections of population and employment growth and associated changes in land uses, densities and intensities adopted by the city, as may be amended from time to time, in each service area over a ten-year period upon which the roadway improvements plan is based. The land use assumptions are set out in the adopted document "Schertz Roadway Impact Fee Land Use Assumptions Final Report" adopted by resolution of the city council, and attached to Ord. No. 18-M-13 as exhibit D and the 2021 Roadway Impact Fee Program Amendment Technical Memorandum attached to Ord. 22-T-12 as Exhibit A.

Land use vehicle-mile equivalency table or *LUVMET* is a table that provides the standardized measure of consumption or use of roadway facilities attributable to a new development based on the land use category of the

development and historical data and trends applicable to the city during the previous ten years. The LUVMET recognizes and expresses the magnitude of the transportation demand created by different land use categories within a particular development and allow different uses of land to more accurately bear the cost and expense of the impacts generated by such uses. The LUVMET expresses the number of service units consumed by each individual land use application as "vehicle miles (per development unit)." The applicable LUVMET is included by reference as Table 7 of the capital recovery plan. For land use categories with no applicability to those on Table 7, the applicant may petition for the use of an appropriate vehicle-mile equivalent by submitting a trip generation study including trip rates and lengths reflecting specific conditions of the proposed land use and local trip lengths. The study must include enough data to be statistically valid and approval will be at the discretion of the city manager or designee.

New development means a project involving the subdivision of land and/or the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure, or any use or extension of the use of land which has the effect of increasing the requirements for capital improvements, measured by an increase in the number of service units to be generated by such activity, and which requires either the approval and filing with the county of a plat pursuant to the city's subdivision ordinance or the issuance of a building permit.

Offset or *offsets* means the amount of the reduction of an capital recovery fee designed to fairly reflect the value of any construction of, contributions to, or dedications of a system facility agreed to or required by the city as a condition of development approval, pursuant to rules herein established, using the values established in the capital recovery plan, or pursuant to city council-approved administrative guidelines which value shall be credited on a vehicle mile basis against roadway facilities capital recovery fees otherwise due from the development.

Preliminary plat approval means the point at which the applicant has complied with all conditions of approval and the plat has been approved by the planning and zoning commission.

Recoup means to reimburse the city for capital improvements which the city has previously installed or caused to be installed.

Roadway means any freeway, expressway or arterial or collector streets or roads designated in the city's adopted master thoroughfare plan, as may be amended from time to time. The term includes the city's share of costs for roadways designated as a numbered highway on the official federal or state highway system.

Roadway facility means an improvement or appurtenance to a roadway which includes, but is not limited to, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic signals; turn lanes; drainage facilities associated with the roadway; street lighting or curbs. "Roadway facility" also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or state highway system. "Roadway facility" includes the city's share of costs for roadways and associated improvements designated as a numbered highway on the official federal or state highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, drainage appurtenances, and rights-of-way. "Roadway facility" excludes those improvements or appurtenances to a roadway which are site-related facilities.

Roadway service area or *roadway benefits area* means the geographic area(s) within the city's corporate limits, which do not exceed six miles and within which geographic area(s) roadway capital recovery fees for capital improvements will be collected for new development occurring within such area, and within which fees so collected will be expended for those capital improvements identified in the capital improvements plan to be located within the roadway service area. "Roadway service area" does not include any land outside the city limits. Roadway service areas are shown on Figure 1 of the 2021 Roadway Impact Fee Program Amendment Technical Memorandum that is part of the capital recovery plan.

Service unit means one vehicle mile of travel in the afternoon peak hour of traffic and is also referred to as a "vehicle mile."

Service unit equivalent means the amount of capacity created by contribution of a capital improvement on behalf of a new development, expressed in vehicle miles.

Single family residential lot means a lot platted to accommodate a single family or a duplex dwelling unit, as authorized under the city's zoning regulations.

Site-related facility means an improvement or facility which is constructed for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway facilities to serve the new development and which is not included in the roadway improvements plan and for which the developer or property owner is solely responsible under the subdivision, and/or other applicable, regulations.

System facility means a capital improvement which is designated in the capital improvements plan and which is not a site-related facility. A system facility may include a capital improvement which is located off-site, within, or on and along the perimeter of the new development site.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-174. Applicability.

The provisions of this article apply to all new developments within the corporate boundaries of the city. The provisions of this article apply uniformly within each roadway benefit area.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-175. Roadway capital recovery fees per service unit.

(a) The maximum assessable capital recovery fee per service unit (post-credit) for any use in each service area platted on or before April 12, 2022 shall be as calculated and documented in the capital recovery plan as follows:

(1) The capital recovery fee per service unit in Service Area 1 is $1,647.53.

(2) The capital recovery fee per service unit in Service Area 2 is $1,327.89.

(3) The capital recovery fee per service unit in Service Area 3 is $1,044.48.

(4) The capital recovery fee per service unit in Service Area 4 is $2,392.72.

(b) The maximum assessable capital recovery fee per service unit (post-credit) for any use in each service area platted on or after April 13, 2022 shall be as calculated and documented in the capital recovery plan per the 2021 Roadway Impact Fee Program Amendment Technical Memorandum as follows:

(1) The capital recovery fee per service unit in Service Area 1 is $1,614.54.

(2) The capital recovery fee per service unit in Service Area 2 is $1,350.25.

(3) The capital recovery fee per service unit in Service Area 3 is $1,061.26.

(4) The capital recovery fee per service unit in Service Area 4 is $2,386.93.

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(c) The assessable capital recovery fee per service unit set forth herein that is assessed to new development, as may be amended from time to time, is declared to be the roughly proportionate measure of the impact(s) generated by a new unit of development on the city's transportation system. To the extent that the capital recovery fee per service unit collected is less than the maximum assessable capital recovery fee per service

unit (post credit), as calculated and documented in the capital recovery plan, such difference is hereby declared to be founded on policies unrelated to the measurement of the actual impacts of the development on the city's transportation system. The maximum assessable capital recovery fee per service unit may be used in evaluating any claim by an applicant, developer, or property owner that the dedication, construction, or contribution of a capital improvement imposed as a condition of development approval pursuant to the city's regulations is not roughly proportionate to the impact(s) of the new development on the city's transportation system.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-176. Assessment of capital recovery fees.

(a) Assessment of the capital recovery fee per service unit for any new development shall be made as follows:

(1) Assessment of capital recovery fee shall be made at the time of recordation of a final plat and shall be the amount of the maximum assessable capital recovery fee per service unit.

(2) Development on a lot for which a final plat has been recorded prior to the effective date of this article (March 27, 2018) shall not be charged a capital recovery fee for any complete building permit application submitted within 18 months from the effective date of this article (September 27, 2019).

(3) Development on a lot for which a preliminary plat was approved prior to the effective date of this article (March 27, 2018) shall not be charged a capital recovery fee for any complete building permit application submitted within one year from the effective date of this article (March 27, 2019).

(4) Any other development will be charged a capital recovery fee for a complete building permit application submitted after the date of adoption of the ordinance (March 27, 2018).

(b) Following assessment of the capital recovery fee pursuant to subsection (a), the amount of the capital recovery fee assessed per service unit for that new development cannot be increased, unless the owner proposes to change the approved development by the submission of a new application for final plat approval or replat approval, in which case new assessment shall occur at the maximum assessable, applicable rate then in effect.

(c) Following the vacating of any plat or submittal of any replat, a new assessment must be made in accordance with section 78-175.

(d) Approval of an amending plat pursuant to Texas Local Government Code § 212.016 and the UDC is not subject to reassessment of a capital recovery fee hereunder provided that the use of the property remains the same.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-177. Payment and collection of capital recovery fees.

(a) For all new developments, capital recovery fees shall be collected at the time of application for and in conjunction with the issuance of a building permit. The capital recovery fees to be paid and collected are as follows:

(1) The capital recovery fee per service unit for residential use shall be $600.00 beginning the effective date of this article (March 27, 2018) until the last day of the second year from the effective date of this article (March 26, 2020).

(2) The capital recovery fee per service unit for residential use shall be $800.00 beginning on the first day of the third year from the effective date of this article (March 27, 2020) and continuing until the last day of the third year from the effective date of this article (March 26, 2021).

(3) The capital recovery fee per service unit for residential use shall be $900.00 beginning on the first day of the fourth year from the effective date of this article (March 27, 2021) and continuing until the last day of the fourth year from the effective date of this article (March 26, 2022).

(4) The capital recovery fee per service unit for residential use shall be $1,000.00 beginning on the first day of the fifth year from the effective date of this article (March 27, 2022) and continuing until a new rate is adopted.

(b) The capital recovery fee per service unit for nonresidential use for all roadway service areas shall be as follows:

(1) The capital recovery fee per service unit for nonresidential use shall be $100.00 beginning the effective date of this article (March 27, 2018) until the last day of the third year from the effective date of this article (March 26, 2021).

(2) The capital recovery fee per service unit for nonresidential use shall be $175.00 beginning on the first day of the fourth year from the effective date of this article (March 27, 2021) and continuing until a new rate is adopted.

(c) The city reserves the right to enter into an agreement with a developer for a different time and manner of payment of capital recovery fees in which case the agreement shall determine the time and manner of payment.

(d) The city shall compute the capital recovery fees to be paid and collected for the new development in the following manner:

(1) Determine the number of development units for each land use category in the new development using Table 7 of the capital recovery plan.

(2) Multiply the number of development units for each land use category in the new development by the vehicle miles (per development unit) for each such land use category also found in Table 7 of the capital recovery plan to determine the number of service units attributable to the new development.

(3) If an offset agreement providing for offsets and credits against capital recovery fees exists, the number of service units attributable to the new development shall be reduced by subtracting available service unit equivalents as provided in section 78-178. If adequate service unit equivalents for offsets and credits are available in an amount equal to or greater than the number of service units generated (required) by this new development, no fee is paid, but the pool of available service unit equivalents shall be reduced accordingly.

(4) The amount of capital recovery fees to be collected shall be determined by multiplying the number of service units for the new development by the applicable capital recovery fee per service unit identified herein and shall be calculated at the time of application for and in conjunction with the issuance of a building permit.

(e) If the building permit for which a capital recovery fee has been paid has expired, and a new application is thereafter filed, the capital recovery fees shall be computed using the LUVMET and the applicable capital recovery fee per service unit identified herein with credits for previous payment of fees being applied against any new fees due.

(f) Whenever the property owner proposes to increase the number of service units for a development, the additional capital recovery fees collected for such new service units shall be determined by using the

LUVMET and applicable fee per service unit identified herein, and such additional fees shall be collected at the times prescribed by this section.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-178. Offsets and credits against capital recovery fees.

(a) The city shall offset the reasonable value of any system facility which has been dedicated to and has been accepted by the city no more than 18 months prior to the effective date of this article (September 27, 2016), or offset the amount of any contributions to such facility, against the amount of the roadway capital recovery fees due, in accordance with the rules set forth in this section. The value of an offset must be stated in service units.

(b) This subsection applies only to an offset associated with a capital improvement on the capital improvement plan contributed to the city no more than 18 months prior to the effective date of this article (September 27, 2016).

(1) For purposes of this subsection (b), an offset associated with a capital improvement on the roadway improvement plan contributed to the city no more than 18 months prior to the effective date of this article (September 27, 2016) is created at the time that the city accepts the system facility for dedication or as may be otherwise stipulated in a binding agreement for the facility pursuant to the city's subdivision regulations.

(2) At the time the offset is created, if no offset agreement exists, the developer shall apply for an offset agreement, and the agreement thereafter shall be enforced in accordance with the following terms, providing:

a. Identification of the plat with which the offset is to be associated;

b. The amount of the capacity created by the system facility, expressed in service unit equivalents;

c. A provision stating that the offset may be used to reduce capital recovery fees imposed on new developments contained within the land subject to the associated plat after the effective date of the agreement; and

d. A provision that the amount of the offset shall be determined by estimating the number of service unit equivalents of capacity supplied by the system facility (as set forth in the capital recovery plan), reduced by:

1. The number of service units developed within the plat since the contribution of the system facility, using the LUVMET;

2. The amount of the city's participation in the excess costs of the system facility (expressed in service unit equivalents); and

3. The amount of any payments received from other new developments utilizing the system facility (expressed in service unit equivalents); and

e. A provision for reimbursement of any unused offsets consistent with subsection (b)(4) of this section.

f. A provision stating that in those instances where the city determines the unique characteristics of a roadway segment (such as drainage, topography, easements required, absence of roadway segments remaining in service area) and the projected cost to construct a section of roadway is not roughly proportionate to the dollar value of the vehicle mile credits which may be awarded for that roadway section, the city may consider, upon request of the developer, awarding capital recovery fee offsets based upon the developer's verified, actual costs of said roadway section.

The developer may assign the offset agreement with the city's consent, but in no event shall the offsets provided for in the agreement be transferred to any development not subject to the plat associated with such offsets.

(3) The developer may petition the city council for offsets for contribution of a capital improvement, including road right-of-way, which is not identified in the capital improvements plan, if the improvement will supply capacity to new developments other than to the development seeking the offset, at the time the facility is accepted by the city or a binding facilities agreement for the facility is executed pursuant to the city's subdivision regulations. If the petition is granted, the terms shall be incorporated into an offset agreement as provided in subsection (b)(2) hereof. The agreement shall also provide that the amount of the offset shall not exceed the capacity of the capital improvement that is estimated to be provided.

(4) As provided in the offset agreement required by subsection (b)(2), hereof, the developer may apply for reimbursement of excess offsets following either completion of all development subject to the plat with which the offsets are associated or after ten years following execution of the offset agreement. The following rules apply to such reimbursement, and shall be incorporated into the offset agreement.

a. The developer must apply for reimbursement within six months following either:

1. Completion of all development subject to the plat with which the offsets are associated; or

2. Ten years after the date of execution of the offset agreement.

b. The following terms shall be incorporated into the reimbursement agreement and the agreement shall be enforced in accordance with such terms:

1. A provision stating that the amount to be reimbursed shall be equal to the number of unused offsets (expressed as a number of service units) multiplied by a fraction equal to the capital recovery fee per service unit to be collected, as set forth herein in effect on the date of execution of the offset agreement, divided by the maximum assessable capital recovery fee per service unit, as set forth herein and in the capital recovery plan in effect on the date of execution of the offset agreement;

2. A provision stating that the amount to be reimbursed may be further equitably reduced, if fewer than 50 percent of the number of service units in the plat with which the system facility giving rise to the offset have been developed on the date of application for reimbursement;

3. A provision stating that repayment shall be made within five years from the date of execution of the reimbursement agreement, from roadway capital recovery fees collected within the same roadway service area in which the property in question is located, subject to the availability of such funds;

4. A provision that termination or reduction of the city's authority under state law to impose capital recovery fees for roadway facilities shall terminate or correspondingly reduce any obligation of the city to make payments under the offset agreement; and

5. A provision stating that, in converting the offsets from service unit equivalents to a dollar value, the number of service unit equivalents shall be multiplied by the value of a service unit expressed in dollars using the rates set forth herein in effect at the time the offset agreement was executed.

c. Execution of a reimbursement agreement shall automatically terminate any offsets associated with a plat pursuant to an offset agreement. Thereafter, new development within the area subject to the plat shall pay roadway capital recovery fees in accordance with schedule 1 then in effect.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-179. Use of proceeds of roadway capital recovery fees.

(a) The capital recovery fees collected within each roadway benefit area may be used to finance, pay for or to recoup the costs of any roadway facility identified in the capital improvements plan for the roadway benefit area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees), and amounts designated in any reimbursement agreements executed pursuant to this article.

(b) Capital recovery fees may be used to pay for the contract services of an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision.

(c) Capital recovery fees also may be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the city to finance such capital improvement.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-180. Appeals.

(a) The property owner or applicant for a new development may appeal the following administrative decisions to the city council:

  (1) The applicability of a capital recovery fee to the new development;

  (2) The amount of the capital recovery fee due;

  (3) The availability of, the amount of, or the expiration of an offset or a credit;

  (4) The application of an offset against a capital recovery fee due;

  (5) The amount of the capital recovery fee in proportion to the benefit received by the new development; or

  (6) The amount of a refund due, if any.

(b) The appellant shall state the basis for the appeal in writing with particularity. The burden of proof shall be on the appellant to demonstrate that the amount of the fee or the amount of the offset was not calculated according to the rules set forth in this article or by administrative guideline adopted by the city council. The appellant shall submit any traffic study or other documents upon which he relies to the city with the request for appeal.

(c) The appellant must file a notice of appeal with the city secretary within 30 days following the decision. If the notice of appeal is accompanied by a bond or other sufficient surety with offices for local presentment in a form satisfactory to the city attorney in an amount equal to the original determination of the capital recovery fee due, the development application may be processed while the appeal is pending.

(d) The appellant shall promptly pay to the city the full amount of the capital recovery fee determined to be due by the city council regarding such appeal. Failure to promptly pay such capital recovery fee within five business days after the city council's determination on the appeal shall serve as authority for the city to present the bond or other surety to the bonding company or financial institution for performance with no other or further notice or contact with the appellant.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-181. Refunds.

(a) Any capital recovery fee or portion thereof collected pursuant to this article which has not been expended within the applicable roadway service area for an authorized purpose within ten years from the date of payment shall be refunded, upon application, to the record owner of the property at the time the refund is paid or, if the capital recovery fee, was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in the Texas Finance Code § 302.002 of or its successor statute. The application for refund pursuant to this section shall be submitted in writing within 60 days after the expiration of the ten-year period for expenditure of the fee. A capital recovery fee shall be considered expended on a first-in, first-out basis.

(b) A capital recovery fee collected pursuant to this article shall be considered expended if the total expenditures for capital improvements authorized in this article within the roadway service area within ten years following the date of payment exceed the total fees collected for such improvements during that time period.

(c) If a refund is due pursuant to subsections (a) or (b), the city shall prorate the refund by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units assumed within the roadway service area for the period to determine the refund due per service unit. The refund to the record owner shall be calculated by multiplying the refund due per service unit by the number of service units for the new development for which the fee was paid, and interest due shall be calculated upon that amount.

(d) If the building permit for a new development for which a capital recovery fee has been paid has expired and a modified or new application has not been filed within six months of such expiration, the city shall, upon written application, refund the amount of the capital recovery fee to the applicant. The city may establish guidelines for refunding of capital recovery fees collected for which construction plans have been abandoned.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-182. Relief procedures.

(a) Any person who has paid a capital recovery fee or an owner of land upon which an capital recovery fee has been paid may petition the city council to determine whether any duty required by this article has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within 60 days of the request. If the city council determines that the duty is required, pursuant to the ordinance and is late in being performed, it shall cause the duty to commence within 60 days of the date of the request and to continue until completion.

(b) The city council may grant a variance or waiver from any requirement of this article, upon written request by a developer or owner of property subject to the ordinance, following a public hearing, and only upon finding that a strict application of such requirement would when regarded as a whole result in confiscation of the property.

(c) If the city council grants a variance or waiver to the amount of the capital recovery fee due for a new development under this section, it may cause to be appropriated from other city funds the amount of the reduction in the capital recovery fee to the account, for the roadway benefit area, in which the property is located.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

ORDINANCE NO. 22-T-12
ROADWAY CAPITAL RECOVERY FEES

AN ORDINANCE OF THE CITY OF SCHERTZ, TEXAS, AMENDING THE CODE OF ORDINANCES OF THE CITY OF SCHERTZ, TEXAS BY AMENDING CHAPTER 78, ARTICLE VII: ROADWAY CAPITAL RECOVERY FEES; INCORPORATING AMENDED LAND USE ASSUMPTIONS AND AMENDED CAPITAL IMPROVEMENT PLANS FOR SUCH FACILITIES; PROVIDING FOR COLLECTION OF IMPACT FEES; PROVIDING FOR SEVERABILITY CLAUSE; AND PROVIDING FOR A PENALTY CLAUSE FOR VIOLATIONS OF THIS ORDINANCE.

WHEREAS, the City of Schertz is responsible for and committed to the provision of public facilities at levels necessary to cure any existing roadway facility deficiencies in already developed areas and insure the provisions of adequate roadway facilities in the future; and

WHEREAS, such facilities shall be provided by the City utilizing funds allocated in the capital budget and capital improvements programming processes and relying upon the funding sources indicated therein; and

WHEREAS, new residential and nonresidential development causes and imposes increased demands upon roadway facilities that would not otherwise occur; and

WHEREAS, planning projections indicate that such development will continue and will place ever-increasing demands on the City to provide necessary roadway facilities improvements and expansion; and

WHEREAS, to the extent that such new development places demands upon the roadway facility infrastructure, those demands should be satisfied by more equitably assigning responsibility for financing the provision of such facilities from the public at large to the developments actually creating the demands for them; and

WHEREAS, the amount of the roadway capital recovery fee to be imposed shall be determined by the cost of the additional roadway facilities needed to support such development, which roadway facilities shall be identified in a capital improvements program; and

WHEREAS, the City Council has previously approved land use assumptions and capital improvement plans for purposes of adopting roadway capital recovery fees and adopted Ordinance 18-M-13; and,

WHEREAS, the City Council, after careful consideration of the matter, and upon recommendations from the Capital Improvement Advisory Committee hereby finds and declares that roadway capital recovery fees imposed upon residential and nonresidential development to finance specified public roadway facilities, the demand for which is created by such development, is in the best interests of the general welfare of the City and

its residents, is equitable, and does not impose an unfair burden on such development; and

WHEREAS, the City Council after careful consideration of the matter and upon the recommendation of the Capital Improvements Advisory Committee find the need to adopt amended land use assumptions and an amended capital improvements plan establishing new maximum assessable impact fees; and

WHEREAS, the City Council finds that in all things the City has complied with said Chapter 395 of the Texas Local Government Code as the applicable state statute in the notice, adoption, promulgation and methodology necessary to adopt amended Roadway Capital Recovery Fees;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS:

Section 1. The Code of Ordinances of the City of Schertz is hereby amended by amending Chapter 78 Article VII Roadway Capital Recovery Fees as set forth in Exhibit A and incorporated herein by reference.

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

Section 3. All ordinances and codes, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 7. This Ordinance shall be effective upon the date of final adoption hereof and any publication required by law.

PASSED ON FIRST READING, the 5th day of April, 2022.

PASSED, APPROVED and ADOPTED ON SECOND READING, the 12th day of April, 2022.

CITY OF SCHERTZ, TEXAS

_____

Ralph Gutierrez, Mayor

ATTEST:

_____

City Secretary, Brenda Dennis

(CITY SEAL)

EXHIBIT A: Code Amendment
EXHIBIT B: 2021 Roadway Impact Fee Program Amendment Technical Memorandum

Exhibit A

ARTICLE VII. ROADWAY CAPITAL RECOVERY FEES

Sec. 78-170. Short title.

This article be known and cited as the Schertz Roadway Capital Recovery Fees Article.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-171. Purpose.

This article is intended to ensure the provision of adequate roadway facilities to serve new development in the city by requiring each development to pay its share of the costs of such improvements necessitated by and attributable to such new development.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-172. Authority.

This article is adopted pursuant to V.T.C.A., Local Government Code ch. 395 and the City Charter. The provisions of this article shall not be construed to limit the power of the city to utilize all powers and procedures authorized under V.T.C.A., Local Government Code ch. 395, or other methods authorized under state law or pursuant to other city powers to accomplish the purposes set forth herein, either in substitution or in conjunction with this article. Guidelines may be developed by ordinance, resolution, or otherwise to implement and administer this article.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-173. Definitions.

Assessment means the determination of the amount of the maximum capital recovery fee per service unit which can be imposed on new development pursuant to this article. The amount of the capital recovery fee per service unit is a measure of the traffic impact on system facilities created by the new development.

Capital improvement means a roadway facility with a life expectancy of three or more years, to be owned and operated by or on behalf of the city (including the city's share of costs for roadways and associated improvements designated as a numbered highway on the official federal or state highway system). "Capital improvement" applies to a newly constructed roadway facility or to the expansion of an existing roadway facility necessary to serve new development.

Capital improvements plan for roadway capital recovery fees identifies the capital improvements or facility expansions and associated costs for each roadway service area that are necessitated by and which are attributable to new development within the service area, for a period not to exceed ten years, which capital improvements are to be financed in whole or in part through the imposition of roadway capital recovery fees pursuant to this article. The capital improvements plan for roadway capital recovery fees is set out in the adopted "Schertz Roadway Impact Fee Capital Improvements Plan Final Report" adopted by resolution of the city council, and attached to Ord. No. 18-M-13 as exhibit B and the 2021 Roadway Impact Fee Program Amendment Technical Memorandum attached to Ordinance 22-T-12 as Exhibit A.

Capital recovery fee or *roadway capital recovery fee (also referred to as roadway impact fee)* means a charge or assessment imposed by the city, pursuant to this article, against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development. "Capital recovery fees" or "roadway capital recovery fees" do not include road escrow payments for site-related facilities imposed under facility agreements in existence on the effective date of this article. The term also does not include dedication of rights-of-way or easements or construction or dedication of drainage facilities, streets, sidewalks, or curbs if the dedication or construction is required by the subdivision ordinance and is necessitated by and attributable to the new development.

Capital recovery plan or *Impact fee plan* means the plan that identifies the calculation of the maximum assessable capital recovery fee for each service area based on the adopted capital improvements plan and land use assumptions. The capital recovery plan is set out in the "2017 Schertz Roadway Impact Fee Final Report" and attached to Ord. No. 18-M-13 as exhibit C and the 2021 Roadway Impact Fee Program Amendment Technical Memorandum attached to Ord. 22-T-12 as Exhibit A.

City means the City of Schertz, Texas.

Credit means:

(1) When used in the context of determining the maximum assessable capital recovery fee per service unit, an amount equal to:

   a. That portion of ad valorem tax and utility service revenues generated by new service units during the program period that is used for the payment of improvements, including the payment of debt, that are included in the capital improvements plan; or

   b. In the alternative, a credit equal to 50 percent of the total projected cost of implementing the capital improvements plan; or

(2) When used in the context of determining the offset for system facilities, the amount of the reduction of an capital recovery fee designed to fairly reflect the value of any construction of, contributions to, or dedications of a system facility agreed to or required by the city as a condition of development approval, pursuant to rules herein established or pursuant to city council-approved administrative guidelines which value shall be credited on a vehicle mile basis against roadway facilities capital recovery fees otherwise due from the development and which credits are hereinafter referred to as an "offset" or "offsets" to avoid confusion.

Development unit or *development units* is the expression of the magnitude of the transportation demand created by each land use planned within a particular development and is used to compute the number of service units consumed by each individual land use application.

Final plat recordation or *recordation of a final plat* means the point at which the applicant has complied with all conditions precedent to recording an approved final plat (minor plat or record plat) in the county, including the final completion of and acceptance by the city of any infrastructure or other improvements required by the subdivision ordinance or any other ordinance and the plat is filed for record with the county clerk's office.

Land use assumptions means and includes a description of the service areas and the projections of population and employment growth and associated changes in land uses, densities and intensities adopted by the city, as may be amended from time to time, in each service area over a ten-year period upon which the roadway improvements plan is based. The land use assumptions are set out in the adopted document "Schertz Roadway Impact Fee Land Use Assumptions Final Report" adopted by resolution of the city council, and attached to Ord. No. 18-M-13 as exhibit D and the 2021 Roadway Impact Fee Program Amendment Technical Memorandum attached to Ord. 22-T-12 as Exhibit A.

Land use vehicle-mile equivalency table or *LUVMET* is a table that provides the standardized measure of consumption or use of roadway facilities attributable to a new development based on the land use category of the

development and historical data and trends applicable to the city during the previous ten years. The LUVMET recognizes and expresses the magnitude of the transportation demand created by different land use categories within a particular development and allow different uses of land to more accurately bear the cost and expense of the impacts generated by such uses. The LUVMET expresses the number of service units consumed by each individual land use application as "vehicle miles (per development unit)." The applicable LUVMET is included by reference as Table 7 of the capital recovery plan. For land use categories with no applicability to those on Table 7, the applicant may petition for the use of an appropriate vehicle-mile equivalent by submitting a trip generation study including trip rates and lengths reflecting specific conditions of the proposed land use and local trip lengths. The study must include enough data to be statistically valid and approval will be at the discretion of the city manager or designee.

New development means a project involving the subdivision of land and/or the construction, reconstruction, redevelopment, conversion, structural alteration, relocation, or enlargement of any structure, or any use or extension of the use of land which has the effect of increasing the requirements for capital improvements, measured by an increase in the number of service units to be generated by such activity, and which requires either the approval and filing with the county of a plat pursuant to the city's subdivision ordinance or the issuance of a building permit.

Offset or *offsets* means the amount of the reduction of an capital recovery fee designed to fairly reflect the value of any construction of, contributions to, or dedications of a system facility agreed to or required by the city as a condition of development approval, pursuant to rules herein established, using the values established in the capital recovery plan, or pursuant to city council-approved administrative guidelines which value shall be credited on a vehicle mile basis against roadway facilities capital recovery fees otherwise due from the development.

Preliminary plat approval means the point at which the applicant has complied with all conditions of approval and the plat has been approved by the planning and zoning commission.

Recoup means to reimburse the city for capital improvements which the city has previously installed or caused to be installed.

Roadway means any freeway, expressway or arterial or collector streets or roads designated in the city's adopted master thoroughfare plan, as may be amended from time to time. The term includes the city's share of costs for roadways designated as a numbered highway on the official federal or state highway system.

Roadway facility means an improvement or appurtenance to a roadway which includes, but is not limited to, rights-of-way, whether conveyed by deed or easement; intersection improvements; traffic signals; turn lanes; drainage facilities associated with the roadway; street lighting or curbs. "Roadway facility" also includes any improvement or appurtenance to an intersection with a roadway officially enumerated in the federal or state highway system. "Roadway facility" includes the city's share of costs for roadways and associated improvements designated as a numbered highway on the official federal or state highway system, including local matching funds and costs related to utility line relocation and the establishment of curbs, gutters, drainage appurtenances, and rights-of-way. "Roadway facility" excludes those improvements or appurtenances to a roadway which are site-related facilities.

Roadway service area or *roadway benefits area* means the geographic area(s) within the city's corporate limits, which do not exceed six miles and within which geographic area(s) roadway capital recovery fees for capital improvements will be collected for new development occurring within such area, and within which fees so collected will be expended for those capital improvements identified in the capital improvements plan to be located within the roadway service area. "Roadway service area" does not include any land outside the city limits. Roadway service areas are shown on Figure 1 of the 2021 Roadway Impact Fee Program Amendment Technical Memorandum that is part of the capital recovery plan.

Service unit means one vehicle mile of travel in the afternoon peak hour of traffic and is also referred to as a "vehicle mile."

Service unit equivalent means the amount of capacity created by contribution of a capital improvement on behalf of a new development, expressed in vehicle miles.

Single family residential lot means a lot platted to accommodate a single family or a duplex dwelling unit, as authorized under the city's zoning regulations.

Site-related facility means an improvement or facility which is constructed for the primary use or benefit of a new development and/or which is for the primary purpose of safe and adequate provision of roadway facilities to serve the new development and which is not included in the roadway improvements plan and for which the developer or property owner is solely responsible under the subdivision, and/or other applicable, regulations.

System facility means a capital improvement which is designated in the capital improvements plan and which is not a site-related facility. A system facility may include a capital improvement which is located off-site, within, or on and along the perimeter of the new development site.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-174. Applicability.

The provisions of this article apply to all new developments within the corporate boundaries of the city. The provisions of this article apply uniformly within each roadway benefit area.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-175. Roadway capital recovery fees per service unit.

(a) The maximum assessable capital recovery fee per service unit (post-credit) for any use in each service area platted on or before April 12, 2022 shall be as calculated and documented in the capital recovery plan as follows:

(1) The capital recovery fee per service unit in Service Area 1 is $1,647.53.

(2) The capital recovery fee per service unit in Service Area 2 is $1,327.89.

(3) The capital recovery fee per service unit in Service Area 3 is $1,044.48.

(4) The capital recovery fee per service unit in Service Area 4 is $2,392.72.

(b) The maximum assessable capital recovery fee per service unit (post-credit) for any use in each service area platted on or after April 13, 2022 shall be as calculated and documented in the capital recovery plan per the 2021 Roadway Impact Fee Program Amendment Technical Memorandum as follows:

(1) The capital recovery fee per service unit in Service Area 1 is $1,614.54.

(2) The capital recovery fee per service unit in Service Area 2 is $1,350.25.

(3) The capital recovery fee per service unit in Service Area 3 is $1,061.26.

(4) The capital recovery fee per service unit in Service Area 4 is $2,386.93.

(c) The assessable capital recovery fee per service unit set forth herein that is assessed to new development, as may be amended from time to time, is declared to be the roughly proportionate measure of the impact(s) generated by a new unit of development on the city's transportation system. To the extent that the capital recovery fee per service unit collected is less than the maximum assessable capital recovery fee per service

unit (post credit), as calculated and documented in the capital recovery plan, such difference is hereby declared to be founded on policies unrelated to the measurement of the actual impacts of the development on the city's transportation system. The maximum assessable capital recovery fee per service unit may be used in evaluating any claim by an applicant, developer, or property owner that the dedication, construction, or contribution of a capital improvement imposed as a condition of development approval pursuant to the city's regulations is not roughly proportionate to the impact(s) of the new development on the city's transportation system.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-176. Assessment of capital recovery fees.

(a) Assessment of the capital recovery fee per service unit for any new development shall be made as follows:

(1) Assessment of capital recovery fee shall be made at the time of recordation of a final plat and shall be the amount of the maximum assessable capital recovery fee per service unit.

(2) Development on a lot for which a final plat has been recorded prior to the effective date of this article (March 27, 2018) shall not be charged a capital recovery fee for any complete building permit application submitted within 18 months from the effective date of this article (September 27, 2019).

(3) Development on a lot for which a preliminary plat was approved prior to the effective date of this article (March 27, 2018) shall not be charged a capital recovery fee for any complete building permit application submitted within one year from the effective date of this article (March 27, 2019).

(4) Any other development will be charged a capital recovery fee for a complete building permit application submitted after the date of adoption of the ordinance (March 27, 2018).

(b) Following assessment of the capital recovery fee pursuant to subsection (a), the amount of the capital recovery fee assessed per service unit for that new development cannot be increased, unless the owner proposes to change the approved development by the submission of a new application for final plat approval or replat approval, in which case new assessment shall occur at the maximum assessable, applicable rate then in effect.

(c) Following the vacating of any plat or submittal of any replat, a new assessment must be made in accordance with section 78-175.

(d) Approval of an amending plat pursuant to Texas Local Government Code § 212.016 and the UDC is not subject to reassessment of a capital recovery fee hereunder provided that the use of the property remains the same.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-177. Payment and collection of capital recovery fees.

(a) For all new developments, capital recovery fees shall be collected at the time of application for and in conjunction with the issuance of a building permit. The capital recovery fees to be paid and collected are as follows:

(1) The capital recovery fee per service unit for residential use shall be $600.00 beginning the effective date of this article (March 27, 2018) until the last day of the second year from the effective date of this article (March 26, 2020).

(2) The capital recovery fee per service unit for residential use shall be $800.00 beginning on the first day of the third year from the effective date of this article (March 27, 2020) and continuing until the last day of the third year from the effective date of this article (March 26, 2021).

(3) The capital recovery fee per service unit for residential use shall be $900.00 beginning on the first day of the fourth year from the effective date of this article (March 27, 2021) and continuing until the last day of the fourth year from the effective date of this article (March 26, 2022).

(4) The capital recovery fee per service unit for residential use shall be $1,000.00 beginning on the first day of the fifth year from the effective date of this article (March 27, 2022) and continuing until a new rate is adopted.

(b) The capital recovery fee per service unit for nonresidential use for all roadway service areas shall be as follows:

(1) The capital recovery fee per service unit for nonresidential use shall be $100.00 beginning the effective date of this article (March 27, 2018) until the last day of the third year from the effective date of this article (March 26, 2021).

(2) The capital recovery fee per service unit for nonresidential use shall be $175.00 beginning on the first day of the fourth year from the effective date of this article (March 27, 2021) and continuing until a new rate is adopted.

(c) The city reserves the right to enter into an agreement with a developer for a different time and manner of payment of capital recovery fees in which case the agreement shall determine the time and manner of payment.

(d) The city shall compute the capital recovery fees to be paid and collected for the new development in the following manner:

(1) Determine the number of development units for each land use category in the new development using Table 7 of the capital recovery plan.

(2) Multiply the number of development units for each land use category in the new development by the vehicle miles (per development unit) for each such land use category also found in Table 7 of the capital recovery plan to determine the number of service units attributable to the new development.

(3) If an offset agreement providing for offsets and credits against capital recovery fees exists, the number of service units attributable to the new development shall be reduced by subtracting available service unit equivalents as provided in section 78-178. If adequate service unit equivalents for offsets and credits are available in an amount equal to or greater than the number of service units generated (required) by this new development, no fee is paid, but the pool of available service unit equivalents shall be reduced accordingly.

(4) The amount of capital recovery fees to be collected shall be determined by multiplying the number of service units for the new development by the applicable capital recovery fee per service unit identified herein and shall be calculated at the time of application for and in conjunction with the issuance of a building permit.

(e) If the building permit for which a capital recovery fee has been paid has expired, and a new application is thereafter filed, the capital recovery fees shall be computed using the LUVMET and the applicable capital recovery fee per service unit identified herein with credits for previous payment of fees being applied against any new fees due.

(f) Whenever the property owner proposes to increase the number of service units for a development, the additional capital recovery fees collected for such new service units shall be determined by using the

LUVMET and applicable fee per service unit identified herein, and such additional fees shall be collected at the times prescribed by this section.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-178. Offsets and credits against capital recovery fees.

(a) The city shall offset the reasonable value of any system facility which has been dedicated to and has been accepted by the city no more than 18 months prior to the effective date of this article (September 27, 2016), or offset the amount of any contributions to such facility, against the amount of the roadway capital recovery fees due, in accordance with the rules set forth in this section. The value of an offset must be stated in service units.

(b) This subsection applies only to an offset associated with a capital improvement on the capital improvement plan contributed to the city no more than 18 months prior to the effective date of this article (September 27, 2016).

(1) For purposes of this subsection (b), an offset associated with a capital improvement on the roadway improvement plan contributed to the city no more than 18 months prior to the effective date of this article (September 27, 2016) is created at the time that the city accepts the system facility for dedication or as may be otherwise stipulated in a binding agreement for the facility pursuant to the city's subdivision regulations.

(2) At the time the offset is created, if no offset agreement exists, the developer shall apply for an offset agreement, and the agreement thereafter shall be enforced in accordance with the following terms, providing:

a. Identification of the plat with which the offset is to be associated;

b. The amount of the capacity created by the system facility, expressed in service unit equivalents;

c. A provision stating that the offset may be used to reduce capital recovery fees imposed on new developments contained within the land subject to the associated plat after the effective date of the agreement; and

d. A provision that the amount of the offset shall be determined by estimating the number of service unit equivalents of capacity supplied by the system facility (as set forth in the capital recovery plan), reduced by:

1. The number of service units developed within the plat since the contribution of the system facility, using the LUVMET;

2. The amount of the city's participation in the excess costs of the system facility (expressed in service unit equivalents); and

3. The amount of any payments received from other new developments utilizing the system facility (expressed in service unit equivalents); and

e. A provision for reimbursement of any unused offsets consistent with subsection (b)(4) of this section.

f. A provision stating that in those instances where the city determines the unique characteristics of a roadway segment (such as drainage, topography, easements required, absence of roadway segments remaining in service area) and the projected cost to construct a section of roadway is not roughly proportionate to the dollar value of the vehicle mile credits which may be awarded for that roadway section, the city may consider, upon request of the developer, awarding capital recovery fee offsets based upon the developer's verified, actual costs of said roadway section.

The developer may assign the offset agreement with the city's consent, but in no event shall the offsets provided for in the agreement be transferred to any development not subject to the plat associated with such offsets.

(3) The developer may petition the city council for offsets for contribution of a capital improvement, including road right-of-way, which is not identified in the capital improvements plan, if the improvement will supply capacity to new developments other than to the development seeking the offset, at the time the facility is accepted by the city or a binding facilities agreement for the facility is executed pursuant to the city's subdivision regulations. If the petition is granted, the terms shall be incorporated into an offset agreement as provided in subsection (b)(2) hereof. The agreement shall also provide that the amount of the offset shall not exceed the capacity of the capital improvement that is estimated to be provided.

(4) As provided in the offset agreement required by subsection (b)(2), hereof, the developer may apply for reimbursement of excess offsets following either completion of all development subject to the plat with which the offsets are associated or after ten years following execution of the offset agreement. The following rules apply to such reimbursement, and shall be incorporated into the offset agreement.

a. The developer must apply for reimbursement within six months following either:

1. Completion of all development subject to the plat with which the offsets are associated; or

2. Ten years after the date of execution of the offset agreement.

b. The following terms shall be incorporated into the reimbursement agreement and the agreement shall be enforced in accordance with such terms:

1. A provision stating that the amount to be reimbursed shall be equal to the number of unused offsets (expressed as a number of service units) multiplied by a fraction equal to the capital recovery fee per service unit to be collected, as set forth herein in effect on the date of execution of the offset agreement, divided by the maximum assessable capital recovery fee per service unit, as set forth herein and in the capital recovery plan in effect on the date of execution of the offset agreement;

2. A provision stating that the amount to be reimbursed may be further equitably reduced, if fewer than 50 percent of the number of service units in the plat with which the system facility giving rise to the offset have been developed on the date of application for reimbursement;

3. A provision stating that repayment shall be made within five years from the date of execution of the reimbursement agreement, from roadway capital recovery fees collected within the same roadway service area in which the property in question is located, subject to the availability of such funds;

4. A provision that termination or reduction of the city's authority under state law to impose capital recovery fees for roadway facilities shall terminate or correspondingly reduce any obligation of the city to make payments under the offset agreement; and

5. A provision stating that, in converting the offsets from service unit equivalents to a dollar value, the number of service unit equivalents shall be multiplied by the value of a service unit expressed in dollars using the rates set forth herein in effect at the time the offset agreement was executed.

c. Execution of a reimbursement agreement shall automatically terminate any offsets associated with a plat pursuant to an offset agreement. Thereafter, new development within the area subject to the plat shall pay roadway capital recovery fees in accordance with schedule 1 then in effect.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-179. Use of proceeds of roadway capital recovery fees.

(a) The capital recovery fees collected within each roadway benefit area may be used to finance, pay for or to recoup the costs of any roadway facility identified in the capital improvements plan for the roadway benefit area, including the construction contract price, surveying and engineering fees, land acquisition costs (including land purchases, court awards and costs, attorney's fees, and expert witness fees), and amounts designated in any reimbursement agreements executed pursuant to this article.

(b) Capital recovery fees may be used to pay for the contract services of an independent qualified engineer or financial consultant preparing or updating the capital improvements plan who is not an employee of the political subdivision.

(c) Capital recovery fees also may be used to pay the principal sum and interest and other finance costs on bonds, notes or other obligations issued by or on behalf of the city to finance such capital improvement.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-180. Appeals.

(a) The property owner or applicant for a new development may appeal the following administrative decisions to the city council:

  (1) The applicability of a capital recovery fee to the new development;

  (2) The amount of the capital recovery fee due;

  (3) The availability of, the amount of, or the expiration of an offset or a credit;

  (4) The application of an offset against a capital recovery fee due;

  (5) The amount of the capital recovery fee in proportion to the benefit received by the new development; or

  (6) The amount of a refund due, if any.

(b) The appellant shall state the basis for the appeal in writing with particularity. The burden of proof shall be on the appellant to demonstrate that the amount of the fee or the amount of the offset was not calculated according to the rules set forth in this article or by administrative guideline adopted by the city council. The appellant shall submit any traffic study or other documents upon which he relies to the city with the request for appeal.

(c) The appellant must file a notice of appeal with the city secretary within 30 days following the decision. If the notice of appeal is accompanied by a bond or other sufficient surety with offices for local presentment in a form satisfactory to the city attorney in an amount equal to the original determination of the capital recovery fee due, the development application may be processed while the appeal is pending.

(d) The appellant shall promptly pay to the city the full amount of the capital recovery fee determined to be due by the city council regarding such appeal. Failure to promptly pay such capital recovery fee within five business days after the city council's determination on the appeal shall serve as authority for the city to present the bond or other surety to the bonding company or financial institution for performance with no other or further notice or contact with the appellant.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-181. Refunds.

(a) Any capital recovery fee or portion thereof collected pursuant to this article which has not been expended within the applicable roadway service area for an authorized purpose within ten years from the date of payment shall be refunded, upon application, to the record owner of the property at the time the refund is paid or, if the capital recovery fee, was paid by another governmental entity, to such governmental entity, together with interest calculated from the date of collection to the date of refund at the statutory rate as set forth in the Texas Finance Code § 302.002 of or its successor statute. The application for refund pursuant to this section shall be submitted in writing within 60 days after the expiration of the ten-year period for expenditure of the fee. A capital recovery fee shall be considered expended on a first-in, first-out basis.

(b) A capital recovery fee collected pursuant to this article shall be considered expended if the total expenditures for capital improvements authorized in this article within the roadway service area within ten years following the date of payment exceed the total fees collected for such improvements during that time period.

(c) If a refund is due pursuant to subsections (a) or (b), the city shall prorate the refund by dividing the difference between the amount of expenditures and the amount of the fees collected by the total number of service units assumed within the roadway service area for the period to determine the refund due per service unit. The refund to the record owner shall be calculated by multiplying the refund due per service unit by the number of service units for the new development for which the fee was paid, and interest due shall be calculated upon that amount.

(d) If the building permit for a new development for which a capital recovery fee has been paid has expired and a modified or new application has not been filed within six months of such expiration, the city shall, upon written application, refund the amount of the capital recovery fee to the applicant. The city may establish guidelines for refunding of capital recovery fees collected for which construction plans have been abandoned.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Sec. 78-182. Relief procedures.

(a) Any person who has paid a capital recovery fee or an owner of land upon which an capital recovery fee has been paid may petition the city council to determine whether any duty required by this article has not been performed within the time so prescribed. The petition shall be in writing and shall state the nature of the unperformed duty and request that the act be performed within 60 days of the request. If the city council determines that the duty is required, pursuant to the ordinance and is late in being performed, it shall cause the duty to commence within 60 days of the date of the request and to continue until completion.

(b) The city council may grant a variance or waiver from any requirement of this article, upon written request by a developer or owner of property subject to the ordinance, following a public hearing, and only upon finding that a strict application of such requirement would when regarded as a whole result in confiscation of the property.

(c) If the city council grants a variance or waiver to the amount of the capital recovery fee due for a new development under this section, it may cause to be appropriated from other city funds the amount of the reduction in the capital recovery fee to the account, for the roadway benefit area, in which the property is located.

(Ord. No. 18-M-13 , § 1(Exh. A), 3-27-2018)

Exhibit B

FREESE AND NICHOLS

Innovative approaches
Practical results
Outstanding service

TECHNICAL MEMORANDUM

SCHERTZ

COMMUNITY★SERVICE★OPPORTUNITY

2021 Roadway Impact Fee Program Amendment

March 2, 2022

FREESE AND NICHOLS

Innovative approaches
Practical results
Outstanding service

TECHNICAL MEMORANDUM

SCHERTZ
COMMUNITY ★ SERVICE ★ OPPORTUNITY

2021 Roadway Impact Fee Program Amendment



FREESE AND NICHOLS, INC.
TEXAS REGISTERED
ENGINEERING FIRM
F-2144

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TECHNICAL MEMORANDUM

In response to annexations which occurred in 2021, the City of Schertz authorized Freese and Nichols, Inc. (FNI) to perform an impact fee analysis update on the City's roadway systems to incorporate revised city limit boundaries from recent annexations and programmed capital improvements consistent with the Master Thoroughfare Plan in these areas. This analysis of roadways systems serves as an interim update to the initial Impact Fee program adopted March 27, 2018 (Ordinance 18-M-13). The purpose of this technical memorandum is to update the service areas and capital improvements, as necessary, for the update of the unit cost to provide service (cost per roadway vehicle-mile). It was determined that there would be no change in Land Use Assumptions after a review of city growth rates and consultation with City Staff. The methodology used herein satisfies the requirements of the Texas Local Government Code Chapter 395 and is consistent with the methodological approach of the initial program in 2018.

Annexations occurred in Service Areas 1, 2 and 3. There were no changes made within Service Area 4. The analyses will focus on these service areas with documentation of all service areas located in the Appendices.

As part of the impact fee update, FNI conducted meetings with the city's Capital Improvements Advisory Committee (CIAC), City Staff, and the City Council. The CIAC's role included review and comment to (no change in) land use assumptions, Impact Fee Capital Improvements Plans (IFCIP), and comments to the City Council.

METHODOLOGY

To update the roadway impact fee program, a series of work tasks were undertaken and are described below.

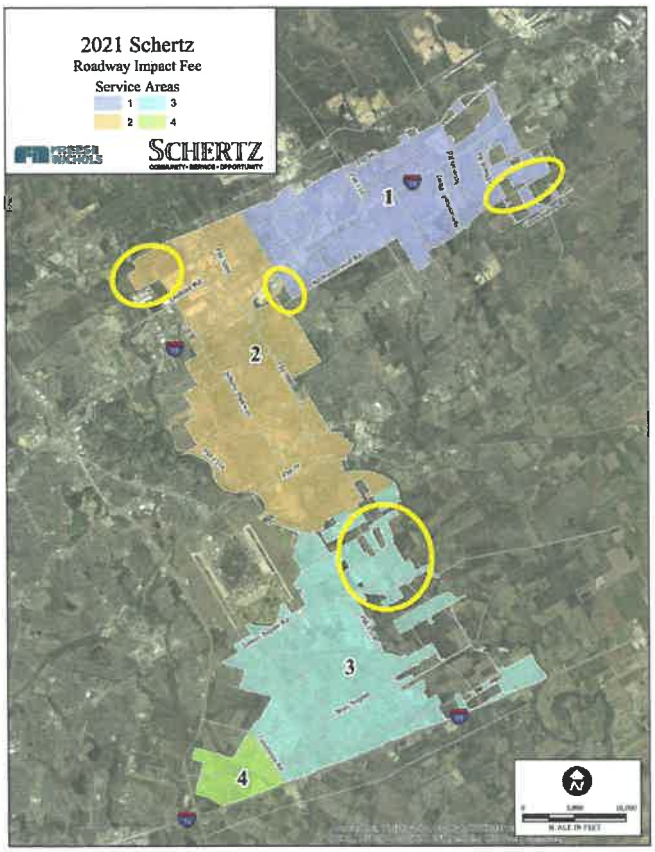
1. Meetings were held with the City of Schertz Staff to review the annexations, changes in the impact fee CIP, and the methodology to be used in the update.
2. Roadway service area structure was updated for areas affected by annexations.
3. Vehicle-miles of travel in the PM peak hour were retained as the service unit measure for roadway impact fee calculations.
4. A roadway conditions inventory was updated for newly annexed roadways to include lane geometries, roadway classifications and segment lengths, as necessary, of facilities in the impact fee program.
5. Projected growth (service units) by service area over the ten-year planning period was retained using the initial Land Use Assumptions and Land Use Equivalency Table.
6. The roadway impact fee capital improvements program (IFCIP) was reviewed to incorporate additional projects in the annexed areas.
7. Roadway cost data of construction, engineering, and right-of-way for amended impact fee projects were compiled by service area.

8. The cost of capacity provided, maximum cost per service unit, and cost attributable to new development were calculated for each service area.
9. A technical memorandum was prepared to document the procedures and findings of the analysis.

SERVICE AREAS

Roadway service areas define areas to be served by impact fee projects. More importantly, these geographic areas are defined to ensure that facility improvements are near new growth generating the need. Chapter 395 of the Texas Local Government Codes mandates that service areas for roadway programs be limited to a maximum six miles and within city limits.

Schertz's service areas for roads were established in the City's initial impact fee program and were adjusted to incorporate the development annexations within Service Areas 1, 2, and 3 (highlighted in the image to the right). Figure 1 illustrates the amended roadway impact fee service area structure.



LAND USE ASSUMPTIONS

Growth defined in terms of land use assumptions, serve to determine the need and timing of capital improvements to serve future development. This ten-year forecast examined population and employment net growth between 2017 and 2027 and was rooted in analysis of historic growth trends over the past 3, 5, and ten-years and documented as part of the impact fee program implementation process. Given the recent nature of the land use assumptions analysis, the pandemic and economic slowdown, and resurgence/continued growth, the initial ten-year forecast was deemed acceptable for this programmatic update. Hence, no changes were made to the initial ten-year assumptions. **Table 1** and **Table 2**, summarize the forecasted population and employment growth which, in addition to the roadway impact fee capital improvement plan, will serve as basis for the cost per service unit calculation.

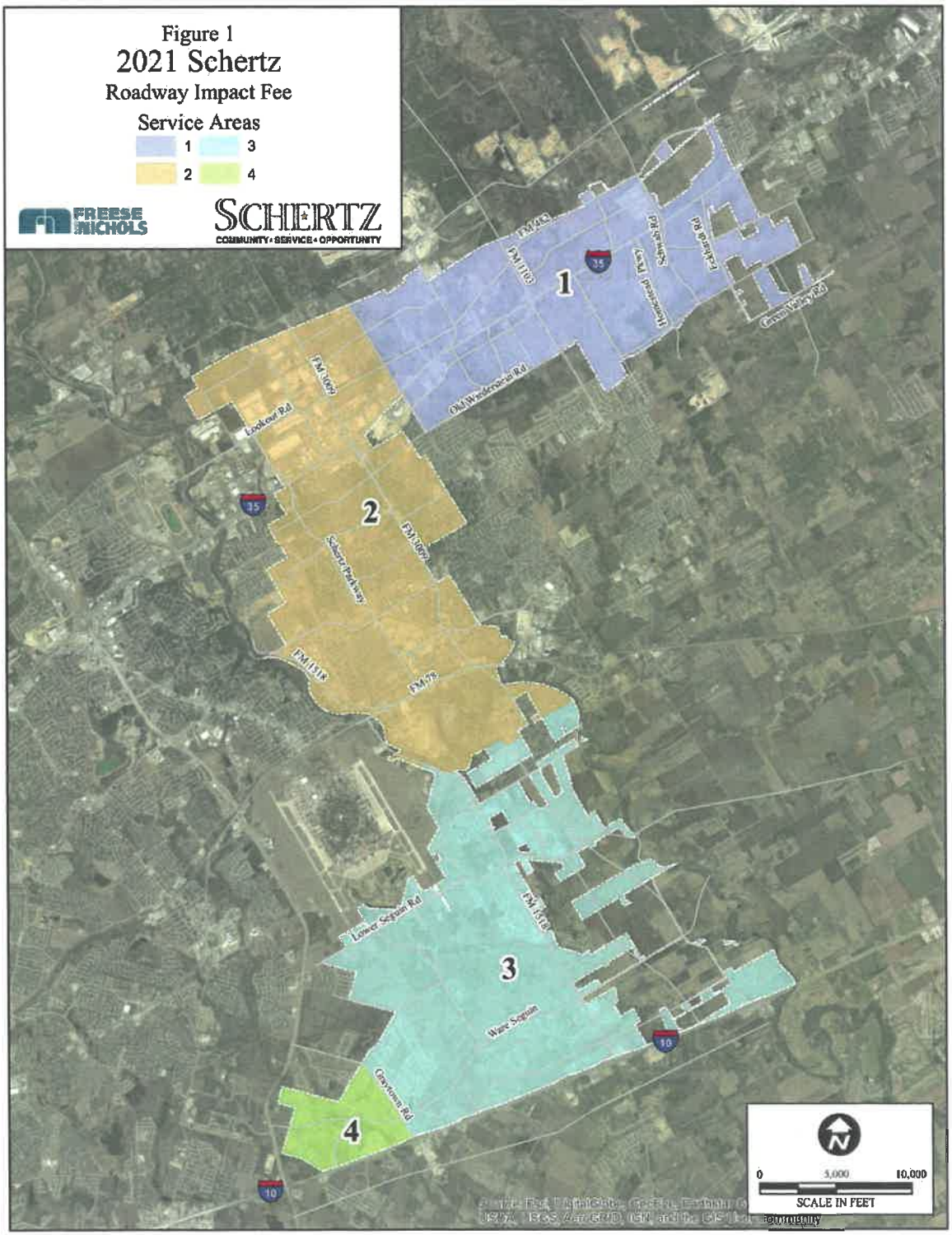

Figure 1
2021 Schertz
Roadway Impact Fee
Service Areas
1
2
3
4
FREESE NICHOLS
SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY
1
2
3
4
FM 1103
FM 1518
Schertz Parkway
Lookout Rd
Old Wiederstein Rd
FM 1518
Lower Seguin Rd
Ware Seguin
Cloptown Rd
0
5,000
10,000
SCALE IN FEET

Table 1: Initial Impact Fee Population Projections

TEN-YEAR POPULATION PROJECTION CITY OF SCHERTZ				
Roadway Service Areas	**2017 Population**	**2027 Population**	**Pop. Added**	**Pct. Change**
1	9,239	12,211	2,972	32%
2	28,280	32,169	3,889	14%
3	2,809	12,454	9,645	343%
4	11	68	57	518%
City Total	40,339	56,902	16,563	41%

Source: 2017 Schertz Roadway Impact Fee Study

Table 2: Initial Impact Fee Employment Projections

TEN-YEAR EMPLOYMENT PROJECTION CITY OF SCHERTZ				
Roadway Service Area	**Total Employment (Employees)**			
	2017	**2027**	**Emp. Added**	**Pct. Change**
1	2,206	3,812	1,606	73%
2	8,587	11,304	2,717	32%
3	408	1,111	703	172%
4	0	20	20	--
City Total	11,201	16,247	5,046	45%

Source: 2017 Schertz Roadway Impact Fee Study

Projected Vehicle-Miles of New Demand

Projected vehicle-miles of demand were calculated based on this net population and employment growth forecasted to occur over the 10-year planning period and the service unit generation for each of the population and employment data components. These values were retained from the 2017 Impact Fee Study, as summarized in **Table 3**.

Table 3: Impact Fee 10-Year Projected Service Unit Growth

SERVICE AREA	PROJECTED 10-YEAR GROWTH (VEHICLE-MILES)
1	10,461
2	17,905
3	14,918
4	124
City Total	43,408

CAPITAL IMPROVEMENTS PLAN

The impact fee capital improvements plan is aimed at facilitating the implementation of the ultimate thoroughfare network. Projects incorporated into the impact fee program are rooted in the city's official Thoroughfare Plan.

Eligible Projects

Legislative mandate stipulates that the impact fee CIP contain only those roadways which are included on the City's official Thoroughfare Plan that are classified as arterial or collector status facilities. A review of the Thoroughfare Plan identified projects which were eligible for consideration by impact fees. Impact fee legislation also allows for the recoupment of costs for previously constructed facilities. Only costs incurred by the City may be considered for impact fees. Roadways constructed with private funding cannot be included for impact fee consideration. Additionally, state facilities are eligible for inclusion to the impact fee system; however, only costs incurred by the City may be eligible for consideration.

Eligible Costs

In general, those costs associated with the design, right-of-way acquisition, and construction and financing of all items necessary to implement the roadway projects identified in the capital improvements plan are eligible. It is important to note that upon completion of the capital improvements identified in the CIP, the city must recalculate the impact fee using the actual costs and make refunds if the actual cost is less than the impact fee paid by greater than 10 percent. To prevent this situation, conservative estimates of project cost are considered.

Only the cost necessitated by new development will be utilized for impact fee consideration. For example, if only 60% of the capacity provided by the impact fee CIP is needed over the ten-year window, then only 60% of the cost associated with those facilities is considered in the cost per service unit calculation.

Capital Improvements Plan

Using the initial impact fee program capital improvements plan as the base for this update, several projects were added to the capital improvement projects or modified. These project additions were coordinated through City Staff and are listed below in **Table 4.**

Table 4: IFCIP Project Additions/Modifications; 2021 Update

Service Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Thoroughfare Plan Description
1	25B/C	Big John Lane	Eckhardt	City Limits	New	0.06	2	Residential Collector
		Comment: Incorporation of Parklands II Addition.						
1	25C	Big John Lane	City Limits	Eastern City Limits	New	0.68	2	Residential Collector
		Comment: Incorporation of Parklands II Addition						
1	27	N/S Connector(1) /Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	Secondary Arterial
		Comment: Amended project cost of $1.3M per Development Agreement on Cibolo Valley Drive.						
2	36A	E/W Connector (7)/Tejas Way	W City Limits	Doerr Lane	New	0.65	3	Commercial Collector A
		Comment: Annexation of property and incoportion of thoroughfare extension						
3/X	51	RAF - Bumette	Schaefer Rd	E City Limits	New	0.55	4	Secondary Arterial
		Comment: Annexation of Sadlebrook Addition						
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	Secondary Arterial
		Comment: Annexation of Sadlebrook Addition						
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	Secondary Arterial
		Comment: Annexation of Sadlebrook Addition						
3	55	N/S Connector (3)	S. of Schaefer/Raf Bumette	Lower Seguin Rd	New	0.66	4	Principal Arterial
		Comment: Annexation of Sadlebrook Addition						
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	Residential Collector
		Comment: Annexation of Carmel Ranch Addition.						

Project cost estimates were prepared for new additions to the program using a unit cost approach consistent with the methodology of the initial program. Project costs for the initially identified IFCIP program were unchanged unless a project was completed, in which then actual costs were input into the database. **Figure 2** and **Table 5** illustrate and list the capital improvement projects and their associated total cost for the impact fee system. The full list of IFCIP projects and cost for all service areas can be found in the Appendices.

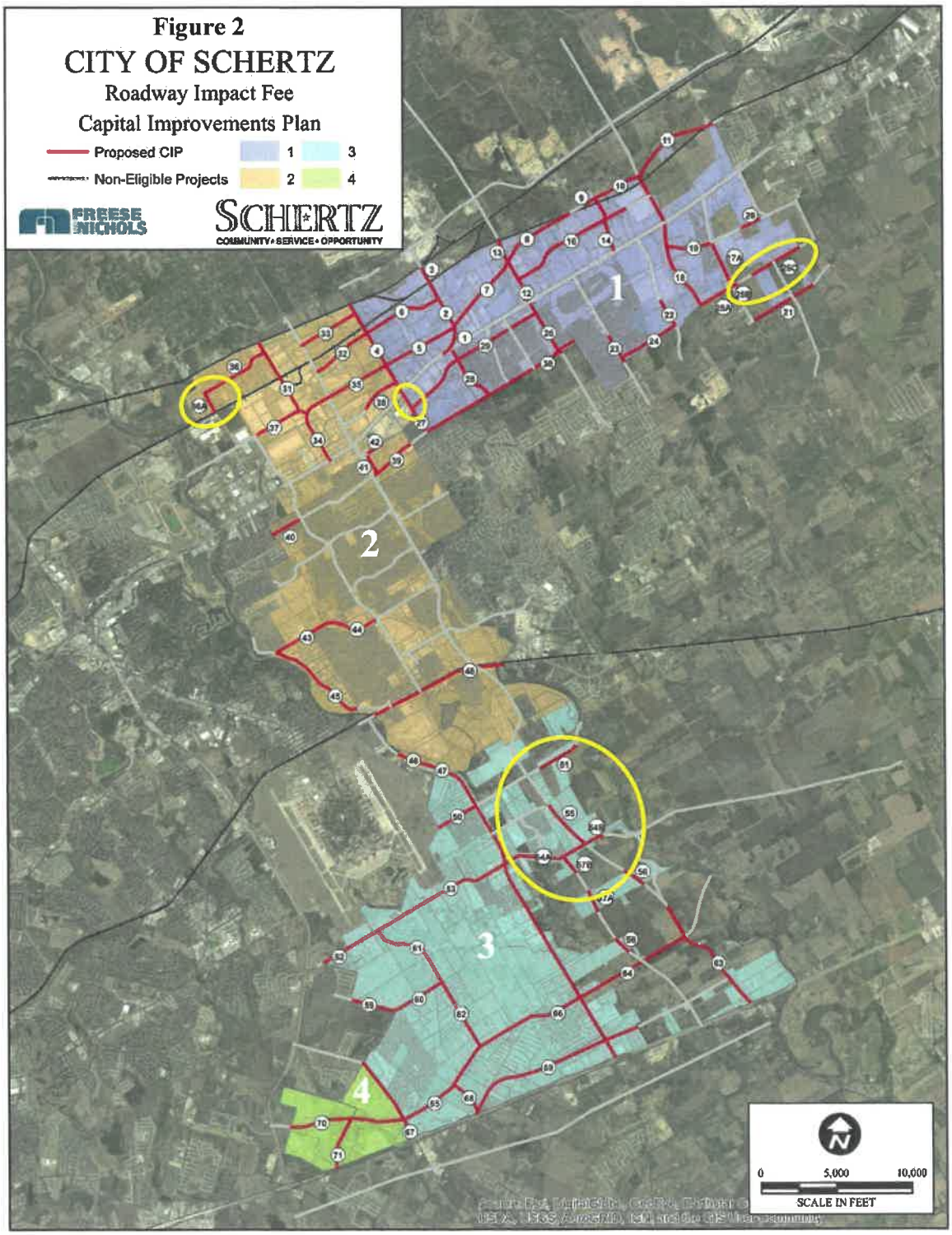

Figure 2
CITY OF SCHERTZ
Roadway Impact Fee
Capital Improvements Plan
Proposed CIP
Non-Eligible Projects
1
2
3
4
FREESE NICHOLS
SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY
0
5,000
10,000
SCALE IN FEET

Table 5: IFCIP Project Listing

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Total Project Cost
1	1	FM 2252	IH 35	FM 482	New	0.32	4	DA	100%	$1,566,800
1	2	FM 2252	FM 482	Railroad Tracks	New	0.64	4	DA	100%	$3,146,000
1/X	3	FM 2252	Railroad Tracks	N City Limits	New	0.22	4	DA	50%	$509,850
1/2	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$3,202,650
1	5	E/W Connector (1)	N/S Connector (1)	FM 2252	New	0.99	4	DA	100%	$5,513,000
1	6	E/W Connector (2)	N/S Connector (1)	FM 2252	New	0.99	2	UC	100%	$4,269,000
1	7	FM 482	FM 2252	Hubertus Rd	New	1.05	4	DA	100%	$5,456,100
1	8	FM 482	Hubertus Rd	Railroad Tracks	New	1.00	4	DA	100%	$5,147,800
1	9	FM 482	800' W of Friesenhahn	Friesenhahn Ln	New	0.15	4	DA	100%	$754,100
1/X	10	FM 482	Friesenhahn Ln	Schwab Rd	New	0.59	4	DA	50%	$1,530,000
1	11	FM 482	Schwab Rd	E City Limits	New	1.20	4	DA	100%	$6,205,500
1	12	Hubertus Rd	IH 35	FM 482	New	0.57	4	DA	100%	$2,855,700
1	13	Hubertus Rd	FM 482	N City Limits	New	0.30	4	DA	100%	$1,572,300
1	14	Friesenhahn Ln	IH 35	FM 482	New	0.72	3	SC	100%	$1,343,600
1	15	Schwab Rd	IH 35	FM 482	New	0.63	6	DA	100%	$4,374,700
1	16	E/W Connector (3)	Hubertus Rd	David Lack Blvd	New	1.59	3	SC	100%	$6,110,000
1	17A	Eckhardt Rd	Froboese Ln	Green Valley Rd	New	1.11	2	UC	100%	$3,727,100
1	18	Schwab Rd	IH 35	S City Limits	New	1.14	4	DA	100%	$5,680,700
1	19	Froboese Ln	Schwab Rd	Eckhardt Rd	New	0.57	2	UC	100%	$2,030,400
1	20	Froboese Ln	2200' E of Eckhardt	E City Limits	New	0.26	2	UC	100%	$890,000
1	21	Green Valley Rd	W City Limits	E City Limits	New	0.87	4	DA	100%	$4,199,500
1	22	Homestead Pkwy	End Ex Homestead Pkwy	S City Limits	New	0.33	2	UC	100%	$1,178,500
1	23	Country Club Blvd	Scenic Links	S City Limits	New	0.35	2	UC	100%	$1,257,100
1	24	E/W Connector (4)	Country Club Blvd	Homestead Pkwy	New	0.77	2	UC	100%	$2,671,200
1	25A	E/W Connector (4)	Schwab Rd	Eckhardt Rd	New	0.45	2	UC	100%	$1,602,000
1/X	25B	Big John Lane	Eckhardt Rd	City Limits	New	0.06	2	UC	50%	$50,675
1/X	25C	E/W Connector (4)	City Limits	E. City Limits	New	0.68	2	UC	50%	$608,625
1	26	FM 1103	IH 35	Old Wiederstein Rd	New	0.70	4	DA	100%	$2,000,000
1	27	N/S Conn. (1)/Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	DA	100%	$1,300,000
1	28	N/S Connector (2)	IH 35	Old Wiederstein Rd	New	0.73	4	DA	100%	$3,635,700
1	29	E/W Connector (5)	N/S Connector (1)	FM 1103	New	2.00	2	UC	100%	$7,097,200
1/X	30	Old Wiederstein Rd	N/S Connector (1)	Cherry Tree Dr	New	2.17	4	DA	50%	$5,143,600
Sub-total SA 1						**24.96**				**$96,629,400**
2	31	Doerr Ln	N City Limits	Lookout Rd	New	0.91	3	SC	100%	$3,249,900
2/1	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$3,130,900
2	32	E/W Connector (2)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$3,386,200
2	33	E/W Connector (6)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$3,386,100
2	34	Mid-Cities Pkwy	IH 35	FM 3009	New	0.98	3	SC	100%	$3,293,700
2	35	E/W Connector (1)	FM 3009	N/S Connector (1)	New	0.81	4	DA	100%	$4,190,900
2	36	E/W Conn. (7)/Tejas Way	W City Limits	Doerr Ln	Recoup	0.65	3	SC	100%	$2,231,100
2	36A	Tejas Way	Existing Tejas Way	UP RR/City Limit	New	0.52	3	SC	100%	$1,647,800
2	37	Lookout Rd	Tri-County Pkwy	Schertz Pkwy	New	0.74	3	SC	100%	$2,743,600
2	38	Four Oaks Ln	End of Ex .Four Oaks Ln	N/S Connector (1)	New	0.54	3	SC	100%	$1,977,300
2	39	Wiederstein Rd	E City Limits	FM 3009	New	0.64	4	DA	100%	$3,079,800
2	40	Wiederstein Rd	Schertz Pkwy	W City Limits	New	0.41	2	UC	100%	$1,294,700
2	41	Baptist Health Dr	Ripps-Kreusler	Wiederstein Rd	New	0.27	3	SC	100%	$992,900
2	42	Ripps-Kreusler	Baptist Health Dr	End of Ripps Kreusler	New	0.22	3	SC	100%	$803,900
2	43	Maske Rd	FM 1518	Oak St	New	0.54	3	SC	100%	$1,827,600
2	44	Maske Rd Realignment	Oak St	Schertz Pkwy	New	0.88	2	UC	100%	$3,645,200
2	45	FM 1518/Main St	Maske Rd	Oak St	New	1.30	3	SA	100%	$4,494,500
2	46	FM 1518	N City Limits	SA 3 Limit	New	0.36	6	DA	100%	$436,300
2/3	47	FM 1518	SA 3 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$222,650
2	48	FM 78/John Peterson Blvd	W City Limits	E City Limits	New	1.81	6	DA	100%	$2,683,780
Sub-total SA 2						**14.86**				**$48,718,830**

Table 5 (continued): IFCIP Project Listing

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Total Project Cost
3/2	47	FM 1518	SA 2 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$222,650
3	49	FM 1518	Schertz Pkwy Ext.	IH 10	New	4.09	6	DA	100%	$5,165,000
3	50	Schaefer Rd	W City Limits	FM 1518	New	0.48	2	UC	100%	$1,536,700
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	DA	100%	$2,559,000
3/X	52	Lower Seguin Rd	W City Limits	E of Tates Dr	New	0.35	3	SA	50%	$686,450
3	53	Lower Seguin Rd	E of Tates Dr	W of Canopy Bend	New	1.76	3	SA	100%	$6,998,900
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	DA	100%	$4,917,900
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	DA	100%	$1,063,700
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	DA	100%	$3,338,500
3	56	N/S Connector (3)	N City Limits	S City Limits	New	0.27	4	DA	100%	$1,380,400
3	57A	N/S Connector (4)	N City Limits	S City Limits	New	0.26	2	UC	100%	$894,600
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	UC	100%	$838,000
3	58	N/S Connector (4)	N City Limits	S City Limits	New	0.21	2	UC	100%	$725,000
3/X	59	W Ware Seguin Rd	W City Limits	Boeing Dr	New	0.57	2	UC	50%	$900,550
3	60	W Ware Seguin Rd	Boeing Dr	N/S Connector (5)	New	0.67	2	UC	100%	$2,236,900
3	61	N/S Connector (5)	Lower Seguin Rd	W Ware Seguin Rd	New	1.10	2	UC	100%	$3,780,500
3	62	N/S Connector (5)	W Ware Seguin Rd	E Ware Seguin Rd	New	0.93	2	UC	100%	$3,227,400
3	63	Trainer Hale Rd (N/S)	Weir Rd	IH 10	New	1.66	4	DA	100%	$8,020,500
3	64	Trainer Hale Rd (E/W)	FM 1518	Trainer Hale Rd (N/S)	New	1.51	4	DA	100%	$7,710,300
3	65	Ware Seguin Rd	Graytown Rd	N/S Connector (5)	New	1.35	3	SA	100%	$4,736,300
3	66	E Ware Seguin Rd	N/S Connector (5)	FM 1518	New	1.41	3	SA	100%	$4,739,900
3/4	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$2,000,600
3	68	N/S Connector (6)	Ware Seguin Rd	IH 10	New	0.47	3	SC	100%	$1,712,600
3	69	E/W Connector (8)	IH 10	E City Limits	New	2.33	3	SC	100%	$8,482,300
Sub-total SA 3						**23.67**				**$77,874,650**
4/3	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$2,000,600
4	70	Binz-Engleman Rd	W City Limits	Graytown Rd	New	1.30	3	SA	100%	$4,667,000
4	71	Scenic Lake Dr	Binz-Engleman Rd	IH 10	New	0.77	3	SC	100%	$2,777,400
Sub-total SA 4						**3.19**				**$9,445,000**
Totals:						**66.68**				**$232,667,880**

Notes:

DA- Divided arterial
SA- Special arterial (with two way left turn lane)
SC- Special collector (with two way left turn lane)
UC- Undivided collector

Projected Vehicle-Miles Capacity Available for New Growth

The vehicle-miles of new capacity supply were calculated consistent with the initial program for capacity supplied. The equation used was:

Vehicle-Miles of New Capacity = Link capacity per peak hour per lane x No. of Lanes x Length of segment (miles)

Vehicle-miles of new capacity provided by the CIP are listed in **Table 6**. Also depicted is the net capacity provided by the CIP (removal of existing traffic consuming capacity from improvements). The Appendix contains details of the capacity calculations provided by the CIP program for all service areas.

Table 6: Updated Vehicle-Miles of IFCIP Capacity Provided

	A	B	C = A - B	D	E = C - D
SERVICE AREA	CAPACITY SUPPLIED BY CIP (VEH-MI)	EXISTING UTILIZATION ON CIP ROADS (VEH-MI)	EXCESS CAPACITY (VEH-MI)	EXISTING VEH-MILES OF DEFICIENCIES	VEH-MILES OF NET CAPACITY SUPPLIED
1	45,583	2,747	43,835	0	43,835
2	25,783	6,998	18,785	0	18,785
3	47,756	7,311	40,446	0	40,446
4	3,359	130	3,229	0	3,229
City Total	122,481	17,186	105,295	0	105,295

A comparison of net capacity provided by the updated CIP relative to 10-year demands (from land use assumptions) reveals sufficient capacity to address growth attributable to new development. **Table 7** summarizes the percentage of CIP attributable to new development.

Table 7: Projected Demand and Percent Attributable to 10-Year Growth

	A	B	B / A
SERVICE AREA	VEH-MILES OF NET CAPACITY SUPPLIED	PROJECTED 10-YEAR GROWTH (VEH-MI)	PERCENT OF CIP ATTRIBUTABLE TO 10-YEAR GROWTH
1	43,835	10,461	24.4
2	18,785	17,905	95.3
3	40,446	14,918	36.9
4	3,229	124	3.8
City Total	105,295	43,408	41.2

Cost of Roadway Improvements

The total cost, including study update costs, and cost of net capacity supplied to implement the roadway improvements plan projects by service area are shown in **Table 8**. If traffic exists on proposed CIP project roadways or there are any deficiencies present on the current network within each respective service area (existing utilization), the total system cost is adjusted to reflect the net capacity being made available by the impact fee program. In other words, only the excess or unused portion of the CIP and its associated costs are considered eligible. Per state law, a credit for the

portion of ad-valorem tax revenues generated by improvements over the program period, or a credit equal to 50% of the total projected cost of implementing the capital improvements plan, must be given. A detailed listing by project segment in each service area can be found in the Appendix.

Table 8: Summary of IFCIP Cost and Cost of Net Capacity Provided

SERVICE AREA	TOTAL COST OF PROPOSED IFCIP PROJECTS	COST TO MEET EXISTING UTILIZATION ON CIP ROADWAYS	COST OF NET CAPACITY SUPPLIED BY CIP
1	$96,666,616	$5,826,582	$90,840,034
2	$48,739,881	$13,228,990	$35,510,891
3	$77,913,641	$11,927,108	$65,986,533
4	$9,447,742	$365,721	$9,082,022
Total	$232,767,880	$31,348,401	201,419,479

CALCULATION OF IMPACT FEES

Cost Attributable to New Development

The cost attributable to new development within this cost of net capacity is calculated by comparing the projected vehicle-miles of demand to the net capacity supplied by the IFCIP. If the demand is higher than the net IFCIP capacity provided, then the full cost of the net capacity is attributable to new development. If there is more net capacity than required to meet the project demand, then the cost attributable to new development is the proportional amount of the cost of net capacity based on the ratio of projected demand to net capacity supplied by the IFCIP.

For this update, all of Schertz's roadway service areas are projected to have a demand by new development that consumes only a portion of the full net capacity supplied by the IFCIP. This is shown in **Table 9**.

Table 9: Roadway Improvements Plan Cost Attributable to New Development

SERVICE AREA	COST OF NET CAPACITY SUPPLIED	PCT. OF CIP ATTRIBUTABLE TO NEW DEV. (10-YR)	COST ATTRIBUTABLE TO NEW DEV.	DEBT SERVICE ATTRIBUTABLE TO NEW DEVELOPMENT	COST ATTRIBUTABLE TO NEW DEV.
1	$90,840,034	24.4	$22,184,410	$2,679,760	$24,864,170
2	$35,510,891	95.3	$33,846,739	$3,978,291	$37,825,030
3	$65,986,533	36.9	$24,339,036	$2,865,171	$27,204,207
4	$9,082,022	3.8	$349,633	$41,588	$391,221
Total	201,419,479	41.2	$80,719,818	$9,564,810	$90,284,628

Credit Analysis

Per Chapter 395, the cost of the CIP must be credited for ad-valorem tax generated through new development either through a credit analysis or a flat 50% credit. The City of Schertz opted to perform the credit analysis in lieu of the 50% credit to determine the maximum allowable fee per service unit. No changes were made to the credit analysis as there were no changes in the 10-year Land Use Assumptions (and hence the resultant VMT growth). **Table 10** lists the CIP credit and resultant CIP cost attributable to growth (less credit).

Table 10: CIP Credit and Resultant Cost Attributable to New Development

SERVICE AREA	COST ATTRIBUTABLE TO NEW DEV.	CIP CREDIT	TOTAL COST ATTRIBUTABLE TO NEW DEV.
1	$24,864,170	$7,974,490	$16,889,680
2	$37,825,030	$13,649,051	$24,175,979
3	$27,204,207	$11,371,991	$15,832,216
4	$391,221	$94,525	$296,696
Total	$90,284,628	$33,090,057	$57,194,571

Cost per Service Unit

The cost per service unit is calculated by dividing the cost of the CIP necessitated and attributable to new demand (net cost) by the projected service units of growth over the 10-year planning period.

Table 11 lists the calculation and results of the cost per service unit calculation by service area. The actual cost per service unit reflects the true burden to the City for the implementation of the roadway capital improvements program. Based on the credit analysis, the maximum rate after credit reflects the maximum amount per service unit that can be charged to comply with state statute. The Appendix details the maximum fee per service unit calculation for each service area.

Table 11: Cost per Service Unit Summary

	A	B	C	D= B /A	E = C /A
SERVICE AREA	PROJECTED 10-YEAR GROWTH (VEH-MI)	TOTAL COST ATTRIBUTABLE TO NEW DEVELOPMENT	TOTAL COST ATTRIBUTABLE TO DEV. (LESS CREDIT)	BASE COST PER SERVICE UNIT	MAXIMUM ALLOWABLE COST PER SERVICE UNIT (AFTER CREDIT)
1	10,461	$24,864,170	$16,889,680	$2,409.84	$1,614.54
2	17,905	$37,825,030	$24,175,979	$2,090.20	$1,350.25
3	14,918	$27,204,207	$15,832,216	$1,806.78	$1,061.26
4	124	$391,221	$296,696	$3,155.02	$2,386.93
Total	43,408	$90,284,628	$57,194,571		

These updated cost per service unit rates (maximum allowable) are compared in **Table 12** to the rates calculated in the initial Impact Fee study as well as the current collection rates set at the conclusion of that study. There are slight variations to the cost per service unit in each service area. The updated cost per service unit do not have a negative effect to existing collection rates if the same collection rate is desired to be maintained.

Table 12: Cost per Service Unit Comparison to Initial Impact Fee Study

Service Area	Maximum Credited Cost per Service Unit			COLLECTION RATE			
				RESIDENTIAL		NON-RESIDENTIAL	
	2017 STUDY	2021 STUDY UPDATE	DIFF.	Mar 2021 - 2022	Mar 2022 Forward	Mar 2018 - 2021	Mar 2021 Forward
1	$1,647.53	$1,614.54	($32.99)	$900.00	$1,000.00	$100.00	$175.00
2	$1,327.89	$1,350.25	$22.36	$900.00	$1,000.00	$100.00	$175.00
3	$1,044.48	$1,061.26	$16.78	$900.00	$1,000.00	$100.00	$175.00
4	$2,392.72	$2,386.93	($5.79)	$900.00	$1,000.00	$100.00	$175.00

Appendices

TECHNICAL MEMORANDUM

APPENDIX A: ROADWAY IMPROVEMENT PLAN PROJECTS

Definitions

LANES	The total number of lanes in both directions available for travel.
TYPE	The type of roadway (used in determining capacity): UC = undivided collector DC = divided collector UA = undivided arterial DA = divided arterial SC = special collector (roadway with continuous left turn) SA = special arterial (roadway with continuous left turn) OW = one-way roadway
PK-HR VOLUME	The existing volumes of cars on the roadway segment traveling during the afternoon (P.M.) peak hour of travel.
% IN SERVICE AREA	If the roadway is located on the boundary of the service area (with the city limits running along the centerline of the roadway), then half of the roadway is inventoried in the service area and the other half is not. This value is either 50% or 100%.
VEH-MI SUPPLY TOTAL	The number of total service units (vehicle-miles) supplied within the service area, based on the length, and established capacity of the roadway type.
VEH-MI TOTAL DEMAND PK-HR	The total service unit (vehicle-mile) demand created by existing traffic on the roadway segment in the afternoon peak hour.
EXCESS CAPACITY PK-HR VEH-MI	The number of service units supplied but unused by existing traffic in the afternoon peak hour.

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Peak Hour Volume* A	B	Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess vMT Capacity	CIP VMT Deficiency
1	1	FM 2252	IH 35	FM 482	New	0.32	4	DA	100%	73	250	323	853	102	751	0
1	2	FM 2252	FM 482	Railroad Tracks	New	0.64	4	DA	100%	73	250	323	1726	206	1519	0
1/X	3	FM 2252	Railroad Tracks	N City Limits	New	0.22	4	DA	50%	0	250	250	299	55	244	0
1/2	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	0	0	0	1691	0	1691	0
1	5	E/W Connector (1)	N/S Connector (1)	FM 2252	New	0.99	4	DA	100%	0	0	0	2668	0	2668	0
1	6	E/W Connector (2)	N/S Connector (1)	FM 2252	New	0.99	2	UC	100%	0	0	0	988	0	988	0
1	7	FM 482	FM 2252	Hubertus Rd	New	1.05	4	DA	100%	46	52	98	2841	103	2738	0
1	8	FM 482	Hubertus Rd	Railroad Tracks	New	1.00	4	DA	100%	46	52	98	2705	98	2607	0
1	9	FM 482	800' W of Friesenhahn	Friesenhahn Ln	New	0.15	4	DA	100%	46	52	98	405	15	390	0
1/X	10	FM 482	Friesenhahn Ln	Schwab Rd	New	0.59	4	DA	50%	46	0	46	797	27	769	0
1	11	FM 482	Schwab Rd	E City Limits	New	1.20	4	DA	100%	46	52	98	3240	118	3122	0
1	12	Hubertus Rd	IH 35	FM 482	New	0.57	4	DA	100%	30	57	87	1529	49	1480	0
1	13	Hubertus Rd	FM 482	N City Limits	New	0.30	4	DA	100%	0	0	0	821	0	821	0
1	14	Friesenhahn Ln	IH 35	FM 482	New	0.72	3	SC	100%	50	50	100	789	72	717	0
1	15	Schwab Rd	IH 35	FM 482	New	0.63	6	DA	100%	120	315	435	2548	274	2274	0
1	16	E/W Connector (3)	Hubertus Rd	David Lack Blvd	New	1.59	3	SC	100%	0	0	0	1754	0	1754	0
1	17A	Eckhardt Rd	Froboese Ln	Green Valley Rd	New	1.11	2	UC	100%	19	11	30	1110	33	1077	0
1	18	Schwab Rd	IH 35	S City Limits	New	1.14	4	DA	100%	0	0	0	3078	0	3078	0
1	19	Froboese Ln	Schwab Rd	Eckhardt Rd	New	0.57	2	UC	100%	0	0	0	573	0	573	0
1	20	Froboese Ln	2200' E of Eckhardt	E City Limits	New	0.26	2	UC	100%	0	0	0	260	0	260	0
1	21	Green Valley Rd	W City Limits	E City Limits	New	0.87	4	DA	100%	10	10	20	2352	17	2335	0
1	22	Homestead Pkwy	End Ex Homestead Pkwy	S City Limits	New	0.33	2	UC	100%	0	0	0	326	0	326	0
1	23	Country Club Blvd	Scenic Links	S City Limits	New	0.35	2	UC	100%	0	0	0	350	0	350	0
1	24	E/W Connector (4)	Country Club Blvd	Homestead Pkwy	New	0.77	2	UC	100%	0	0	0	770	0	770	0
1	25A	E/W Connector (4)	Schwab Rd	Eckhardt Rd	New	0.45	2	UC	100%	10	10	20	451	9	442	0
1/X	25B	Big John Lane	Eckhardt Rd	City Limits	New	0.06	2	UC	50%	0	0	0	28	0	28	0
1/X	25C	E/W Connector (4)	City Limits	E. City Limits	New	0.68	2	UC	50%	0	0	0	342	0	342	0
1	26	FM 1103	IH 35	Old Wiederstein Rd	New	0.70	4	DA	100%	590	1020	1610	1894	1129	764	0
1	27	N/S Conn. (1)/Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	DA	100%	50	50	100	1485	55	1430	0
1	28	N/S Connector (2)	IH 35	Old Wiederstein Rd	New	0.73	4	DA	100%	0	0	0	1983	0	1983	0
1	29	E/W Connector (5)	N/S Connector (1)	FM 1103	New	2.00	2	UC	100%	0	0	0	1998	0	1998	0
1/X	30	Old Wiederstein Rd	N/S Connector (1)	Cherry Tree Dr	New	2.17	4	DA	50%	0	177	177	2930	384	2545	0
Sub-total SA 1						**24.96**							**45583**	**2747**	**42835**	**0**
2	31	Doerr Ln	N City Limits	Lookout Rd	New	0.91	3	SC	100%	50	50	100	1004	91	913	0
2/1	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	0	0	0	1691	0	1691	0
2	32	E/W Connector (2)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	0	0	0	810	0	810	0
2	33	E/W Connector (6)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	0	0	0	810	0	810	0
2	34	Mid-Cities Pkwy	IH 35	FM 3009	New	0.98	3	SC	100%	0	0	0	1082	0	1082	0
2	35	E/W Connector (1)	FM 3009	N/S Connector (1)	New	0.81	4	DA	100%	0	0	0	2200	0	2200	0
2	36	E/W Conn. (7)/Tejas Way	W City Limits	Doerr Ln	Recoup	0.65	3	SC	100%	0	0	0	717	0	717	0
2	36A	Tejas Way	Existing Tejas Way	UP RR/City Limit	New	0.52	3	SC	100%	0	0	0	574	0	574	0
2	37	Lookout Rd	Tri-County Pkwy	Schertz Pkwy	New	0.74	3	SC	100%	133	219	352	815	261	554	0
2	38	Four Oaks Ln	End of Ex .Four Oaks Ln	N/S Connector (1)	New	0.54	3	SC	100%	0	0	0	598	0	598	0

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Peak Hour Volume* A	B	Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
2	39	Wiederstein Rd	E City Limits	FM 3009	New	0.64	4	DA	100%	0	0	0	1737	0	1737	0
2	40	Wiederstein Rd	Schertz Pkwy	W City Limits	New	0.41	2	UC	100%	100	100	200	406	81	325	0
2	41	Baptist Health Dr	Ripps-Kreusler	Wiederstein Rd	New	0.27	3	SC	100%	0	0	0	302	0	302	0
2	42	Ripps-Kreusler	Baptist Health Dr	End of Ripps Kreusler	New	0.22	3	SC	100%	0	0	0	245	0	245	0
2	43	Maske Rd	FM 1518	Oak St	New	0.54	3	SC	100%	97	105	202	595	109	486	0
2	44	Maske Rd Realignment	Oak St	Schertz Pkwy	New	0.88	2	UC	100%	0	0	0	875	0	875	0
2	45	FM 1518/Main St	Maske Rd	Oak St	New	1.30	3	SA	100%	397	351	748	1753	971	782	0
2	46	FM 1518	N City Limits	SA 3 Limit	New	0.36	6	DA	100%	755	508	1263	1465	457	1008	0
2/3	47	FM 1518	SA 3 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	755	0	755	793	296	497	0
2	48	FM 78/John Peterson Blvd	W City Limits	E City Limits	New	1.81	6	DA	100%	1525	1096	2621	7311	4732	2580	0
Sub-total SA 2						**14.86**							**25783**	**6998**	**18785**	**0**
3/2	47	FM 1518	SA 2 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	0	508	508	793	199	594	0
3	49	FM 1518	Schertz Pkwy Ext.	IH 10	New	4.09	6	DA	100%	755	508	1263	16565	5166	11399	0
3	50	Schaefer Rd	W City Limits	FM 1518	New	0.48	2	UC	100%	100	100	200	478	96	383	0
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	DA	100%	50	50	100	1472	55	1417	0
3/X	52	Lower Seguin Rd	W City Limits	E of Tates Dr	New	0.35	3	SA	50%	304	0	304	237	107	130	0
3	53	Lower Seguin Rd	E of Tates Dr	W of Canopy Bend	New	1.76	3	SA	100%	304	188	492	2376	866	1510	0
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	DA	100%	37	16	53	2903	57	2846	0
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	DA	100%	37	16	53	626	12	614	0
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	DA	100%	0	0	0	1776	0	1776	0
3	56	N/S Connector (3)	N City Limits	S City Limits	New	0.27	4	DA	100%	0	0	0	716	0	716	0
3	57A	N/S Connector (4)	N City Limits	S City Limits	New	0.26	2	UC	100%	0	0	0	256	0	256	0
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	UC	100%	0	0	0	243	0	243	0
3	58	N/S Connector (4)	N City Limits	S City Limits	New	0.21	2	UC	100%	0	0	0	211	0	211	0
3/X	59	W Ware Seguin Rd	W City Limits	Boeing Dr	New	0.57	2	UC	50%	0	20	20	283	11	272	0
3	60	W Ware Seguin Rd	Boeing Dr	N/S Connector (5)	New	0.67	2	UC	100%	19	20	39	669	26	642	0
3	61	N/S Connector (5)	Lower Seguin Rd	W Ware Seguin Rd	New	1.10	2	UC	100%	20	19	39	1104	43	1061	0
3	62	N/S Connector (5)	W Ware Seguin Rd	E Ware Seguin Rd	New	0.93	2	UC	100%	20	19	39	932	36	895	0
3	63	Trainer Hale Rd (N/S)	Weir Rd	IH 10	New	1.66	4	DA	100%	50	50	100	4480	166	4314	0
3	64	Trainer Hale Rd (E/W)	FM 1518	Trainer Hale Rd (N/S)	New	1.51	4	DA	100%	50	50	100	4070	151	3920	0
3	65	Ware Seguin Rd	Graytown Rd	N/S Connector (5)	New	1.35	3	SA	100%	0	0	0	1828	0	1828	0
3	66	E Ware Seguin Rd	N/S Connector (5)	FM 1518	New	1.41	3	SA	100%	20	19	39	1910	55	1855	0
3/4	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	238	0	238	752	265	487	0
3	68	N/S Connector (6)	Ware Seguin Rd	IH 10	New	0.47	3	SC	100%	0	0	0	512	0	512	0
3	69	E/W Connector (8)	IH 10	E City Limits	New	2.33	3	SC	100%	0	0	0	2563	0	2563	0
Sub-total SA 3						**23.67**							**47756**	**7311**	**40446**	**0**
4/3	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	0	89	89	752	99	653	0
4	70	Binz-Engleman Rd	W City Limits	Graytown Rd	New	1.30	3	SA	100%	0	0	0	1760	0	1760	0
4	71	Scenic Lake Dr	Binz-Engleman Rd	IH 10	New	0.77	3	SC	100%	20	20	40	847	31	816	0
Sub-total SA 4						**3.19**							**3359**	**130**	**3229**	**0**
Totals:						**66.68**							**122,481**	**17,186**	**105,295**	**0**

TECHNICAL MEMORANDUM

APPENDIX B: ROADWAY IMPROVEMENT PLAN COST ANALYSIS

Definitions

LANES	The total number of lanes in both directions available for travel.
TYPE	The type of roadway (used in determining capacity): UC = undivided collector DC = divided collector UA = undivided arterial DA = divided arterial SC = special collector (roadway with continuous left turn) SA = special arterial (roadway with continuous left turn) OW = one-way roadway
% IN SERVICE AREA	If the roadway is located on the boundary of the service area (with the city limits running along the centerline of the roadway), then half of the roadway is inventoried in the service area and the other half is not. This value is either 50% or 100%.
TOTAL SEGMENT COST	The estimated cost (in dollars) of the entire segment of the proposed improvement.
TOTAL COST IN SERVICE AREA	The estimated cost (in dollars) of the portion of the proposed roadway improvement within the service area.

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. In Serv. Area	Roadway Project Costs			Total Project Cost	*Prorated Study Update Cost*	*Service Area Total Cost (100%)*
										Engineering	*ROW*	*Construction*			
1	1	FM 2252	IH 35	FM 482	New	0.32	4	DA	100%	$100,000	$38,000	$1,428,800	$1,566,800	$696	$1,567,496
1	2	FM 2252	FM 482	Railroad Tracks	New	0.64	4	DA	100%	$205,800	$0	$2,940,200	$3,146,000	$1,409	$3,147,409
1/X	3	FM 2252	Railroad Tracks	N City Limits	New	0.22	4	DA	50%	$33,350	$0	$476,500	$509,850	$244	$510,094
1/2	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$194,950	$222,750	$2,784,950	$3,202,650	$1,380	$3,204,030
1	5	E/W Connector (1)	N/S Connector (1)	FM 2252	New	0.99	4	DA	100%	$337,600	$352,800	$4,822,600	$5,513,000	$2,179	$5,515,179
1	6	E/W Connector (2)	N/S Connector (1)	FM 2252	New	0.99	2	UC	100%	$261,300	$274,400	$3,733,300	$4,269,000	$807	$4,269,807
1	7	FM 482	FM 2252	Hubertus Rd	New	1.05	4	DA	100%	$343,300	$207,900	$4,904,900	$5,456,100	$2,319	$5,458,419
1	8	FM 482	Hubertus Rd	Railroad Tracks	New	1.00	4	DA	100%	$323,800	$198,000	$4,626,000	$5,147,800	$2,209	$5,150,009
1	9	FM 482	800' W of Friesenhahn	Friesenhahn Ln	New	0.15	4	DA	100%	$47,400	$30,000	$676,700	$754,100	$331	$754,431
1/X	10	FM 482	Friesenhahn Ln	Schwab Rd	New	0.59	4	DA	50%	$96,250	$58,400	$1,375,350	$1,530,000	$650	$1,530,650
1	11	FM 482	Schwab Rd	E City Limits	New	1.20	4	DA	100%	$390,400	$237,600	$5,577,500	$6,205,500	$2,645	$6,208,145
1	12	Hubertus Rd	IH 35	FM 482	New	0.57	4	DA	100%	$178,000	$135,400	$2,542,300	$2,855,700	$1,248	$2,856,948
1	13	Hubertus Rd	FM 482	N City Limits	New	0.30	4	DA	100%	$93,500	$142,600	$1,336,200	$1,572,300	$670	$1,572,970
1	14	Friesenhahn Ln	IH 35	FM 482	New	0.72	3	SC	100%	$85,400	$38,000	$1,220,200	$1,343,600	$644	$1,344,244
1	15	Schwab Rd	IH 35	FM 482	New	0.63	6	DA	100%	$268,200	$274,400	$3,832,100	$4,374,700	$2,080	$4,376,780
1	16	E/W Connector (3)	Hubertus Rd	David Lack Blvd	New	1.59	3	SC	100%	$370,900	$440,700	$5,298,400	$6,110,000	$1,432	$6,111,432
1	17A	Eckhardt Rd	Froboese Ln	Green Valley Rd	New	1.11	2	UC	100%	$238,100	$87,900	$3,401,100	$3,727,100	$906	$3,728,006
1	18	Schwab Rd	IH 35	S City Limits	New	1.14	4	DA	100%	$345,100	$406,300	$4,929,300	$5,680,700	$2,513	$5,683,213
1	19	Froboese Ln	Schwab Rd	Eckhardt Rd	New	0.57	2	UC	100%	$122,500	$158,000	$1,749,900	$2,030,400	$468	$2,030,868
1	20	Froboese Ln	2200' E of Eckhardt	E City Limits	New	0.26	2	UC	100%	$56,200	$31,100	$802,700	$890,000	$212	$890,212
1	21	Green Valley Rd	W City Limits	E City Limits	New	0.87	4	DA	100%	$263,500	$172,300	$3,763,700	$4,199,500	$1,921	$4,201,421
1	22	Homestead Pkwy	End Ex Homestead Pkwy	S City Limits	New	0.33	2	UC	100%	$71,100	$81,500	$1,015,900	$1,178,500	$266	$1,178,766
1	23	Country Club Blvd	Scenic Links	S City Limits	New	0.35	2	UC	100%	$75,900	$97,000	$1,084,200	$1,257,100	$286	$1,257,386
1	24	E/W Connector (4)	Country Club Blvd	Homestead Pkwy	New	0.77	2	UC	100%	$160,800	$213,800	$2,296,600	$2,671,200	$629	$2,671,829
1	25A	E/W Connector (4)	Schwab Rd	Eckhardt Rd	New	0.45	2	UC	100%	$96,600	$124,700	$1,380,700	$1,602,000	$368	$1,602,368
1/X	25B	Big John Lane	Eckhardt Rd	City Limits	New	0.06	2	UC	50%	$3,050	$3,850	$43,775	$50,675	$23	$50,698
1/X	25C	E/W Connector (4)	City Limits	E. City Limits	New	0.68	2	UC	50%	$36,700	$47,350	$524,575	$608,625	$279	$608,904
1	26	FM 1103	IH 35	Old Wiederstein Rd	New	0.70	4	DA	100%	$0	$0	$2,000,000	$2,000,000	$1,546	$2,001,546
1	27	N/S Conn. (1)/Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	DA	100%	$0	$0	$1,300,000	$1,300,000	$1,212	$1,301,212
1	28	N/S Connector (2)	IH 35	Old Wiederstein Rd	New	0.73	4	DA	100%	$220,800	$260,200	$3,154,700	$3,635,700	$1,619	$3,637,319
1	29	E/W Connector (5)	N/S Connector (1)	FM 1103	New	2.00	2	UC	100%	$428,100	$554,000	$6,115,100	$7,097,200	$1,632	$7,098,832
1/X	30	Old Wiederstein Rd	N/S Connector (1)	Cherry Tree Dr	New	2.17	4	DA	50%	$328,050	$128,900	$4,686,650	$5,143,600	$2,392	$5,145,992
Sub-total SA 1						**24.96**				**$5,776,650**	**$5,027,850**	**$85,824,900**	**$96,629,400**	**$37,216**	**$96,666,616**
2	31	Doerr Ln	N City Limits	Lookout Rd	New	0.91	3	SC	100%	$212,600	$0	$3,037,300	$3,249,900	$820	$3,250,720
2/1	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$190,250	$222,750	$2,717,900	$3,130,900	$1,380	$3,132,280
2	32	E/W Connector (2)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$206,800	$224,500	$2,954,900	$3,386,200	$661	$3,386,861
2	33	E/W Connector (6)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$206,800	$224,500	$2,954,800	$3,386,100	$661	$3,386,761
2	34	Mid-Cities Pkwy	IH 35	FM 3009	New	0.98	3	SC	100%	$215,500	$0	$3,078,200	$3,293,700	$883	$3,294,583
2	35	E/W Connector (1)	FM 3009	N/S Connector (1)	New	0.81	4	DA	100%	$255,300	$288,700	$3,646,900	$4,190,900	$1,797	$4,192,697
2	36	E/W Conn. (7)/Tejas Way	W City Limits	Doerr Ln	Recoup	0.65	3	SC	100%	$134,200	$180,200	$1,916,700	$2,231,100	$585	$2,231,685
2	36A	Tejas Way	Existing Tejas Way	UP RR/City Limit	New	0.52	3	SC	100%	$99,100	$133,000	$1,415,700	$1,647,800	$468	$1,648,268
2	37	Lookout Rd	Tri-County Pkwy	Schertz Pkwy	New	0.74	3	SC	100%	$179,500	$0	$2,564,100	$2,743,600	$666	$2,744,266
2	38	Four Oaks Ln	End of Ex .Four Oaks Ln	N/S Connector (1)	New	0.54	3	SC	100%	$119,600	$149,700	$1,708,000	$1,977,300	$488	$1,977,788
2	39	Wiederstein Rd	E City Limits	FM 3009	New	0.64	4	DA	100%	$186,600	$228,100	$2,665,100	$3,079,800	$1,418	$3,081,218
2	40	Wiederstein Rd	Schertz Pkwy	W City Limits	New	0.41	2	UC	100%	$84,700	$0	$1,210,000	$1,294,700	$331	$1,295,031
2	41	Baptist Health Dr	Ripps-Kreusler	Wiederstein Rd	New	0.27	3	SC	100%	$60,100	$74,800	$858,000	$992,900	$247	$993,147
2	42	Ripps-Kreusler	Baptist Health Dr	End of Ripps Kreusler	New	0.22	3	SC	100%	$48,600	$61,000	$694,300	$803,900	$200	$804,100
2	43	Maske Rd	FM 1518	Oak St	New	0.54	3	SC	100%	$119,600	$0	$1,708,000	$1,827,600	$486	$1,828,086
2	44	Maske Rd Realignment	Oak St	Schertz Pkwy	New	0.88	2	UC	100%	$222,500	$243,900	$3,178,800	$3,645,200	$715	$3,645,915
2	45	FM 1518/Main St	Maske Rd	Oak St	New	1.30	3	SA	100%	$294,000	$0	$4,200,500	$4,494,500	$1,431	$4,495,931

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Roadway Project Costs: Engineering	Roadway Project Costs: ROW	Roadway Project Costs: Construction	Total Project Cost	Prorated Study Update Cost	Service Area Total Cost (100%)
2	46	FM 1518	N City Limits	SA 3 Limit	New	0.36	6	DA	100%	$27,400	$17,100	$391,800	$436,300	$1,196	$437,496
2/3	47	FM 1518	SA 3 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$13,950	$9,250	$199,450	$222,650	$648	$223,298
2	48	FM 78/John Peterson Blvd	W City Limits	E City Limits	New	1.81	6	DA	100%	$175,600	$0	$2,508,180	$2,683,780	$5,969	$2,689,749
Sub-total SA 2						**14.86**				**$3,052,700**	**$2,057,500**	**$43,608,630**	**$48,718,830**	**$21,051**	**$48,739,881**
3/2	47	FM 1518	SA 2 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$13,950	$9,250	$199,450	$222,650	$648	$223,298
3	49	FM 1518	Schertz Pkwy Ext.	IH 10	New	4.09	6	DA	100%	$327,300	$162,000	$4,675,700	$5,165,000	$13,524	$5,178,524
3	50	Schaefer Rd	W City Limits	FM 1518	New	0.48	2	UC	100%	$99,300	$19,000	$1,418,400	$1,536,700	$391	$1,537,091
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	DA	100%	$160,300	$108,900	$2,289,800	$2,559,000	$1,202	$2,560,202
3/X	52	Lower Seguin Rd	W City Limits	E of Tates Dr	New	0.35	3	SA	50%	$44,450	$6,950	$635,050	$686,450	$193	$686,643
3	53	Lower Seguin Rd	E of Tates Dr	W of Canopy Bend	New	1.76	3	SA	100%	$453,300	$69,700	$6,475,900	$6,998,900	$1,940	$7,000,840
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	DA	100%	$313,400	$127,700	$4,476,800	$4,917,900	$2,370	$4,920,270
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	DA	100%	$67,800	$27,600	$968,300	$1,063,700	$511	$1,064,211
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	DA	100%	$198,000	$312,600	$2,827,900	$3,338,500	$1,450	$3,339,950
3	56	N/S Connector (3)	N City Limits	S City Limits	New	0.27	4	DA	100%	$81,900	$128,300	$1,170,200	$1,380,400	$585	$1,380,985
3	57A	N/S Connector (4)	N City Limits	S City Limits	New	0.26	2	UC	100%	$53,800	$72,100	$768,700	$894,600	$209	$894,809
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	UC	100%	$50,400	$67,500	$720,100	$838,000	$199	$838,199
3	58	N/S Connector (4)	N City Limits	S City Limits	New	0.21	2	UC	100%	$43,600	$58,200	$623,200	$725,000	$172	$725,172
3/X	59	W Ware Seguin Rd	W City Limits	Boeing Dr	New	0.57	2	UC	50%	$58,900	$0	$841,650	$900,550	$231	$900,781
3	60	W Ware Seguin Rd	Boeing Dr	N/S Connector (5)	New	0.67	2	UC	100%	$146,300	$0	$2,090,600	$2,236,900	$546	$2,237,446
3	61	N/S Connector (5)	Lower Seguin Rd	W Ware Seguin Rd	New	1.10	2	UC	100%	$227,400	$304,900	$3,248,200	$3,780,500	$901	$3,781,401
3	62	N/S Connector (5)	W Ware Seguin Rd	E Ware Seguin Rd	New	0.93	2	UC	100%	$208,700	$36,800	$2,981,900	$3,227,400	$761	$3,228,161
3	63	Trainer Hale Rd (N/S)	Weir Rd	IH 10	New	1.66	4	DA	100%	$498,900	$394,400	$7,127,200	$8,020,500	$3,657	$8,024,157
3	64	Trainer Hale Rd (E/W)	FM 1518	Trainer Hale Rd (N/S)	New	1.51	4	DA	100%	$500,500	$59,800	$7,150,000	$7,710,300	$3,323	$7,713,623
3	65	Ware Seguin Rd	Graytown Rd	N/S Connector (5)	New	1.35	3	SA	100%	$278,400	$481,100	$3,976,800	$4,736,300	$1,493	$4,737,793
3	66	E Ware Seguin Rd	N/S Connector (5)	FM 1518	New	1.41	3	SA	100%	$299,100	$167,500	$4,273,300	$4,739,900	$1,559	$4,741,459
3/4	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$126,550	$65,950	$1,808,100	$2,000,600	$614	$2,001,214
3	68	N/S Connector (6)	Ware Seguin Rd	IH 10	New	0.47	3	SC	100%	$103,500	$130,300	$1,478,800	$1,712,600	$418	$1,713,018
3	69	E/W Connector (8)	IH 10	E City Limits	New	2.33	3	SC	100%	$512,700	$645,900	$7,323,700	$8,482,300	$2,093	$8,484,393
Sub-total SA 3						**23.67**				**$4,868,450**	**$3,456,450**	**$59,549,750**	**$77,874,650**	**$38,991**	**$77,913,641**
4/3	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$126,550	$65,950	$1,808,100	$2,000,600	$614	$2,001,214
4	70	Binz-Engleman Rd	W City Limits	Graytown Rd	New	1.30	3	SA	100%	$275,000	$463,300	$3,928,700	$4,667,000	$1,437	$4,668,437
4	71	Scenic Lake Dr	Binz-Engleman Rd	IH 10	New	0.77	3	SC	100%	$177,700	$61,000	$2,538,700	$2,777,400	$891	$2,778,091
Sub-total SA 4						**3.19**				**$579,250**	**$590,250**	**$8,275,500**	**$9,445,000**	**$2,742**	**$9,447,742**
Totals:						**66.68**				**$14,277,050**	**$11,132,050**	**$207,258,780**	**$232,667,880**	**$100,000**	**$232,767,880**

TECHNICAL MEMORANDUM

APPENDIX C: ROADWAY SERVICE AREA ANALYSIS SUMMARY

2021 Schertz Roadway Impact Fee Update*

Service Area Analysis Summary

Service Area	1 Capacity Supplied by CIP (veh-mi)	2 Existing Utilization (veh-mi)	3 Existing Deficiencies (veh-mi)	4 Net Capacity Supplied by CIP (veh-mi)	5 Total Project Cost of CIP	6 Cost of Net Capacity Supplied	7 Cost to Meet Existing Utilization	8 Projected 10yr Growth (veh-miles)	9 Pcnt. of CIP Attributable to New Dev. (10-yr)	10 Debt Service Attributable to New Dev.	11 Cost Attributable to New Dev.	12 CIP Credit per Credit Analysis	13 Maximum Credited Cost per Service Unit	14 *Full Cost per Service Unit (veh-mi)*
1	45,583	2,747	0	42,835	$96,666,616	$90,840,034	$5,826,582	10,461	24.4	$2,679,760	$24,864,170	$7,974,490	$1,614.54	$2,409.84
2	25,783	6,998	0	18,785	$48,739,881	$35,510,891	$13,228,990	17,905	95.3	$3,976,291	$37,825,030	$13,649,051	$1,350.25	$2,090.20
3	47,756	7,311	0	40,446	$77,913,641	$65,986,533	$11,927,108	14,918	36.9	$2,865,171	$27,204,207	$11,371,991	$1,061.26	$1,806.78
4	3,359	130	0	3,229	$9,447,742	$9,082,022	$365,721	124	3.8	$41,588	$391,221	$94,525	$2,386.93	$3,155.02
Totals	122,481	17,186	0	105,295	232,767,880	201,419,479	31,348,401	43,408	41.2	$9,564,810	$90,284,628	$33,090,057	$1,317.59	$2,072.87
													Weighted Average	

1. TOTAL VEH-MI OF CAPACITY SUPPLIED BY CIP (TVMCAP)
2. TOTAL VEH-MI OF EXISTING DEMAND (VMEXT)
3. TOTAL VEH-MI OF EXISTING DEFICIENCIES (VMDEF)
4. NET AMOUNT OF ROADWAY CAPACITY SUPPLIED (NVMCAP) =
   NVMCAP =TVMCAP-VMEXT-VMDEF
5. TOTAL COST OF CIP WITHIN STUDY AREA (TVMCOST)
6. COST OF NET CAPACITY SUPPLIED (NCVMCAP) =
   NCVMCAP = (NVMCAP/TVMCAP)*TVMCOST
7. COST TO MEET EXISTING NEEDS AND USAGE (EXCOST) =
   EXCOST = TVMCOST-NCVMCAP
8. TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (TNEWDEM)
9. PERCENT OF CIP ATTRIBUTABLE TO NEW DEVELOPMENT (NPCNT) =
   IF TNEWDEM > NVMCAP, NPCNT = 100%
   IF TNEWDEM < NVMCAP, NPCNT = (TNEWDEM / NVMCAP)*100
10. DEBT SERVICE ATTRIBUTABLE TO NEW DEVELOPMENT (DSDEM)
11. COST OF CIP ATTRIBUTABLE TO NEW DEVELOPMENT (NCVMDEM) =
    NCVMDEM = (TNEWDEM / NVMCAP) * NCVMCAP + DSDEM
12. CIP CREDIT PER CREDIT ANALYSIS (CCRED)
13. COST PER SERVICE UNIT = (MAX FEE)
    MAX FEE = (NCVMDEM-CCRED) / TNEWDEM
14. BASE COST PER SERVICE UNIT (BASE FEE)
    BASE FEE = NCVMDEM / TNEWDEM

***Amendments to Service Area 1, 2 and 3 include:**

SA3: Project 51 - Schaefer/Raf Bennett; Secondary Arterial (90'); extension of city limits
SA3: Project 54A/54B - Lower Seguin Road, Secondary Arterial (90'ROW); extension of city limits
SA3: Project 55 - N/S Connector (120'ROW) from Schaefer/Raf Burnette; extension of city limits
SA3: Project 57B - Addition of Res Collector (70'ROW) from Lower Seguin Rd; extension of city limits
SA1: Project 25B/25C - Big John Lane (Res. Collector, 70'ROW), extension of city limits
SA1: Project 27 - Wiederstein Road (Prin. Art., 120'ROW); Amended Cost per Dev. Agreement
SA1: Project 36A - Tejas Way Extension (Comm. Collector, 70'ROW)

Roadway Capital Recovery Fee Ordinance 18-M-13

Service Area	Maximum Credited Cost per Service Unit			COLLECTION RATE			
	2017 Study	2021 Study Update	Difference	RESIDENTIAL		NON-RESIDENTIAL	
				Mar 2021 - 2022	Mar 2022 Forward	Mar 2018 - 2021	Mar 2021 Forward
1	$1,647.53	$1,614.54	($32.99)	$900.00	$1,000.00	$100.00	$175.00
2	$1,327.89	$1,350.25	$22.36	$900.00	$1,000.00	$100.00	$175.00
3	$1,044.48	$1,061.26	$16.78	$900.00	$1,000.00	$100.00	$175.00
4	$2,392.72	$2,386.93	($5.79)	$900.00	$1,000.00	$100.00	$175.00

FREESE AND NICHOLS

Innovative approaches
Practical results
Outstanding service

TECHNICAL MEMORANDUM

SCHERTZ

COMMUNITY ★ SERVICE ★ OPPORTUNITY

2021 Roadway Impact Fee Program Amendment

March 2, 2022

FREESE AND NICHOLS

Innovative approaches
Practical results
Outstanding service

TECHNICAL MEMORANDUM

SCHERTZ
COMMUNITY★SERVICE★OPPORTUNITY

2021 Roadway Impact Fee Program Amendment

STATE OF TEXAS
SANDIPKUMAR FALDU
104961
LICENSED
PROFESSIONAL ENGINEER
3/2/2022

FREESE AND NICHOLS, INC.
TEXAS REGISTERED
ENGINEERING FIRM
F-2144

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TECHNICAL MEMORANDUM

In response to annexations which occurred in 2021, the City of Schertz authorized Freese and Nichols, Inc. (FNI) to perform an impact fee analysis update on the City's roadway systems to incorporate revised city limit boundaries from recent annexations and programmed capital improvements consistent with the Master Thoroughfare Plan in these areas. This analysis of roadways systems serves as an interim update to the initial Impact Fee program adopted March 27, 2018 (Ordinance 18-M-13). The purpose of this technical memorandum is to update the service areas and capital improvements, as necessary, for the update of the unit cost to provide service (cost per roadway vehicle-mile). It was determined that there would be no change in Land Use Assumptions after a review of city growth rates and consultation with City Staff. The methodology used herein satisfies the requirements of the Texas Local Government Code Chapter 395 and is consistent with the methodological approach of the initial program in 2018.

Annexations occurred in Service Areas 1, 2 and 3. There were no changes made within Service Area 4. The analyses will focus on these service areas with documentation of all service areas located in the Appendices.

As part of the impact fee update, FNI conducted meetings with the city's Capital Improvements Advisory Committee (CIAC), City Staff, and the City Council. The CIAC's role included review and comment to (no change in) land use assumptions, Impact Fee Capital Improvements Plans (IFCIP), and comments to the City Council.

METHODOLOGY

To update the roadway impact fee program, a series of work tasks were undertaken and are described below.

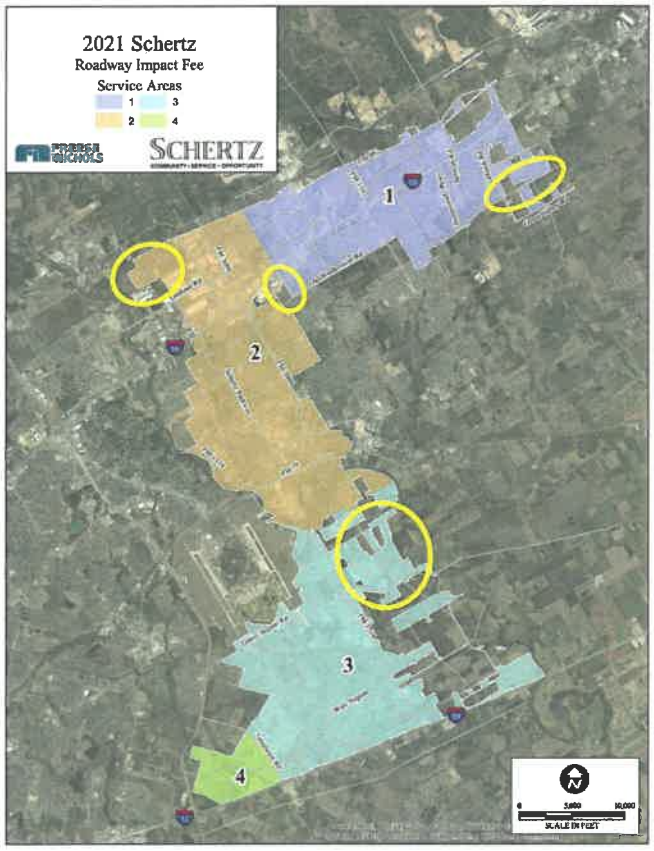
1. Meetings were held with the City of Schertz Staff to review the annexations, changes in the impact fee CIP, and the methodology to be used in the update.
2. Roadway service area structure was updated for areas affected by annexations.
3. Vehicle-miles of travel in the PM peak hour were retained as the service unit measure for roadway impact fee calculations.
4. A roadway conditions inventory was updated for newly annexed roadways to include lane geometries, roadway classifications and segment lengths, as necessary, of facilities in the impact fee program.
5. Projected growth (service units) by service area over the ten-year planning period was retained using the initial Land Use Assumptions and Land Use Equivalency Table.
6. The roadway impact fee capital improvements program (IFCIP) was reviewed to incorporate additional projects in the annexed areas.
7. Roadway cost data of construction, engineering, and right-of-way for amended impact fee projects were compiled by service area.

8. The cost of capacity provided, maximum cost per service unit, and cost attributable to new development were calculated for each service area.
9. A technical memorandum was prepared to document the procedures and findings of the analysis.

SERVICE AREAS

Roadway service areas define areas to be served by impact fee projects. More importantly, these geographic areas are defined to ensure that facility improvements are near new growth generating the need. Chapter 395 of the Texas Local Government Codes mandates that service areas for roadway programs be limited to a maximum six miles and within city limits.

Schertz's service areas for roads were established in the City's initial impact fee program and were adjusted to incorporate the development annexations within Service Areas 1, 2, and 3 (highlighted in the image to the right). Figure 1 illustrates the amended roadway impact fee service area structure.



LAND USE ASSUMPTIONS

Growth defined in terms of land use assumptions, serve to determine the need and timing of capital improvements to serve future development. This ten-year forecast examined population and employment net growth between 2017 and 2027 and was rooted in analysis of historic growth trends over the past 3, 5, and ten-years and documented as part of the impact fee program implementation process. Given the recent nature of the land use assumptions analysis, the pandemic and economic slowdown, and resurgence/continued growth, the initial ten-year forecast was deemed acceptable for this programmatic update. Hence, no changes were made to the initial ten-year assumptions. **Table 1** and **Table 2**, summarize the forecasted population and employment growth which, in addition to the roadway impact fee capital improvement plan, will serve as basis for the cost per service unit calculation.

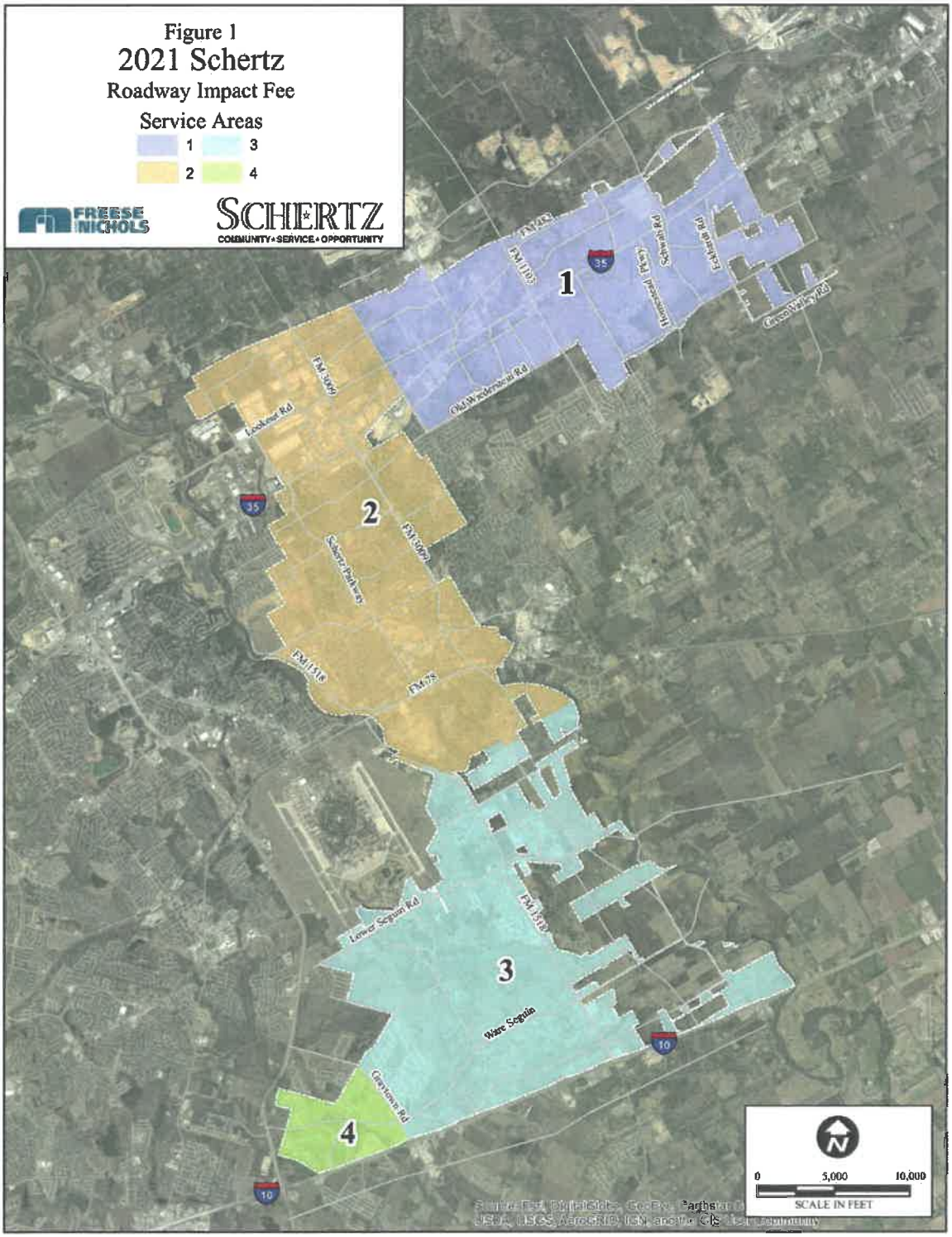

Figure 1
2021 Schertz
Roadway Impact Fee
Service Areas
1
2
3
4
FREESE NICHOLS
SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY
1
2
3
4
FM 1103
FM 1518
FM 78
Lookout Rd
Old Wiedermann Rd
Schertz Pkwy
Lower Seguin Rd
Wiese Seguin
Graytown Rd
Green Valley Rd
0
5,000
10,000
SCALE IN FEET

Table 1: Initial Impact Fee Population Projections

TEN-YEAR POPULATION PROJECTION CITY OF SCHERTZ				
Roadway Service Areas	**2017 Population**	**2027 Population**	**Pop. Added**	**Pct. Change**
1	9,239	12,211	2,972	32%
2	28,280	32,169	3,889	14%
3	2,809	12,454	9,645	343%
4	11	68	57	518%
City Total	40,339	56,902	16,563	41%

Source: 2017 Schertz Roadway Impact Fee Study

Table 2: Initial Impact Fee Employment Projections

TEN-YEAR EMPLOYMENT PROJECTION CITY OF SCHERTZ				
Roadway Service Area	**Total Employment (Employees)**			
	2017	**2027**	**Emp. Added**	**Pct. Change**
1	2,206	3,812	1,606	73%
2	8,587	11,304	2,717	32%
3	408	1,111	703	172%
4	0	20	20	--
City Total	11,201	16,247	5,046	45%

Source: 2017 Schertz Roadway Impact Fee Study

Projected Vehicle-Miles of New Demand

Projected vehicle-miles of demand were calculated based on this net population and employment growth forecasted to occur over the 10-year planning period and the service unit generation for each of the population and employment data components. These values were retained from the 2017 Impact Fee Study, as summarized in **Table 3**.

Table 3: Impact Fee 10-Year Projected Service Unit Growth

SERVICE AREA	PROJECTED 10-YEAR GROWTH (VEHICLE-MILES)
1	10,461
2	17,905
3	14,918
4	124
City Total	43,408

CAPITAL IMPROVEMENTS PLAN

The impact fee capital improvements plan is aimed at facilitating the implementation of the ultimate thoroughfare network. Projects incorporated into the impact fee program are rooted in the city's official Thoroughfare Plan.

Eligible Projects

Legislative mandate stipulates that the impact fee CIP contain only those roadways which are included on the City's official Thoroughfare Plan that are classified as arterial or collector status facilities. A review of the Thoroughfare Plan identified projects which were eligible for consideration by impact fees. Impact fee legislation also allows for the recoupment of costs for previously constructed facilities. Only costs incurred by the City may be considered for impact fees. Roadways constructed with private funding cannot be included for impact fee consideration. Additionally, state facilities are eligible for inclusion to the impact fee system; however, only costs incurred by the City may be eligible for consideration.

Eligible Costs

In general, those costs associated with the design, right-of-way acquisition, and construction and financing of all items necessary to implement the roadway projects identified in the capital improvements plan are eligible. It is important to note that upon completion of the capital improvements identified in the CIP, the city must recalculate the impact fee using the actual costs and make refunds if the actual cost is less than the impact fee paid by greater than 10 percent. To prevent this situation, conservative estimates of project cost are considered.

Only the cost necessitated by new development will be utilized for impact fee consideration. For example, if only 60% of the capacity provided by the impact fee CIP is needed over the ten-year window, then only 60% of the cost associated with those facilities is considered in the cost per service unit calculation.

Capital Improvements Plan

Using the initial impact fee program capital improvements plan as the base for this update, several projects were added to the capital improvement projects or modified. These project additions were coordinated through City Staff and are listed below in **Table 4**.

Table 4: IFCIP Project Additions/Modifications; 2021 Update

Service Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Thoroughfare Plan Description
1	25B/C	Big John Lane	Eckhardt	City Limits	New	0.06	2	Residential Collector
		Comment: Incorporation of Parklands II Addition						
1	25C	Big John Lane	City Limits	Eastern City Limits	New	0.68	2	Residential Collector
		Comment: Incorporation of Parklands II Addition						
1	27	N/S Connector(1) /Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	Secondary Arterial
		Comment: Amended project cost of $1.3M per Development Agreement on Cibolo Valley Drive.						
2	36A	E/W Connector (7)/Tejas Way	W City Limits	Doerr Lane	New	0.65	3	Commercial Collector A
		Comment: Annexation of property and incoportion of thoroughfare extension						
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	Secondary Arterial
		Comment: Annexation of Sadlebrook Addition						
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	Secondary Arterial
		Comment: Annexation of Sadlebrook Addition						
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	Secondary Arterial
		Comment: Annexation of Sadlebrook Addition.						
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	Principal Arterial
		Comment: Annexation of Sadlebrook Addition						
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	Residential Collector
		Comment: Annexation of Carmel Ranch Addition.						

Project cost estimates were prepared for new additions to the program using a unit cost approach consistent with the methodology of the initial program. Project costs for the initially identified IFCIP program were unchanged unless a project was completed, in which then actual costs were input into the database. **Figure 2** and **Table 5** illustrate and list the capital improvement projects and their associated total cost for the impact fee system. The full list of IFCIP projects and cost for all service areas can be found in the Appendices.

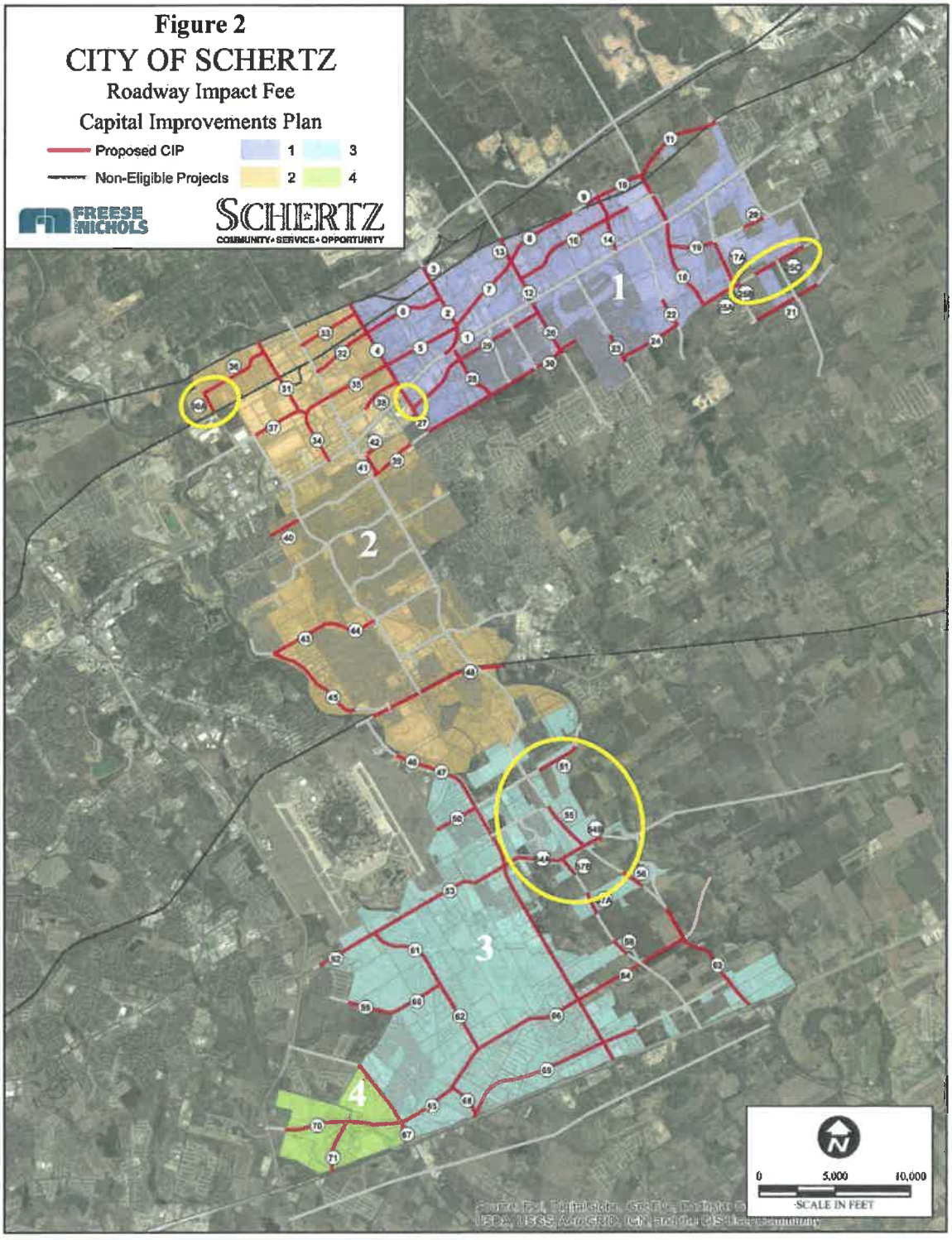

Figure 2
CITY OF SCHERTZ
Roadway Impact Fee
Capital Improvements Plan
Proposed CIP
Non-Eligible Projects
1
2
3
4
FREESE NICHOLS
SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY
0
5,000
10,000
SCALE IN FEET

Table 5: IFCIP Project Listing

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Total Project Cost
1	1	FM 2252	IH 35	FM 482	New	0.32	4	DA	100%	$1,566,800
1	2	FM 2252	FM 482	Railroad Tracks	New	0.64	4	DA	100%	$3,146,000
1/X	3	FM 2252	Railroad Tracks	N City Limits	New	0.22	4	DA	50%	$509,850
1/2	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$3,202,650
1	5	E/W Connector (1)	N/S Connector (1)	FM 2252	New	0.99	4	DA	100%	$5,513,000
1	6	E/W Connector (2)	N/S Connector (1)	FM 2252	New	0.99	2	UC	100%	$4,269,000
1	7	FM 482	FM 2252	Hubertus Rd	New	1.05	4	DA	100%	$5,456,100
1	8	FM 482	Hubertus Rd	Railroad Tracks	New	1.00	4	DA	100%	$5,147,800
1	9	FM 482	800' W of Friesenhahn	Friesenhahn Ln	New	0.15	4	DA	100%	$754,100
1/X	10	FM 482	Friesenhahn Ln	Schwab Rd	New	0.59	4	DA	50%	$1,530,000
1	11	FM 482	Schwab Rd	E City Limits	New	1.20	4	DA	100%	$6,205,500
1	12	Hubertus Rd	IH 35	FM 482	New	0.57	4	DA	100%	$2,855,700
1	13	Hubertus Rd	FM 482	N City Limits	New	0.30	4	DA	100%	$1,572,300
1	14	Friesenhahn Ln	IH 35	FM 482	New	0.72	3	SC	100%	$1,343,600
1	15	Schwab Rd	IH 35	FM 482	New	0.63	6	DA	100%	$4,374,700
1	16	E/W Connector (3)	Hubertus Rd	David Lack Blvd	New	1.59	3	SC	100%	$6,110,000
1	17A	Eckhardt Rd	Froboese Ln	Green Valley Rd	New	1.11	2	UC	100%	$3,727,100
1	18	Schwab Rd	IH 35	S City Limits	New	1.14	4	DA	100%	$5,680,700
1	19	Froboese Ln	Schwab Rd	Eckhardt Rd	New	0.57	2	UC	100%	$2,030,400
1	20	Froboese Ln	2200' E of Eckhardt	E City Limits	New	0.26	2	UC	100%	$890,000
1	21	Green Valley Rd	W City Limits	E City Limits	New	0.87	4	DA	100%	$4,199,500
1	22	Homestead Pkwy	End Ex Homestead Pkwy	S City Limits	New	0.33	2	UC	100%	$1,178,500
1	23	Country Club Blvd	Scenic Links	S City Limits	New	0.35	2	UC	100%	$1,257,100
1	24	E/W Connector (4)	Country Club Blvd	Homestead Pkwy	New	0.77	2	UC	100%	$2,671,200
1	25A	E/W Connector (4)	Schwab Rd	Eckhardt Rd	New	0.45	2	UC	100%	$1,602,000
1/X	25B	Big John Lane	Eckhardt Rd	City Limits	New	0.06	2	UC	50%	$50,675
1/X	25C	E/W Connector (4)	City Limits	E. City Limits	New	0.68	2	UC	50%	$608,625
1	26	FM 1103	IH 35	Old Wiederstein Rd	New	0.70	4	DA	100%	$2,000,000
1	27	N/S Conn. (1)/Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	DA	100%	$1,300,000
1	28	N/S Connector (2)	IH 35	Old Wiederstein Rd	New	0.73	4	DA	100%	$3,635,700
1	29	E/W Connector (5)	N/S Connector (1)	FM 1103	New	2.00	2	UC	100%	$7,097,200
1/X	30	Old Wiederstein Rd	N/S Connector (1)	Cherry Tree Dr	New	2.17	4	DA	50%	$5,143,600
Sub-total SA 1						**24.96**				**$96,629,400**
2	31	Doerr Ln	N City Limits	Lookout Rd	New	0.91	3	SC	100%	$3,249,900
2/1	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$3,130,900
2	32	E/W Connector (2)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$3,386,200
2	33	E/W Connector (6)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$3,386,100
2	34	Mid-Cities Pkwy	IH 35	FM 3009	New	0.98	3	SC	100%	$3,293,700
2	35	E/W Connector (1)	FM 3009	N/S Connector (1)	New	0.81	4	DA	100%	$4,190,900
2	36	E/W Conn. (7)/Tejas Way	W City Limits	Doerr Ln	Recoup	0.65	3	SC	100%	$2,231,100
2	36A	Tejas Way	Existing Tejas Way	UP RR/City Limit	New	0.52	3	SC	100%	$1,647,800
2	37	Lookout Rd	Tri-County Pkwy	Schertz Pkwy	New	0.74	3	SC	100%	$2,743,600
2	38	Four Oaks Ln	End of Ex .Four Oaks Ln	N/S Connector (1)	New	0.54	3	SC	100%	$1,977,300
2	39	Wiederstein Rd	E City Limits	FM 3009	New	0.64	4	DA	100%	$3,079,800
2	40	Wiederstein Rd	Schertz Pkwy	W City Limits	New	0.41	2	UC	100%	$1,294,700
2	41	Baptist Health Dr	Ripps-Kreusler	Wiederstein Rd	New	0.27	3	SC	100%	$992,900
2	42	Ripps-Kreusler	Baptist Health Dr	End of Ripps Kreusler	New	0.22	3	SC	100%	$803,900
2	43	Maske Rd	FM 1518	Oak St	New	0.54	3	SC	100%	$1,827,600
2	44	Maske Rd Realignment	Oak St	Schertz Pkwy	New	0.88	2	UC	100%	$3,645,200
2	45	FM 1518/Main St	Maske Rd	Oak St	New	1.30	3	SA	100%	$4,494,500
2	46	FM 1518	N City Limits	SA 3 Limit	New	0.36	6	DA	100%	$436,300
2/3	47	FM 1518	SA 3 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$222,650
2	48	FM 78/John Peterson Blvd	W City Limits	E City Limits	New	1.81	6	DA	100%	$2,683,780
Sub-total SA 2						**14.86**				**$48,718,830**

Table 5 (continued): IFCIP Project Listing

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Total Project Cost
3/2	47	FM 1518	SA 2 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$222,650
3	49	FM 1518	Schertz Pkwy Ext.	IH 10	New	4.09	6	DA	100%	$5,165,000
3	50	Schaefer Rd	W City Limits	FM 1518	New	0.48	2	UC	100%	$1,536,700
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	DA	100%	$2,559,000
3/X	52	Lower Seguin Rd	W City Limits	E of Tates Dr	New	0.35	3	SA	50%	$686,450
3	53	Lower Seguin Rd	E of Tates Dr	W of Canopy Bend	New	1.76	3	SA	100%	$6,998,900
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	DA	100%	$4,917,900
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	DA	100%	$1,063,700
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	DA	100%	$3,338,500
3	56	N/S Connector (3)	N City Limits	S City Limits	New	0.27	4	DA	100%	$1,380,400
3	57A	N/S Connector (4)	N City Limits	S City Limits	New	0.26	2	UC	100%	$894,600
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	UC	100%	$838,000
3	58	N/S Connector (4)	N City Limits	S City Limits	New	0.21	2	UC	100%	$725,000
3/X	59	W Ware Seguin Rd	W City Limits	Boeing Dr	New	0.57	2	UC	50%	$900,550
3	60	W Ware Seguin Rd	Boeing Dr	N/S Connector (5)	New	0.67	2	UC	100%	$2,236,900
3	61	N/S Connector (5)	Lower Seguin Rd	W Ware Seguin Rd	New	1.10	2	UC	100%	$3,780,500
3	62	N/S Connector (5)	W Ware Seguin Rd	E Ware Seguin Rd	New	0.93	2	UC	100%	$3,227,400
3	63	Trainer Hale Rd (N/S)	Weir Rd	IH 10	New	1.66	4	DA	100%	$8,020,500
3	64	Trainer Hale Rd (E/W)	FM 1518	Trainer Hale Rd (N/S)	New	1.51	4	DA	100%	$7,710,300
3	65	Ware Seguin Rd	Graytown Rd	N/S Connector (5)	New	1.35	3	SA	100%	$4,736,300
3	66	E Ware Seguin Rd	N/S Connector (5)	FM 1518	New	1.41	3	SA	100%	$4,739,900
3/4	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$2,000,600
3	68	N/S Connector (6)	Ware Seguin Rd	IH 10	New	0.47	3	SC	100%	$1,712,600
3	69	E/W Connector (8)	IH 10	E City Limits	New	2.33	3	SC	100%	$8,482,300
Sub-total SA 3						**23.67**				**$77,874,650**
4/3	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$2,000,600
4	70	Binz-Engleman Rd	W City Limits	Graytown Rd	New	1.30	3	SA	100%	$4,667,000
4	71	Scenic Lake Dr	Binz-Engleman Rd	IH 10	New	0.77	3	SC	100%	$2,777,400
Sub-total SA 4						**3.19**				**$9,445,000**
Totals:						**66.68**				**$232,667,880**

Notes:

DA- Divided arterial
SA- Special arterial (with two way left turn lane)
SC- Special collector (with two way left turn lane)
UC- Undivided collector

Projected Vehicle-Miles Capacity Available for New Growth

The vehicle-miles of new capacity supply were calculated consistent with the initial program for capacity supplied. The equation used was:

Vehicle-Miles of New Capacity = Link capacity per peak hour per lane x No. of Lanes x Length of segment (miles)

Vehicle-miles of new capacity provided by the CIP are listed in **Table 6.** Also depicted is the net capacity provided by the CIP (removal of existing traffic consuming capacity from improvements). The Appendix contains details of the capacity calculations provided by the CIP program for all service areas.

Table 6: Updated Vehicle-Miles of IFCIP Capacity Provided

	A	B	C = A - B	D	E = C - D
SERVICE AREA	CAPACITY SUPPLIED BY CIP (VEH-MI)	EXISTING UTILIZATION ON CIP ROADS (VEH-MI)	EXCESS CAPACITY (VEH-MI)	EXISTING VEH-MILES OF DEFICIENCIES	VEH-MILES OF NET CAPACITY SUPPLIED
1	45,583	2,747	43,835	0	43,835
2	25,783	6,998	18,785	0	18,785
3	47,756	7,311	40,446	0	40,446
4	3,359	130	3,229	0	3,229
City Total	122,481	17,186	105,295	0	105,295

A comparison of net capacity provided by the updated CIP relative to 10-year demands (from land use assumptions) reveals sufficient capacity to address growth attributable to new development. **Table 7** summarizes the percentage of CIP attributable to new development.

Table 7: Projected Demand and Percent Attributable to 10-Year Growth

	A	B	B / A
SERVICE AREA	VEH-MILES OF NET CAPACITY SUPPLIED	PROJECTED 10-YEAR GROWTH (VEH-MI)	PERCENT OF CIP ATTRIBUTABLE TO 10-YEAR GROWTH
1	43,835	10,461	24.4
2	18,785	17,905	95.3
3	40,446	14,918	36.9
4	3,229	124	3.8
City Total	105,295	43,408	41.2

Cost of Roadway Improvements

The total cost, including study update costs, and cost of net capacity supplied to implement the roadway improvements plan projects by service area are shown in **Table 8**. If traffic exists on proposed CIP project roadways or there are any deficiencies present on the current network within each respective service area (existing utilization), the total system cost is adjusted to reflect the net capacity being made available by the impact fee program. In other words, only the excess or unused portion of the CIP and its associated costs are considered eligible. Per state law, a credit for the

portion of ad-valorem tax revenues generated by improvements over the program period, or a credit equal to 50% of the total projected cost of implementing the capital improvements plan, must be given. A detailed listing by project segment in each service area can be found in the Appendix.

Table 8: Summary of IFCIP Cost and Cost of Net Capacity Provided

SERVICE AREA	TOTAL COST OF PROPOSED IFCIP PROJECTS	COST TO MEET EXISTING UTILIZATION ON CIP ROADWAYS	COST OF NET CAPACITY SUPPLIED BY CIP
1	$96,666,616	$5,826,582	$90,840,034
2	$48,739,881	$13,228,990	$35,510,891
3	$77,913,641	$11,927,108	$65,986,533
4	$9,447,742	$365,721	$9,082,022
Total	$232,767,880	$31,348,401	201,419,479

CALCULATION OF IMPACT FEES

Cost Attributable to New Development

The cost attributable to new development within this cost of net capacity is calculated by comparing the projected vehicle-miles of demand to the net capacity supplied by the IFCIP. If the demand is higher than the net IFCIP capacity provided, then the full cost of the net capacity is attributable to new development. If there is more net capacity than required to meet the project demand, then the cost attributable to new development is the proportional amount of the cost of net capacity based on the ratio of projected demand to net capacity supplied by the IFCIP.

For this update, all of Schertz's roadway service areas are projected to have a demand by new development that consumes only a portion of the full net capacity supplied by the IFCIP. This is shown in **Table 9**.

Table 9: Roadway Improvements Plan Cost Attributable to New Development

SERVICE AREA	COST OF NET CAPACITY SUPPLIED	PCT. OF CIP ATTRIBUTABLE TO NEW DEV. (10-YR)	COST ATTRIBUTABLE TO NEW DEV.	DEBT SERVICE ATTRIBUTABLE TO NEW DEVELOPMENT	COST ATTRIBUTABLE TO NEW DEV.
1	$90,840,034	24.4	$22,184,410	$2,679,760	$24,864,170
2	$35,510,891	95.3	$33,846,739	$3,978,291	$37,825,030
3	$65,986,533	36.9	$24,339,036	$2,865,171	$27,204,207
4	$9,082,022	3.8	$349,633	$41,588	$391,221
Total	201,419,479	41.2	$80,719,818	$9,564,810	$90,284,628

Credit Analysis

Per Chapter 395, the cost of the CIP must be credited for ad-valorem tax generated through new development either through a credit analysis or a flat 50% credit. The City of Schertz opted to perform the credit analysis in lieu of the 50% credit to determine the maximum allowable fee per service unit. No changes were made to the credit analysis as there were no changes in the 10-year Land Use Assumptions (and hence the resultant VMT growth). **Table 10** lists the CIP credit and resultant CIP cost attributable to growth (less credit).

Table 10: CIP Credit and Resultant Cost Attributable to New Development

SERVICE AREA	COST ATTRIBUTABLE TO NEW DEV.	CIP CREDIT	TOTAL COST ATTRIBUTABLE TO NEW DEV.
1	$24,864,170	$7,974,490	$16,889,680
2	$37,825,030	$13,649,051	$24,175,979
3	$27,204,207	$11,371,991	$15,832,216
4	$391,221	$94,525	$296,696
Total	$90,284,628	$33,090,057	$57,194,571

Cost per Service Unit

The cost per service unit is calculated by dividing the cost of the CIP necessitated and attributable to new demand (net cost) by the projected service units of growth over the 10-year planning period.

Table 11 lists the calculation and results of the cost per service unit calculation by service area. The actual cost per service unit reflects the true burden to the City for the implementation of the roadway capital improvements program. Based on the credit analysis, the maximum rate after credit reflects the maximum amount per service unit that can be charged to comply with state statute. The Appendix details the maximum fee per service unit calculation for each service area.

Table 11: Cost per Service Unit Summary

	A	B	C	D= B /A	E = C /A
SERVICE AREA	PROJECTED 10-YEAR GROWTH (VEH-MI)	TOTAL COST ATTRIBUTABLE TO NEW DEVELOPMENT	TOTAL COST ATTRIBUTABLE TO DEV. (LESS CREDIT)	BASE COST PER SERVICE UNIT	MAXIMUM ALLOWABLE COST PER SERVICE UNIT (AFTER CREDIT)
1	10,461	$24,864,170	$16,889,680	$2,409.84	$1,614.54
2	17,905	$37,825,030	$24,175,979	$2,090.20	$1,350.25
3	14,918	$27,204,207	$15,832,216	$1,806.78	$1,061.26
4	124	$391,221	$296,696	$3,155.02	$2,386.93
Total	43,408	$90,284,628	$57,194,571		

These updated cost per service unit rates (maximum allowable) are compared in **Table 12** to the rates calculated in the initial Impact Fee study as well as the current collection rates set at the conclusion of that study. There are slight variations to the cost per service unit in each service area. The updated cost per service unit do not have a negative effect to existing collection rates if the same collection rate is desired to be maintained.

Table 12: Cost per Service Unit Comparison to Initial Impact Fee Study

Service Area	Maximum Credited Cost per Service Unit			COLLECTION RATE			
				RESIDENTIAL		NON-RESIDENTIAL	
	2017 STUDY	2021 STUDY UPDATE	DIFF.	Mar 2021 - 2022	Mar 2022 Forward	Mar 2018 - 2021	Mar 2021 Forward
1	$1,647.53	$1,614.54	($32.99)	$900.00	$1,000.00	$100.00	$175.00
2	$1,327.89	$1,350.25	$22.36	$900.00	$1,000.00	$100.00	$175.00
3	$1,044.48	$1,061.26	$16.78	$900.00	$1,000.00	$100.00	$175.00
4	$2,392.72	$2,386.93	($5.79)	$900.00	$1,000.00	$100.00	$175.00

Appendices

APPENDIX A: ROADWAY IMPROVEMENT PLAN PROJECTS

Definitions

LANES	The total number of lanes in both directions available for travel.
TYPE	The type of roadway (used in determining capacity): UC = undivided collector DC = divided collector UA = undivided arterial DA = divided arterial SC = special collector (roadway with continuous left turn) SA = special arterial (roadway with continuous left turn) OW = one-way roadway
PK-HR VOLUME	The existing volumes of cars on the roadway segment traveling during the afternoon (P.M.) peak hour of travel.
% IN SERVICE AREA	If the roadway is located on the boundary of the service area (with the city limits running along the centerline of the roadway), then half of the roadway is inventoried in the service area and the other half is not. This value is either 50% or 100%.
VEH-MI SUPPLY TOTAL	The number of total service units (vehicle-miles) supplied within the service area, based on the length, and established capacity of the roadway type.
VEH-MI TOTAL DEMAND PK-HR	The total service unit (vehicle-mile) demand created by existing traffic on the roadway segment in the afternoon peak hour.
EXCESS CAPACITY PK-HR VEH-MI	The number of service units supplied but unused by existing traffic in the afternoon peak hour.

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Peak Hour Volume* A	B	Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
1	1	FM 2252	IH 35	FM 482	New	0.32	4	DA	100%	73	250	323	853	102	751	0
1	2	FM 2252	FM 482	Railroad Tracks	New	0.64	4	DA	100%	73	250	323	1726	206	1519	0
1/X	3	FM 2252	Railroad Tracks	N City Limits	New	0.22	4	DA	50%	0	250	250	299	55	244	0
1/2	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	0	0	0	1691	0	1691	0
1	5	E/W Connector (1)	N/S Connector (1)	FM 2252	New	0.99	4	DA	100%	0	0	0	2668	0	2668	0
1	6	E/W Connector (2)	N/S Connector (1)	FM 2252	New	0.99	2	UC	100%	0	0	0	988	0	988	0
1	7	FM 482	FM 2252	Hubertus Rd	New	1.05	4	DA	100%	46	52	98	2841	103	2738	0
1	8	FM 482	Hubertus Rd	Railroad Tracks	New	1.00	4	DA	100%	46	52	98	2705	98	2607	0
1	9	FM 482	800' W of Friesenhahn	Friesenhahn Ln	New	0.15	4	DA	100%	46	52	98	405	15	390	0
1/X	10	FM 482	Friesenhahn Ln	Schwab Rd	New	0.59	4	DA	50%	46	0	46	797	27	769	0
1	11	FM 482	Schwab Rd	E City Limits	New	1.20	4	DA	100%	46	52	98	3240	118	3122	0
1	12	Hubertus Rd	IH 35	FM 482	New	0.57	4	DA	100%	30	57	87	1529	49	1480	0
1	13	Hubertus Rd	FM 482	N City Limits	New	0.30	4	DA	100%	0	0	0	821	0	821	0
1	14	Friesenhahn Ln	IH 35	FM 482	New	0.72	3	SC	100%	50	50	100	789	72	717	0
1	15	Schwab Rd	IH 35	FM 482	New	0.63	6	DA	100%	120	315	435	2548	274	2274	0
1	16	E/W Connector (3)	Hubertus Rd	David Lack Blvd	New	1.59	3	SC	100%	0	0	0	1754	0	1754	0
1	17A	Eckhardt Rd	Froboese Ln	Green Valley Rd	New	1.11	2	UC	100%	19	11	30	1110	33	1077	0
1	18	Schwab Rd	IH 35	S City Limits	New	1.14	4	DA	100%	0	0	0	3078	0	3078	0
1	19	Froboese Ln	Schwab Rd	Eckhardt Rd	New	0.57	2	UC	100%	0	0	0	573	0	573	0
1	20	Froboese Ln	2200' E of Eckhardt	E City Limits	New	0.26	2	UC	100%	0	0	0	260	0	260	0
1	21	Green Valley Rd	W City Limits	E City Limits	New	0.87	4	DA	100%	10	10	20	2352	17	2335	0
1	22	Homestead Pkwy	End Ex Homestead Pkwy	S City Limits	New	0.33	2	UC	100%	0	0	0	326	0	326	0
1	23	Country Club Blvd	Scenic Links	S City Limits	New	0.35	2	UC	100%	0	0	0	350	0	350	0
1	24	E/W Connector (4)	Country Club Blvd	Homestead Pkwy	New	0.77	2	UC	100%	0	0	0	770	0	770	0
1	25A	E/W Connector (4)	Schwab Rd	Eckhardt Rd	New	0.45	2	UC	100%	10	10	20	451	9	442	0
1/X	25B	Big John Lane	Eckhardt Rd	City Limits	New	0.06	2	UC	50%	0	0	0	28	0	28	0
1/X	25C	E/W Connector (4)	City Limits	E. City Limits	New	0.68	2	UC	50%	0	0	0	342	0	342	0
1	26	FM 1103	IH 35	Old Wiederstein Rd	New	0.70	4	DA	100%	590	1020	1610	1894	1129	764	0
1	27	N/S Conn. (1)/Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	DA	100%	50	50	100	1485	55	1430	0
1	28	N/S Connector (2)	IH 35	Old Wiederstein Rd	New	0.73	4	DA	100%	0	0	0	1983	0	1983	0
1	29	E/W Connector (5)	N/S Connector (1)	FM 1103	New	2.00	2	UC	100%	0	0	0	1998	0	1998	0
1/X	30	Old Wiederstein Rd	N/S Connector (1)	Cherry Tree Dr	New	2.17	4	DA	50%	0	177	177	2930	384	2545	0
Sub-total SA 1						**24.96**							**45583**	**2747**	**42835**	**0**
2	31	Doerr Ln	N City Limits	Lookout Rd	New	0.91	3	SC	100%	50	50	100	1004	91	913	0
2/1	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	0	0	0	1691	0	1691	0
2	32	E/W Connector (2)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	0	0	0	810	0	810	0
2	33	E/W Connector (6)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	0	0	0	810	0	810	0
2	34	Mid-Cities Pkwy	IH 35	FM 3009	New	0.98	3	SC	100%	0	0	0	1082	0	1082	0
2	35	E/W Connector (1)	FM 3009	N/S Connector (1)	New	0.81	4	DA	100%	0	0	0	2200	0	2200	0
2	36	E/W Conn. (7)/Tejas Way	W City Limits	Doerr Ln	Recoup	0.65	3	SC	100%	0	0	0	717	0	717	0
2	36A	Tejas Way	Existing Tejas Way	UP RR/City Limit	New	0.52	3	SC	100%	0	0	0	574	0	574	0
2	37	Lookout Rd	Tri-County Pkwy	Schertz Pkwy	New	0.74	3	SC	100%	133	219	352	815	261	554	0
2	38	Four Oaks Ln	End of Ex .Four Oaks Ln	N/S Connector (1)	New	0.54	3	SC	100%	0	0	0	598	0	598	0

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Peak Hour Volume* A	B	Total	VMT Supply Pk Hr Total	VMT Demand Pk Hr Total	Excess VMT Capacity	CIP VMT Deficiency
2	39	Wiederstein Rd	E City Limits	FM 3009	New	0.64	4	DA	100%	0	0	0	1737	0	1737	0
2	40	Wiederstein Rd	Schertz Pkwy	W City Limits	New	0.41	2	UC	100%	100	100	200	406	81	325	0
2	41	Baptist Health Dr	Ripps-Kreusler	Wiederstein Rd	New	0.27	3	SC	100%	0	0	0	302	0	302	0
2	42	Ripps-Kreusler	Baptist Health Dr	End of Ripps Kreusler	New	0.22	3	SC	100%	0	0	0	245	0	245	0
2	43	Maske Rd	FM 1518	Oak St	New	0.54	3	SC	100%	97	105	202	595	109	486	0
2	44	Maske Rd Realignment	Oak St	Schertz Pkwy	New	0.88	2	UC	100%	0	0	0	875	0	875	0
2	45	FM 1518/Main St	Maske Rd	Oak St	New	1.30	3	SA	100%	397	351	748	1753	971	782	0
2	46	FM 1518	N City Limits	SA 3 Limit	New	0.36	6	DA	100%	755	508	1263	1465	457	1008	0
2/3	47	FM 1518	SA 3 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	755	0	755	793	296	497	0
2	48	FM 78/John Peterson Blvd	W City Limits	E City Limits	New	1.81	6	DA	100%	1525	1096	2621	7311	4732	2580	0
Sub-total SA 2						**14.86**							**25783**	**6998**	**18785**	**0**
3/2	47	FM 1518	SA 2 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	0	508	508	793	199	594	0
3	49	FM 1518	Schertz Pkwy Ext.	IH 10	New	4.09	6	DA	100%	755	508	1263	16565	5166	11399	0
3	50	Schaefer Rd	W City Limits	FM 1518	New	0.48	2	UC	100%	100	100	200	478	96	383	0
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	DA	100%	50	50	100	1472	55	1417	0
3/X	52	Lower Seguin Rd	W City Limits	E of Tates Dr	New	0.35	3	SA	50%	304	0	304	237	107	130	0
3	53	Lower Seguin Rd	E of Tates Dr	W of Canopy Bend	New	1.76	3	SA	100%	304	188	492	2376	866	1510	0
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	DA	100%	37	16	53	2903	57	2846	0
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	DA	100%	37	16	53	626	12	614	0
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	DA	100%	0	0	0	1776	0	1776	0
3	56	N/S Connector (3)	N City Limits	S City Limits	New	0.27	4	DA	100%	0	0	0	716	0	716	0
3	57A	N/S Connector (4)	N City Limits	S City Limits	New	0.26	2	UC	100%	0	0	0	256	0	256	0
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	UC	100%	0	0	0	243	0	243	0
3	58	N/S Connector (4)	N City Limits	S City Limits	New	0.21	2	UC	100%	0	0	0	211	0	211	0
3/X	59	W Ware Seguin Rd	W City Limits	Boeing Dr	New	0.57	2	UC	50%	0	20	20	283	11	272	0
3	60	W Ware Seguin Rd	Boeing Dr	N/S Connector (5)	New	0.67	2	UC	100%	19	20	39	669	26	642	0
3	61	N/S Connector (5)	Lower Seguin Rd	W Ware Seguin Rd	New	1.10	2	UC	100%	20	19	39	1104	43	1061	0
3	62	N/S Connector (5)	W Ware Seguin Rd	E Ware Seguin Rd	New	0.93	2	UC	100%	20	19	39	932	36	895	0
3	63	Trainer Hale Rd (N/S)	Weir Rd	IH 10	New	1.66	4	DA	100%	50	50	100	4480	166	4314	0
3	64	Trainer Hale Rd (E/W)	FM 1518	Trainer Hale Rd (N/S)	New	1.51	4	DA	100%	50	50	100	4070	151	3920	0
3	65	Ware Seguin Rd	Graytown Rd	N/S Connector (5)	New	1.35	3	SA	100%	0	0	0	1828	0	1828	0
3	66	E Ware Seguin Rd	N/S Connector (5)	FM 1518	New	1.41	3	SA	100%	20	19	39	1910	55	1855	0
3/4	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	238	0	238	752	265	487	0
3	68	N/S Connector (6)	Ware Seguin Rd	IH 10	New	0.47	3	SC	100%	0	0	0	512	0	512	0
3	69	E/W Connector (8)	IH 10	E City Limits	New	2.33	3	SC	100%	0	0	0	2563	0	2563	0
Sub-total SA 3						**23.67**							**47756**	**7311**	**40446**	**0**
4/3	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	0	89	89	752	99	653	0
4	70	Binz-Engleman Rd	W City Limits	Graytown Rd	New	1.30	3	SA	100%	0	0	0	1760	0	1760	0
4	71	Scenic Lake Dr	Binz-Engleman Rd	IH 10	New	0.77	3	SC	100%	20	20	40	847	31	816	0
Sub-total SA 4						**3.19**							**3359**	**130**	**3229**	**0**
Totals:						**66.68**							**122,481**	**17,186**	**105,295**	**0**

APPENDIX B: ROADWAY IMPROVEMENT PLAN COST ANALYSIS

Definitions

LANES	The total number of lanes in both directions available for travel.
TYPE	The type of roadway (used in determining capacity): UC = undivided collector DC = divided collector UA = undivided arterial DA = divided arterial SC = special collector (roadway with continuous left turn) SA = special arterial (roadway with continuous left turn) OW = one-way roadway
% IN SERVICE AREA	If the roadway is located on the boundary of the service area (with the city limits running along the centerline of the roadway), then half of the roadway is inventoried in the service area and the other half is not. This value is either 50% or 100%.
TOTAL SEGMENT COST	The estimated cost (in dollars) of the entire segment of the proposed improvement.
TOTAL COST IN SERVICE AREA	The estimated cost (in dollars) of the portion of the proposed roadway improvement within the service area.

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Roadway Project Costs			Total Project Cost	Prorated Study Update Cost	Service Area Total Cost (100%)
										Engineering	ROW	Construction			
1	1	FM 2252	IH 35	FM 482	New	0.32	4	DA	100%	$100,000	$38,000	$1,428,800	$1,566,800	$696	$1,567,496
1	2	FM 2252	FM 482	Railroad Tracks	New	0.64	4	DA	100%	$205,800	$0	$2,940,200	$3,146,000	$1,409	$3,147,409
1/X	3	FM 2252	Railroad Tracks	N City Limits	New	0.22	4	DA	50%	$33,350	$0	$476,500	$509,850	$244	$510,094
1/2	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$194,950	$222,750	$2,784,950	$3,202,650	$1,380	$3,204,030
1	5	E/W Connector (1)	N/S Connector (1)	FM 2252	New	0.99	4	DA	100%	$337,600	$352,800	$4,822,600	$5,513,000	$2,179	$5,515,179
1	6	E/W Connector (2)	N/S Connector (1)	FM 2252	New	0.99	2	UC	100%	$261,300	$274,400	$3,733,300	$4,269,000	$807	$4,269,807
1	7	FM 482	FM 2252	Hubertus Rd	New	1.05	4	DA	100%	$343,300	$207,900	$4,904,900	$5,456,100	$2,319	$5,458,419
1	8	FM 482	Hubertus Rd	Railroad Tracks	New	1.00	4	DA	100%	$323,800	$198,000	$4,626,000	$5,147,800	$2,209	$5,150,009
1	9	FM 482	800' W of Friesenhahn	Friesenhahn Ln	New	0.15	4	DA	100%	$47,400	$30,000	$676,700	$754,100	$331	$754,431
1/X	10	FM 482	Friesenhahn Ln	Schwab Rd	New	0.59	4	DA	50%	$96,250	$58,400	$1,375,350	$1,530,000	$650	$1,530,650
1	11	FM 482	Schwab Rd	E City Limits	New	1.20	4	DA	100%	$390,400	$237,600	$5,577,500	$6,205,500	$2,645	$6,208,145
1	12	Hubertus Rd	IH 35	FM 482	New	0.57	4	DA	100%	$178,000	$135,400	$2,542,300	$2,855,700	$1,248	$2,856,948
1	13	Hubertus Rd	FM 482	N City Limits	New	0.30	4	DA	100%	$93,500	$142,600	$1,336,200	$1,572,300	$670	$1,572,970
1	14	Friesenhahn Ln	IH 35	FM 482	New	0.72	3	SC	100%	$85,400	$38,000	$1,220,200	$1,343,600	$644	$1,344,244
1	15	Schwab Rd	IH 35	FM 482	New	0.63	6	DA	100%	$268,200	$274,400	$3,832,100	$4,374,700	$2,080	$4,376,780
1	16	E/W Connector (3)	Hubertus Rd	David Lack Blvd	New	1.59	3	SC	100%	$370,900	$440,700	$5,298,400	$6,110,000	$1,432	$6,111,432
1	17A	Eckhardt Rd	Froboese Ln	Green Valley Rd	New	1.11	2	UC	100%	$238,100	$87,900	$3,401,100	$3,727,100	$906	$3,728,006
1	18	Schwab Rd	IH 35	S City Limits	New	1.14	4	DA	100%	$345,100	$406,300	$4,929,300	$5,680,700	$2,513	$5,683,213
1	19	Froboese Ln	Schwab Rd	Eckhardt Rd	New	0.57	2	UC	100%	$122,500	$158,000	$1,749,900	$2,030,400	$468	$2,030,868
1	20	Froboese Ln	2200' E of Eckhardt	E City Limits	New	0.26	2	UC	100%	$56,200	$31,100	$802,700	$890,000	$212	$890,212
1	21	Green Valley Rd	W City Limits	E City Limits	New	0.87	4	DA	100%	$263,500	$172,300	$3,763,700	$4,199,500	$1,921	$4,201,421
1	22	Homestead Pkwy	End Ex Homestead Pkwy	S City Limits	New	0.33	2	UC	100%	$71,100	$91,500	$1,015,900	$1,178,500	$266	$1,178,766
1	23	Country Club Blvd	Scenic Links	S City Limits	New	0.35	2	UC	100%	$75,900	$97,000	$1,084,200	$1,257,100	$286	$1,257,386
1	24	E/W Connector (4)	Country Club Blvd	Homestead Pkwy	New	0.77	2	UC	100%	$160,800	$213,800	$2,296,600	$2,671,200	$629	$2,671,829
1	25A	E/W Connector (4)	Schwab Rd	Eckhardt Rd	New	0.45	2	UC	100%	$96,600	$124,700	$1,380,700	$1,602,000	$368	$1,602,368
1/X	25B	Big John Lane	Eckhardt Rd	City Limits	New	0.06	2	UC	50%	$3,050	$3,850	$43,775	$50,675	$23	$50,698
1/X	25C	E/W Connector (4)	City Limits	E. City Limits	New	0.68	2	UC	50%	$36,700	$47,350	$524,575	$608,625	$279	$608,904
1	26	FM 1103	IH 35	Old Wiederstein Rd	New	0.70	4	DA	100%	$0	$0	$2,000,000	$2,000,000	$1,546	$2,001,546
1	27	N/S Conn. (1)/Cibolo Valley	IH 35	Old Wiederstein Rd	New	0.55	4	DA	100%	$0	$0	$1,300,000	$1,300,000	$1,212	$1,301,212
1	28	N/S Connector (2)	IH 35	Old Wiederstein Rd	New	0.73	4	DA	100%	$220,800	$260,200	$3,154,700	$3,635,700	$1,619	$3,637,319
1	29	E/W Connector (5)	N/S Connector (1)	FM 1103	New	2.00	2	UC	100%	$428,100	$554,000	$6,115,100	$7,097,200	$1,632	$7,098,832
1/X	30	Old Wiederstein Rd	N/S Connector (1)	Cherry Tree Dr	New	2.17	4	DA	50%	$328,050	$128,900	$4,686,650	$5,143,600	$2,392	$5,145,992
Sub-total SA 1						**24.96**				**$5,776,650**	**$5,027,850**	**$85,824,900**	**$96,629,400**	**$37,216**	**$96,666,616**
2	31	Doerr Ln	N City Limits	Lookout Rd	New	0.91	3	SC	100%	$212,600	$0	$3,037,300	$3,249,900	$820	$3,250,720
2/1	4	N/S Connector (1)	IH 35	Railroad Tracks	New	1.25	4	DA	50%	$190,250	$222,750	$2,717,900	$3,130,900	$1,380	$3,132,280
2	32	E/W Connector (2)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$206,800	$224,500	$2,954,900	$3,386,200	$661	$3,386,861
2	33	E/W Connector (6)	FM 3009	N/S Connector (1)	New	0.81	2	UC	100%	$206,800	$224,500	$2,954,800	$3,386,100	$661	$3,386,761
2	34	Mid-Cities Pkwy	IH 35	FM 3009	New	0.98	3	SC	100%	$215,500	$0	$3,078,200	$3,293,700	$883	$3,294,583
2	35	E/W Connector (1)	FM 3009	N/S Connector (1)	New	0.81	4	DA	100%	$255,300	$288,700	$3,646,900	$4,190,900	$1,797	$4,192,697
2	36	E/W Conn. (7)/Tejas Way	W City Limits	Doerr Ln	Recoup	0.65	3	SC	100%	$134,200	$180,200	$1,916,700	$2,231,100	$585	$2,231,685
2	36A	Tejas Way	Existing Tejas Way	UP RR/City Limit	New	0.52	3	SC	100%	$99,100	$133,000	$1,415,700	$1,647,800	$468	$1,648,268
2	37	Lookout Rd	Tri-County Pkwy	Schertz Pkwy	New	0.74	3	SC	100%	$179,500	$0	$2,564,100	$2,743,600	$666	$2,744,266
2	38	Four Oaks Ln	End of Ex .Four Oaks Ln	N/S Connector (1)	New	0.54	3	SC	100%	$119,600	$149,700	$1,708,000	$1,977,300	$488	$1,977,788
2	39	Wiederstein Rd	E City Limits	FM 3009	New	0.64	4	DA	100%	$186,600	$228,100	$2,665,100	$3,079,800	$1,418	$3,081,218
2	40	Wiederstein Rd	Schertz Pkwy	W City Limits	New	0.41	2	UC	100%	$84,700	$0	$1,210,000	$1,294,700	$331	$1,295,031
2	41	Baptist Health Dr	Ripps-Kreusler	Wiederstein Rd	New	0.27	3	SC	100%	$60,100	$74,600	$858,000	$992,900	$247	$993,147
2	42	Ripps-Kreusler	Baptist Health Dr	End of Ripps Kreusler	New	0.22	3	SC	100%	$48,600	$61,000	$694,300	$803,900	$200	$804,100
2	43	Maske Rd	FM 1518	Oak St	New	0.54	3	SC	100%	$119,600	$0	$1,708,000	$1,827,600	$486	$1,828,086
2	44	Maske Rd Realignment	Oak St	Schertz Pkwy	New	0.88	2	UC	100%	$222,500	$243,900	$3,178,800	$3,645,200	$715	$3,645,915
2	45	FM 1518/Main St	Maske Rd	Oak St	New	1.30	3	SA	100%	$294,000	$0	$4,200,500	$4,494,500	$1,431	$4,495,931

Serv Area	Project No.	Roadway	From	To	Project Status	Length (mi)	No. of Lanes	Type Rdwy	Pct. in Serv. Area	Roadway Project Costs			Total Project Cost	Prorated Study Update Cost	Service Area Total Cost (100%)
										Engineering	*ROW*	*Construction*			
2	46	FM 1518	N City Limits	SA 3 Limit	New	0.36	6	DA	100%	$27,400	$17,100	$391,800	$436,300	$1,196	$437,496
2/3	47	FM 1518	SA 3 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$13,950	$9,250	$199,450	$222,650	$648	$223,298
2	48	FM 78/John Peterson Blvd	W City Limits	E City Limits	New	1.81	6	DA	100%	$175,500	$0	$2,508,180	$2,683,780	$5,969	$2,689,749
Sub-total SA 2						**14.88**				**$3,052,700**	**$2,057,500**	**$43,608,630**	**$48,718,830**	**$21,051**	**$48,739,881**
3/2	47	FM 1518	SA 2 Limit	Schertz Pkwy Ext.	New	0.39	6	DA	50%	$13,950	$9,250	$199,450	$222,650	$648	$223,298
3	49	FM 1518	Schertz Pkwy Ext.	IH 10	New	4.09	6	DA	100%	$327,300	$162,000	$4,675,700	$5,165,000	$13,524	$5,178,524
3	50	Schaefer Rd	W City Limits	FM 1518	New	0.48	2	UC	100%	$99,300	$19,000	$1,418,400	$1,536,700	$391	$1,537,091
3/X	51	RAF - Burnette	Schaefer Rd	E City Limits	New	0.55	4	DA	100%	$160,300	$108,900	$2,289,800	$2,559,000	$1,202	$2,560,202
3/X	52	Lower Seguin Rd	W City Limits	E of Tates Dr	New	0.35	3	SA	50%	$44,450	$6,950	$635,050	$686,450	$193	$686,643
3	53	Lower Seguin Rd	E of Tates Dr	W of Canopy Bend	New	1.76	3	SA	100%	$453,300	$69,700	$6,475,900	$6,998,900	$1,940	$7,000,840
3	54A	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	1.08	4	DA	100%	$313,400	$127,700	$4,476,800	$4,917,900	$2,370	$4,920,270
3	54B	Lower Seguin Rd	W of Canopy Bend	E City Limits	New	0.23	4	DA	100%	$67,800	$27,600	$968,300	$1,063,700	$511	$1,064,211
3	55	N/S Connector (3)	S. of Schaefer/Raf Burnette	Lower Seguin Rd	New	0.66	4	DA	100%	$198,000	$312,600	$2,827,900	$3,338,500	$1,450	$3,339,950
3	56	N/S Connector (3)	N City Limits	S City Limits	New	0.27	4	DA	100%	$81,900	$128,300	$1,170,200	$1,380,400	$585	$1,380,985
3	57A	N/S Connector (4)	N City Limits	S City Limits	New	0.26	2	UC	100%	$53,800	$72,100	$768,700	$894,600	$209	$894,809
3	57B	N/S Connector (4)	Lower Seguin Rd	S City Limit/Carmel Ranch	New	0.24	2	UC	100%	$50,400	$67,500	$720,100	$838,000	$199	$838,199
3	58	N/S Connector (4)	N City Limits	S City Limits	New	0.21	2	UC	100%	$43,600	$58,200	$623,200	$725,000	$172	$725,172
3/X	59	W Ware Seguin Rd	W City Limits	Boeing Dr	New	0.57	2	UC	50%	$58,900	$0	$841,650	$900,550	$231	$900,781
3	60	W Ware Seguin Rd	Boeing Dr	N/S Connector (5)	New	0.67	2	UC	100%	$146,300	$0	$2,090,600	$2,236,900	$546	$2,237,446
3	61	N/S Connector (5)	Lower Seguin Rd	W Ware Seguin Rd	New	1.10	2	UC	100%	$227,400	$304,900	$3,248,200	$3,780,500	$901	$3,781,401
3	62	N/S Connector (5)	W Ware Seguin Rd	E Ware Seguin Rd	New	0.93	2	UC	100%	$208,700	$38,800	$2,981,900	$3,227,400	$761	$3,228,161
3	63	Trainer Hale Rd (N/S)	Weir Rd	IH 10	New	1.66	4	DA	100%	$498,900	$394,400	$7,127,200	$8,020,500	$3,657	$8,024,157
3	64	Trainer Hale Rd (E/W)	FM 1518	Trainer Hale Rd (N/S)	New	1.51	4	DA	100%	$500,500	$59,800	$7,150,000	$7,710,300	$3,323	$7,713,623
3	65	Ware Seguin Rd	Graytown Rd	N/S Connector (5)	New	1.35	3	SA	100%	$278,400	$481,100	$3,976,800	$4,736,300	$1,493	$4,737,793
3	66	E Ware Seguin Rd	N/S Connector (5)	FM 1518	New	1.41	3	SA	100%	$299,100	$167,500	$4,273,300	$4,739,900	$1,559	$4,741,459
3/4	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$126,550	$65,950	$1,808,100	$2,000,600	$614	$2,001,214
3	68	N/S Connector (6)	Ware Seguin Rd	IH 10	New	0.47	3	SC	100%	$103,500	$130,300	$1,478,800	$1,712,600	$418	$1,713,018
3	69	E/W Connector (8)	IH 10	E City Limits	New	2.33	3	SC	100%	$512,700	$645,900	$7,323,700	$8,482,300	$2,093	$8,484,393
Sub-total SA 3						**23.67**				**$4,868,450**	**$3,456,450**	**$69,549,750**	**$77,874,650**	**$38,991**	**$77,913,641**
4/3	67	Graytown Rd	Boeing Dr	IH 10	New	1.11	3	SA	50%	$126,550	$65,950	$1,808,100	$2,000,600	$614	$2,001,214
4	70	Binz-Engleman Rd	W City Limits	Graytown Rd	New	1.30	3	SA	100%	$275,000	$463,300	$3,928,700	$4,667,000	$1,437	$4,668,437
4	71	Scenic Lake Dr	Binz-Engleman Rd	IH 10	New	0.77	3	SC	100%	$177,700	$61,000	$2,538,700	$2,777,400	$691	$2,778,091
Sub-total SA 4						**3.19**				**$579,250**	**$590,250**	**$8,275,500**	**$9,445,000**	**$2,742**	**$9,447,742**
Totals:						**66.68**				**$14,277,050**	**$11,132,050**	**$207,258,780**	**$232,667,880**	**$100,000**	**$232,767,880**

TECHNICAL MEMORANDUM

APPENDIX C: ROADWAY SERVICE AREA ANALYSIS SUMMARY

2021 Schertz Roadway Impact Fee Update*

Service Area Analysis Summary

Service Area	1 Capacity Supplied by CIP (veh-mi)	2 Existing Utilization (veh-mi)	3 Existing Deficiencies (veh-mi)	4 Net Capacity Supplied by CIP (veh-mi)	5 Total Project Cost of CIP	6 Cost of Net Capacity Supplied	7 Cost to Meet Existing Utilization	8 Projected 10yr Growth (veh-miles)	9 Pcnt. of CIP Attributable to New Dev. (10-yr)	10 Debt Service Attributable to New Dev.	11 Cost Attributable to New Dev.	12 CIP Credit per Credit Analysis	13 Maximum Credited Cost per Service Unit	14 *Full Cost per Service Unit (veh-mi)*
1	45,583	2,747	0	42,835	$96,666,616	$90,840,034	$5,826,582	10,461	24.4	$2,679,760	$24,864,170	$7,974,490	$1,614.54	$2,409.84
2	25,783	6,998	0	18,785	$48,739,881	$35,510,891	$13,228,990	17,905	95.3	$3,978,291	$37,825,030	$13,649,051	$1,350.25	$2,090.20
3	47,756	7,311	0	40,446	$77,913,641	$65,986,533	$11,927,108	14,918	36.9	$2,865,171	$27,204,207	$11,371,991	$1,061.26	$1,806.78
4	3,359	130	0	3,229	$9,447,742	$9,082,022	$365,721	124	3.8	$41,588	$391,221	$94,525	$2,386.93	$3,155.02
Totals	122,481	17,186	0	105,295	232,767,880	201,419,479	31,348,401	43,408	41.2	$9,564,810	$90,284,628	$33,090,057	$1,317.59	$2,072.87
													Weighted Average	

1. TOTAL VEH-MI OF CAPACITY SUPPLIED BY CIP (TVMCAP)
2. TOTAL VEH-MI OF EXISTING DEMAND (VMEXT)
3. TOTAL VEH-MI OF EXISTING DEFICENCIES (VMDEF)
4. NET AMOUNT OF ROADWAY CAPACITY SUPPLIED (NVMCAP) =
   NVMCAP =TVMCAP-VMEXT-VMDEF
5. TOTAL COST OF CIP WITHIN STUDY AREA (TVMCOST)
6. COST OF NET CAPACITY SUPPLIED (NCVMCAP) =
   NCVMCAP = (NVMCAP/TVMCAP)*TVMCOST
7. COST TO MEET EXISTING NEEDS AND USAGE (EXCOST) =
   EXCOST = TVMCOST-NCVMCAP
8. TOTAL VEH-MI OF NEW DEMAND OVER TEN YEARS (TNEWDEM)
9. PERCENT OF CIP ATTRIBUTABLE TO NEW DEVELOPMENT (NPCNT) =
   IF TNEWDEM > NVMCAP, NPCNT = 100%
   IF TNEWDEM < NVMCAP, NPCNT = (TNEWDEM / NVMCAP)*100
10. DEBT SERVICE ATTRIBUTABLE TO NEW DEVELOPMENT (DSDEM)
11. COST OF CIP ATTRIBUTABLE TO NEW DEVELOPMENT (NCVMDEM) =
    NCVMDEM = (TNEWDEM / NVMCAP) * NCVMCAP + DSDEM
12. CIP CREDIT PER CREDIT ANALYSIS (CCRED)
13. COST PER SERVICE UNIT = (MAX FEE)
    MAX FEE = (NCVMDEM-CCRED) / TNEWDEM
14. BASE COST PER SERVICE UNIT (BASE FEE)
    BASE FEE = NCVMDEM / TNEWDEM

***Amendments to Service Area 1, 2 and 3 include:**

SA3: Project 51 - Schaefer/Raf Bennett; Secondary Arterial (90'); extension of city limits
SA3: Project 54A/54B - Lower Seguin Road, Secondary Arterial (90'ROW); extension of city limits
SA3: Project 55 - N/S Connector (120'ROW) from Schaefer/Raf Burnette; extension of city limits
SA3: Project 57B - Addition of Res Collector (70'ROW) from Lower Seguin Rd; extension of city limits
SA1: Project 25B/25C - Big John Lane (Res. Collector, 70'ROW); extension of city limits
SA1: Project 27 - Wiederstein Road (Prin. Art., 120'ROW); Amended Cost per Dev. Agreement
SA1: Project 36A - Tejas Way Extension (Comm. Collector, 70'ROW)

Roadway Capital Recovery Fee Ordinance 18-M-13

Service Area	Maximum Credited Cost per Service Unit			COLLECTION RATE			
	2017 Study	2021 Study Update	Difference	RESIDENTIAL		NON-RESIDENTIAL	
				Mar 2021 - 2022	Mar 2022 Forward	Mar 2018 - 2021	Mar 2021 Forward
1	$1,647.53	$1,614.54	($32.99)	$900.00	$1,000.00	$100.00	$175.00
2	$1,327.89	$1,350.25	$22.36	$900.00	$1,000.00	$100.00	$175.00
3	$1,044.48	$1,061.26	$16.78	$900.00	$1,000.00	$100.00	$175.00
4	$2,392.72	$2,386.93	($5.79)	$900.00	$1,000.00	$100.00	$175.00

Agenda No. 13.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Executive Team**
Subject:	**Ordinance No. 22-S-13 - Conduct a Public Hearing for consideration and/or action approving an Ordinance by the City Council of the City of Schertz, Texas, amending the Master Thoroughfare Plan. *First Reading* (M. Browne/B. James)**

BACKGROUND

The City is proposing to amend the Master Thoroughfare Plan to include the extension of Tejas Way in the area that was recently annexed after being released by the City of San Antonio from their ETJ. The amendment is occurring generally north of Lookout Road and West of Doerr Lane, west and south of the current Tejas Way.

GOAL

Provide for the orderly growth and development of the City.

COMMUNITY BENEFIT

Adding the extension of Tejas Way to the Thoroughfare Plan informs the community that the road is planned to exist.

SUMMARY OF RECOMMENDED ACTION

Approval of Ordinance 22-S-13 to amend the Master Thoroughfare Plan to add the extension of Tejas Way.

FISCAL IMPACT

None

RECOMMENDATION

Approval of Ordinance 22-S-13.

Attachments

Ord 22 S 13 Thoroughfare Plan

legal notice

Property Owner Notice Letter

Property Owner Map

ORDINANCE NO. 22-S-13

AN ORDINANCE BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS AMENDING THE MASTER THOROUGHFARE PLAN OF THE CITY OF SCHERTZ AND OTHER MATTERS IN CONNECTION THEREWITH

WEREAS, the City Council of the City of Schertz, Texas (the "City") has adopted a Master Thoroughfare Plan (the "Master Thoroughfare Plan") as part of the City's Comprehensive Land Use Plan (the "Comprehensive Land Plan"), which is established under the City's Amended and Restated Unified Development Code (the "UDC"); and

WHEREAS, the City Staff has recommended an update to the current Master Thoroughfare Plan; and

WHEREAS, The Planning an Zoning Commission of the City conducted a public hearing and, after considering the criteria in the UDC, made a recommendation of approval of the proposed amendment to the Master Thoroughfare Plan, which is set forth on Exhibit A attached hereto and incorporated herein (the "Amendment"); and

WHEREAS, the City Council has been presented with the proposed Amendment and has determined that the Amendment is in the best interest of the City; and

WHEREAS, all conditions required prior to implement the Amendment have been satisfied.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SCHERTZ, TEXAS: THAT:

Section 1. The Master Thoroughfare Plan of the Comprehensive Land Plan is hereby amended as set forth on Exhibit A of this Ordinance.

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

Section 3. All ordinances and codes, or parts thereof, which are in conflict or inconsistent with any provision of this Ordinance are hereby repealed to the extent of such conflict, and the provisions of this Ordinance shall be and remain controlling as to the matters resolved herein.

Section 4. This Ordinance shall be construed and enforced in accordance with the laws of the State of Texas and the United States of America.

Section 5. If any provision of this Ordinance or the application thereof to any person or circumstance shall be held to be invalid, the remainder of this Ordinance and the application of

such provision to other persons and circumstances shall nevertheless be valid, and the City hereby declares that this Ordinance would have been enacted without such invalid provision.

Section 6. It is officially found, determined, and declared that the meeting at which this Ordinance is adopted was open to the public and public notice of the time, place, and subject matter of the public business to be considered at such meeting, including this Ordinance, was given, all as required by Chapter 551, as amended, Texas Government Code.

Section 7. This Ordinance shall be effective upon the date of final adoption hereof and any publication required by law.

Section 8. This Ordinance shall be cumulative of all other ordinances of the City of Schertz, and this Ordinance shall not operate to repeal or affect any other ordinances of the City of Schertz except insofar as the provisions thereof might be inconsistent or in conflict with the provisions of this Ordinance, in which event such conflicting provisions, if any, are hereby repealed.

Approved on first reading the 5th day of April, 2022.

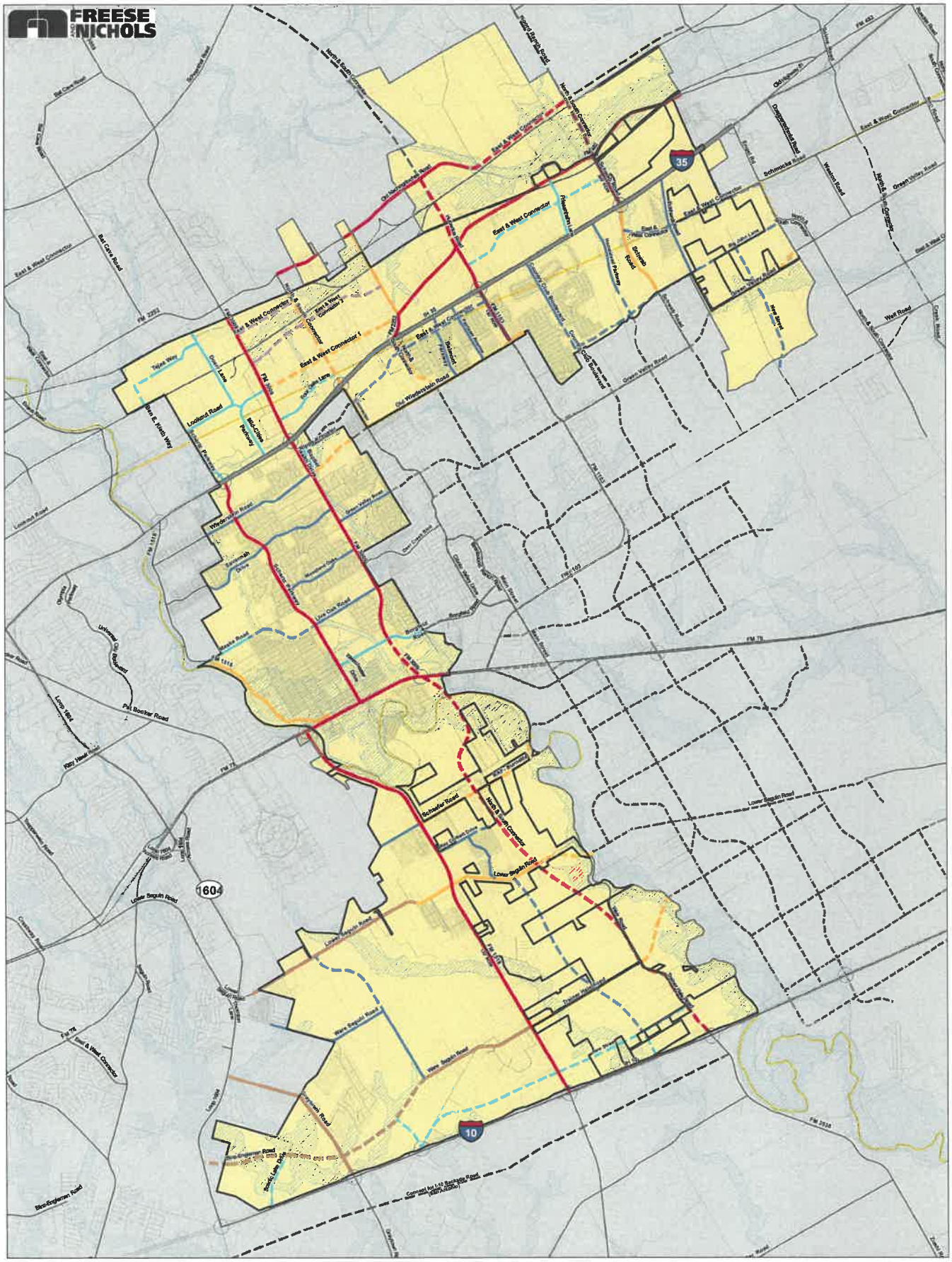
PASSED, APPROVED AND ADOPTED on final reading the 12th day of April, 2022.

_____
Ralph Gutierrez, Mayor

ATTEST:

_____
Brenda Dennis, City Secretary
(SEAL OF THE CITY)

Exhibit A
"Master Thoroughfare Plan"


FREESE NICHOLS
East & West Connector
East & West Connector 1
East & West Connector 2
North & South Connector
Old Wiederstein Road
Lookout Road
Green Valley Road
Schaefer Road
Lower Seguin Road
West Seguin Road
Pat Booker Road
Loop 1604
FM 78
FM 1518
FM 1103
FM 1518
FM 1516
FM 1518
FM 1103
FM 78
FM 3538
Old Nacogdoches Road
Bat Cave Road
Wiederstein Road
Zanzenah Drive
Live Oak Road
Rodeo Road
Universal City Boulevard
Kitty Hawk Road
Crestway Road
Bro-Engleman Road
Dietert Road
Stahl Road
Schmuecke Road
Weiss Road
Wolf Road
Green Valley Road
Schertz Parkway
Main Street
Cibolo Valley Drive
Cibolo Canyons Boulevard
Roy Smith Road
Roy Jones Lane
Rio Vista Lane
Rivercrest Lane
Rivercrest Parkway
Shavano Drive
Shavano Road
Cibolo Valley Drive
Cibolo Canyons Boulevard
Cibolo Valley Drive
Tejas Way
Crest Lane
Lookout Parkway
Bro-Cibolo Parkway
Bent E. Hoth Way
Wiederstein Road
Zanzenah Drive
Live Oak Road
Rodeo Road
Universal City Boulevard
Pat Booker Road
Loop 1604
Kitty Hawk Road
Crestway Road
Bro-Engleman Road
Schaefer Road
Lower Seguin Road
West Seguin Road
Dietert Road
Stahl Road
Schmuecke Road
Weiss Road
Wolf Road
Green Valley Road
Main Street
Cibolo Valley Drive
Cibolo Canyons Boulevard
Roy Smith Road
Roy Jones Lane
Rivercrest Lane
Rivercrest Parkway
Shavano Drive
Shavano Road

CITY OF SCHERTZ
NOTICE OF PUBLIC HEARING

The Schertz City Council will conduct a public hearing on **Tuesday, April 5, 2022** at **6:00 p.m.** at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas, 78154 to consider and act upon the following items: Ord. No. 22-S-13: Conduct a public hearing and consideration and/or action on a request to amend the Comprehensive Land Use Plan and Thoroughfare Plan by designating approximately 142 acres of the Future Land Use Map as Industrial generally located 3,500 feet southwest of the intersection of Doerr Lane and Bell North Drive, Comal County, Texas; Property ID: 77739 and designating the extension of Tejas Way as a Commercial Collector A.

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

PLANNING & COMMUNITY DEVELOPMENT

NOTICE OF PUBLIC HEARING

March 11, 2022

Dear Property Owner,

The Schertz Planning and Zoning Commission will conduct a public hearing on **Wednesday, March 23, 2022,** at **6:00 p.m.** located at the Municipal Complex Council Chambers, 1400 Schertz Parkway, Building #4, Schertz, Texas to consider and make recommendation on the following item:

ZC2022-004– Conduct a public hearing and make a recommendation on a request to amend the Comprehensive Land Use Plan and Thoroughfare Plan by designating approximately 142 acres of the Future Land Use Map as Industrial generally located 3,500 feet southwest of the intersection of Doerr Lane and Bell North Drive, Comal County, Texas: Property ID 77739 and designating the extension of Tejas Way as a Commercial Collector A.

The Planning and Zoning Commission would like to hear how you feel about this request and invites you to attend the public hearing. *This form is used to calculate the percentage of landowners that support and oppose the request.* You may return the reply form below prior to the first public hearing date by mail or personal delivery to mharrison@schertz.com. If you have any questions please feel free to call Megan Harrison, Planner directly at (210) 619-1781.

Sincerely,

Megan Harrison
Planner

Reply Form

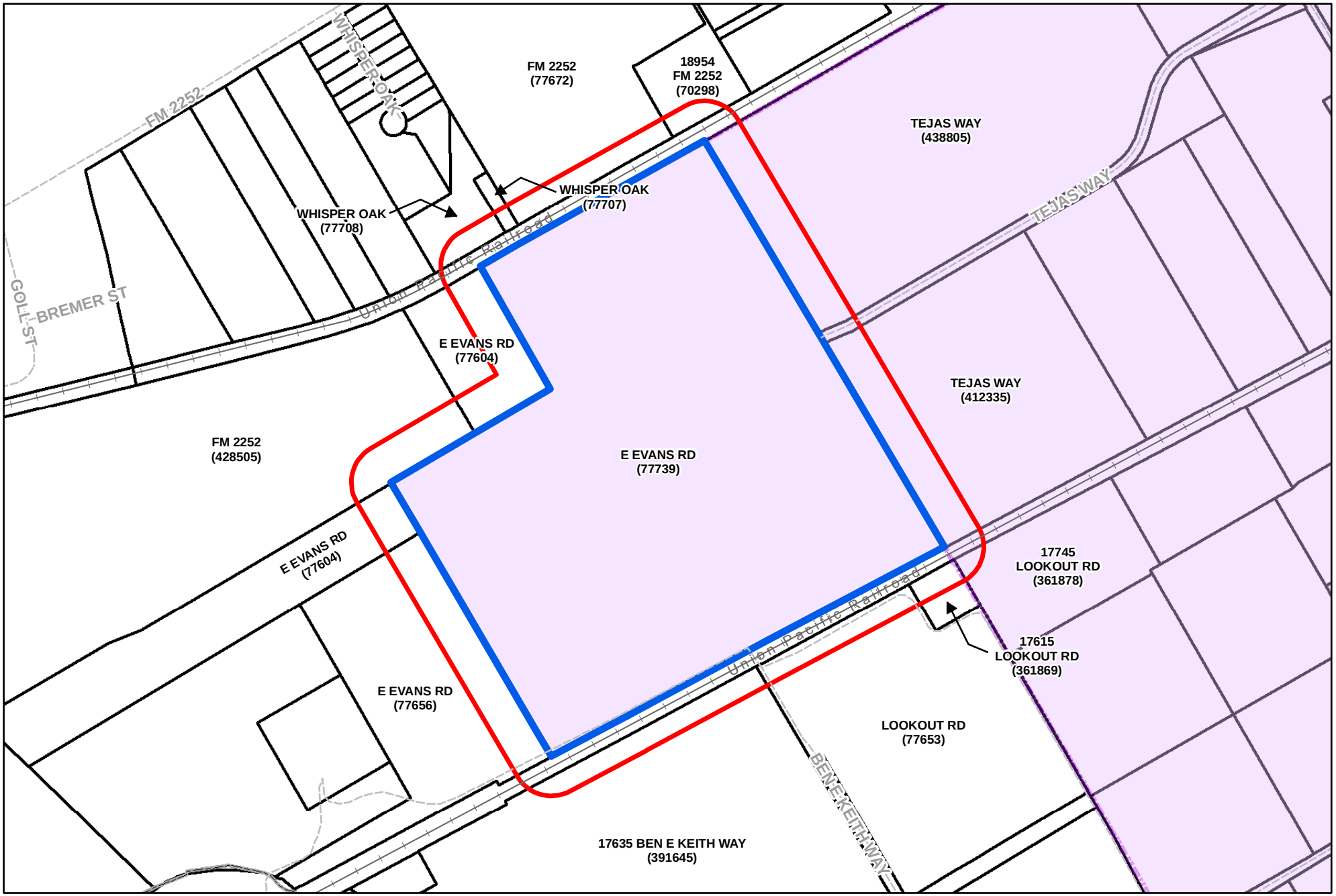
I am: in favor of ☐ opposed to ☐ neutral to ☐ the request for **ZC2022-004**

COMMENTS: _____

NAME: _____SIGNATURE_____
(PLEASE PRINT)

STREET ADDRESS: _____

DATE: _____



SCHERTZ
COMMUNITY • SERVICE • OPPORTUNITY

City of Schertz

TEJAS WAY THOROUGHFARE PLAN &
COMP PLAN AMENDMENT
A-383 SUR-114 V MICHELI, ACRES 142.096

Parcel Boundaries
Schertz City Boundary
200' Buffer

N
W
E
S

Feet
0 375 750 1,500 2,250

Last Update: March 3, 2022

City of Schertz, GIS Specialist: Bill Gardner, gis@schertz.com (210) 619-1185

"The City of Schertz provides this Geographic Information System product "as is" without any express or implied warranty of any kind including but not limited to the implied warranties of merchantability and fitness for a particular purpose. In no event shall The City of Schertz be liable for any special, indirect or consequential damages or any damages whatsoever arising out of or in connection with the use of or performance of these materials. Information published in this product could include technical inaccuracies or typographical errors. Periodical changes may be made and information may be added to the information herein. The City of Schertz may make improvements and/or changes in the product(s) described herein at any time."

Agenda No. 14.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**City Secretary**
Subject:	**The City Council will meet in closed session in accordance with Section 551.074 of the Texas Government Code to discuss the direction to fill the City Manager vacancy.**

Agenda No. 16.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**City Secretary**
Subject:	**Take any action based on discussions held in Closed Session under Agenda Item 14.**

Agenda No. 18.

CITY COUNCIL MEMORANDUM

City Council Meeting:	**April 5, 2022**
Department:	**Finance**
Subject:	**Mayor and Council Compensation. (M. Browne/J. Walters)**

BACKGROUND

Ordinance 08-G-31 provides for annual pay adjustments based on the January Consumer Price Index (CPI) for the South Region. The CPI report for January was released mid-February and stated a CPI change of 7.8%. Per the ordinance, Council's compensation would be increased by that amount.

The ordinance also states Council may decline any increases by notifying the City Manager.The pay change is planned to take effect April 29 and notification of decline should be by April 22, 2022. If no notification of decline is received, the council's pay amount will increase by 7.8%.

GOAL

N/A

COMMUNITY BENEFIT

N/A

SUMMARY OF RECOMMENDED ACTION

N/A

FISCAL IMPACT

Mayor total compensation would increase from $256.24 to $276.23 paid every two weeks.

Councilmember total compensation would increase from $156.06 to $168.23 paid every two weeks.

RECOMMENDATION

N/A

Attachments

Mayor & Council Pay Changes 2022
CPI South January 2022
CPI January 2022

SCHERTZ | COMMUNITY SERVICE OPPORTUNITY

Date: 4/05/2022

From: Finance Department

To: Mayor and Councilmembers

Subject: Mayor and Council Compensation

Ordinance 08-G-31 provides for annual pay adjustments based on the January Consumer Price Index (CPI) for the South Region. The CPI report for January was released mid-February.

Below is a table show the CPI percentage change and the combined compensation and allowance amounts per pay period.

	2021	2022
Mayor	$ 256.24	$ 276.23
Council	$ 156.06	$ 168.23
CPI		7.8%

For the pay date of April 29, 2022, Mayor and Councilmember pay will be set to the 2022 amounts shown in the table. There will be no retroactive adjustment to the pay amount.

Ordinance 08-G-31 allows for the Mayor or Councilmembers to opt out of the pay change by submitting a letter with this intent to the City Manager. If you would like to remain at your current pay level please notify the City Manager by April 22, 2022.

Thank you,

James Walters
Director of Finance

Table 4. Consumer Price Index for All Urban Consumers (CPI-U): Selected areas, all items index, January 2022
[1982-84=100, unless otherwise noted]

Area	Pricing Schedule[1]	Percent change to Jan. 2022 from:			Percent change to Dec. 2021 from:		
		Jan. 2021	Nov. 2021	Dec. 2021	Dec. 2020	Oct. 2021	Nov. 2021
U.S. city average	M	7.5	1.2	0.8	7.0	0.8	0.3
Region and area size[2]							
Northeast	M	6.3	1.0	0.8	5.9	0.8	0.2
Northeast - Size Class A	M	5.7	1.1	1.0	5.0	0.5	0.1
Northeast - Size Class B/C[3]	M	7.0	0.8	0.5	7.0	1.0	0.3
New England[4]	M	6.6	1.3	0.9	6.2	1.3	0.4
Middle Atlantic[4]	M	6.1	0.9	0.7	5.8	0.6	0.1
Midwest	M	7.9	1.1	0.8	7.5	0.7	0.3
Midwest - Size Class A	M	7.4	0.9	0.6	6.9	0.7	0.3
Midwest - Size Class B/C[3]	M	8.2	1.1	0.9	7.9	0.7	0.2
East North Central[4]	M	7.9	1.2	0.9	7.5	0.8	0.3
West North Central[4]	M	7.9	0.8	0.6	7.7	0.6	0.2
South	M	7.8	1.2	0.9	7.4	0.8	0.3
South - Size Class A	M	7.7	1.5	0.9	7.3	1.1	0.6
South - Size Class B/C[3]	M	7.8	1.1	0.9	7.4	0.6	0.2
South Atlantic[4]	M	7.9	1.4	1.0	7.5	0.9	0.5
East South Central[4]	M	6.9	0.5	0.7	7.1	0.2	-0.2
West South Central[4]	M	7.8	1.1	0.8	7.4	0.8	0.3
West	M	7.7	1.3	0.9	7.1	0.9	0.4
West - Size Class A	M	7.4	1.3	0.9	6.8	1.0	0.4
West - Size Class B/C[3]	M	8.1	1.2	0.9	7.4	0.9	0.3
Mountain[4]	M	9.0	1.3	0.7	8.6	1.2	0.6
Pacific[4]	M	7.3	1.2	0.9	6.5	0.8	0.3
Size classes							
Size Class A[5]	M	7.1	1.2	0.9	6.5	0.9	0.4
Size Class B/C[3]	M	7.8	1.1	0.8	7.5	0.8	0.3
Selected local areas							
Chicago-Naperville-Elgin, IL-IN-WI	M	6.8	1.3	0.9	6.6	0.7	0.4
Los Angeles-Long Beach-Anaheim, CA	M	7.5	1.5	1.1	6.6	1.0	0.4
New York-Newark-Jersey City, NY-NJ-PA	M	5.1	0.9	1.1	4.4	0.1	-0.2
Atlanta-Sandy Springs-Roswell, GA	2				9.8	1.9	
Baltimore-Columbia-Towson, MD[6]	2				8.0	1.8	
Detroit-Warren-Dearborn, MI	2				7.0	1.1	
Houston-The Woodlands-Sugar Land, TX	2				6.6	0.7	
Miami-Fort Lauderdale-West Palm Beach, FL	2				7.1	1.2	
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	2				6.6	0.9	
Phoenix-Mesa-Scottsdale, AZ[7]	2				9.7	1.7	
San Francisco-Oakland-Hayward, CA	2				4.2	0.8	
Seattle-Tacoma-Bellevue, WA	2				7.6	0.6	
St. Louis, MO-IL	2				8.3	0.8	
Urban Alaska	2				7.2	0.4	
Boston-Cambridge-Newton, MA-NH	1	6.3	1.6				
Dallas-Fort Worth-Arlington, TX	1	7.8	1.6				
Denver-Aurora-Lakewood, CO	1	7.9	1.4				
Minneapolis-St.Paul-Bloomington, MN-WI	1	7.2	0.7				
Riverside-San Bernardino-Ontario, CA[4]	1	8.6	1.5				
San Diego-Carlsbad, CA	1	8.2	2.0				
Tampa-St. Petersburg-Clearwater, FL[8]	1	9.6	2.4				
Urban Hawaii	1	6.0	0.9				
Washington-Arlington-Alexandria, DC-VA-MD-WV[6]	1	6.0	0.9				

[1] Foods, fuels, and several other items are priced every month in all areas. Most other goods and services are priced as indicated: M - Every month. 1 - January, March, May, July, September, and November. 2 - February, April, June, August, October, and December.
[2] Regions defined as the four Census regions.

[3] Indexes on a December 1996=100 base.

[4] Indexes on a December 2017=100 base.

[5] Indexes on a December 1986=100 base.

[6] 1998 - 2017 indexes based on substantially smaller sample.

[7] Indexes on a December 2001=100 base.

[8] Indexes on a 1987=100 base.

NOTE: Local area indexes are byproducts of the national CPI program. Each local index has a smaller sample size than the national index and is, therefore, subject to substantially more sampling and other measurement error. As a result, local area indexes show greater volatility than the national index, although their long-term trends are similar. Therefore, the Bureau of Labor Statistics strongly urges users to consider adopting the national average CPI for use in their escalator clauses.

NEWS RELEASE
BUREAU OF LABOR STATISTICS
U.S. DEPARTMENT OF LABOR

Transmission of material in this release is embargoed until 8:30 a.m. (ET) February 10, 2022

USDL-22-0191

Technical information: (202) 691-7000 • cpi_info@bls.gov • www.bls.gov/cpi
Media Contact: (202) 691-5902 • PressOffice@bls.gov

CONSUMER PRICE INDEX – JANUARY 2022

The Consumer Price Index for All Urban Consumers (CPI-U) increased 0.6 percent in January on a seasonally adjusted basis, the U.S. Bureau of Labor Statistics reported today. Over the last 12 months, the all items index increased 7.5 percent before seasonal adjustment.

Increases in the indexes for food, electricity, and shelter were the largest contributors to the seasonally adjusted all items increase. The food index rose 0.9 percent in January following a 0.5-percent increase in December. The energy index also increased 0.9 percent over the month, with an increase in the electricity index being partially offset by declines in the gasoline index and the natural gas index.

The index for all items less food and energy rose 0.6 percent in January, the same increase as in December. This was the seventh time in the last 10 months it has increased at least 0.5 percent. Along with the index for shelter, the indexes for household furnishings and operations, used cars and trucks, medical care, and apparel were among many indexes that increased over the month.

The all items index rose 7.5 percent for the 12 months ending January, the largest 12-month increase since the period ending February 1982. The all items less food and energy index rose 6.0 percent, the largest 12-month change since the period ending August 1982. The energy index rose 27.0 percent over the last year, and the food index increased 7.0 percent.

Chart 1. One-month percent change in CPI for All Urban Consumers (CPI-U), seasonally adjusted, Jan. 2021 - Jan. 2022
Percent change

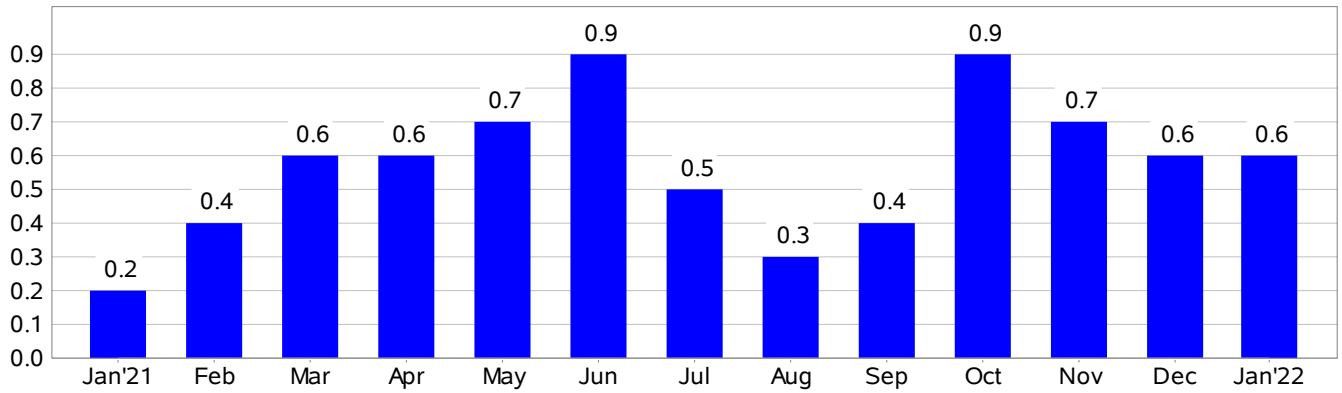


Chart 2. 12-month percent change in CPI for All Urban Consumers (CPI-U), not seasonally adjusted, Jan. 2021 - Jan. 2022

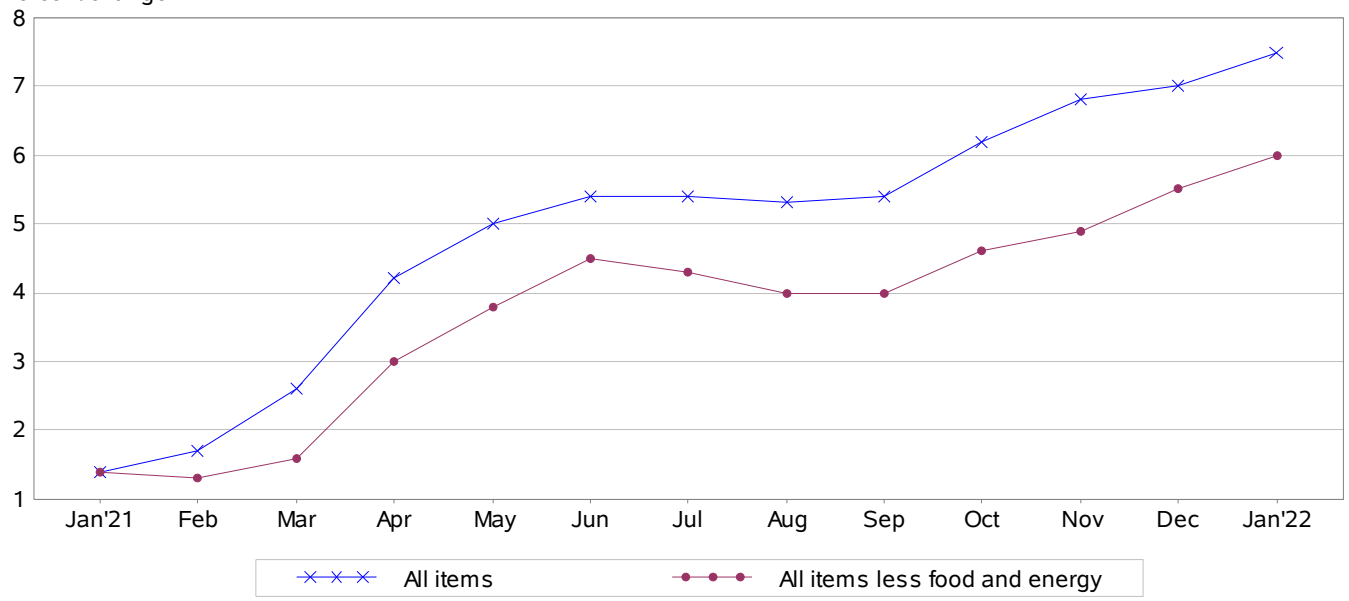


Table A. Percent changes in CPI for All Urban Consumers (CPI-U): U.S. city average

	Seasonally adjusted changes from preceding month							Un-adjusted 12-mos. ended Jan. 2022
	Jul. 2021	Aug. 2021	Sep. 2021	Oct. 2021	Nov. 2021	Dec. 2021	Jan. 2022	
All items	0.5	0.3	0.4	0.9	0.7	0.6	0.6	7.5
Food	0.7	0.4	0.9	0.9	0.8	0.5	0.9	7.0
Food at home	0.6	0.4	1.2	0.9	0.9	0.4	1.0	7.4
Food away from home[1]	0.8	0.4	0.5	0.8	0.6	0.6	0.7	6.4
Energy	1.6	1.9	1.2	3.7	2.4	0.9	0.9	27.0
Energy commodities	2.4	2.5	1.2	4.7	4.2	1.3	-0.6	39.9
Gasoline (all types)	2.5	2.5	1.1	4.6	4.5	1.3	-0.8	40.0
Fuel oil[1]	0.6	-2.1	3.9	12.3	3.5	-2.4	9.5	46.5
Energy services	0.7	1.2	1.2	2.4	0.2	0.3	2.9	13.6
Electricity	0.2	1.0	0.6	1.4	0.2	0.5	4.2	10.7
Utility (piped) gas service	2.2	1.6	2.9	5.9	0.3	-0.3	-0.5	23.9
All items less food and energy	0.3	0.2	0.3	0.6	0.5	0.6	0.6	6.0
Commodities less food and energy commodities	0.4	0.4	0.3	1.1	0.9	1.2	1.0	11.7
New vehicles	1.5	1.2	1.3	1.3	1.2	1.2	0.0	12.2
Used cars and trucks	0.0	-1.2	-0.5	2.5	2.4	3.3	1.5	40.5
Apparel	0.1	0.3	-0.7	0.6	0.7	1.1	1.1	5.3
Medical care commodities[1]	0.2	-0.2	0.3	0.6	0.1	0.0	0.9	1.4
Services less energy services	0.3	0.1	0.2	0.4	0.4	0.3	0.4	4.1
Shelter	0.4	0.2	0.4	0.5	0.5	0.4	0.3	4.4
Transportation services	-0.9	-1.2	-1.0	0.2	0.7	0.0	1.0	5.6
Medical care services	0.2	0.2	0.2	0.4	0.3	0.3	0.6	2.7

[1] Not seasonally adjusted.

Food

The food index increased 0.9 percent in January. The food at home index increased 1.0 percent over the month after rising 0.4 percent in December. Five of the six major grocery store food group indexes increased in January. The index for cereals and bakery products increased the most, rising 1.8 percent over the month. The index for other food at home increased 1.6 percent in January, while the index for dairy and related products rose 1.1 percent. The fruits and vegetables index rose 0.9 percent over the month, and the meats, poultry, fish, and eggs index increased 0.3 percent. The only grocery store group index not to increase in January was the index for nonalcoholic beverages, which was unchanged.

The food away from home index rose 0.7 percent in January following an increase of 0.6 percent in December. The index for full service meals and the index for limited service meals both also rose 0.7 percent over the month.

The food at home index rose 7.4 percent over the last 12 months. All of the six major grocery store food group indexes increased over the period. By far the largest increase was that of the index for meats, poultry, fish, and eggs, which rose 12.2 percent over the year. The index for dairy and related products increased 3.1 percent, the smallest 12-month increase among the groups.

The index for food away from home rose 6.4 percent over the last year, the largest 12-month increase since January 1982. The index for limited service meals rose 8.0 percent over the last 12 months, and the index for full service meals rose 7.1 percent. The index for food at employee sites and schools, in contrast, declined 46.9 percent over the past 12 months, reflecting widespread free lunch programs.

Energy

The energy index increased 0.9 percent in January. The electricity index rose sharply in January, increasing 4.2 percent. The gasoline index fell 0.8 percent in January after rising rapidly in the autumn of 2021. (Before seasonal adjustment, gasoline prices rose 0.1 percent in January.) The index for natural gas also declined in January, falling 0.5 percent after declining 0.3 percent in December.

The energy index rose 27.0 percent over the past 12 months with all major energy component indexes increasing. The gasoline index rose 40.0 percent over the last year, despite declining in January. The index for natural gas rose 23.9 percent over the last 12 months, and the index for electricity rose 10.7 percent.

All items less food and energy

The index for all items less food and energy rose 0.6 percent in January, the same increase as December. The shelter index increased 0.3 percent in January as the rent index increased 0.5 percent and the owners' equivalent rent index rose 0.4 percent. The index for household furnishings and operations rose 1.3 percent over the month following a 1.1-percent increase in December. The used cars and trucks index rose 1.5 percent in January, a deceleration from the 3.3-percent increase reported in December.

The medical care index rose 0.7 percent in January. The index for hospital services increased 0.5 percent and the index for prescription drugs rose 1.3 percent, while the index for physicians' services declined 0.1 percent. Other indexes that rose in January include recreation (+0.9 percent), apparel (+1.1 percent), personal care (+1.0 percent), airline fares (+2.3 percent), and education (+0.2 percent).

Only a few indexes decreased in January; among those that did were lodging away from home (-3.9 percent) and wireless telephone services (-0.1 percent). The index for new vehicles was unchanged over the month.

The index for all items less food and energy rose 6.0 percent over the past 12 months. Major contributors to this increase include shelter (+4.4 percent) and used cars and trucks (+40.5 percent). However, the increase is broad-based, with virtually all component indexes showing increases over the past 12 months.

Not seasonally adjusted CPI measures

The Consumer Price Index for All Urban Consumers (CPI-U) increased 7.5 percent over the last 12 months to an index level of 281.148 (1982-84=100). For the month, the index increased 0.8 percent prior to seasonal adjustment.

The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) increased 8.2 percent over the last 12 months to an index level of 276.296 (1982-84=100). For the month, the index rose 0.9 percent prior to seasonal adjustment.

The Chained Consumer Price Index for All Urban Consumers (C-CPI-U) increased 7.1 percent over the last 12 months. For the month, the index increased 0.8 percent on a not seasonally adjusted basis. Please note that the indexes for the past 10 to 12 months are subject to revision.

The Consumer Price Index for February 2022 is scheduled to be released on Thursday, March 10, 2022 at 8:30 a.m. (ET).

Technical Note

Brief Explanation of the CPI

The Consumer Price Index (CPI) measures the change in prices paid by consumers for goods and services. The CPI reflects spending patterns for each of two population groups: all urban consumers and urban wage earners and clerical workers. The all urban consumer group represents about 93 percent of the total U.S. population. It is based on the expenditures of almost all residents of urban or metropolitan areas, including professionals, the self-employed, the poor, the unemployed, and retired people, as well as urban wage earners and clerical workers. Not included in the CPI are the spending patterns of people living in rural nonmetropolitan areas, farming families, people in the Armed Forces, and those in institutions, such as prisons and mental hospitals. Consumer inflation for all urban consumers is measured by two indexes, namely, the Consumer Price Index for All Urban Consumers (CPI-U) and the Chained Consumer Price Index for All Urban Consumers (C-CPI-U).

The Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W) is based on the expenditures of households included in the CPI-U definition that meet two requirements: more than one-half of the household's income must come from clerical or wage occupations, and at least one of the household's earners must have been employed for at least 37 weeks during the previous 12 months. The CPI-W population represents about 29 percent of the total U.S. population and is a subset of the CPI-U population.

The CPIs are based on prices of food, clothing, shelter, fuels, transportation, doctors' and dentists' services, drugs, and other goods and services that people buy for day-to-day living. Prices are collected each month in 75 urban areas across the country from about 6,000 housing units and approximately 22,000 retail establishments (department stores, supermarkets, hospitals, filling stations, and other types of stores and service establishments). All taxes directly associated with the purchase and use of items are included in the index. Prices of fuels and a few other items are obtained every month in all 75 locations. Prices of most other commodities and services are collected every month in the three largest geographic areas and every other month in other areas. Prices of most goods and services are obtained by personal visit, telephone call, or web collection by the Bureau's trained representatives.

In calculating the index, price changes for the various items in each location are aggregated using weights, which represent their importance in the spending of the appropriate population group. Local data are then combined to obtain a U.S. city average. For the CPI-U and CPI-W, separate indexes are also published by size of city, by region of the country, for cross-classifications of regions and population-size classes, and for 23 selected local areas. Area indexes do not measure differences in the level of prices among cities; they only measure the average change in prices for each area since the base period. For the C-CPI-U, data are issued only at the national level. The CPI-U and CPI-W are considered final when released, but the C-CPI-U is issued in preliminary form and subject to three subsequent quarterly revisions.

The index measures price change from a designed reference date. For most of the CPI-U and the CPI-W, the reference base is 1982-84 equals 100. The reference base for the C-CPI-U is December 1999 equals 100. An increase of 7 percent from the reference base, for example, is shown as 107.000. Alternatively, that relationship can also be expressed as the price of a base period market basket of goods and services rising from $100 to $107.

Sampling Error in the CPI

The CPI is a statistical estimate that is subject to sampling error because it is based upon a sample of retail prices and not the complete universe of all prices. BLS calculates and publishes estimates of the 1-

month, 2-month, 6-month, and 12-month percent change standard errors annually for the CPI-U. These standard error estimates can be used to construct confidence intervals for hypothesis testing. For example, the estimated standard error of the 1-month percent change is 0.03 percent for the U.S. all items CPI. This means that if we repeatedly sample from the universe of all retail prices using the same methodology, and estimate a percentage change for each sample, then 95 percent of these estimates will be within 0.06 percent of the 1-month percentage change based on all retail prices. For example, for a 1-month change of 0.2 percent in the all items CPI-U, we are 95 percent confident that the actual percent change based on all retail prices would fall between 0.14 and 0.26 percent. For the latest data, including information on how to use the estimates of standard error, see https://www.bls.gov/cpi/tables/variance-estimates/home.htm.

Calculating Index Changes

Movements of the indexes from 1 month to another are usually expressed as percent changes rather than changes in index points, because index point changes are affected by the level of the index in relation to its base period, while percent changes are not. The following table shows an example of using index values to calculate percent changes:

	Item A	Item B	Item C
Year I	112.500	225.000	110.000
Year II	121.500	243.000	128.000
Change in index points	9.000	18.000	18.000
Percent change	9.0/112.500 x 100 = 8.0	18.0/225.000 x 100 = 8.0	18.0/110.000 x 100 = 16.4

Use of Seasonally Adjusted and Unadjusted Data

The Consumer Price Index (CPI) produces both unadjusted and seasonally adjusted data. Seasonally adjusted data are computed using seasonal factors derived by the X-13ARIMA-SEATS seasonal adjustment method. These factors are updated each February, and the new factors are used to revise the previous 5 years of seasonally adjusted data. The factors are available at www.bls.gov/cpi/tables/seasonal-adjustment/seasonal-factors-2022.xlsx. For more information on data revision scheduling, please see the Factsheet on Seasonal Adjustment at www.bls.gov/cpi/seasonal-adjustment/questions-and-answers.htm and the Timeline of Seasonal Adjustment Methodological Changes at www.bls.gov/cpi/seasonal-adjustment/timeline-seasonal-adjustment-methodology-changes.htm.

For analyzing short-term price trends in the economy, seasonally adjusted changes are usually preferred since they eliminate the effect of changes that normally occur at the same time and in about the same magnitude every year—such as price movements resulting from weather events, production cycles, model changeovers, holidays, and sales. This allows data users to focus on changes that are not typical for the time of year. The unadjusted data are of primary interest to consumers concerned about the prices they actually pay. Unadjusted data are also used extensively for escalation purposes. Many collective bargaining contract agreements and pension plans, for example, tie compensation changes to the Consumer Price Index before adjustment for seasonal variation. BLS advises against the use of seasonally adjusted data in escalation agreements because seasonally adjusted series are revised annually.

Intervention Analysis

The Bureau of Labor Statistics uses intervention analysis seasonal adjustment (IASA) for some CPI series. Sometimes extreme values or sharp movements can distort the underlying seasonal pattern of price change. Intervention analysis seasonal adjustment is a process by which the distortions caused by such unusual events are estimated and removed from the data prior to calculation of seasonal factors. The resulting seasonal factors, which more accurately represent the seasonal pattern, are then applied to the unadjusted data.

For example, this procedure was used for the motor fuel series to offset the effects of the 2009 return to normal pricing after the worldwide economic downturn in 2008. Retaining this outlier data during seasonal factor calculation would distort the computation of the seasonal portion of the time series data for motor fuel, so it was estimated and removed from the data prior to seasonal adjustment. Following that, seasonal factors were calculated based on this "prior adjusted" data. These seasonal factors represent a clearer picture of the seasonal pattern in the data. The last step is for motor fuel seasonal factors to be applied to the unadjusted data.

For the seasonal factors introduced for January 2022, BLS adjusted 70 series using intervention analysis seasonal adjustment, including selected food and beverage items, motor fuels, electricity, and vehicles.

Revision of Seasonally Adjusted Indexes

Seasonally adjusted data, including the U.S. city average all items index levels, are subject to revision for up to 5 years after their original release. Every year, economists in the CPI calculate new seasonal factors for seasonally adjusted series and apply them to the last 5 years of data. Seasonally adjusted indexes beyond the last 5 years of data are considered to be final and not subject to revision. For January 2022, revised seasonal factors and seasonally adjusted indexes for 2017 to 2021 were calculated and published. For series which are directly adjusted using the Census X-13ARIMA-SEATS seasonal adjustment software, the seasonal factors for 2021 will be applied to data for 2022 to produce the seasonally adjusted 2022 indexes. Series which are indirectly seasonally adjusted by summing seasonally adjusted component series have seasonal factors which are derived and are therefore not available in advance.

Determining Seasonal Status

Each year the seasonal status of every series is reevaluated based upon certain statistical criteria. Using these criteria, BLS economists determine whether a series should change its status from "not seasonally adjusted" to "seasonally adjusted", or vice versa. If any of the 81 components of the U.S. city average all items index change their seasonal adjustment status from seasonally adjusted to not seasonally adjusted, not seasonally adjusted data will be used in the aggregation of the dependent series for the last 5 years, but the seasonally adjusted indexes before that period will not be changed. For 2022, 36 of the 81 components of the U.S. city average all items index are not seasonally adjusted.

Contact Information

For additional information about the CPI visit www.bls.gov/cpi or contact the CPI Information and Analysis Section at 202-691-7000 or cpi_info@bls.gov.

For additional information on seasonal adjustment in the CPI visit www.bls.gov/cpi/seasonal-adjustment/home.htm or contact the CPI seasonal adjustment section at 202-691-6968 or cpiseas@bls.gov.

Information from this release will be made available to sensory impaired individuals upon request. Voice phone: 202-691-5200; Federal Relay Service: 1-800-877-8339.

Table 1. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021	Dec. 2021	Jan. 2022	Jan. 2021-Jan. 2022	Dec. 2021-Jan. 2022	Oct. 2021-Nov. 2021	Nov. 2021-Dec. 2021	Dec. 2021-Jan. 2022
All items	100.000	261.582	278.802	281.149	7.5	0.8	0.7	0.6	0.6
Food	13.370	270.938	286.966	289.772	7.0	1.0	0.8	0.5	0.9
Food at home	8.165	252.107	267.555	270.711	7.4	1.2	0.9	0.4	1.0
Cereals and bakery products	1.030	282.911	297.279	302.242	6.8	1.7	0.7	0.3	1.8
Meats, poultry, fish, and eggs	1.888	265.922	297.604	298.441	12.2	0.3	1.0	0.2	0.3
Dairy and related products	0.752	231.546	235.442	238.675	3.1	1.4	0.3	0.6	1.1
Fruits and vegetables	1.408	309.954	321.931	327.451	5.6	1.7	1.0	0.5	0.9
Nonalcoholic beverages and beverage materials	0.933	179.789	186.723	188.719	5.0	1.1	0.3	0.6	0.0
Other food at home	2.153	217.824	230.809	233.956	7.4	1.4	1.3	0.4	1.6
Food away from home[1]	5.205	300.382	317.372	319.471	6.4	0.7	0.6	0.6	0.7
Energy	7.348	205.273	256.207	260.653	27.0	1.7	2.4	0.9	0.9
Energy commodities	4.014	212.676	296.391	297.455	39.9	0.4	4.2	1.3	-0.6
Fuel oil[1]	0.115	243.588	325.879	356.864	46.5	9.5	3.5	-2.4	9.5
Motor fuel	3.822	208.387	291.510	291.767	40.0	0.1	4.3	1.4	-0.8
Gasoline (all types)	3.748	207.406	290.185	290.416	40.0	0.1	4.5	1.3	-0.8
Energy services	3.334	207.649	228.199	235.941	13.6	3.4	0.2	0.3	2.9
Electricity	2.454	215.242	227.974	238.183	10.7	4.5	0.2	0.5	4.2
Utility (piped) gas service	0.879	181.709	224.366	225.181	23.9	0.4	0.3	-0.3	-0.5
All items less food and energy	79.282	269.755	283.908	285.996	6.0	0.7	0.5	0.6	0.6
Commodities less food and energy commodities	21.699	145.973	160.850	162.991	11.7	1.3	0.9	1.2	1.0
Apparel	2.458	117.785	121.068	124.079	5.3	2.5	0.7	1.1	1.1
New vehicles	4.105	149.377	166.653	167.582	12.2	0.6	1.2	1.2	0.0
Used cars and trucks	4.143	149.659	207.164	210.293	40.5	1.5	2.4	3.3	1.5
Medical care commodities[1]	1.524	377.546	379.611	382.984	1.4	0.9	0.1	0.0	0.9
Alcoholic beverages	0.889	259.765	265.410	266.749	2.7	0.5	0.2	0.3	0.4
Tobacco and smoking products[1]	0.526	1,220.942	1,308.024	1,306.913	7.0	-0.1	0.9	0.7	-0.1
Services less energy services	57.583	347.190	359.559	361.397	4.1	0.5	0.4	0.3	0.4
Shelter	32.946	328.282	341.241	342.604	4.4	0.4	0.5	0.4	0.3
Rent of primary residence	7.398	344.758	355.931	357.737	3.8	0.5	0.4	0.4	0.5
Owners' equivalent rent of residences[2]	24.251	338.181	350.508	352.005	4.1	0.4	0.4	0.4	0.4
Medical care services	6.962	568.778	578.555	584.111	2.7	1.0	0.3	0.3	0.6
Physicians' services[1]	1.900	397.892	408.644	408.335	2.6	-0.1	0.4	0.0	-0.1
Hospital services[3]	2.199	358.733	366.854	371.646	3.6	1.3	-0.1	0.2	0.5
Transportation services	5.599	311.312	326.063	328.665	5.6	0.8	0.7	0.0	1.0
Motor vehicle maintenance and repair[1]	1.038	310.662	324.688	325.448	4.8	0.2	0.0	-0.1	0.2
Motor vehicle insurance	2.383	551.552	567.875	574.042	4.1	1.1	0.4	-0.2	0.9
Airline fares	0.481	200.825	208.954	210.762	4.9	0.9	1.9	2.5	2.3

[1] Not seasonally adjusted.

[2] Indexes on a December 1982=100 base.

[3] Indexes on a December 1996=100 base.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021- Jan. 2022	Dec. 2021- Jan. 2022	Oct. 2021- Nov. 2021	Nov. 2021- Dec. 2021	Dec. 2021- Jan. 2022
All items	100.000	7.5	0.8	0.7	0.6	0.6
Food	13.370	7.0	1.0	0.8	0.5	0.9
Food at home	8.165	7.4	1.2	0.9	0.4	1.0
Cereals and bakery products	1.030	6.8	1.7	0.7	0.3	1.8
Cereals and cereal products	0.332	6.0	1.1	0.9	0.6	1.1
Flour and prepared flour mixes	0.051	10.3	6.5	1.2	0.2	2.9
Breakfast cereal[1]	0.143	5.2	-1.4	0.7	1.4	-1.4
Rice, pasta, cornmeal	0.138	5.0	1.6	0.9	0.7	2.1
Rice[1, 2, 3]		3.6	1.2	1.5	0.8	1.2
Bakery products[1]	0.699	7.2	2.0	0.3	0.1	2.0
Bread[1, 2]	0.199	5.9	1.1	1.2	0.0	1.1
White bread[1, 3]		5.6	1.1	1.5	-0.5	1.1
Bread other than white[1, 3]		6.3	1.2	0.9	0.6	1.2
Fresh biscuits, rolls, muffins[2]	0.106	6.1	1.8	1.0	-1.2	1.4
Cakes, cupcakes, and cookies[1]	0.171	6.1	2.4	0.1	0.7	2.4
Cookies[1, 3]		6.1	2.9	-0.5	1.8	2.9
Fresh cakes and cupcakes[1, 3]		6.4	2.4	0.5	-0.9	2.4
Other bakery products	0.223	9.9	2.4	0.7	0.5	1.3
Fresh sweetrolls, coffeecakes, doughnuts[1, 3]		7.2	2.8	3.5	-1.0	2.8
Crackers, bread, and cracker products[3]		12.6	2.8	1.0	2.0	1.4
Frozen and refrigerated bakery products, pies, tarts, turnovers[1, 3]		8.4	1.6	-1.1	-0.3	1.6
Meats, poultry, fish, and eggs	1.888	12.2	0.3	1.0	0.2	0.3
Meats, poultry, and fish	1.779	12.2	0.2	1.2	0.0	0.2
Meats	1.147	13.6	-0.3	1.4	-0.3	-0.3
Beef and veal	0.546	16.0	-1.3	0.9	-1.0	-1.3
Uncooked ground beef[1]	0.194	13.0	-0.3	0.9	-1.8	-0.3
Uncooked beef roasts[1, 2]	0.082	19.2	-1.7	1.8	-3.8	-1.7
Uncooked beef steaks[2]	0.216	17.1	-1.5	0.5	-1.2	-1.4
Uncooked other beef and veal[1, 2]	0.055	17.9	-3.6	2.5	0.1	-3.6
Pork	0.365	14.1	0.1	2.4	-0.4	-0.2
Bacon, breakfast sausage, and related products[2]	0.163	16.0	-0.1	1.9	0.6	-1.2
Bacon and related products[3]		18.1	-0.9	1.4	-0.3	-0.2
Breakfast sausage and related products[2, 3]		12.0	0.7	2.5	0.9	-1.7
Ham	0.062	10.0	3.7	1.7	0.8	2.5
Ham, excluding canned[3]		10.3	3.7	1.8	1.0	2.2
Pork chops[1]	0.053	14.5	-0.7	0.2	-1.1	-0.7
Other pork including roasts, steaks, and ribs[2]	0.086	14.2	-1.7	4.0	-2.9	-2.3
Other meats	0.236	8.2	1.4	1.1	1.5	1.9
Frankfurters[3]		2.1	2.1	1.7	-0.4	2.1
Lunchmeats[1, 2, 3]		8.2	1.1	1.0	2.7	1.1
Poultry[1]	0.344	9.8	0.8	0.8	0.1	0.8
Chicken[1, 2]	0.281	10.3	-0.3	1.4	0.3	-0.3
Fresh whole chicken[1, 3]		7.6	-0.5	1.3	0.0	-0.5
Fresh and frozen chicken parts[1, 3]		11.6	-0.2	1.5	0.4	-0.2
Other uncooked poultry including turkey[2]	0.062	7.5	5.7	0.9	-0.7	4.2
Fish and seafood	0.289	9.6	1.3	0.7	0.7	1.3
Fresh fish and seafood[1, 2]	0.147	12.7	2.4	-0.2	0.5	2.4
Processed fish and seafood[2]	0.142	6.5	0.3	1.3	1.3	0.4
Shelf stable fish and seafood[3]		0.8	0.7	0.6	0.5	0.9
Frozen fish and seafood[3]		9.1	0.1	2.8	1.4	0.3
Eggs[1]	0.109	13.1	2.0	-1.8	3.6	2.0

See footnotes at end of table.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022 — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021- Jan. 2022	Dec. 2021- Jan. 2022	Oct. 2021- Nov. 2021	Nov. 2021- Dec. 2021	Dec. 2021- Jan. 2022
Dairy and related products	0.752	3.1	1.4	0.3	0.6	1.1
Milk[2]	0.194	6.8	1.1	0.6	0.9	1.8
Fresh whole milk[3]		8.2	1.7	1.2	0.7	1.7
Fresh milk other than whole[2, 3]		6.5	1.1	0.6	1.2	1.6
Cheese and related products[1]	0.249	0.2	1.2	0.0	0.2	1.2
Ice cream and related products	0.113	1.1	0.2	-1.6	1.0	-0.6
Other dairy and related products[1, 2]	0.195	4.0	2.6	-0.2	0.7	2.6
Fruits and vegetables	1.408	5.6	1.7	1.0	0.5	0.9
Fresh fruits and vegetables	1.085	5.6	1.7	1.2	0.4	0.8
Fresh fruits	0.581	8.2	2.3	2.2	1.2	1.7
Apples	0.076	6.8	1.1	0.7	1.0	-0.2
Bananas[1]	0.081	3.3	1.2	1.4	1.0	1.2
Citrus fruits[2]	0.159	10.6	2.2	1.3	6.6	3.4
Oranges, including tangerines[3]		10.2	1.9	1.1	7.3	2.0
Other fresh fruits[2]	0.266	8.9	3.0	2.8	-0.5	0.7
Fresh vegetables	0.504	2.8	1.1	0.1	-0.4	-0.2
Potatoes	0.075	0.1	2.3	-2.3	4.6	-2.9
Lettuce[1]	0.062	6.2	-1.3	6.9	-0.2	-1.3
Tomatoes	0.084	1.1	0.5	-0.1	-1.8	-3.0
Other fresh vegetables	0.283	3.3	1.4	-0.1	0.0	0.1
Processed fruits and vegetables[2]	0.323	5.7	1.7	0.5	0.9	1.2
Canned fruits and vegetables[2]	0.162	6.1	2.6	0.5	0.3	1.6
Canned fruits[2, 3]		7.1	3.3	-0.8	1.4	3.9
Canned vegetables[2, 3]		5.1	2.0	1.1	-0.8	0.2
Frozen fruits and vegetables[2]	0.098	5.5	0.7	0.7	2.8	0.1
Frozen vegetables[3]		2.7	0.5	0.4	2.5	-0.8
Other processed fruits and vegetables including dried[2]	0.063	4.9	1.2	1.0	0.4	1.4
Dried beans, peas, and lentils[1, 2, 3]		9.1	0.3	3.1	1.6	0.3
Nonalcoholic beverages and beverage materials	0.933	5.0	1.1	0.3	0.6	0.0
Juices and nonalcoholic drinks[2]	0.663	4.6	0.4	0.3	0.7	-0.9
Carbonated drinks	0.277	3.8	0.0	0.8	0.8	-2.8
Frozen noncarbonated juices and drinks[1, 2]	0.007	-0.2	-1.8	-0.4	-0.3	-1.8
Nonfrozen noncarbonated juices and drinks[2]	0.378	5.3	0.7	0.0	0.7	0.5
Beverage materials including coffee and tea[2]	0.270	5.9	2.8	0.2	0.2	1.6
Coffee	0.174	8.6	3.7	0.7	0.2	2.7
Roasted coffee[3]		9.3	3.8	0.6	0.4	2.6
Instant coffee[1, 3]		6.0	2.3	0.0	0.5	2.3
Other beverage materials including tea[1, 2]	0.097	1.0	1.1	-1.4	-0.7	1.1
Other food at home	2.153	7.4	1.4	1.3	0.4	1.6
Sugar and sweets[1]	0.277	5.4	1.6	1.3	1.2	1.6
Sugar and sugar substitutes	0.040	5.6	2.6	0.5	0.8	0.2
Candy and chewing gum[1, 2]	0.178	4.8	1.2	1.5	2.1	1.2
Other sweets[2]	0.059	7.2	2.3	3.4	-0.4	0.4
Fats and oils	0.230	10.7	3.3	1.3	0.3	1.9
Butter and margarine[2]	0.066	5.5	4.1	-0.1	0.9	1.4
Butter[3]		3.7	6.4	-0.1	-0.1	2.0
Margarine[1, 3]		9.2	0.5	-2.5	4.4	0.5
Salad dressing[2]	0.055	7.8	0.3	0.9	0.2	0.4
Other fats and oils including peanut butter[2]	0.108	15.5	4.4	1.9	0.8	2.8
Peanut butter[1, 2, 3]			3.1	0.9	0.3	3.1
Other foods	1.646	7.3	1.0	1.2	0.3	1.6
Soups	0.094	6.0	0.4	-0.3	0.3	1.4
Frozen and freeze dried prepared foods	0.263	9.8	1.9	1.2	0.2	3.7

See footnotes at end of table.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022 — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021- Jan. 2022	Dec. 2021- Jan. 2022	Oct. 2021- Nov. 2021	Nov. 2021- Dec. 2021	Dec. 2021- Jan. 2022
Snacks[1]	0.359	8.2	0.6	1.6	-0.1	0.6
Spices, seasonings, condiments, sauces	0.317	5.7	2.1	1.9	0.4	0.2
Salt and other seasonings and spices[2, 3]		5.3	1.4	2.7	-0.1	-0.7
Olives, pickles, relishes[1, 2, 3]		6.7	0.5	2.1	0.8	0.5
Sauces and gravies[2, 3]		4.8	2.8	1.0	0.1	1.2
Other condiments[3]		8.1	2.2	2.8	1.0	0.8
Baby food[1, 2]	0.043	7.8	0.1	0.4	-0.1	0.1
Other miscellaneous foods[2]	0.570	6.6	0.5	0.1	0.6	2.3
Prepared salads[3, 4]		4.9	-1.3	0.9	-0.6	-0.6
Food away from home[1]	5.205	6.4	0.7	0.6	0.6	0.7
Full service meals and snacks[1, 2]	2.408	7.1	0.7	0.4	0.8	0.7
Limited service meals and snacks[1, 2]	2.550	8.0	0.7	1.0	0.6	0.7
Food at employee sites and schools[1, 2]	0.036	-46.9	-0.2	-5.5	-7.9	-0.2
Food at elementary and secondary schools[1, 3, 5]		-59.8	0.8	-8.3	-12.4	0.8
Food from vending machines and mobile vendors[1, 2]	0.036	5.6	2.6	0.2	-1.5	2.6
Other food away from home[1, 2]	0.174	4.9	0.0	0.0	0.6	0.0
Energy	7.348	27.0	1.7	2.4	0.9	0.9
Energy commodities	4.014	39.9	0.4	4.2	1.3	-0.6
Fuel oil and other fuels	0.192	36.4	5.7	1.3	-1.0	3.8
Fuel oil[1]	0.115	46.5	9.5	3.5	-2.4	9.5
Propane, kerosene, and firewood[6]	0.077	22.6	0.1	-0.2	1.0	-3.0
Motor fuel	3.822	40.0	0.1	4.3	1.4	-0.8
Gasoline (all types)	3.748	40.0	0.1	4.5	1.3	-0.8
Gasoline, unleaded regular[3]		40.8	0.1	4.6	1.2	-0.9
Gasoline, unleaded midgrade[3, 7]		37.1	0.0	4.7	1.4	0.0
Gasoline, unleaded premium[3]		35.2	0.0	4.3	1.6	0.0
Other motor fuels[1, 2]	0.074	39.6	0.5	4.0	-0.9	0.5
Energy services	3.334	13.6	3.4	0.2	0.3	2.9
Electricity	2.454	10.7	4.5	0.2	0.5	4.2
Utility (piped) gas service	0.879	23.9	0.4	0.3	-0.3	-0.5
All items less food and energy	79.282	6.0	0.7	0.5	0.6	0.6
Commodities less food and energy commodities	21.699	11.7	1.3	0.9	1.2	1.0
Household furnishings and supplies[8]	3.936	9.3	2.0	0.8	1.2	1.6
Window and floor coverings and other linens[1, 2]	0.296	7.2	1.6	-1.9	0.4	1.6
Floor coverings[1, 2]	0.066	7.2	0.8	3.1	-2.0	0.8
Window coverings[1, 2]	0.059	16.2	1.8	-0.1	0.8	1.8
Other linens[1, 2]	0.172	3.9	1.8	-4.6	1.3	1.8
Furniture and bedding[1]	0.971	17.0	2.4	0.6	2.0	2.4
Bedroom furniture[1]	0.319	13.7	1.8	0.0	0.7	1.8
Living room, kitchen, and dining room furniture[1, 2]	0.470	19.9	2.2	0.9	3.1	2.2
Other furniture[2]	0.173	15.2	3.7	1.1	1.3	3.6
Appliances[2]	0.254	8.5	2.6	0.1	0.8	1.5
Major appliances[2]	0.083	9.9	3.2	1.7	0.7	1.2
Laundry equipment[1, 3]		7.9	1.3	-1.3	3.4	1.3
Other appliances[1, 2]	0.168	7.7	2.3	-1.8	0.3	2.3
Other household equipment and furnishings[2]	0.561	5.4	2.3	0.8	1.8	0.7
Clocks, lamps, and decorator items[1]	0.337	6.3	2.7	1.3	0.9	2.7
Indoor plants and flowers[9]	0.101	4.0	0.7	1.4	0.4	1.1
Dishes and flatware[1, 2]	0.049	1.2	4.0	-0.7	1.3	4.0
Nonelectric cookware and tableware[1, 2]	0.075	5.8	1.8	-1.4	0.5	1.8
Tools, hardware, outdoor equipment and supplies[2]	0.932	10.7	1.8	0.7	0.8	2.2
Tools, hardware and supplies[1, 2]	0.238	8.6	2.4	0.0	0.4	2.4
Outdoor equipment and supplies[2]	0.469	11.9	1.4	0.3	0.9	2.1

See footnotes at end of table.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022 — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021- Jan. 2022	Dec. 2021- Jan. 2022	Oct. 2021- Nov. 2021	Nov. 2021- Dec. 2021	Dec. 2021- Jan. 2022
Housekeeping supplies[1]	0.922	3.5	1.6	0.2	1.0	1.6
Household cleaning products[1, 2]	0.335	3.3	1.9	0.0	1.6	1.9
Household paper products[1, 2]	0.212	3.5	0.9	0.2	0.7	0.9
Miscellaneous household products[1, 2]	0.374	3.7	1.7	0.4	0.5	1.7
Apparel	2.458	5.3	2.5	0.7	1.1	1.1
Men's and boys' apparel	0.625	6.6	3.0	1.7	0.7	0.4
Men's apparel	0.477	6.6	3.2	1.7	0.7	0.1
Men's suits, sport coats, and outerwear	0.073	13.6	4.4	4.6	-0.1	2.8
Men's underwear, nightwear, swimwear, and accessories[1]	0.162	9.0	2.2	-0.1	-2.2	2.2
Men's shirts and sweaters[2]	0.117	7.2	3.2	1.0	1.9	2.4
Men's pants and shorts	0.119	-0.8	3.9	1.2	1.1	-5.1
Boys' apparel	0.148	6.7	2.5	2.5	0.6	1.8
Women's and girls' apparel	0.952	3.6	2.1	0.7	1.1	1.2
Women's apparel	0.799	5.4	2.0	0.9	1.4	0.7
Women's outerwear	0.059	11.1	4.6	-0.7	1.3	6.5
Women's dresses	0.089	11.1	-1.6	0.6	1.0	1.6
Women's suits and separates[2]	0.383	2.6	1.4	1.6	2.5	0.4
Women's underwear, nightwear, swimwear, and accessories[2]	0.259	7.0	3.5	-0.5	1.6	2.0
Girls' apparel	0.154	-4.3	2.5	-0.4	-0.5	3.6
Footwear	0.610	6.1	1.1	0.6	1.2	0.7
Men's footwear[1]	0.206	5.1	1.6	0.1	-0.5	1.6
Boys' and girls' footwear	0.117	6.3	1.7	-0.5	0.2	2.4
Women's footwear	0.286	6.8	0.5	1.1	1.4	0.8
Infants' and toddlers' apparel	0.113	8.8	3.0	0.1	-0.3	4.2
Jewelry and watches[6]	0.158	6.2	7.8	-1.7	3.5	1.8
Watches[1, 6]	0.031	3.8	1.4	-1.6	3.4	1.4
Jewelry[6]	0.127	6.5	9.3	-1.7	2.9	1.4
Transportation commodities less motor fuel[8]	8.760	23.4	1.1	1.7	2.2	0.9
New vehicles	4.105	12.2	0.6	1.2	1.2	0.0
New cars and trucks[2, 3]		12.2	0.6	1.2	1.2	0.0
New cars[3]		12.0	0.3	1.4	1.5	-0.2
New trucks[3, 10]		12.1	0.6	1.0	1.0	0.2
Used cars and trucks	4.143	40.5	1.5	2.4	3.3	1.5
Motor vehicle parts and equipment[1]	0.423	12.6	1.7	1.1	1.6	1.7
Tires[1]	0.268	14.0	2.4	1.3	1.9	2.4
Vehicle accessories other than tires[1, 2]	0.155	10.2	0.6	0.8	1.1	0.6
Vehicle parts and equipment other than tires[1, 3]		8.4	-0.3	1.4	1.6	-0.3
Motor oil, coolant, and fluids[1, 3]		12.7	2.9	-0.7	0.8	2.9
Medical care commodities[1]	1.524	1.4	0.9	0.1	0.0	0.9
Medicinal drugs[1, 8]	1.422	1.3	0.9	0.2	0.0	0.9
Prescription drugs[1]	1.044	1.3	1.3	0.1	0.1	1.3
Nonprescription drugs[1, 8]	0.378	1.7	-0.3	0.2	-0.4	-0.3
Medical equipment and supplies[1, 8]	0.103	3.7	1.3	-0.4	0.5	1.3
Recreation commodities[8]	1.920	4.1	1.3	0.3	-0.4	1.0
Video and audio products[8]	0.309	0.1	0.1	-0.1	-0.8	-0.5
Televisions	0.147	2.4	-0.1	-1.0	-1.7	-1.4
Other video equipment[2]	0.027	-4.9	-0.5	0.8	-1.0	-2.2
Audio equipment[1]	0.076	-1.2	0.6	0.9	-0.3	0.6
Recorded music and music subscriptions[1, 2]	0.054	1.4	0.2	-0.7	0.4	0.2
Pets and pet products[1]	0.546	3.7	0.9	0.1	0.4	0.9
Pet food[1, 2, 3]		2.7	0.3	0.3	0.8	0.3
Purchase of pets, pet supplies, accessories[1, 2, 3]		5.1	1.8	0.0	0.3	1.8

See footnotes at end of table.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022 — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021-Jan. 2022	Dec. 2021-Jan. 2022	Oct. 2021-Nov. 2021	Nov. 2021-Dec. 2021	Dec. 2021-Jan. 2022
Sporting goods[1]	0.564	8.2	2.5	0.3	-1.2	2.5
Sports vehicles including bicycles[1]	0.325	10.5	2.9	0.8	-2.3	2.9
Sports equipment[1]	0.227	4.7	1.9	-0.5	0.7	1.9
Photographic equipment and supplies	0.021	3.6	0.7	-0.5	1.0	0.1
Photographic equipment[2, 3]		3.5	1.7	-0.6	0.2	0.9
Recreational reading materials[1]	0.097	0.0	0.8	0.5	-1.2	0.8
Newspapers and magazines[1, 2]	0.056	0.8	0.7	0.0	-1.0	0.7
Recreational books[1, 2]	0.041	-1.2	0.9	1.3	-1.6	0.9
Other recreational goods[2]	0.384	2.9	1.3	0.8	0.2	0.0
Toys	0.299	2.0	1.4	1.0	0.3	-0.3
Toys, games, hobbies and playground equipment[2, 3]		4.3	1.8	1.2	1.5	-0.3
Sewing machines, fabric and supplies[1, 2]	0.027	1.6	-0.8	1.2	-1.7	-0.8
Music instruments and accessories[1, 2]	0.042	9.0	2.3	-0.6	0.4	2.3
Education and communication commodities[8]	0.853	0.8	0.1	-1.0	-0.4	0.3
Educational books and supplies[1]	0.087	2.6	2.7	-0.4	0.1	2.7
College textbooks[1, 3, 11]		2.5	3.2	-0.9	0.1	3.2
Information technology commodities[8]	0.766	0.7	-0.2	-1.2	-0.6	0.0
Computers, peripherals, and smart home assistants[1, 4]	0.360	3.5	0.6	-1.3	-1.0	0.6
Computer software and accessories[1, 2]	0.021	-2.0	0.3	-1.4	0.5	0.3
Telephone hardware, calculators, and other consumer information items[2]	0.385	-7.1	-1.0	-0.4	0.8	-1.1
Smartphones[1, 3, 12]		-13.3	1.1	-0.8	-0.8	1.1
Alcoholic beverages	0.889	2.7	0.5	0.2	0.3	0.4
Alcoholic beverages at home	0.593	1.5	0.5	0.1	-0.1	0.2
Beer, ale, and other malt beverages at home	0.223	1.8	-0.2	-0.3	0.4	-0.2
Distilled spirits at home[1]	0.110	2.4	0.2	-0.3	-0.1	0.2
Whiskey at home[1, 3]		1.7	0.5	-0.2	0.1	0.5
Distilled spirits, excluding whiskey, at home[1, 3]		2.3	-0.1	-0.5	-0.1	-0.1
Wine at home[1]	0.259	0.9	1.1	0.0	-1.1	1.1
Alcoholic beverages away from home[1]	0.296	4.2	0.6	0.1	1.0	0.6
Beer, ale, and other malt beverages away from home[1, 2, 3]		4.8	1.0	0.5	0.8	1.0
Wine away from home[1, 2, 3]		3.8	0.4	0.1	1.1	0.4
Distilled spirits away from home[1, 2, 3]		3.2	0.8	-0.4	1.0	0.8
Other goods[8]	1.358	4.3	0.8	0.3	0.2	0.8
Tobacco and smoking products[1]	0.526	7.0	-0.1	0.9	0.7	-0.1
Cigarettes[1, 2]	0.455	7.3	-0.3	0.9	0.8	-0.3
Tobacco products other than cigarettes[1, 2]	0.066	5.0	1.6	0.7	0.2	1.6
Personal care products[1]	0.648	0.3	0.7	-0.4	-0.2	0.7
Hair, dental, shaving, and miscellaneous personal care products[1, 2]	0.331	2.0	1.1	-0.2	0.0	1.1
Cosmetics, perfume, bath, nail preparations and implements[1]	0.308	-1.7	0.3	-0.7	-0.4	0.3
Miscellaneous personal goods[1, 2]	0.184	9.3	3.5	1.1	0.1	3.5
Stationery, stationery supplies, gift wrap[3]		8.4	0.3	1.8	1.1	0.6
Services less energy services	57.583	4.1	0.5	0.4	0.3	0.4
Shelter	32.946	4.4	0.4	0.5	0.4	0.3
Rent of shelter[13]	32.563	4.4	0.4	0.5	0.4	0.4
Rent of primary residence	7.398	3.8	0.5	0.4	0.4	0.5
Lodging away from home[2]	0.914	20.5	-0.9	1.9	1.6	-3.9
Housing at school, excluding board[13]	0.129	1.7	-0.1	0.1	0.2	0.0
Other lodging away from home including hotels and motels	0.785	23.6	-1.0	2.1	1.8	-4.2

See footnotes at end of table.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022 — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021-Jan. 2022	Dec. 2021-Jan. 2022	Oct. 2021-Nov. 2021	Nov. 2021-Dec. 2021	Dec. 2021-Jan. 2022
Owners' equivalent rent of residences[13]	24.251	4.1	0.4	0.4	0.4	0.4
Owners' equivalent rent of primary residence[13]	22.988	4.1	0.4	0.4	0.4	0.4
Tenants' and household insurance[1, 2]	0.383	-1.7	-0.3	-0.3	0.2	-0.3
Water and sewer and trash collection services[2]	1.111	4.0	1.0	0.1	0.3	0.9
Water and sewerage maintenance	0.801	4.1	1.4	0.2	0.2	1.3
Garbage and trash collection[1, 10]	0.310	4.0	0.1	-0.2	0.7	0.1
Household operations[1, 2]				1.1		
Domestic services[1, 2]	0.246	9.0	0.9	1.5	2.4	0.9
Gardening and lawncare services[1, 2]				0.2		
Moving, storage, freight expense[1, 2]	0.104	7.0	0.0	-0.2	1.1	0.0
Repair of household items[1, 2]						
Medical care services	6.962	2.7	1.0	0.3	0.3	0.6
Professional services	3.585	2.6	0.4	0.3	0.2	0.2
Physicians' services[1]	1.900	2.6	-0.1	0.4	0.0	-0.1
Dental services	0.924	2.3	0.4	0.2	0.2	0.3
Eyeglasses and eye care[1, 6]	0.371	2.2	0.2	0.2	0.6	0.2
Services by other medical professionals[1, 6]	0.390	3.8	2.5	0.0	0.7	2.5
Hospital and related services	2.573	3.6	1.2	-0.1	0.1	0.5
Hospital services[14]	2.199	3.6	1.3	-0.1	0.2	0.5
Inpatient hospital services[14, 3]		4.1	1.4	-0.1	0.2	0.6
Outpatient hospital services[3, 6]		2.4	1.2	-0.3	0.1	0.2
Nursing homes and adult day services[14]	0.210	4.1	1.3	0.1	0.3	0.7
Care of invalids and elderly at home[1, 5]	0.164	2.7	0.5	-0.1	-2.0	0.5
Health insurance[1, 5]	0.804	1.7	2.7	1.7	1.6	2.7
Transportation services	5.599	5.6	0.8	0.7	0.0	1.0
Leased cars and trucks[1, 11]						
Car and truck rental[2]	0.153	29.3	-10.9	0.1	-2.7	-7.0
Motor vehicle maintenance and repair[1]	1.038	4.8	0.2	0.0	-0.1	0.2
Motor vehicle body work[1]	0.051	10.8	0.6	1.0	2.3	0.6
Motor vehicle maintenance and servicing[1]	0.578	5.6	0.5	-0.4	0.5	0.5
Motor vehicle repair[1, 2]	0.365	2.4	-0.3	0.5	-1.7	-0.3
Motor vehicle insurance	2.383	4.1	1.1	0.4	-0.2	0.9
Motor vehicle fees[1, 2]	0.521	1.4	0.3	0.3	0.1	0.3
State motor vehicle registration and license fees[1, 2]	0.300	0.5	0.4	-0.2	0.0	0.4
Parking and other fees[1, 2]	0.205	2.3	0.1	0.9	0.3	0.1
Parking fees and tolls[2, 3]		2.7	0.1	1.0	0.5	-0.2
Public transportation	0.777	4.0	0.2	1.4	1.1	1.6
Airline fares	0.481	4.9	0.9	1.9	2.5	2.3
Other intercity transportation	0.096	-2.3	-2.5	0.8	-0.1	-1.6
Ship fare[1, 2, 3]		-2.1	-1.4	0.8	0.4	-1.4
Intracity transportation[1]	0.199	5.5	-0.3	1.0	0.9	-0.3
Intracity mass transit[1, 3, 8]		9.2	0.0	1.0	0.0	0.0
Recreation services[8]	3.188	5.0	0.8	-0.4	0.0	0.8
Video and audio services[8]	1.163	3.9	0.9	-0.1	-0.3	1.2
Cable and satellite television service[10]	1.069	4.3	1.1	0.0	-0.3	1.3
Video discs and other media, including rental of video[1, 2]	0.093	-1.4	-0.2	-1.8	-0.9	-0.2
Video discs and other media[1, 2, 3]		-3.5	-0.8	-3.7	-1.6	-0.8
Rental of video discs and other media[1, 2, 3]		1.3	0.9	0.2	-0.5	0.9
Pet services including veterinary[2]	0.512	5.2	1.1	0.4	1.3	0.7
Pet services[1, 2, 3]		5.5	0.6	0.1	0.5	0.6
Veterinarian services[2, 3]		5.1	1.4	0.3	1.6	0.8
Photographers and photo processing[1, 2]	0.030	3.4	1.0	2.5	-1.5	1.0

See footnotes at end of table.

Table 2. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by detailed expenditure category, January 2022 — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021- Jan. 2022	Dec. 2021- Jan. 2022	Oct. 2021- Nov. 2021	Nov. 2021- Dec. 2021	Dec. 2021- Jan. 2022
Other recreation services[2]	1.483	5.7	0.5	-0.9	-0.1	0.5
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees[1, 2]	0.648	2.4	0.6	0.1	0.6	0.6
Admissions[1]	0.468	10.8	0.3	-2.2	-0.7	0.3
Admission to movies, theaters, and concerts[1, 2, 3]		5.5	0.8	0.8	0.6	0.8
Admission to sporting events[1, 2, 3]		23.5	-1.4	-4.8	-1.5	-1.4
Fees for lessons or instructions[1, 6]	0.174	1.8	0.8	0.0	-0.1	0.8
Education and communication services[8]	5.553	1.7	0.0	0.1	0.1	0.1
Tuition, other school fees, and childcare	2.590	2.1	0.0	0.2	0.1	0.1
College tuition and fees	1.493	1.9	-0.1	0.2	0.1	0.2
Elementary and high school tuition and fees	0.324	2.3	0.0	0.3	0.1	0.2
Day care and preschool[9]	0.640	2.7	0.2	0.2	0.2	0.1
Technical and business school tuition and fees[1, 2]	0.040	0.6	-0.4	-0.1	-0.1	-0.4
Postage and delivery services[2]	0.086	5.0	-0.7	0.2	-0.1	-1.3
Postage	0.078	4.6	-1.3	0.2	-0.2	-1.7
Delivery services[2]	0.008	9.0	5.3	0.4	0.6	2.5
Telephone services[1, 2]	1.900	0.7	0.0	0.0	0.0	0.0
Wireless telephone services[1, 2]	1.587	-0.5	-0.1	0.0	-0.1	-0.1
Residential telephone services[1, 8]	0.313	6.2	1.0	-0.2	0.2	1.0
Internet services and electronic information providers[1, 2]	0.967	2.6	0.1	0.1	0.4	0.1
Other personal services[1, 8]	1.380	5.4	0.7	0.1	0.7	0.7
Personal care services[1]	0.546	4.7	1.2	0.2	0.8	1.2
Haircuts and other personal care services[1, 2]	0.546	4.7	1.2	0.2	0.8	1.2
Miscellaneous personal services[1]	0.833	6.0	0.4	0.0	0.7	0.4
Legal services[1, 6]	0.232	3.3	-0.2	-0.9	0.4	-0.2
Funeral expenses[1, 6]	0.149	2.4	0.5	0.2	0.4	0.5
Laundry and dry cleaning services[1, 2]	0.154	8.5	0.8	0.9	1.2	0.8
Apparel services other than laundry and dry cleaning[1, 2]	0.018	4.9	-0.1	0.0	2.8	-0.1
Financial services[1, 6]	0.196	9.3	0.8	0.2	0.5	0.8
Checking account and other bank services[1, 2, 3]		14.4	0.0	0.0	0.2	0.0
Tax return preparation and other accounting fees[1, 2, 3]		7.2				

[1] Not seasonally adjusted.
[2] Indexes on a December 1997=100 base.
[3] Special index based on a substantially smaller sample.
[4] Indexes on a December 2007=100 base.
[5] Indexes on a December 2005=100 base.
[6] Indexes on a December 1986=100 base.
[7] Indexes on a December 1993=100 base.
[8] Indexes on a December 2009=100 base.
[9] Indexes on a December 1990=100 base.
[10] Indexes on a December 1983=100 base.
[11] Indexes on a December 2001=100 base.
[12] Indexes on a December 2019=100 base.
[13] Indexes on a December 1982=100 base.
[14] Indexes on a December 1996=100 base.

Table 3. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, special aggregate indexes, January 2022

[1982-84=100, unless otherwise noted]

Special aggregate indexes	Relative importance Dec. 2021	Unadjusted indexes			Unadjusted percent change		Seasonally adjusted percent change		
		Jan. 2021	Dec. 2021	Jan. 2022	Jan. 2021-Jan. 2022	Dec. 2021-Jan. 2022	Oct. 2021-Nov. 2021	Nov. 2021-Dec. 2021	Dec. 2021-Jan. 2022
All items less food	86.630	260.098	277.506	279.782	7.6	0.8	0.7	0.6	0.6
All items less shelter	67.054	238.594	257.431	260.156	9.0	1.1	0.8	0.6	0.8
All items less food and shelter	53.684	230.398	249.810	252.505	9.6	1.1	0.8	0.7	0.8
All items less food, shelter, and energy	46.336	237.329	251.992	254.448	7.2	1.0	0.6	0.6	0.8
All items less food, shelter, energy, and used cars and trucks	42.193	242.424	252.533	254.861	5.1	0.9	0.4	0.4	0.7
All items less medical care	91.513	249.098	266.729	268.947	8.0	0.8	0.7	0.6	0.6
All items less energy	92.652	269.199	283.593	285.779	6.2	0.8	0.6	0.6	0.6
Commodities	39.083	187.790	208.602	210.918	12.3	1.1	1.2	1.0	0.8
Commodities less food, energy, and used cars and trucks	17.556	145.857	154.329	156.318	7.2	1.3	0.5	0.8	0.9
Commodities less food	25.713	151.918	173.484	175.530	15.5	1.2	1.4	1.2	0.7
Commodities less food and beverages	24.824	148.303	170.179	172.227	16.1	1.2	1.5	1.3	0.7
Services	60.917	334.451	347.429	349.753	4.6	0.7	0.4	0.3	0.6
Services less rent of shelter[1]	28.354	351.226	364.361	367.891	4.7	1.0	0.2	0.2	0.9
Services less medical care services	53.954	316.720	329.918	332.001	4.8	0.6	0.3	0.3	0.7
Durables	13.057	107.517	125.747	127.345	18.4	1.3	1.4	1.6	1.2
Nondurables	26.027	228.543	248.393	250.951	9.8	1.0	1.2	0.6	0.6
Nondurables less food	12.656	193.157	215.952	218.295	13.0	1.1	1.6	0.8	0.3
Nondurables less food and beverages	11.767	188.975	212.913	215.317	13.9	1.1	1.7	0.9	0.3
Nondurables less food, beverages, and apparel	9.310	237.386	274.750	276.866	16.6	0.8	2.0	0.5	0.2
Nondurables less food and apparel	10.199	238.365	272.474	274.509	15.2	0.7	1.7	0.3	0.3
Housing	42.363	274.336	287.511	289.889	5.7	0.8	0.5	0.5	0.7
Education and communication[2]	6.406	141.556	143.844	143.876	1.6	0.0	0.0	0.1	0.1
Education[2]	2.677	272.238	277.904	278.087	2.1	0.1	0.2	0.1	0.2
Communication[2]	3.728	75.361	76.298	76.292	1.2	0.0	-0.1	0.0	0.0
Information and information processing[2]	3.642	71.199	71.986	71.991	1.1	0.0	-0.1	0.0	0.1
Information technology, hardware and services[3]	1.743	7.280	7.427	7.425	2.0	0.0	-0.3	0.1	0.1
Recreation[2]	5.108	122.140	126.695	127.937	4.7	1.0	-0.2	-0.1	0.9
Video and audio[2]	1.471	107.888	110.531	111.376	3.2	0.8	-0.1	-0.4	0.9
Pets, pet products and services[2]	1.058	182.431	188.497	190.444	4.4	1.0	0.2	0.8	0.8
Photography[2]	0.051	75.719	77.661	78.317	3.4	0.8	1.3	-0.6	0.7
Food and beverages	14.259	270.260	285.556	288.264	6.7	0.9	0.7	0.5	0.8
Domestically produced farm food	6.862	259.851	276.523	279.808	7.7	1.2	0.4	0.4	1.2
Other services	10.120	369.899	380.714	382.052	3.3	0.4	-0.1	0.2	0.4
Apparel less footwear	1.848	109.762	112.104	115.394	5.1	2.9	0.8	1.1	1.2
Fuels and utilities	4.637	248.879	270.831	278.758	12.0	2.9	0.2	0.3	2.5
Household energy	3.526	203.476	225.435	233.373	14.7	3.5	0.3	0.2	3.0
Medical care	8.487	522.133	530.026	535.048	2.5	0.9	0.3	0.3	0.7
Transportation	18.182	205.631	246.499	248.424	20.8	0.8	2.0	1.4	0.4
Private transportation	17.404	203.963	246.999	248.995	22.1	0.8	2.1	1.4	0.4
New and used motor vehicles[2]	9.218	102.492	124.853	126.211	23.1	1.1	1.7	1.9	0.9
Utilities and public transportation	8.191	220.629	231.516	235.419	6.7	1.7	0.4	0.3	1.6
Household furnishings and operations	4.780	127.716	136.787	139.162	9.0	1.7	0.8	1.1	1.3
Other goods and services	2.737	467.995	487.131	490.856	4.9	0.8	0.2	0.5	0.8
Personal care	2.211	239.535	247.561	249.954	4.3	1.0	0.1	0.5	1.0

[1] Indexes on a December 1982=100 base.
[2] Indexes on a December 1997=100 base.
[3] Indexes on a December 1988=100 base.

Table 4. Consumer Price Index for All Urban Consumers (CPI-U): Selected areas, all items index, January 2022
[1982-84=100, unless otherwise noted]

Area	Pricing Schedule[1]	Percent change to Jan. 2022 from:			Percent change to Dec. 2021 from:		
		Jan. 2021	Nov. 2021	Dec. 2021	Dec. 2020	Oct. 2021	Nov. 2021
U.S. city average	M	7.5	1.2	0.8	7.0	0.8	0.3
Region and area size[2]							
Northeast	M	6.3	1.0	0.8	5.9	0.8	0.2
Northeast - Size Class A	M	5.7	1.1	1.0	5.0	0.5	0.1
Northeast - Size Class B/C[3]	M	7.0	0.8	0.5	7.0	1.0	0.3
New England[4]	M	6.6	1.3	0.9	6.2	1.3	0.4
Middle Atlantic[4]	M	6.1	0.9	0.7	5.8	0.6	0.1
Midwest	M	7.9	1.1	0.8	7.5	0.7	0.3
Midwest - Size Class A	M	7.4	0.9	0.6	6.9	0.7	0.3
Midwest - Size Class B/C[3]	M	8.2	1.1	0.9	7.9	0.7	0.2
East North Central[4]	M	7.9	1.2	0.9	7.5	0.8	0.3
West North Central[4]	M	7.9	0.8	0.6	7.7	0.6	0.2
South	M	7.8	1.2	0.9	7.4	0.8	0.3
South - Size Class A	M	7.7	1.5	0.9	7.3	1.1	0.6
South - Size Class B/C[3]	M	7.8	1.1	0.9	7.4	0.6	0.2
South Atlantic[4]	M	7.9	1.4	1.0	7.5	0.9	0.5
East South Central[4]	M	6.9	0.5	0.7	7.1	0.2	-0.2
West South Central[4]	M	7.8	1.1	0.8	7.4	0.8	0.3
West	M	7.7	1.3	0.9	7.1	0.9	0.4
West - Size Class A	M	7.4	1.3	0.9	6.8	1.0	0.4
West - Size Class B/C[3]	M	8.1	1.2	0.9	7.4	0.9	0.3
Mountain[4]	M	9.0	1.3	0.7	8.6	1.2	0.6
Pacific[4]	M	7.3	1.2	0.9	6.5	0.8	0.3
Size classes							
Size Class A[5]	M	7.1	1.2	0.9	6.5	0.9	0.4
Size Class B/C[3]	M	7.8	1.1	0.8	7.5	0.8	0.3
Selected local areas							
Chicago-Naperville-Elgin, IL-IN-WI	M	6.8	1.3	0.9	6.6	0.7	0.4
Los Angeles-Long Beach-Anaheim, CA	M	7.5	1.5	1.1	6.6	1.0	0.4
New York-Newark-Jersey City, NY-NJ-PA	M	5.1	0.9	1.1	4.4	0.1	-0.2
Atlanta-Sandy Springs-Roswell, GA	2				9.8	1.9	
Baltimore-Columbia-Towson, MD[6]	2				8.0	1.8	
Detroit-Warren-Dearborn, MI	2				7.0	1.1	
Houston-The Woodlands-Sugar Land, TX	2				6.6	0.7	
Miami-Fort Lauderdale-West Palm Beach, FL	2				7.1	1.2	
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	2				6.6	0.9	
Phoenix-Mesa-Scottsdale, AZ[7]	2				9.7	1.7	
San Francisco-Oakland-Hayward, CA	2				4.2	0.8	
Seattle-Tacoma-Bellevue, WA	2				7.6	0.6	
St. Louis, MO-IL	2				8.3	0.8	
Urban Alaska	2				7.2	0.4	
Boston-Cambridge-Newton, MA-NH	1	6.3	1.6				
Dallas-Fort Worth-Arlington, TX	1	7.8	1.6				
Denver-Aurora-Lakewood, CO	1	7.9	1.4				
Minneapolis-St.Paul-Bloomington, MN-WI	1	7.2	0.7				
Riverside-San Bernardino-Ontario, CA[4]	1	8.6	1.5				
San Diego-Carlsbad, CA	1	8.2	2.0				
Tampa-St. Petersburg-Clearwater, FL[8]	1	9.6	2.4				
Urban Hawaii	1	6.0	0.9				
Washington-Arlington-Alexandria, DC-VA-MD-WV[6]	1	6.0	0.9				

[1] Foods, fuels, and several other items are priced every month in all areas. Most other goods and services are priced as indicated: M - Every month. 1 - January, March, May, July, September, and November. 2 - February, April, June, August, October, and December.
[2] Regions defined as the four Census regions.

[3] Indexes on a December 1996=100 base.

[4] Indexes on a December 2017=100 base.

[5] Indexes on a December 1986=100 base.

[6] 1998 - 2017 indexes based on substantially smaller sample.

[7] Indexes on a December 2001=100 base.

[8] Indexes on a 1987=100 base.

NOTE: Local area indexes are byproducts of the national CPI program. Each local index has a smaller sample size than the national index and is, therefore, subject to substantially more sampling and other measurement error. As a result, local area indexes show greater volatility than the national index, although their long-term trends are similar. Therefore, the Bureau of Labor Statistics strongly urges users to consider adopting the national average CPI for use in their escalator clauses.

Table 5. Chained Consumer Price Index for All Urban Consumers (C-CPI-U) and the Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, all items index, January 2022

[Percent changes]

Month Year	Unadjusted 1-month percent change		Unadjusted 12-month percent change	
	C-CPI-U[1]	CPI-U	C-CPI-U[1]	CPI-U
December 2009			2.5	2.7
December 2010			1.3	1.5
December 2011			2.9	3.0
December 2012			1.5	1.7
December 2013			1.3	1.5
December 2014			0.5	0.8
December 2015			0.4	0.7
December 2016			1.8	2.1
December 2017			1.7	2.1
December 2018			1.5	1.9
December 2019			1.8	2.3
January 2020	0.4	0.4	2.0	2.5
February 2020	0.3	0.3	1.8	2.3
March 2020	-0.2	-0.2	1.1	1.5
April 2020	-0.5	-0.7	0.2	0.3
May 2020	-0.1	0.0	-0.1	0.1
June 2020	0.6	0.5	0.4	0.6
July 2020	0.6	0.5	0.9	1.0
August 2020	0.4	0.3	1.3	1.3
September 2020	0.1	0.1	1.4	1.4
October 2020	0.0	0.0	1.2	1.2
November 2020	-0.1	-0.1	1.2	1.2
December 2020	0.1	0.1	1.5	1.4
January 2021	0.5	0.4	1.6	1.4
February 2021	0.5	0.5	1.8	1.7
March 2021	0.6	0.7	2.6	2.6
April 2021	0.8	0.8	4.0	4.2
May 2021	0.8	0.8	5.0	5.0
June 2021	0.9	0.9	5.3	5.4
July 2021	0.5	0.5	5.1	5.4
August 2021	0.2	0.2	4.9	5.3
September 2021	0.3	0.3	5.1	5.4
October 2021	0.8	0.8	6.0	6.2
November 2021	0.5	0.5	6.6	6.8
December 2021	0.3	0.3	6.7	7.0
January 2022	0.8	0.8	7.1	7.5

[1] The C-CPI-U is designed to be a closer approximation to a cost-of-living index in that it, in its final form, accounts for any substitution that consumers make across item categories in response to changes in relative prices. Since the expenditure data required for the calculation of the C-CPI-U are available only with a time lag, the C-CPI-U is issued first in preliminary form using the latest available expenditure data at that time and is subject to four revisions.

Indexes are issued as initial estimates. Indexes are revised each quarter with the publication of January, April, July, and October data as updated expenditure estimates become available. The C-CPI-U indexes are updated quarterly until they become final. January-March indexes are final in January of the following year; April-June indexes are final in April of the following year; July-September indexes are final in July of the following year; October-December indexes are final in October of the following year.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
All items	100.000	0.6		0.04	–	–
Food	13.370	0.9	0.117	0.09	L-Oct.2021	0.9
Food at home	8.165	1.0	0.080	0.13	L-Sep.2021	1.2
Cereals and bakery products	1.030	1.8	0.019	0.32	L-Apr.2020	2.8
Cereals and cereal products	0.332	1.1	0.004	0.38	L-Oct.2021	1.7
Flour and prepared flour mixes	0.051	2.9	0.001	0.89	L-May 2011	2.9
Breakfast cereal[4]	0.143	-1.4	-0.002	0.68	S-Aug.2020	-2.0
Rice, pasta, cornmeal	0.138	2.1	0.003	0.53	L-Apr.2020	2.8
Rice[4, 5, 6]		1.2		0.62	L-Nov.2021	1.5
Bakery products[4]	0.699	2.0	0.014	0.39	L-Apr.2020	3.1
Bread[4, 5]	0.199	1.1	0.002	0.53	L-Nov.2021	1.2
White bread[4, 6]		1.1		0.74	L-Nov.2021	1.5
Bread other than white[4, 6]		1.2		0.86	L-Sep.2021	1.2
Fresh biscuits, rolls, muffins[5]	0.106	1.4	0.002	1.00	L-Sep.2021	3.5
Cakes, cupcakes, and cookies[4]	0.171	2.4	0.004	0.67	L-EVER	–
Cookies[4, 6]		2.9		0.77	L-Apr.2020	5.1
Fresh cakes and cupcakes[4, 6]		2.4		1.06	L-Jun.2020	3.5
Other bakery products	0.223	1.3	0.003	0.67	L-Oct.2021	1.8
Fresh sweetrolls, coffeecakes, doughnuts[4, 6]		2.8		1.29	L-Nov.2021	3.5
Crackers, bread, and cracker products[6]		1.4		1.31	S-Nov.2021	1.0
Frozen and refrigerated bakery products, pies, tarts, turnovers[4, 6]		1.6		0.86	L-Oct.2021	3.7
Meats, poultry, fish, and eggs	1.888	0.3	0.005	0.25	L-Nov.2021	1.0
Meats, poultry, and fish	1.779	0.2	0.003	0.27	L-Nov.2021	1.2
Meats	1.147	-0.3	-0.004	0.38	–	–
Beef and veal	0.546	-1.3	-0.007	0.55	S-Aug.2020	-3.6
Uncooked ground beef[4]	0.194	-0.3	0.000	0.65	L-Nov.2021	0.9
Uncooked beef roasts[4, 5]	0.082	-1.7	-0.001	1.40	L-Nov.2021	1.8
Uncooked beef steaks[5]	0.216	-1.4	-0.003	0.93	S-Aug.2020	-3.6
Uncooked other beef and veal[4, 5]	0.055	-3.6	-0.002	1.15	S-Jul.2020	-5.9
Pork	0.365	-0.2	-0.001	0.64	L-Nov.2021	2.4
Bacon, breakfast sausage, and related products[5]	0.163	-1.2	-0.002	0.77	S-Aug.2020	-1.4
Bacon and related products[6]		-0.2		0.86	L-Nov.2021	1.4
Breakfast sausage and related products[5, 6]		-1.7		1.20	S-Nov.2020	-1.7
Ham	0.062	2.5	0.002	1.86	L-Jun.2021	2.5
Ham, excluding canned[6]		2.2		2.02	L-Sep.2021	2.3
Pork chops[4]	0.053	-0.7	0.000	1.63	L-Nov.2021	0.2
Other pork including roasts, steaks, and ribs[5]	0.086	-2.3	-0.002	1.53	L-Nov.2021	4.0
Other meats	0.236	1.9	0.004	0.60	L-Sep.2021	1.9
Frankfurters[6]		2.1		1.28	L-Sep.2021	3.5
Lunchmeats[4, 5, 6]		1.1		0.59	S-Nov.2021	1.0
Poultry[4]	0.344	0.8	0.003	0.51	L-Nov.2021	0.8
Chicken[4, 5]	0.281	-0.3	-0.001	0.62	S-Feb.2021	-0.8
Fresh whole chicken[4, 6]		-0.5		0.93	S-Oct.2021	-0.5
Fresh and frozen chicken parts[4, 6]		-0.2		0.73	S-Feb.2021	-1.3
Other uncooked poultry including turkey[5]	0.062	4.2	0.003	0.90	L-Nov.2018	4.2
Fish and seafood	0.289	1.3	0.004	0.56	L-Jul.2021	1.9
Fresh fish and seafood[4, 5]	0.147	2.4	0.003	0.84	L-Apr.2020	4.3
Processed fish and seafood[5]	0.142	0.4	0.001	0.71	S-Aug.2021	-1.4
Shelf stable fish and seafood[6]		0.9		0.91	L-Oct.2021	1.0
Frozen fish and seafood[6]		0.3		0.96	S-Oct.2021	-1.2

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Eggs[4]	0.109	2.0	0.002	0.73	S-Nov.2021	-1.8
Dairy and related products	0.752	1.1	0.009	0.32	L-Aug.2020	1.5
Milk[5]	0.194	1.8	0.003	0.43	L-Apr.2021	1.8
Fresh whole milk[6]		1.7		0.56	L-May 2021	2.6
Fresh milk other than whole[5, 6]		1.6		0.65	L-Apr.2021	2.1
Cheese and related products[4]	0.249	1.2	0.003	0.59	L-Aug.2020	2.6
Ice cream and related products	0.113	-0.6	-0.001	0.94	S-Nov.2021	-1.6
Other dairy and related products[4, 5]	0.195	2.6	0.005	0.57	L-Jun.2007	3.0
Fruits and vegetables	1.408	0.9	0.013	0.33	L-Nov.2021	1.0
Fresh fruits and vegetables	1.085	0.8	0.009	0.40	L-Nov.2021	1.2
Fresh fruits	0.581	1.7	0.010	0.62	L-Nov.2021	2.2
Apples	0.076	-0.2	0.000	1.09	S-Aug.2021	-1.0
Bananas[4]	0.081	1.2	0.001	0.71	L-Nov.2021	1.4
Citrus fruits[5]	0.159	3.4	0.006	1.06	S-Nov.2021	1.3
Oranges, including tangerines[6]		2.0		1.43	S-Nov.2021	1.1
Other fresh fruits[5]	0.266	0.7	0.002	1.07	L-Nov.2021	2.8
Fresh vegetables	0.504	-0.2	-0.001	0.51	L-Nov.2021	0.1
Potatoes	0.075	-2.9	-0.002	0.77	S-Sep.2020	-3.6
Lettuce[4]	0.062	-1.3	-0.001	0.92	S-Feb.2021	-1.9
Tomatoes	0.084	-3.0	-0.002	1.09	S-Nov.2020	-3.2
Other fresh vegetables	0.283	0.1	0.000	0.71	L-Oct.2021	1.2
Processed fruits and vegetables[5]	0.323	1.2	0.004	0.41	L-Oct.2021	1.2
Canned fruits and vegetables[5]	0.162	1.6	0.003	0.61	L-Oct.2021	2.1
Canned fruits[5, 6]		3.9		0.69	L-Apr.2005	4.0
Canned vegetables[5, 6]		0.2		0.72	L-Nov.2021	1.1
Frozen fruits and vegetables[5]	0.098	0.1	0.000	0.88	S-Jun.2021	-0.5
Frozen vegetables[6]		-0.8		1.04	S-Feb.2021	-0.8
Other processed fruits and vegetables including dried[5]	0.063	1.4	0.001	0.94	L-May 2020	2.5
Dried beans, peas, and lentils[4, 5, 6]		0.3		0.90	S-Oct.2021	-1.2
Nonalcoholic beverages and beverage materials	0.933	0.0	0.000	0.40	S-May 2021	-0.3
Juices and nonalcoholic drinks[5]	0.663	-0.9	-0.006	0.49	S-Jun.2019	-1.0
Carbonated drinks	0.277	-2.8	-0.008	0.85	S-EVER	–
Frozen noncarbonated juices and drinks[4, 5]	0.007	-1.8	0.000	0.66	S-Aug.2021	-1.8
Nonfrozen noncarbonated juices and drinks[5]	0.378	0.5	0.002	0.59	S-Nov.2021	0.0
Beverage materials including coffee and tea[5]	0.270	1.6	0.004	0.61	L-May 2011	1.6
Coffee	0.174	2.7	0.005	0.79	L-Apr.2011	3.9
Roasted coffee[6]		2.6		0.90	L-Apr.2011	3.7
Instant coffee[4, 6]		2.3		1.86	L-Aug.2021	2.7
Other beverage materials including tea[4, 5]	0.097	1.1	0.001	1.01	L-Jun.2021	1.8
Other food at home	2.153	1.6	0.035	0.25	L-Apr.2020	1.9
Sugar and sweets[4]	0.277	1.6	0.004	0.68	L-Jan.2020	2.6
Sugar and sugar substitutes	0.040	0.2	0.000	0.59	S-Sep.2021	-0.3
Candy and chewing gum[4, 5]	0.178	1.2	0.002	0.97	S-Oct.2021	-0.1
Other sweets[5]	0.059	0.4	0.000	0.82	L-Nov.2021	3.4
Fats and oils	0.230	1.9	0.004	0.59	L-Mar.2011	2.5
Butter and margarine[5]	0.066	1.4	0.001	1.06	L-Feb.2021	1.4
Butter[6]		2.0		1.49	L-Feb.2019	2.5
Margarine[4, 6]		0.5		1.54	S-Nov.2021	-2.5
Salad dressing[5]	0.055	0.4	0.000	0.96	L-Nov.2021	0.9
Other fats and oils including peanut butter[5]	0.108	2.8	0.003	0.95	L-Sep.2021	3.2
Peanut butter[4, 5, 6]		3.1		0.58	L-Oct.2021	3.3
Other foods	1.646	1.6	0.026	0.29	L-Apr.2020	2.3

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Soups	0.094	1.4	0.001	1.00	L-Oct.2021	2.0
Frozen and freeze dried prepared foods	0.263	3.7	0.010	0.55	L-EVER	–
Snacks[4]	0.359	0.6	0.002	0.58	L-Nov.2021	1.6
Spices, seasonings, condiments, sauces	0.317	0.2	0.001	0.48	S-Aug.2021	-0.2
Salt and other seasonings and spices[5, 6]		-0.7		0.73	S-Jan.2021	-1.3
Olives, pickles, relishes[4, 5, 6]		0.5		0.86	S-Jul.2021	0.2
Sauces and gravies[5, 6]		1.2		1.02	L-Jul.2021	1.2
Other condiments[6]		0.8		0.71	S-Sep.2021	0.3
Baby food[4, 5]	0.043	0.1	0.000	0.61	L-Nov.2021	0.4
Other miscellaneous foods[5]	0.570	2.3	0.013	0.60	L-Apr.2020	2.4
Prepared salads[7, 6]		-0.6		1.61	–	–
Food away from home[4]	5.205	0.7	0.034	0.11	L-Oct.2021	0.8
Full service meals and snacks[4, 5]	2.408	0.7	0.017	0.14	S-Nov.2021	0.4
Limited service meals and snacks[4, 5]	2.550	0.7	0.017	0.15	L-Nov.2021	1.0
Food at employee sites and schools[4, 5]	0.036	-0.2	0.000	2.22	L-Oct.2021	1.8
Food at elementary and secondary schools[4, 8, 6]		0.8		6.84	L-May 2021	1.2
Food from vending machines and mobile vendors[4, 5]	0.036	2.6	0.001	0.46	L-EVER	–
Other food away from home[4, 5]	0.174	0.0	0.000	0.12	S-Nov.2021	0.0
Energy	7.348	0.9	0.068	0.14	–	–
Energy commodities	4.014	-0.6	-0.025	0.13	S-Apr.2021	-3.0
Fuel oil and other fuels	0.192	3.8	0.007	0.65	L-Oct.2021	7.2
Fuel oil[4]	0.115	9.5	0.011	0.67	L-Oct.2021	12.3
Propane, kerosene, and firewood[9]	0.077	-3.0	-0.002	0.83	S-Jan.2020	-3.5
Motor fuel	3.822	-0.8	-0.032	0.13	S-Apr.2021	-3.1
Gasoline (all types)	3.748	-0.8	-0.032	0.13	S-Apr.2021	-3.3
Gasoline, unleaded regular[6]		-0.9		0.39	S-Apr.2021	-3.5
Gasoline, unleaded midgrade[10, 6]		0.0		0.36	S-Apr.2021	-1.4
Gasoline, unleaded premium[6]		0.0		0.36	S-Apr.2021	-1.6
Other motor fuels[4, 5]	0.074	0.5	0.000	0.26	L-Nov.2021	4.0
Energy services	3.334	2.9	0.098	0.21	L-Mar.2014	2.9
Electricity	2.454	4.2	0.103	0.21	L-Jan.2006	4.9
Utility (piped) gas service	0.879	-0.5	-0.004	0.37	S-Jul.2020	-0.7
All items less food and energy	79.282	0.6	0.462	0.04	–	–
Commodities less food and energy commodities	21.699	1.0	0.216	0.10	S-Nov.2021	0.9
Household furnishings and supplies[11]	3.936	1.6	0.061	0.24	L-EVER	–
Window and floor coverings and other linens[4, 5]	0.296	1.6	0.005	1.08	L-Sep.2021	3.9
Floor coverings[4, 5]	0.066	0.8	0.001	1.03	L-Nov.2021	3.1
Window coverings[4, 5]	0.059	1.8	0.001	1.42	L-Oct.2021	1.8
Other linens[4, 5]	0.172	1.8	0.003	1.57	L-Sep.2021	8.0
Furniture and bedding[4]	0.971	2.4	0.023	0.47	L-Sep.2021	2.4
Bedroom furniture[4]	0.319	1.8	0.006	0.72	L-Aug.2020	1.8
Living room, kitchen, and dining room furniture[4, 5]	0.470	2.2	0.010	0.79	S-Nov.2021	0.9
Other furniture[5]	0.173	3.6	0.006	0.83	L-Feb.2019	3.6
Appliances[5]	0.254	1.5	0.004	0.62	L-Feb.2021	1.8
Major appliances[5]	0.083	1.2	0.001	0.80	L-Nov.2021	1.7
Laundry equipment[4, 6]		1.3		1.08	S-Nov.2021	-1.3
Other appliances[4, 5]	0.168	2.3	0.004	0.85	L-Feb.2021	2.9
Other household equipment and furnishings[5]	0.561	0.7	0.004	0.54	S-Oct.2021	0.4
Clocks, lamps, and decorator items[4]	0.337	2.7	0.009	0.66	L-Apr.2020	3.1
Indoor plants and flowers[12]	0.101	1.1	0.001	0.89	L-Nov.2021	1.4
Dishes and flatware[4, 5]	0.049	4.0	0.002	1.90	L-Jan.2020	5.1
Nonelectric cookware and tableware[4, 5]	0.075	1.8	0.001	1.17	L-Apr.2021	2.8

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Tools, hardware, outdoor equipment and supplies[5]	0.932	2.2	0.020	0.34	L-Oct.2021	2.6
Tools, hardware and supplies[4, 5]	0.238	2.4	0.006	0.57	L-EVER	–
Outdoor equipment and supplies[5]	0.469	2.1	0.010	0.43	L-Oct.2021	4.5
Housekeeping supplies[4]	0.922	1.6	0.015	0.34	L-Jul.2020	1.8
Household cleaning products[4, 5]	0.335	1.9	0.006	0.54	L-EVER	–
Household paper products[4, 5]	0.212	0.9	0.002	0.45	L-Oct.2021	1.0
Miscellaneous household products[4, 5]	0.374	1.7	0.006	0.57	L-Jul.2021	1.7
Apparel	2.458	1.1	0.027	0.37	–	–
Men's and boys' apparel	0.625	0.4	0.003	0.69	S-Oct.2021	0.4
Men's apparel	0.477	0.1	0.001	0.83	S-Sep.2021	-0.2
Men's suits, sport coats, and outerwear	0.073	2.8	0.002	2.00	L-Nov.2021	4.6
Men's underwear, nightwear, swimwear, and accessories[4]	0.162	2.2	0.003	1.01	L-Aug.2021	2.5
Men's shirts and sweaters[5]	0.117	2.4	0.003	1.26	L-Aug.2021	2.8
Men's pants and shorts	0.119	-5.1	-0.006	1.42	S-Nov.2013	-7.4
Boys' apparel	0.148	1.8	0.003	1.14	L-Nov.2021	2.5
Women's and girls' apparel	0.952	1.2	0.012	0.62	L-Oct.2021	1.4
Women's apparel	0.799	0.7	0.006	0.69	S-Sep.2021	-2.1
Women's outerwear	0.059	6.5	0.004	1.73	L-Sep.2018	10.0
Women's dresses	0.089	1.6	0.001	1.69	L-Jul.2021	5.6
Women's suits and separates[5]	0.383	0.4	0.002	1.10	S-Sep.2021	-3.0
Women's underwear, nightwear, swimwear, and accessories[5]	0.259	2.0	0.005	0.96	L-Feb.2020	2.1
Girls' apparel	0.154	3.6	0.006	1.39	L-May 2021	4.3
Footwear	0.610	0.7	0.004	0.51	S-Nov.2021	0.6
Men's footwear[4]	0.206	1.6	0.003	0.74	L-Sep.2021	1.7
Boys' and girls' footwear	0.117	2.4	0.003	1.15	L-May 2021	3.1
Women's footwear	0.286	0.8	0.002	0.73	S-Oct.2021	-0.2
Infants' and toddlers' apparel	0.113	4.2	0.005	1.54	L-Jun.2020	5.4
Jewelry and watches[9]	0.158	1.8	0.003	1.23	S-Nov.2021	-1.7
Watches[4, 9]	0.031	1.4	0.000	1.52	S-Nov.2021	-1.6
Jewelry[9]	0.127	1.4	0.002	1.50	S-Nov.2021	-1.7
Transportation commodities less motor fuel[11]	8.760	0.9	0.075	0.13	S-Sep.2021	0.4
New vehicles	4.105	0.0	0.001	0.24	S-Mar.2021	0.0
New cars and trucks[5, 6]		0.0		0.34	S-Jan.2021	-0.3
New cars[6]		-0.2		0.36	S-Jan.2021	-0.2
New trucks[13, 6]		0.2		0.34	S-Mar.2021	0.1
Used cars and trucks	4.143	1.5	0.061	0.02	S-Sep.2021	-0.5
Motor vehicle parts and equipment[4]	0.423	1.7	0.007	0.42	L-Aug.2021	1.7
Tires[4]	0.268	2.4	0.006	0.54	L-EVER	–
Vehicle accessories other than tires[4, 5]	0.155	0.6	0.001	0.55	S-Jun.2021	0.3
Vehicle parts and equipment other than tires[4, 6]		-0.3		0.66	S-Jun.2021	-0.3
Motor oil, coolant, and fluids[4, 6]		2.9		0.76	L-Aug.2021	3.8
Medical care commodities[4]	1.524	0.9	0.013	0.20	L-Dec.2019	1.2
Medicinal drugs[4, 11]	1.422	0.9	0.012	0.21	L-Dec.2019	1.3
Prescription drugs[4]	1.044	1.3	0.013	0.17	L-Dec.2019	1.8
Nonprescription drugs[4, 11]	0.378	-0.3	-0.001	0.51	L-Nov.2021	0.2
Medical equipment and supplies[4, 11]	0.103	1.3	0.001	0.49	L-Jan.2021	3.5
Recreation commodities[11]	1.920	1.0	0.019	0.24	L-Apr.2021	1.1
Video and audio products[11]	0.309	-0.5	-0.002	0.43	L-Nov.2021	-0.1
Televisions	0.147	-1.4	-0.002	0.58	L-Nov.2021	-1.0
Other video equipment[5]	0.027	-2.2	-0.001	1.14	S-Nov.2020	-2.4
Audio equipment[4]	0.076	0.6	0.000	1.11	L-Nov.2021	0.9

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Recorded music and music subscriptions[4, 5]	0.054	0.2	0.000	0.38	S-Nov.2021	-0.7
Pets and pet products[4]	0.546	0.9	0.005	0.36	L-Jul.2021	1.4
Pet food[4, 5, 6]		0.3		0.36	S-Nov.2021	0.3
Purchase of pets, pet supplies, accessories[4, 5, 6]		1.8		0.75	L-Jul.2021	3.1
Sporting goods[4]	0.564	2.5	0.014	0.50	L-Dec.2018	3.9
Sports vehicles including bicycles[4]	0.325	2.9	0.009	0.74	L-May 2021	2.9
Sports equipment[4]	0.227	1.9	0.004	0.48	L-Dec.2020	3.2
Photographic equipment and supplies	0.021	0.1	0.000	0.79	S-Nov.2021	-0.5
Photographic equipment[5, 6]		0.9		0.75	L-Jun.2021	1.0
Recreational reading materials[4]	0.097	0.8	0.001	0.63	L-Jul.2021	0.9
Newspapers and magazines[4, 5]	0.056	0.7	0.000	0.82	L-Oct.2021	0.7
Recreational books[4, 5]	0.041	0.9	0.000	0.85	L-Nov.2021	1.3
Other recreational goods[5]	0.384	0.0	0.000	0.56	S-Oct.2021	0.0
Toys	0.299	-0.3	-0.001	0.67	S-Sep.2021	-1.0
Toys, games, hobbies and playground equipment[5, 6]		-0.3		0.90	S-Jun.2021	-1.8
Sewing machines, fabric and supplies[4, 5]	0.027	-0.8	0.000	1.60	L-Nov.2021	1.2
Music instruments and accessories[4, 5]	0.042	2.3	0.001	0.93	L-Aug.2021	2.8
Education and communication commodities[11]	0.853	0.3	0.002	0.55	L-Sep.2021	0.5
Educational books and supplies[4]	0.087	2.7	0.002	0.85	L-May 2018	3.0
College textbooks[4, 14, 6]		3.2		0.73	L-May 2018	3.3
Information technology commodities[11]	0.766	0.0	0.000	0.70	L-Sep.2021	0.8
Computers, peripherals, and smart home assistants[4, 7]	0.360	0.6	0.002	0.83	L-Sep.2021	1.2
Computer software and accessories[4, 5]	0.021	0.3	0.000	1.40	S-Nov.2021	-1.4
Telephone hardware, calculators, and other consumer information items[5]	0.385	-1.1	-0.004	0.85	S-Jun.2021	-1.1
Smartphones[4, 6, 15]		1.1		1.16	L-EVER	–
Alcoholic beverages	0.889	0.4	0.003	0.20	L-Jun.2021	0.4
Alcoholic beverages at home	0.593	0.2	0.001	0.25	L-Aug.2021	0.4
Beer, ale, and other malt beverages at home	0.223	-0.2	0.000	0.38	S-Nov.2021	-0.3
Distilled spirits at home[4]	0.110	0.2	0.000	0.34	L-Oct.2021	0.3
Whiskey at home[4, 6]		0.5		0.42	L-Oct.2021	0.6
Distilled spirits, excluding whiskey, at home[4, 6]		-0.1		0.52	–	–
Wine at home[4]	0.259	1.1	0.003	0.39	L-Feb.2018	1.1
Alcoholic beverages away from home[4]	0.296	0.6	0.002	0.24	S-Nov.2021	0.1
Beer, ale, and other malt beverages away from home[4, 5, 6]		1.0		0.29	L-Aug.2020	1.4
Wine away from home[4, 5, 6]		0.4		0.29	S-Nov.2021	0.1
Distilled spirits away from home[4, 5, 6]		0.8		0.31	S-Nov.2021	-0.4
Other goods[11]	1.358	0.8	0.011	0.21	L-Oct.2021	1.2
Tobacco and smoking products[4]	0.526	-0.1	0.000	0.20	S-May 2020	-0.3
Cigarettes[4, 5]	0.455	-0.3	-0.001	0.22	S-May 2020	-0.4
Tobacco products other than cigarettes[4, 5]	0.066	1.6	0.001	0.33	L-Jun.2009	2.4
Personal care products[4]	0.648	0.7	0.005	0.26	L-Feb.2020	1.1
Hair, dental, shaving, and miscellaneous personal care products[4, 5]	0.331	1.1	0.004	0.33	L-Feb.2020	1.2
Cosmetics, perfume, bath, nail preparations and implements[4]	0.308	0.3	0.001	0.37	L-Aug.2021	1.3
Miscellaneous personal goods[4, 5]	0.184	3.5	0.006	0.88	L-Jan.2020	4.0
Stationery, stationery supplies, gift wrap[6]		0.6		0.71	S-Sep.2021	0.0
Services less energy services	57.583	0.4	0.253	0.05	L-Nov.2021	0.4
Shelter	32.946	0.3	0.097	0.06	S-Aug.2021	0.2
Rent of shelter[16]	32.563	0.4	0.123	0.06	–	–

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Rent of primary residence	7.398	0.5	0.040	0.05	L-May 2001	0.5
Lodging away from home[5]	0.914	-3.9	-0.039	1.65	S-Apr.2020	-7.3
Housing at school, excluding board[16]	0.129	0.0	0.000	0.05	S-Sep.2021	0.0
Other lodging away from home including hotels and motels	0.785	-4.2	-0.037	1.90	S-Apr.2020	-8.3
Owners' equivalent rent of residences[16]	24.251	0.4	0.102	0.05	–	–
Owners' equivalent rent of primary residence[16]	22.988	0.4	0.097	0.05	–	–
Tenants' and household insurance[4, 5]	0.383	-0.3	-0.001	0.12	S-Nov.2021	-0.3
Water and sewer and trash collection services[5]	1.111	0.9	0.010	0.10	L-Nov.2018	1.1
Water and sewerage maintenance	0.801	1.3	0.010	0.10	L-Mar.1996	2.6
Garbage and trash collection[4, 13]	0.310	0.1	0.000	0.26	S-Nov.2021	-0.2
Household operations[4, 5]						
Domestic services[4, 5]	0.246	0.9	0.002	0.38	S-Oct.2021	0.1
Gardening and lawncare services[4, 5]						
Moving, storage, freight expense[4, 5]	0.104	0.0	0.000	1.45	S-Nov.2021	-0.2
Repair of household items[4, 5]						
Medical care services	6.962	0.6	0.043	0.13	L-Oct.2019	0.8
Professional services	3.585	0.2	0.007	0.20	–	–
Physicians' services[4]	1.900	-0.1	-0.001	0.27	S-Sep.2021	-0.3
Dental services	0.924	0.3	0.003	0.19	L-Aug.2021	1.1
Eyeglasses and eye care[4, 9]	0.371	0.2	0.001	0.37	S-Nov.2021	0.2
Services by other medical professionals[4, 9]	0.390	2.5	0.010	0.10	L-EVER	–
Hospital and related services	2.573	0.5	0.013	0.12	L-Aug.2021	0.6
Hospital services[17]	2.199	0.5	0.011	0.13	L-Aug.2021	0.6
Inpatient hospital services[17, 6]		0.6		0.36	L-Aug.2021	1.0
Outpatient hospital services[9, 6]		0.2		0.34	L-Oct.2021	0.3
Nursing homes and adult day services[17]	0.210	0.7	0.001	0.16	L-Jun.2017	1.0
Care of invalids and elderly at home[4, 8]	0.164	0.5	0.001	0.24	L-Jun.2021	0.5
Health insurance[4, 8]	0.804	2.7	0.022	0.15	L-EVER	–
Transportation services	5.599	1.0	0.057	0.19	L-Jun.2021	1.1
Leased cars and trucks[4, 14]						
Car and truck rental[5]	0.153	-7.0	-0.011	1.79	S-Apr.2020	-18.7
Motor vehicle maintenance and repair[4]	1.038	0.2	0.002	0.21	L-Oct.2021	1.5
Motor vehicle body work[4]	0.051	0.6	0.000	0.26	S-Sep.2021	0.2
Motor vehicle maintenance and servicing[4]	0.578	0.5	0.003	0.25	–	–
Motor vehicle repair[4, 5]	0.365	-0.3	-0.001	0.31	L-Nov.2021	0.5
Motor vehicle insurance	2.383	0.9	0.022	0.19	L-Feb.2021	1.0
Motor vehicle fees[4, 5]	0.521	0.3	0.001	0.23	L-Nov.2021	0.3
State motor vehicle registration and license fees[4, 5]	0.300	0.4	0.001	0.02	L-Jan.2020	0.4
Parking and other fees[4, 5]	0.205	0.1	0.000	0.45	S-Oct.2021	-0.4
Parking fees and tolls[5, 6]		-0.2		0.53	S-Oct.2021	-0.4
Public transportation	0.777	1.6	0.013	0.65	L-Jun.2021	1.6
Airline fares	0.481	2.3	0.011	0.97	S-Nov.2021	1.9
Other intercity transportation	0.096	-1.6	-0.002	0.62	S-Jul.2021	-1.8
Ship fare[4, 5, 6]		-1.4		0.82	S-Oct.2021	-3.3
Intracity transportation[4]	0.199	-0.3	-0.001	0.92	S-Oct.2021	-0.4
Intracity mass transit[4, 11, 6]		0.0		0.26	–	–
Recreation services[11]	3.188	0.8	0.026	0.21	L-Oct.2021	0.9
Video and audio services[11]	1.163	1.2	0.014	0.17	L-EVER	–
Cable and satellite television service[13]	1.069	1.3	0.014	0.13	L-Aug.2005	2.1
Video discs and other media, including rental of video[4, 5]	0.093	-0.2	0.000	1.04	L-Oct.2021	0.6

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Video discs and other media[4, 5, 6]		-0.8		1.84	L-Oct.2021	2.8
Rental of video discs and other media[4, 5, 6]		0.9		0.22	L-Aug.2021	1.5
Pet services including veterinary[5]	0.512	0.7	0.003	0.32	S-Nov.2021	0.4
Pet services[4, 5, 6]		0.6		0.39	L-Oct.2021	0.7
Veterinarian services[5, 6]		0.8		0.60	S-Nov.2021	0.3
Photographers and photo processing[4, 5]	0.030	1.0	0.000	0.45	L-Nov.2021	2.5
Other recreation services[5]	1.483	0.5	0.008	0.41	L-Oct.2021	1.6
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees[4, 5]	0.648	0.6	0.004	0.28	–	–
Admissions[4]	0.468	0.3	0.001	0.87	L-Oct.2021	3.2
Admission to movies, theaters, and concerts[4, 5, 6]		0.8		0.61	L-Nov.2021	0.8
Admission to sporting events[4, 5, 6]		-1.4		4.15	L-Oct.2021	8.3
Fees for lessons or instructions[4, 9]	0.174	0.8	0.001	0.43	L-Jun.2021	2.8
Education and communication services[11]	5.553	0.1	0.004	0.06	–	–
Tuition, other school fees, and childcare	2.590	0.1	0.004	0.08	–	–
College tuition and fees	1.493	0.2	0.003	0.09	L-Nov.2021	0.2
Elementary and high school tuition and fees	0.324	0.2	0.001	0.05	L-Nov.2021	0.3
Day care and preschool[12]	0.640	0.1	0.001	0.09	S-Aug.2021	0.1
Technical and business school tuition and fees[4, 5]	0.040	-0.4	0.000	0.11	S-Aug.2019	-1.8
Postage and delivery services[5]	0.086	-1.3	-0.001	0.06	S-Apr.2016	-1.4
Postage	0.078	-1.7	-0.001	0.01	S-Feb.2015	-2.5
Delivery services[5]	0.008	2.5	0.000	0.30	L-Jan.2010	7.0
Telephone services[4, 5]	1.900	0.0	0.001	0.07	–	–
Wireless telephone services[4, 5]	1.587	-0.1	-0.002	0.04	–	–
Residential telephone services[4, 11]	0.313	1.0	0.003	0.27	L-Aug.2021	1.3
Internet services and electronic information providers[4, 5]	0.967	0.1	0.001	0.20	S-Nov.2021	0.1
Other personal services[4, 11]	1.380	0.7	0.010	0.19	–	–
Personal care services[4]	0.546	1.2	0.007	0.28	L-Jul.2021	2.2
Haircuts and other personal care services[4, 5]	0.546	1.2	0.007	0.28	L-Jul.2021	2.2
Miscellaneous personal services[4]	0.833	0.4	0.003	0.18	S-Nov.2021	0.0
Legal services[4, 9]	0.232	-0.2	0.000	0.09	S-Nov.2021	-0.9
Funeral expenses[4, 9]	0.149	0.5	0.001	0.13	L-Feb.2021	0.6
Laundry and dry cleaning services[4, 5]	0.154	0.8	0.001	0.39	S-Oct.2021	0.7
Apparel services other than laundry and dry cleaning[4, 5]	0.018	-0.1	0.000	0.45	S-Aug.2021	-0.7
Financial services[4, 9]	0.196	0.8	0.002	0.50	L-Oct.2021	1.4
Checking account and other bank services[4, 5, 6]		0.0		0.30	S-Nov.2021	0.0
Tax return preparation and other accounting fees[4, 5, 6]				0.51	–	–
Special aggregate indexes						
All items less food	86.630	0.6	0.526	0.04	–	–
All items less shelter	67.054	0.8	0.550	0.05	L-Nov.2021	0.8
All items less food and shelter	53.684	0.8	0.430	0.05	L-Nov.2021	0.8
All items less food, shelter, and energy	46.336	0.8	0.365	0.06	L-Jun.2021	1.1
All items less food, shelter, energy, and used cars and trucks	42.193	0.7	0.297	0.06	L-Apr.2021	0.7
All items less medical care	91.513	0.6	0.589	0.04	–	–
All items less energy	92.652	0.6	0.579	0.04	–	–

See footnotes at end of table.

Table 6. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 1-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	One Month				
		Seasonally adjusted percent change Dec. 2021-Jan. 2022	Seasonally adjusted effect on All Items Dec. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) seasonally adjusted change since:[3]	
					Date	Percent change
Commodities	39.083	0.8	0.304	0.07	S-Sep.2021	0.6
Commodities less food, energy, and used cars and trucks	17.556	0.9	0.151	0.12	L-Jan.1991	0.9
Commodities less food	25.713	0.7	0.180	0.09	S-Sep.2021	0.5
Commodities less food and beverages	24.824	0.7	0.175	0.09	S-Sep.2021	0.5
Services	60.917	0.6	0.352	0.05	L-Oct.2005	0.7
Services less rent of shelter[16]	28.354	0.9	0.262	0.06	L-Jul.2008	0.9
Services less medical care services	53.954	0.7	0.353	0.05	L-Oct.2005	0.9
Durables	13.057	1.2	0.153	0.14	S-Sep.2021	0.5
Nondurables	26.027	0.6	0.149	0.07	–	–
Nondurables less food	12.656	0.3	0.036	0.12	S-Apr.2021	-0.4
Nondurables less food and beverages	11.767	0.3	0.033	0.13	S-Apr.2021	-0.4
Nondurables less food, beverages, and apparel	9.310	0.2	0.016	0.11	S-May 2021	0.2
Nondurables less food and apparel	10.199	0.3	0.034	0.10	–	–
Housing	42.363	0.7	0.277	0.06	L-Oct.2021	0.7
Education and communication[5]	6.406	0.1	0.007	0.07	–	–
Education[5]	2.677	0.2	0.006	0.08	L-Nov.2021	0.2
Communication[5]	3.728	0.0	0.000	0.10	–	–
Information and information processing[5]	3.642	0.1	0.002	0.11	L-Sep.2021	0.4
Information technology, hardware and services[18]	1.743	0.1	0.001	0.25	–	–
Recreation[5]	5.108	0.9	0.045	0.17	L-Apr.2021	0.9
Video and audio[5]	1.471	0.9	0.013	0.17	L-Aug.2005	1.2
Pets, pet products and services[5]	1.058	0.8	0.009	0.29	–	–
Photography[5]	0.051	0.7	0.000	0.42	L-Nov.2021	1.3
Food and beverages	14.259	0.8	0.120	0.08	L-Oct.2021	0.8
Domestically produced farm food[4]	6.862	1.2	0.081	0.14	L-Apr.2020	2.6
Other services	10.120	0.4	0.040	0.08	L-Oct.2021	0.5
Apparel less footwear	1.848	1.2	0.023	0.46	L-Jan.2021	1.7
Fuels and utilities	4.637	2.5	0.116	0.16	L-Jul.2008	2.7
Household energy	3.526	3.0	0.105	0.20	L-Jul.2008	3.1
Medical care	8.487	0.7	0.056	0.12	L-Oct.2019	0.9
Transportation	18.182	0.4	0.081	0.10	S-Sep.2021	0.1
Private transportation	17.404	0.4	0.065	0.09	S-Nov.2020	-0.1
New and used motor vehicles[5]	9.218	0.9	0.087	0.13	S-Sep.2021	0.3
Utilities and public transportation	8.191	1.6	0.133	0.12	L-Jul.2008	1.8
Household furnishings and operations	4.780	1.3	0.064	0.20	L-May 2021	1.3
Other goods and services	2.737	0.8	0.021	0.14	L-Oct.2021	0.8
Personal care[4]	2.211	1.0	0.021	0.16	L-EVER	–

[1] The 'effect' of an item category is a measure of that item's contribution to the All items price change. For example, if the Food index had an effect of 0.40, and the All items index rose 1.2 percent, then the increase in food prices contributed 0.40 / 1.2, or 33.3 percent, to that All items increase. Said another way, had food prices been unchanged for that month the change in the All items index would have been 1.2 percent minus 0.40, or 0.8 percent. Effects can be negative as well. For example, if the effect of food was a negative 0.1, and the All items index rose 0.5 percent, the All items index actually would have been 0.1 percent higher (or 0.6 percent) had food prices been unchanged. Since food prices fell while prices overall were rising, the contribution of food to the All items price change was negative (in this case, -0.1 / 0.5, or minus 20 percent).

[2] A statistic's margin of error is often expressed as its point estimate plus or minus two standard errors. For example, if a CPI category rose 0.6 percent, and its standard error was 0.15 percent, the margin of error on this item's 1-month percent change would be 0.6 percent, plus or minus 0.3 percent.

[3] If the current seasonally adjusted 1-month percent change is greater than the previous published 1-month percent change, then this column identifies the closest prior month with a 1-month percent change as (L)arge as or (L)arger than the current 1-month change. If the current 1-month percent change is smaller than the previous published 1-month percent change, the most recent month with a change as (S)mall or (S)maller than the current month change is identified. If the current and previous published 1-month percent changes are equal, a dash will appear. Standard numerical comparisons are used. For example, 0.8% is greater than 0.6%, -0.4% is less than -0.2%, and -0.2% is less than 0.0%. Note that a (L)arger change can be a smaller decline, for example, a -0.2% change is larger than a -0.4% change, but still represents a decline in the price index. Likewise, (S)maller changes can be increases, for example, a 0.6% change is smaller than 0.8%, but still represents an increase in the price index. In this context, a -0.2% change is considered to be smaller than a 0.0% change.

[4] Not seasonally adjusted.

[5] Indexes on a December 1997=100 base.

[6] Special indexes based on a substantially smaller sample. These series do not contribute to the all items index aggregation and therefore do not have a relative importance or effect.
[7] Indexes on a December 2007=100 base.
[8] Indexes on a December 2005=100 base.
[9] Indexes on a December 1986=100 base.
[10] Indexes on a December 1993=100 base.
[11] Indexes on a December 2009=100 base.
[12] Indexes on a December 1990=100 base.
[13] Indexes on a December 1983=100 base.
[14] Indexes on a December 2001=100 base.
[15] Indexes on a December 2019=100 base.
[16] Indexes on a December 1982=100 base.
[17] Indexes on a December 1996=100 base.
[18] Indexes on a December 1988=100 base.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
All items	100.000	7.5		0.09	L-Feb.1982	7.6
Food	13.370	7.0	0.974	0.19	L-Aug.1981	7.1
Food at home	8.165	7.4	0.578	0.29	L-Oct.2008	7.5
Cereals and bakery products	1.030	6.8	0.069	0.54	L-Mar.2009	7.4
Cereals and cereal products	0.332	6.0	0.019	0.79	L-Jan.2012	6.3
Flour and prepared flour mixes	0.051	10.3	0.005	1.42	L-Dec.2011	12.0
Breakfast cereal	0.143	5.2	0.007	1.23	S-Oct.2021	4.3
Rice, pasta, cornmeal	0.138	5.0	0.006	1.21	L-May 2020	5.0
Rice[4, 5]		3.6		1.30	L-Mar.2021	3.8
Bakery products	0.699	7.2	0.050	0.71	L-Mar.2009	7.6
Bread[4]	0.199	5.9	0.012	1.38	L-Dec.2011	6.7
White bread[5]		5.6		1.37	L-Aug.2020	6.8
Bread other than white[5]		6.3		1.36	L-Dec.2011	9.3
Fresh biscuits, rolls, muffins[4]	0.106	6.1	0.006	1.72	L-Nov.2021	6.6
Cakes, cupcakes, and cookies	0.171	6.1	0.011	1.68	L-Apr.2012	6.3
Cookies[5]		6.1		1.15	L-Apr.2020	6.3
Fresh cakes and cupcakes[5]		6.4		2.20	L-Nov.2021	6.9
Other bakery products	0.223	9.9	0.021	1.16	L-Jan.2009	11.5
Fresh sweetrolls, coffeecakes, doughnuts[5]		7.2		1.67	L-Jul.2013	7.3
Crackers, bread, and cracker products[5]		12.6		1.72	L-Jan.2009	13.7
Frozen and refrigerated bakery products, pies, tarts, turnovers[5]		8.4		1.90	L-Mar.2009	10.7
Meats, poultry, fish, and eggs	1.888	12.2	0.213	0.71	S-Oct.2021	11.9
Meats, poultry, and fish	1.779	12.2	0.200	0.71	S-Oct.2021	11.9
Meats	1.147	13.6	0.140	0.92	S-Sep.2021	12.6
Beef and veal	0.546	16.0	0.076	0.97	S-Aug.2021	12.2
Uncooked ground beef	0.194	13.0	0.022	1.12	–	–
Uncooked beef roasts[4]	0.082	19.2	0.014	2.91	S-Aug.2021	13.1
Uncooked beef steaks[4]	0.216	17.1	0.031	1.56	S-Aug.2021	16.6
Uncooked other beef and veal[4]	0.055	17.9	0.008	2.50	S-Aug.2021	14.1
Pork	0.365	14.1	0.046	1.71	S-Oct.2021	14.1
Bacon, breakfast sausage, and related products[4]	0.163	16.0	0.021	1.89	S-Oct.2021	15.4
Bacon and related products[5]		18.1		2.17	S-Aug.2021	17.0
Breakfast sausage and related products[4, 5]		12.0		1.90	S-Oct.2021	8.3
Ham	0.062	10.0	0.006	2.87	S-Oct.2021	7.1
Ham, excluding canned[5]		10.3		3.44	S-Oct.2021	7.6
Pork chops	0.053	14.5	0.007	2.62	L-Oct.2021	15.9
Other pork including roasts, steaks, and ribs[4]	0.086	14.2	0.011	3.71	S-Aug.2021	11.3
Other meats	0.236	8.2	0.019	1.13	L-Feb.2015	8.3
Frankfurters[5]		2.1		2.39	L-Nov.2021	3.0
Lunchmeats[4, 5]		8.2		1.01	L-Oct.2008	8.8
Poultry	0.344	9.8	0.033	1.24	L-Sep.2004	9.8
Chicken[4]	0.281	10.3	0.028	1.29	S-Nov.2021	9.2
Fresh whole chicken[5]		7.6		2.09	S-Nov.2021	6.7
Fresh and frozen chicken parts[5]		11.6		1.71	L-Sep.2004	11.8
Other uncooked poultry including turkey[4]	0.062	7.5	0.005	3.14	L-Jan.2021	7.9
Fish and seafood	0.289	9.6	0.027	0.99	L-Dec.1987	10.0
Fresh fish and seafood[4]	0.147	12.7	0.018	1.61	L-EVER	–
Processed fish and seafood[4]	0.142	6.5	0.009	1.08	S-Nov.2021	5.5
Shelf stable fish and seafood[5]		0.8		1.70	L-Jul.2021	2.0
Frozen fish and seafood[5]		9.1		1.66	S-Nov.2021	8.1
Eggs	0.109	13.1	0.013	2.04	L-May 2020	13.5

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Dairy and related products	0.752	3.1	0.024	0.49	L-Jan.2021	3.8
Milk[4]	0.194	6.8	0.014	1.24	L-Sep.2020	7.2
Fresh whole milk[5]		8.2		1.43	L-Sep.2020	9.2
Fresh milk other than whole[4, 5]		6.5		1.15	L-Aug.2020	7.0
Cheese and related products	0.249	0.2	0.001	0.84	L-Mar.2021	2.7
Ice cream and related products	0.113	1.1	0.001	1.24	S-Nov.2021	0.7
Other dairy and related products[4]	0.195	4.0	0.008	0.93	L-May 2020	4.1
Fruits and vegetables	1.408	5.6	0.078	0.64	L-Sep.2011	6.7
Fresh fruits and vegetables	1.085	5.6	0.061	0.74	L-Mar.2013	5.8
Fresh fruits	0.581	8.2	0.046	1.20	L-Sep.2011	8.7
Apples	0.076	6.8	0.005	2.17	S-Oct.2021	6.7
Bananas	0.081	3.3	0.003	1.54	S-Oct.2021	2.9
Citrus fruits[4]	0.159	10.6	0.015	2.18	L-Jun.2014	12.2
Oranges, including tangerines[5]		10.2		2.06	L-Nov.2017	12.8
Other fresh fruits[4]	0.266	8.9	0.023	1.94	L-Sep.2014	9.5
Fresh vegetables	0.504	2.8	0.015	0.78	L-Dec.2020	4.2
Potatoes	0.075	0.1	0.000	1.82	S-Nov.2021	-0.2
Lettuce	0.062	6.2	0.004	1.66	L-Dec.2020	8.9
Tomatoes	0.084	1.1	0.001	2.02	S-Oct.2021	0.2
Other fresh vegetables	0.283	3.3	0.010	0.97	L-Mar.2021	3.5
Processed fruits and vegetables[4]	0.323	5.7	0.017	0.91	L-Apr.2012	6.5
Canned fruits and vegetables[4]	0.162	6.1	0.010	1.47	L-Apr.2012	6.5
Canned fruits[4, 5]		7.1		1.39	L-Mar.2019	8.6
Canned vegetables[4, 5]		5.1		1.63	L-Nov.2021	6.5
Frozen fruits and vegetables[4]	0.098	5.5	0.005	1.48	S-Nov.2021	2.8
Frozen vegetables[5]		2.7		1.57	S-Nov.2021	0.5
Other processed fruits and vegetables including dried[4]	0.063	4.9	0.003	1.86	L-Sep.2020	5.5
Dried beans, peas, and lentils[4, 5]		9.1		2.73	L-Aug.2020	10.3
Nonalcoholic beverages and beverage materials	0.933	5.0	0.047	0.65	S-Oct.2021	4.5
Juices and nonalcoholic drinks[4]	0.663	4.6	0.031	0.84	S-Oct.2021	4.5
Carbonated drinks	0.277	3.8	0.011	1.76	S-Aug.2021	2.0
Frozen noncarbonated juices and drinks[4]	0.007	-0.2	0.000	1.09	S-Aug.2021	-1.9
Nonfrozen noncarbonated juices and drinks[4]	0.378	5.3	0.020	0.87	L-Aug.2020	5.3
Beverage materials including coffee and tea[4]	0.270	5.9	0.016	0.83	L-Feb.2012	7.1
Coffee	0.174	8.6	0.015	1.15	L-Mar.2012	9.8
Roasted coffee[5]		9.3		1.31	L-Mar.2012	11.0
Instant coffee[5]		6.0		1.79	L-Nov.2021	6.8
Other beverage materials including tea[4]	0.097	1.0	0.001	1.65	L-Nov.2021	1.3
Other food at home	2.153	7.4	0.148	0.40	L-Mar.2009	7.9
Sugar and sweets	0.277	5.4	0.015	0.88	L-Apr.2012	5.9
Sugar and sugar substitutes	0.040	5.6	0.002	1.43	L-Feb.2021	6.3
Candy and chewing gum[4]	0.178	4.8	0.009	1.17	L-May 2020	4.9
Other sweets[4]	0.059	7.2	0.004	1.37	L-Jun.2009	7.4
Fats and oils	0.230	10.7	0.023	1.12	L-Feb.2012	10.8
Butter and margarine[4]	0.066	5.5	0.004	1.57	L-Feb.2015	6.4
Butter[5]		3.7		2.25	L-Mar.2019	5.8
Margarine[5]		9.2		1.83	L-Apr.2012	11.9
Salad dressing[4]	0.055	7.8	0.004	1.54	S-Oct.2021	7.7
Other fats and oils including peanut butter[4]	0.108	15.5	0.016	1.77	L-May 2012	15.5
Peanut butter[4, 5]				1.63	–	–
Other foods	1.646	7.3	0.110	0.46	L-Feb.2009	7.6
Soups	0.094	6.0	0.005	1.69	L-Dec.2020	6.7
Frozen and freeze dried prepared foods	0.263	9.8	0.025	0.86	L-Mar.1981	11.1

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Snacks	0.359	8.2	0.027	1.02	L-Jun.2012	8.3
Spices, seasonings, condiments, sauces	0.317	5.7	0.017	0.78	L-Jul.2009	6.2
Salt and other seasonings and spices[4, 5]		5.3		1.35	L-Nov.2021	6.7
Olives, pickles, relishes[4, 5]		6.7		1.31	L-Sep.2019	6.8
Sauces and gravies[4, 5]		4.8		1.38	L-Oct.2020	4.9
Other condiments[5]		8.1		1.28	–	–
Baby food[4]	0.043	7.8	0.003	1.33	S-Nov.2021	6.7
Other miscellaneous foods[4]	0.570	6.6	0.031	0.87	L-Jan.2009	7.7
Prepared salads[6, 5]		4.9		1.72	S-Aug.2021	2.2
Food away from home	5.205	6.4	0.395	0.28	L-Jan.1982	6.7
Full service meals and snacks[4]	2.408	7.1	0.218	0.35	L-EVER	–
Limited service meals and snacks[4]	2.550	8.0	0.223	0.44	–	–
Food at employee sites and schools[4]	0.036	-46.9	-0.058	3.39	L-Nov.2021	-44.9
Food at elementary and secondary schools[7, 5]		-59.8		9.47	L-Nov.2021	-58.6
Food from vending machines and mobile vendors[4]	0.036	5.6	0.003	0.99	L-Nov.2021	6.4
Other food away from home[4]	0.174	4.9	0.008	0.68	–	–
Energy	7.348	27.0	1.711	0.35	S-Sep.2021	24.8
Energy commodities	4.014	39.9	1.281	0.65	S-Mar.2021	22.0
Fuel oil and other fuels	0.192	36.4	0.057	1.86	S-Sep.2021	36.0
Fuel oil	0.115	46.5	0.042	2.71	L-Nov.2021	59.3
Propane, kerosene, and firewood[8]	0.077	22.6	0.015	2.45	S-Aug.2021	22.6
Motor fuel	3.822	40.0	1.224	0.68	S-Mar.2021	22.2
Gasoline (all types)	3.748	40.0	1.198	0.70	S-Mar.2021	22.5
Gasoline, unleaded regular[5]		40.8		1.12	S-Mar.2021	23.5
Gasoline, unleaded midgrade[9, 5]		37.1		0.96	S-Mar.2021	18.5
Gasoline, unleaded premium[5]		35.2		0.91	S-Sep.2021	34.9
Other motor fuels[4]	0.074	39.6	0.026	1.05	S-Sep.2021	37.3
Energy services	3.334	13.6	0.431	0.42	L-Aug.2008	14.7
Electricity	2.454	10.7	0.261	0.47	L-Sep.2006	11.8
Utility (piped) gas service	0.879	23.9	0.170	0.87	S-Sep.2021	20.6
All items less food and energy	79.282	6.0	4.795	0.11	L-Aug.1982	7.1
Commodities less food and energy commodities	21.699	11.7	2.367	0.22	L-Apr.1975	12.0
Household furnishings and supplies[10]	3.936	9.3	0.356	0.60	L-EVER	–
Window and floor coverings and other linens[4]	0.296	7.2	0.020	2.43	S-Nov.2021	5.8
Floor coverings[4]	0.066	7.2	0.004	2.37	L-Nov.2021	7.6
Window coverings[4]	0.059	16.2	0.009	4.65	L-EVER	–
Other linens[4]	0.172	3.9	0.007	3.39	S-Nov.2021	3.2
Furniture and bedding	0.971	17.0	0.158	1.37	L-EVER	–
Bedroom furniture	0.319	13.7	0.044	2.10	L-EVER	–
Living room, kitchen, and dining room furniture[4]	0.470	19.9	0.089	2.01	L-EVER	–
Other furniture[4]	0.173	15.2	0.023	2.81	L-EVER	–
Appliances[4]	0.254	8.5	0.020	1.61	L-EVER	–
Major appliances[4]	0.083	9.9	0.008	3.13	L-Jul.2021	12.3
Laundry equipment[5]		7.9		6.20	S-Oct.2020	7.9
Other appliances[4]	0.168	7.7	0.011	2.12	L-EVER	–
Other household equipment and furnishings[4]	0.561	5.4	0.030	1.66	L-EVER	–
Clocks, lamps, and decorator items	0.337	6.3	0.021	2.59	L-Dec.1989	6.5
Indoor plants and flowers[11]	0.101	4.0	0.004	2.70	S-Sep.2021	3.6
Dishes and flatware[4]	0.049	1.2	0.001	4.12	L-Apr.2020	4.6
Nonelectric cookware and tableware[4]	0.075	5.8	0.004	2.27	S-Nov.2021	5.7
Tools, hardware, outdoor equipment and supplies[4]	0.932	10.7	0.095	0.90	L-EVER	–
Tools, hardware and supplies[4]	0.238	8.6	0.021	1.19	L-EVER	–
Outdoor equipment and supplies[4]	0.469	11.9	0.053	1.17	L-EVER	–

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Housekeeping supplies	0.922	3.5	0.033	0.88	L-Feb.2021	4.0
Household cleaning products[4]	0.335	3.3	0.012	1.24	L-Mar.2021	3.7
Household paper products[4]	0.212	3.5	0.008	1.66	L-Oct.2021	6.5
Miscellaneous household products[4]	0.374	3.7	0.013	1.51	L-Nov.2020	3.9
Apparel	2.458	5.3	0.141	0.85	S-Nov.2021	5.0
Men's and boys' apparel	0.625	6.6	0.044	1.47	S-Oct.2021	6.3
Men's apparel	0.477	6.6	0.034	1.65	S-Oct.2021	6.3
Men's suits, sport coats, and outerwear	0.073	13.6	0.011	4.72	L-Nov.2021	14.1
Men's underwear, nightwear, swimwear, and accessories	0.162	9.0	0.014	2.63	L-Jun.1998	10.1
Men's shirts and sweaters[4]	0.117	7.2	0.010	2.95	L-Apr.2012	7.6
Men's pants and shorts	0.119	-0.8	-0.002	3.94	S-Oct.2020	-2.1
Boys' apparel	0.148	6.7	0.010	2.64	S-Oct.2021	6.0
Women's and girls' apparel	0.952	3.6	0.037	1.37	S-Nov.2021	3.4
Women's apparel	0.799	5.4	0.047	1.51	S-Nov.2021	4.2
Women's outerwear	0.059	11.1	0.007	4.67	L-Sep.2014	11.3
Women's dresses	0.089	11.1	0.010	3.19	L-Aug.2021	11.9
Women's suits and separates[4]	0.383	2.6	0.011	2.25	S-Oct.2021	0.2
Women's underwear, nightwear, swimwear, and accessories[4]	0.259	7.0	0.019	2.82	L-Jan.2012	9.2
Girls' apparel	0.154	-4.3	-0.010	4.60	S-Jul.2020	-4.4
Footwear	0.610	6.1	0.039	1.13	L-Sep.2021	6.5
Men's footwear	0.206	5.1	0.012	1.67	S-Oct.2021	5.0
Boys' and girls' footwear	0.117	6.3	0.008	2.88	L-Oct.2021	7.5
Women's footwear	0.286	6.8	0.019	1.75	L-Jun.2021	7.0
Infants' and toddlers' apparel	0.113	8.8	0.011	5.09	L-Jun.2018	9.4
Jewelry and watches[8]	0.158	6.2	0.011	3.48	S-Nov.2021	5.2
Watches[8]	0.031	3.8	0.001	2.94	L-Aug.2021	4.1
Jewelry[8]	0.127	6.5	0.009	4.37	S-Feb.2021	0.5
Transportation commodities less motor fuel[10]	8.760	23.4	1.669	0.36	L-EVER	–
New vehicles	4.105	12.2	0.458	0.65	L-Apr.1975	12.5
New cars and trucks[4, 5]		12.2		0.69	L-EVER	–
New cars[5]		12.0		0.67	–	–
New trucks[12, 5]		12.1		0.78	L-EVER	–
Used cars and trucks	4.143	40.5	1.110	0.10	L-Jul.2021	41.7
Motor vehicle parts and equipment	0.423	12.6	0.050	0.79	L-Jul.1980	12.8
Tires	0.268	14.0	0.035	0.91	L-Sep.1980	14.2
Vehicle accessories other than tires[4]	0.155	10.2	0.015	1.56	L-Nov.2008	10.6
Vehicle parts and equipment other than tires[5]		8.4		1.37	S-Nov.2021	7.1
Motor oil, coolant, and fluids[5]		12.7		2.37	L-Apr.2012	12.8
Medical care commodities	1.524	1.4	0.023	0.56	L-Feb.2020	1.8
Medicinal drugs[10]	1.422	1.3	0.020	0.57	L-Jun.2020	1.4
Prescription drugs	1.044	1.3	0.014	0.67	L-Sep.2020	1.4
Nonprescription drugs[10]	0.378	1.7	0.006	1.24	L-Sep.2019	2.6
Medical equipment and supplies[10]	0.103	3.7	0.003	1.33	S-Oct.2021	0.0
Recreation commodities[10]	1.920	4.1	0.083	0.57	L-EVER	–
Video and audio products[10]	0.309	0.1	0.000	1.16	L-Nov.2021	1.3
Televisions	0.147	2.4	0.002	1.72	S-Mar.2021	-0.7
Other video equipment[4]	0.027	-4.9	-0.002	2.15	S-Jul.2018	-5.0
Audio equipment	0.076	-1.2	-0.001	3.21	L-Dec.2020	2.0
Recorded music and music subscriptions[4]	0.054	1.4	0.001	1.24	L-Jun.2021	1.8
Pets and pet products	0.546	3.7	0.022	0.79	L-Oct.2021	3.7
Pet food[4, 5]		2.7		1.21	L-Dec.2019	3.4
Purchase of pets, pet supplies, accessories[4, 5]		5.1		1.93	L-Oct.2021	5.4

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Sporting goods	0.564	8.2	0.048	1.45	L-Nov.2021	8.4
Sports vehicles including bicycles	0.325	10.5	0.037	2.09	L-Nov.1980	10.6
Sports equipment	0.227	4.7	0.011	1.94	L-Nov.2021	6.7
Photographic equipment and supplies	0.021	3.6	0.001	2.22	S-Jul.2021	3.5
Photographic equipment[4, 5]		3.5		2.67	S-Apr.2021	1.0
Recreational reading materials	0.097	0.0	0.000	1.28	S-Feb.2018	-1.0
Newspapers and magazines[4]	0.056	0.8	0.001	1.67	S-Jun.2018	0.2
Recreational books[4]	0.041	-1.2	-0.001	1.82	L-Nov.2021	0.2
Other recreational goods[4]	0.384	2.9	0.011	1.36	L-EVER	–
Toys	0.299	2.0	0.006	1.65	L-Jan.1997	2.4
Toys, games, hobbies and playground equipment[4, 5]		4.3		2.20	–	–
Sewing machines, fabric and supplies[4]	0.027	1.6	0.000	3.11	S-Nov.2021	-4.8
Music instruments and accessories[4]	0.042	9.0	0.004	2.39	L-EVER	–
Education and communication commodities[10]	0.853	0.8	0.004	1.66	L-Nov.2021	0.9
Educational books and supplies	0.087	2.6	0.002	2.04	L-Jul.2021	2.6
College textbooks[13, 5]		2.5		2.25	L-Feb.2021	3.3
Information technology commodities[10]	0.766	0.7	0.002	1.97	L-Nov.2021	1.2
Computers, peripherals, and smart home assistants[6]	0.360	3.5	0.011	2.76	L-Nov.2021	4.8
Computer software and accessories[4]	0.021	-2.0	0.000	3.69	L-Oct.2021	3.6
Telephone hardware, calculators, and other consumer information items[4]	0.385	-7.1	-0.009	2.38	L-Oct.2018	-6.6
Smartphones[5, 14]		-13.3		3.54	L-EVER	–
Alcoholic beverages	0.889	2.7	0.027	0.73	L-Sep.2021	2.8
Alcoholic beverages at home	0.593	1.5	0.009	0.90	L-Oct.2021	1.5
Beer, ale, and other malt beverages at home	0.223	1.8	0.004	1.63	S-Nov.2021	1.2
Distilled spirits at home	0.110	2.4	0.002	1.09	S-Sep.2020	1.5
Whiskey at home[5]		1.7		1.62	S-Nov.2021	1.6
Distilled spirits, excluding whiskey, at home[5]		2.3		1.55	S-Sep.2020	2.2
Wine at home	0.259	0.9	0.003	1.33	L-Sep.2021	1.6
Alcoholic beverages away from home	0.296	4.2	0.018	1.13	L-Feb.2012	4.3
Beer, ale, and other malt beverages away from home[4, 5]		4.8		1.31	L-Jan.2007	4.9
Wine away from home[4, 5]		3.8		0.95	L-Jun.2012	3.9
Distilled spirits away from home[4, 5]		3.2		1.44	L-Sep.2021	3.7
Other goods[10]	1.358	4.3	0.063	0.44	S-Nov.2021	4.3
Tobacco and smoking products	0.526	7.0	0.043	0.77	S-Sep.2021	6.7
Cigarettes[4]	0.455	7.3	0.039	0.87	S-Sep.2021	7.0
Tobacco products other than cigarettes[4]	0.066	5.0	0.003	0.75	L-Jun.2021	5.1
Personal care products	0.648	0.3	0.002	0.57	L-Mar.2020	0.5
Hair, dental, shaving, and miscellaneous personal care products[4]	0.331	2.0	0.007	0.69	L-Sep.2012	2.0
Cosmetics, perfume, bath, nail preparations and implements	0.308	-1.7	-0.005	1.08	S-Jul.2021	-1.8
Miscellaneous personal goods[4]	0.184	9.3	0.018	1.63	L-Jan.2020	9.4
Stationery, stationery supplies, gift wrap[5]		8.4		2.75	S-Nov.2021	7.3
Services less energy services	57.583	4.1	2.428	0.12	L-Jun.1992	4.2
Shelter	32.946	4.4	1.452	0.14	L-Jun.1991	4.5
Rent of shelter[15]	32.563	4.4	1.458	0.14	L-Jan.2007	4.4
Rent of primary residence	7.398	3.8	0.294	0.15	L-Feb.2020	3.8
Lodging away from home[4]	0.914	20.5	0.172	2.60	S-Sep.2021	17.5
Housing at school, excluding board[15]	0.129	1.7	0.002	0.31	S-EVER	–
Other lodging away from home including hotels and motels	0.785	23.6	0.170	2.99	S-Sep.2021	19.8

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Owners' equivalent rent of residences[15]	24.251	4.1	0.992	0.12	L-Mar.2007	4.1
Owners' equivalent rent of primary residence[15]	22.988	4.1	0.941	0.12	L-Mar.2007	4.1
Tenants' and household insurance[4]	0.383	-1.7	-0.006	0.79	S-Apr.2006	-1.7
Water and sewer and trash collection services[4]	1.111	4.0	0.045	0.30	L-Dec.2018	4.5
Water and sewerage maintenance	0.801	4.1	0.033	0.25	L-Mar.2017	4.1
Garbage and trash collection[12]	0.310	4.0	0.012	0.76	S-Nov.2020	3.8
Household operations[4]						
Domestic services[4]	0.246	9.0	0.027	1.16	S-Oct.2021	7.5
Gardening and lawncare services[4]						
Moving, storage, freight expense[4]	0.104	7.0	0.007	2.55	S-Mar.2021	5.3
Repair of household items[4]						
Medical care services	6.962	2.7	0.197	0.34	L-Mar.2021	2.7
Professional services	3.585	2.6	0.096	0.43	S-Jul.2021	2.6
Physicians' services	1.900	2.6	0.048	0.69	S-Dec.2020	1.7
Dental services	0.924	2.3	0.023	0.74	L-Sep.2021	2.3
Eyeglasses and eye care[8]	0.371	2.2	0.008	1.04	L-Jul.2018	2.5
Services by other medical professionals[8]	0.390	3.8	0.016	0.64	L-Jan.2009	3.8
Hospital and related services	2.573	3.6	0.090	0.55	L-Oct.2021	4.1
Hospital services[16]	2.199	3.6	0.081	0.60	L-Oct.2021	4.0
Inpatient hospital services[16, 5]		4.1		1.16	L-Oct.2021	4.1
Outpatient hospital services[8, 5]		2.4		0.99	–	–
Nursing homes and adult day services[16]	0.210	4.1	0.006	0.52	L-Nov.2009	4.1
Care of invalids and elderly at home[7]	0.164	2.7	0.002	1.96	S-Jul.2020	2.5
Health insurance[7]	0.804	1.7	0.011	0.34	L-Jan.2021	2.9
Transportation services	5.599	5.6	0.289	0.57	L-Jul.2021	6.4
Leased cars and trucks[13]						
Car and truck rental[4]	0.153	29.3	0.039	3.92	S-Feb.2021	11.5
Motor vehicle maintenance and repair	1.038	4.8	0.052	0.62	–	–
Motor vehicle body work	0.051	10.8	0.006	0.94	L-Dec.1980	11.0
Motor vehicle maintenance and servicing	0.578	5.6	0.035	0.77	L-Oct.2021	5.6
Motor vehicle repair[4]	0.365	2.4	0.008	1.33	S-Dec.2019	2.1
Motor vehicle insurance	2.383	4.1	0.075	0.97	–	–
Motor vehicle fees[4]	0.521	1.4	0.008	0.75	S-Oct.2021	0.9
State motor vehicle registration and license fees[4]	0.300	0.5	0.002	0.28	L-Oct.2021	0.6
Parking and other fees[4]	0.205	2.3	0.006	1.55	S-Oct.2021	1.2
Parking fees and tolls[4, 5]		2.7		2.29	S-Apr.2021	2.6
Public transportation	0.777	4.0	0.043	1.44	L-Aug.2021	8.4
Airline fares	0.481	4.9	0.029	2.32	L-Aug.2021	6.7
Other intercity transportation	0.096	-2.3	-0.002	2.93	S-Oct.2020	-3.6
Ship fare[4, 5]		-2.1		2.37	S-Nov.2020	-3.6
Intracity transportation	0.199	5.5	0.016	1.51	S-Nov.2021	5.0
Intracity mass transit[10, 5]		9.2		4.43	L-Aug.2021	10.6
Recreation services[10]	3.188	5.0	0.185	0.47	L-EVER	–
Video and audio services[10]	1.163	3.9	0.049	0.43	L-Sep.2021	3.9
Cable and satellite television service[12]	1.069	4.3	0.050	0.44	L-Oct.2021	4.3
Video discs and other media, including rental of video[4]	0.093	-1.4	-0.001	4.53	S-Oct.2021	-3.7
Video discs and other media[4, 5]		-3.5		5.35	S-Oct.2021	-3.6
Rental of video discs and other media[4, 5]		1.3		1.34	S-Jul.2021	0.1
Pet services including veterinary[4]	0.512	5.2	0.029	0.68	S-Nov.2021	4.2
Pet services[4, 5]		5.5		1.11	S-Oct.2021	5.4
Veterinarian services[4, 5]		5.1		1.31	L-Jun.2021	5.2
Photographers and photo processing[4]	0.030	3.4	0.001	1.15	L-Nov.2020	3.7

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Other recreation services[4]	1.483	5.7	0.105	0.92	L-EVER	–
Club membership for shopping clubs, fraternal, or other organizations, or participant sports fees[4]	0.648	2.4	0.017	0.85	L-Aug.2021	4.9
Admissions	0.468	10.8	0.069	1.76	L-EVER	–
Admission to movies, theaters, and concerts[4, 5]		5.5		1.65	L-Jul.2021	6.3
Admission to sporting events[4, 5]		23.5		6.53	L-EVER	–
Fees for lessons or instructions[8]	0.174	1.8	0.004	1.75	S-Aug.2020	1.4
Education and communication services[10]	5.553	1.7	0.107	0.22	–	–
Tuition, other school fees, and childcare	2.590	2.1	0.062	0.33	–	–
College tuition and fees	1.493	1.9	0.030	0.41	L-Nov.2021	1.9
Elementary and high school tuition and fees	0.324	2.3	0.010	0.36	–	–
Day care and preschool[11]	0.640	2.7	0.020	0.71	–	–
Technical and business school tuition and fees[4]	0.040	0.6	0.000	0.48	S-Dec.2019	0.6
Postage and delivery services[4]	0.086	5.0	0.006	0.13	S-Sep.2021	3.2
Postage	0.078	4.6	0.005	0.11	S-Sep.2021	2.9
Delivery services[4]	0.008	9.0	0.001	0.74	L-Jan.2012	9.2
Telephone services[4]	1.900	0.7	0.015	0.30	–	–
Wireless telephone services[4]	1.587	-0.5	-0.009	0.38	S-Oct.2021	-0.5
Residential telephone services[10]	0.313	6.2	0.025	0.89	L-Sep.2021	7.3
Internet services and electronic information providers[4]	0.967	2.6	0.023	0.78	–	–
Other personal services[10]	1.380	5.4	0.088	0.50	L-EVER	–
Personal care services	0.546	4.7	0.031	1.02	L-Sep.2021	5.0
Haircuts and other personal care services[4]	0.546	4.7	0.031	1.02	L-Sep.2021	5.0
Miscellaneous personal services	0.833	6.0	0.057	0.37	L-Feb.1995	6.2
Legal services[8]	0.232	3.3	0.008	0.43	S-Nov.2021	3.2
Funeral expenses[8]	0.149	2.4	0.003	0.52	L-Jan.2020	2.4
Laundry and dry cleaning services[4]	0.154	8.5	0.018	0.82	L-EVER	–
Apparel services other than laundry and dry cleaning[4]	0.018	4.9	0.002	1.06	S-Nov.2021	2.7
Financial services[8]	0.196	9.3	0.020	0.78	L-Mar.1995	9.7
Checking account and other bank services[4, 5]		14.4		2.34	L-EVER	–
Tax return preparation and other accounting fees[4, 5]		7.2		1.07	L-Mar.2020	7.4
Special aggregate indexes						
All items less food	86.630	7.6	6.506	0.10	L-Jun.1982	7.6
All items less shelter	67.054	9.0	6.028	0.10	L-Nov.1981	9.0
All items less food and shelter	53.684	9.6	5.054	0.12	L-Dec.1981	9.9
All items less food, shelter, and energy	46.336	7.2	3.343	0.14	L-Aug.1982	7.2
All items less food, shelter, energy, and used cars and trucks	42.193	5.1	2.232	0.15	L-Sep.1991	5.2
All items less medical care	91.513	8.0	7.260	0.09	L-Jan.1982	8.4
All items less energy	92.652	6.2	5.769	0.09	L-Aug.1982	6.5
Commodities	39.083	12.3	4.621	0.14	L-May 1980	12.4
Commodities less food, energy, and used cars and trucks	17.556	7.2	1.257	0.26	L-Feb.1981	7.7
Commodities less food	25.713	15.5	3.648	0.20	S-Nov.2021	15.4
Commodities less food and beverages	24.824	16.1	3.620	0.22	S-Nov.2021	16.1
Services	60.917	4.6	2.859	0.11	L-Dec.1991	4.6
Services less rent of shelter[15]	28.354	4.7	1.400	0.16	L-Oct.2008	5.0
Services less medical care services	53.954	4.8	2.661	0.12	L-May 1991	5.0
Durables	13.057	18.4	2.021	0.31	L-Mar.1942	20.2

See footnotes at end of table.

Table 7. Consumer Price Index for All Urban Consumers (CPI-U): U.S. city average, by expenditure category, January 2022, 12-month analysis table — Continued

[1982-84=100, unless otherwise noted]

Expenditure category	Relative importance Dec. 2021	Twelve Month				
		Unadjusted percent change Jan. 2021-Jan. 2022	Unadjusted effect on All Items Jan. 2021-Jan. 2022[1]	Standard error, median price change[2]	Largest (L) or Smallest (S) unadjusted change since:[3]	
					Date	Percent change
Nondurables	26.027	9.8	2.600	0.17	S-Oct.2021	9.4
Nondurables less food	12.656	13.0	1.626	0.28	S-Sep.2021	11.7
Nondurables less food and beverages	11.767	13.9	1.599	0.29	S-Sep.2021	12.5
Nondurables less food, beverages, and apparel	9.310	16.6	1.458	0.29	S-Sep.2021	15.5
Nondurables less food and apparel	10.199	15.2	1.485	0.27	S-Sep.2021	14.1
Housing	42.363	5.7	2.405	0.12	L-Oct.1982	5.7
Education and communication[4]	6.406	1.6	0.111	0.25	–	–
Education[4]	2.677	2.1	0.065	0.33	L-Nov.2021	2.1
Communication[4]	3.728	1.2	0.046	0.38	S-Aug.2021	1.0
Information and information processing[4]	3.642	1.1	0.041	0.39	–	–
Information technology, hardware and services[17]	1.743	2.0	0.025	0.88	L-Oct.2021	2.8
Recreation[4]	5.108	4.7	0.268	0.38	L-EVER	–
Video and audio[4]	1.471	3.2	0.049	0.45	L-Nov.2021	3.2
Pets, pet products and services[4]	1.058	4.4	0.051	0.53	L-Aug.2009	4.8
Photography[4]	0.051	3.4	0.002	1.07	S-Nov.2021	3.2
Food and beverages	14.259	6.7	1.001	0.19	L-Feb.1990	6.7
Domestically produced farm food	6.862	7.7	0.502	0.30	L-Oct.2008	7.7
Other services	10.120	3.3	0.380	0.19	L-Mar.2009	3.4
Apparel less footwear	1.848	5.1	0.102	1.01	S-Nov.2021	5.0
Fuels and utilities	4.637	12.0	0.533	0.29	L-Aug.2008	15.3
Household energy	3.526	14.7	0.487	0.41	L-Aug.2008	17.3
Medical care	8.487	2.5	0.220	0.29	L-Oct.2020	2.9
Transportation	18.182	20.8	3.182	0.28	S-Oct.2021	18.7
Private transportation	17.404	22.1	3.139	0.26	S-Oct.2021	20.3
New and used motor vehicles[4]	9.218	23.1	1.730	0.39	L-EVER	–
Utilities and public transportation	8.191	6.7	0.585	0.24	L-Jun.2021	6.7
Household furnishings and operations	4.780	9.0	0.421	0.50	L-Aug.1975	9.6
Other goods and services	2.737	4.9	0.151	0.36	L-Mar.2010	4.9
Personal care	2.211	4.3	0.108	0.37	L-Feb.1991	4.4

[1] The 'effect' of an item category is a measure of that item's contribution to the All items price change. For example, if the Food index had an effect of 0.40, and the All items index rose 1.2 percent, then the increase in food prices contributed 0.40 / 1.2, or 33.3 percent, to that All items increase. Said another way, had food prices been unchanged for that year the change in the All items index would have been 1.2 percent minus 0.40, or 0.8 percent. Effects can be negative as well. For example, if the effect of food was a negative 0.1, and the All items index rose 0.5 percent, the All items index actually would have been 0.1 percent higher (or 0.6 percent) had food prices been unchanged. Since food prices fell while prices overall were rising, the contribution of food to the All items price change was negative (in this case, -0.1 / 0.5, or minus 20 percent).

[2] A statistic's margin of error is often expressed as its point estimate plus or minus two standard errors. For example, if a CPI category rose 2.6 percent, and its standard error was 0.25 percent, the margin of error on this item's 12-month percent change would be 2.6 percent, plus or minus 0.5 percent.

[3] If the current 12-month percent change is greater than the previous published 12-month percent change, then this column identifies the closest prior month with a 12-month percent change as (L)arge as or (L)arger than the current 12-month change. If the current 12-month percent change is smaller than the previous published 12-month percent change, the most recent month with a change as (S)mall or (S)maller than the current month change is identified. If the current and previous published 12-month percent changes are equal, a dash will appear. Standard numerical comparison is used. For example, 2.0% is greater than 0.6%, -4.4% is less than -2.0%, and -2.0% is less than 0.0%. Note that a (L)arger change can be a smaller decline, for example, a -0.2% change is larger than a -0.4% change, but still represents a decline in the price index. Likewise, (S)maller changes can be increases, for example, a 0.6% change is smaller than 0.8%, but still represents an increase in the price index. In this context, a -0.2% change is considered to be smaller than a 0.0% change.

[4] Indexes on a December 1997=100 base.

[5] Special indexes based on a substantially smaller sample. These series do not contribute to the all items index aggregation and therefore do not have a relative importance or effect.

[6] Indexes on a December 2007=100 base.

[7] Indexes on a December 2005=100 base.

[8] Indexes on a December 1986=100 base.

[9] Indexes on a December 1993=100 base.

[10] Indexes on a December 2009=100 base.

[11] Indexes on a December 1990=100 base.

[12] Indexes on a December 1983=100 base.

[13] Indexes on a December 2001=100 base.

[14] Indexes on a December 2019=100 base.

[15] Indexes on a December 1982=100 base.
[16] Indexes on a December 1996=100 base.
[17] Indexes on a December 1988=100 base.