

**AGENDA MEMO  
BUSINESS OF THE CITY COUNCIL  
CITY OF FULSHEAR, TEXAS**

<b>AGENDA OF:</b>	August 6, 2019	<b>AGENDA ITEM:</b>	BUS-A
<b>DATE SUBMITTED:</b>	August 1, 2019	<b>DEPARTMENT:</b>	Administration
<b>PREPARED BY:</b>	Kayla Villagomez, Asst. City Secretary/ Brant Gary, Asst. City Manager	<b>PRESENTER:</b>	Brant Gary, Asst. City Manager
<b>SUBJECTS:</b>	<b>DISCUSSION AND POSSIBLE ACTION REGARDING RESOLUTION NO. 2019-432 CONCERNING THE POSSIBLE ELIMINATION OF CERTAIN SECTIONS OF SH 99 (GRAND PARKWAY) FROM TXDOT'S UNIFIED TRANSPORTATION PLAN</b>		
<b>ATTACHMENTS:</b>	<ol style="list-style-type: none"> <li>1. Resolution No. 2019-432</li> <li>2. Letter from James Patterson, former Chair of the HGAC Transportation Policy Council</li> <li>3. Sample resolutions from the HGAC Transportation Policy Council and the Greater Fort Bend Economic Development Council</li> </ol>		
<b>EXPENDITURE EXPECTED:</b>	N/A		
<b>FUNDING ACCOUNT:</b>			
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>			
<b>FUNDING ACCOUNT:</b>			

**EXECUTIVE SUMMARY**

The City of Fulshear received notice from several area entities concerning changes in TXDOT's plans for the funding of future sections of the Grand Parkway (SH 99). That information received included comments regarding the potential economic impacts of those proposed changes to the area along with samples of actions taken by other entities.

Resolution 2019-432 allows for the City Council to formally establish a position on this issue as follows:

1. That the City supports the construction of the entire Grand Parkway pursuant to the terms of the Grand Parkway Contract; and
2. That the City respectfully requests that TxDOT retain the Grand Parkway, including Segments B, C, and D, and I1 on the UTP

**RECOMMENDATION**

City Staff has no formal recommendation on this item. Council may choose to approve Resolution 2019-432 to establish the policy position on this matter.

**RESOLUTION NO. 2019-432**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FULSHEAR, TEXAS,  
SUPPORTING RETENTION OF THE GRAND PARKWAY (STATE HIGHWAY  
99) ON THE UNIFIED TRANSPORTATION PROGRAM.**

**WHEREAS**, the Greater Fort Bend Economic Development Council ("Council") is a public-private partnership established in 1986 to promote economic vitality and quality development in Fort Bend County including ensuring that the necessary infrastructure for economic growth is in place; and

**WHEREAS**, Fort Bend County ("County") continues to be one of the fastest growing counties in the United States, is the 10th largest county in the State of Texas and is projected to exceed one million in population within the next 7-10 years; and

**WHEREAS**, the Council, has long recognized that mobility and transportation infrastructure is essential to enhanced quality of life, safety of its residents, economic success for its businesses and, the ability of local government to provide services to their constituents; and

**WHEREAS**, the Council recognizes the partnership and important work the Texas Department of Transportation ("TxDOT") performs for the State of Texas, including the advancement of transportation projects within the County, the eight-county Houston Metropolitan Region and the State of Texas, and

**WHEREAS**, current and future segments of State Highway 99 ("Grand Parkway") are critical to emergency response and emergency evacuation for the Region; and

**WHEREAS**, current and future segments of the Grand Parkway are vital to the economic success of the region, providing both needed congestion mitigation and economic opportunity; and

**WHEREAS**, current and future planned routes of the Grand Parkway are essential to movement of goods within the region and to the success and growth of region's ports and economic output; and

**WHEREAS**, the Grand Parkway was first identified as a long-range priority transportation investment in 1961 and specifically identified in the Houston-Galveston area's first Metropolitan Transportation Plan in 1989 and in all subsequent metropolitan long-range plans; and

**WHEREAS**, the County, in cooperation with TxDOT, developed the first segment of the Grand Parkway ("Segment D") in the early 1990s; and

**WHEREAS**, the Grand Parkway was identified as a tolled facility in the Houston-Galveston Area Council's 2025 Regional Transportation Plan in 2005; and

**WHEREAS**, TxDOT, the County, and the counties of Brazoria, Chambers, Galveston, Harris, Liberty, and Montgomery entered into a Market Valuation Waiver Agreement, effective March 25, 2009 ("Waiver Agreement"), and the SH 99 Grand Parkway, Toll Project Market Valuation, Terms and Conditions ("Terms and Conditions") (collectively, the "Grand Parkway Contract"), to establish the plan of the development of the entire Grand Parkway to its ultimate condition; and

**WHEREAS**, pursuant to the terms of the Grand Parkway Contract, the participating parties agreed that all Segments of the Grand Parkway would be constructed, and that revenues generated from the Grand Parkway could only be used to complete construction of all Segments of the Grand Parkway, before they could be used for any other purpose; and

**WHEREAS**, TxDOT is currently reviewing its Unified Transportation Program ("UTP") and is considering removing certain Segments B, C, D and I1, and

**WHEREAS**, County and the Fort Bend Grand Parkway Toll Road Authority passed a Joint Resolution requesting the retention of the Grand Parkway within the Unified Transportation Program on or before July 23, 2019;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FULSHEAR, TEXAS:**

1. That the City supports the construction of the entire Grand Parkway pursuant to the terms of the Grand Parkway Contract; and
2. That the City respectfully requests that TxDOT retain the Grand Parkway, including Segments B, C, and D, and I1 on the UTP.

**PASSED, APPROVED, and ADOPTED** on the 6th day of August 2019.

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Aaron Groff, Mayor

ATTEST:

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Kimberly Kopecky, City Secretary

James Patterson  
314 South Belknap  
Sugar Land, Texas 77478

July 22, 2019

Transportation Commission  
Texas Department of Transportation  
125 East 11th Street  
Austin, Texas 78701

Re: Retaining the Grand Parkway on the 2020 Texas Department of Transportation's ("TxDOT") Unified Transportation Program ("UTP")

Ladies and Gentlemen:

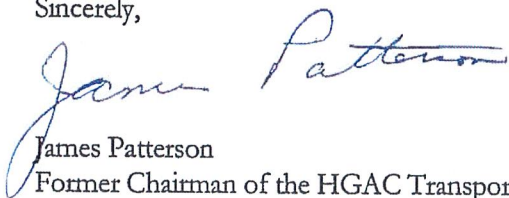
I am writing as the former chairman of the HGAC Transportation Policy Council, in which role I was intimately involved in the planning, negotiations, and ultimate contract that governs the development of the Grand Parkway.

In 2008 and 2009, HGAC, TxDOT, and the seven counties in the Houston Region entered into a series of negotiations that concluded with two documents: 1) The Market Valuation Waiver Agreement, effective March 25, 2009 ("Waiver Agreement"); and 2) the SH 99 Grand Parkway, Toll Project Market Valuation, Terms and Conditions ("Terms and Conditions") (collectively, the "Grand Parkway Contract"), which were approved by TxDOT and all the counties. The Grand Parkway Contract: 1) establishes a minimum project scope and an ultimate project scope for each segment of the Grand Parkway; 2) limits the toll rates (and toll increases) that can be charged on the Grand Parkway to rates generally charged on other toll projects in the region; 3) requires the Grand Parkway be developed as a single project, independently constructed and operated from any other toll project; and 4) requires all revenues generated on the Grand Parkway be used solely for the development of the Grand Parkway until all segments are built to their ultimate design.

**The whole purpose of the Grand Parkway Contract was to ensure that all segments of the Grand Parkway are built (to a minimum scope), not just the segments of the Grand Parkway that are profitable.**

Ultimately, TxDOT's unilateral removal of the Grand Parkway from the UTP would violate TxDOT's obligations under the Grand Parkway Contract. Such a decision would require the consent of all seven counties that are party to the Grand Parkway Contract.

Sincerely,

  
James Patterson  
Former Chairman of the HGAC Transportation Policy Council

**Approval of Resolution Supporting Retention of SH 99 (the Grand Parkway) Segments B, C and D in the Proposed TxDOT 2020 Unified Transportation Program**

**Background**

The Texas Transportation Commission (TTC) has initiated preparation of the FY 2020 Unified Transportation Program (UTP), which contains a program of state and federally funded projects to be implemented during the next 10 years. A draft was released for public comment on July 11th. The document is located at <https://www.txdot.gov/government/programs/utp.html>. Public comment will be received through August 12<sup>th</sup> with Commission action scheduled for is August 29th meeting.

As is shown in the attached table, the Draft 2020 UTP proposes to eliminate funding for yet to be constructed sections or improvements to SH 99 segments I1, B, C, and D. If approved by the Texas Transportation Commission, all work by the Texas Department of Transportation on the development and implementation of these future transportation improvements will cease.

**Current Situation**

State Highway 99 (the Grand Parkway) provides critical connectivity to emergency evacuation routes on its existing segments and is vital for future emergency evacuation plans in Liberty, Chambers, Galveston, Brazoria and Fort Bend Counties. Existing segments of State Highway 99 have been instrumental to economic growth along their corridors, within the metropolitan region and the state. The segments proposed for removal from the 2020 UTP will provide both critical relief to existing congestion and support continuing economic growth.

State Highway 99 Segments B, C, D and I1 will provide for critical access for goods moving from and to the manufacturing and ports of the Houston-Galveston region and an alternative for trucks currently traversing many of the State's most congested roadway segments on Interstate I-10, I-610, I-69 and I-45. TxDOT is currently examining the feasibility of portions of Segments I1, I2, B and C of the Grand Parkway as part of the proposed I-69 Bypass for the Houston-Galveston region.

State Highway 99 was first identified as a long-range priority transportation investment in 1961 and specifically identified in the Houston-Galveston area's first Metropolitan Transportation Plan in 1989 and in all subsequent metropolitan long-range plans.

State Highway 99 was identified as a tolled facility in the 2025 Regional Transportation Plan approved in June 2005 and the Texas Department of Transportation (TxDOT) and the counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, and Montgomery entered into a Market Valuation Waiver Agreement in 2009 that defined the scope of the Grand Parkway (SH99).

Completion of the remaining segments of the Grand Parkway is important and necessary for the region as evacuation route, for the daily mobility its citizens, as essential means to reduce traffic congestion and support the safe and efficient movement of goods; and

**Action Requested**

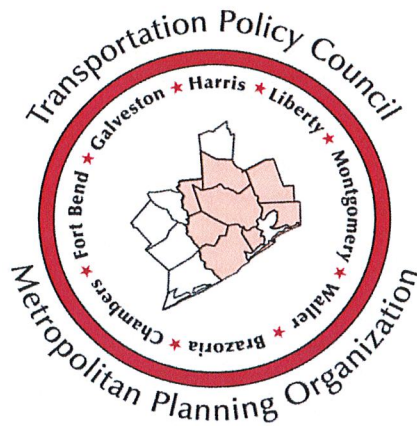
Request recommendation of Transportation Policy Council approval of Resolution 2019-20, supporting retention of all current SH 99 projects in the 2020 UTP.

## Removal of Toll Projects from the UTP

The following tolled projects are recommended for funding de-authorization and removal from the 2020 UTP.

District	County	Project	Scope	Authorized Sum (\$ millions)
Pharr	Cameron	SH 550	Construct Tolled Facility	\$14.4
Pharr	Hidalgo	SH 365	Construct Tolled Facility	\$174.2
Houston	Various	SH 99 (Segments B, C, & D)	Construct Tolled Facility, Direct Connectors, & Interchanges	\$1,277.7
Beaumont	Chambers	SH 99 (Segment I)	Construct Direct Connector	\$76.0
				<hr/>
				\$1,542.3
				<hr/>

DRAFT



# Resolution

## NO. 2019-20

### **A RESOLUTION SUPPORTING THE RETENTION OF FUNDING CURRENTLY IDENTIFIED FOR SEGMENTS B, C, D AND II OF SH 99 (GRAND PARKWAY) IN THE PROPOSED 2020 UNIFIED TRANSPORTATION PROGRAM**

**WHEREAS**, the Transportation Policy Council for the Houston-Galveston metropolitan region regards the safety, security, and quality of life as the highest priorities for its citizens; and

**WHEREAS**, the Transportation Policy Council recognizes the important work performed by the Texas Department of Transportation to advance critical transportation improvements within the eight-county metropolitan region and the State of Texas; and

**WHEREAS**, State Highway 99 (the Grand Parkway) provides critical connectivity to emergency evacuation routes on its existing segments and is vital for future emergency evacuation plans in Liberty, Chambers, Galveston, Brazoria and Fort Bend Counties; and

**WHEREAS**, existing segments of State Highway 99 have been instrumental to economic growth along their corridors, within the metropolitan region and the state and will provide both critical relief to existing congestion and support continuing economic growth along planned routes for segments B, C, D and II; and

**WHEREAS**, State Highway 99 Segments B, C, D and II will provide for critical access for goods moving from and to the manufacturing and ports of the Houston-Galveston region and an alternative for trucks currently traversing many of the State's most congested roadway segments on Interstate I-10, I-610, I-69 and I-45; and

**WHEREAS**, State Highway 99 was first identified as a long-range priority transportation investment in 1961 and specifically identified in the Houston-Galveston area's first Metropolitan Transportation Plan in 1989 and in all subsequent metropolitan long-range plans; and

**WHEREAS**, State Highway 99 was identified as a tolled facility in the 2025 Regional Transportation Plan approved in June 2005; and

**WHEREAS**, the Texas Department of Transportation (TxDOT) and the counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, and Montgomery entered into a Market Valuation Waiver Agreement in 2009 that defined the scope of the Grand Parkway (SH99), which itself had been approved in 2008; and

**WHEREAS**, completion of the remaining segments of the Grand Parkway is important and necessary for the region as evacuation route, for the daily mobility its citizens, as essential means to reduce traffic congestion and the safe and efficient movement of goods; and

**TAC Agenda Item 07**  
**Mailout – 07/12/19**

**WHEREAS**, planned construction or improvement of Segments B, C, D and I1 of the Grand Parkway have been proposed for removal in the Draft 2020 Unified Transportation Program which will halt work by the Texas Department of Transportation of the development or implementation of these vital transportation improvements.

NOW, THEREFORE, BE IT RESOLVED BY THE TRANSPORTATION POLICY COUNCIL FOR THE HOUSTON-GALVESTON TRANSPORTATION MANAAGEMENT AREA THAT THE TEXAS TRANSPORTATION COMMISSION RETAIN ALL PLANNED CONSTRUCTION CURRENTLY IN THE 2019 UNIFIED TRANSPORTATION PROGRAM FOR SEGMENTS B, C, D, AND I1 IN THE 2020 UNIFIED TRANSPORTATION PROGRAM.

**PASSED AND APPROVED** this 26th day of July 2019, by the Transportation Policy Council.

APPROVED:

ATTEST:

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Hon. Ken Clark, Chairman  
Transportation Policy Council

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Hon. Tom Reid, Secretary  
Transportation Policy Council



RESOLUTION SUPPORTING RETENTION OF THE GRAND PARKWAY (STATE HIGHWAY 99) ON THE UNIFIED TRANSPORTATION PROGRAM.

WHEREAS, the Greater Fort Bend Economic Development Council (“Council”) is a public-private partnership established in 1986 to promote economic vitality and quality development in Fort Bend County including ensuring that the necessary infrastructure for economic growth is in place; and

WHEREAS, Fort Bend County (“County”) continues to be one of the fastest growing counties in the United States, is the 10<sup>th</sup> largest county in the State of Texas and is projected to exceed 1 Million in population within the next 7-10 years; and

WHEREAS, the Council, has long recognized that mobility and transportation infrastructure is essential to enhanced quality of life, safety of its residents, economic success for its businesses and, the ability of local government to provide services to their constituents; and

WHEREAS, the Council recognizes the partnership and important work the Texas Department of Transportation (“TxDOT”) performs for the State of Texas, including the advancement of transportation projects within the County, the eight-county Houston Metropolitan Region and the State of Texas, and

WHEREAS, current and future segments of State Highway 99 (“Grand Parkway”) are critical to emergency response and emergency evacuation for the Region; and

WHEREAS, current and future segments of the Grand Parkway are vital to the economic success of the region, providing both needed congestion mitigation and economic opportunity; and

WHEREAS, current and future planned routes of the Grand Parkway are essential to movement of goods within the region and to the success and growth of region’s ports and economic output; and

WHEREAS, the Grand Parkway was first identified as a long-range priority transportation investment in 1961 and specifically identified in the Houston-Galveston area’s first Metropolitan Transportation Plan in 1989 and in all subsequent metropolitan long-range plans; and

WHEREAS, the County, in cooperation with TxDOT, developed the first segment of the Grand Parkway (“Segment D”) in the early 1990s; and

WHEREAS, the Grand Parkway was identified as a tolled facility in the Houston-Galveston Area Council’s 2025 Regional Transportation Plan in 2005; and

WHEREAS, TxDOT, the County, and the counties of Brazoria, Chambers, Galveston, Harris, Liberty, and Montgomery entered into a Market Valuation Waiver Agreement, effective March 25, 2009 (“Waiver Agreement”), and the SH 99 Grand Parkway, Toll Project Market Valuation, Terms and Conditions (“Terms and Conditions”) (collectively, the “Grand Parkway Contract”), to establish the plan of the development of the entire Grand Parkway to its ultimate condition; and

WHEREAS, pursuant to the terms of the Grand Parkway Contract, the participating parties agreed that all Segments of the Grand Parkway would be constructed, and that revenues generated

from the Grand Parkway could only be used to complete construction of all Segments of the Grand Parkway, before they could be used for any other purpose; and

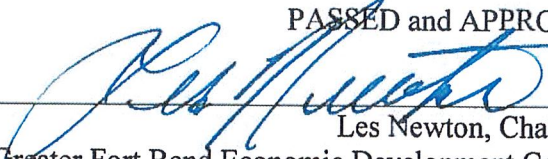
WHEREAS, TxDOT is currently reviewing its Unified Transportation Program (“UTP”) and is considering removing certain Segments B, C, D and I1, and

WHEREAS, County and the Fort Bend Grand Parkway Toll Road Authority passed a Joint Resolution requesting the retention of the Grand Parkway within the Unified Transportation Program on or before July 23, 2019; and

NOW, THEREFORE, BE IT RESOLVED this the 23<sup>rd</sup> day of July 2019, that the Greater Fort Bend Economic Development Council Board of Directors supports:

1. the construction of the entire Grand Parkway pursuant to the terms of the Grand Parkway Contract; and
2. respectfully request TxDOT retain the Grand Parkway, including Segments B, C, and D, and I1 on the UTP.

PASSED and APPROVED

  
\_\_\_\_\_  
Les Newton, Chairman  
Greater Fort Bend Economic Development Council

**AGENDA MEMO**  
**BUSINESS OF THE CITY COUNCIL**  
**CITY OF FULSHEAR, TEXAS**

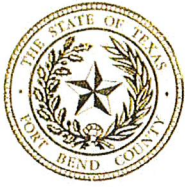
<b>AGENDA OF:</b>	August 6, 2019	<b>AGENDA ITEM:</b>	BUS-B
<b>DATE SUBMITTED:</b>	August 2, 2019	<b>DEPARTMENT:</b>	Finance
<b>PREPARED BY:</b>	Wes Vela, Chief Financial Officer	<b>PRESENTER:</b>	Wes Vela, Chief Financial Officer
<b>SUBJECT:</b>	County Tax Assessor/Collector's Request to Record Receipt of 2019 Certified Appraisal Roll		
<b>ATTACHMENTS:</b>	Letter from County Tax Assessor/Collector requesting record receipt of 2019 Certified Appraisal Roll for review.		
<b>EXPENDITURE REQUIRED:</b>	n/a		
<b>AMOUNT BUDGETED:</b>	n/a		
<b>ACCOUNT NO.:</b>	n/a		
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>	n/a		
<b>ACCOUNT NO.:</b>	n/a		

**EXECUTIVE SUMMARY**

Patsy Schultz, Tax Assessor Collector for the City of Fulshear has requested that information contained on the attached letter be recorded as received in the minutes of the next city council meeting.

**RECOMMENDATION**

Staff recommends City Council record the receipt of 2019 Certified Appraisal Roll information.



## COUNTY TAX ASSESSOR / COLLECTOR

Fort Bend County, Texas

Carrie Surratt, PCC, CTOP  
County Tax Assessor/Collector  
1317 Eugene Heimann Circle  
Richmond TX 77469-3623

(281) 341-3710  
Fax (832) 471-1836  
Email: [carrie.surratt@fortbendcountytexas.gov](mailto:carrie.surratt@fortbendcountytexas.gov)  
[www.fortbendcountytexas.gov](http://www.fortbendcountytexas.gov)

### CERTIFICATION OF 2019 TAX YEAR ANTICIPATED COLLECTION RATE

I, Carrie Surratt, Tax Assessor Collector for  
**City of Fulshear**

Certify that the anticipated tax collection rate for 2019 tax year for  
**City of Fulshear** is estimated at 100%.

**Please record this certification into the minutes of your next governing body meeting.**

Carrie Surratt, PCC, CTOP  
Fort Bend County Tax Assessor/Collector

Date



## COUNTY TAX ASSESSOR / COLLECTOR

Fort Bend County, Texas

Carrie Surratt, PCC, CTOP  
County Tax Assessor/Collector  
1317 Eugene Heimann Circle  
Richmond TX 77469-3623

(281) 341-3710  
Fax (832) 471-1836  
Email: [carrie.surratt@fortbendcountytexas.gov](mailto:carrie.surratt@fortbendcountytexas.gov)  
[www.fortbendcountytexas.gov](http://www.fortbendcountytexas.gov)

### SUBMISSION OF 2019 TAX YEAR APPRAISAL ROLL AND NEW PROPERTY VALUE

I, Carrie Surratt, Tax Assessor Collector for **City of Fulshear** submit the following information from the 2019 Certified Appraisal Roll for your review:

- Taxable Value of New Property is \$ 182,898,251
- Appraised Value of All Properties is \$2,383,130,190
- Taxable Value of All Properties is \$1,767,963,863

Please record receipt of the above information into the minutes of your next meeting.

*Carrie Surratt*

Carrie Surratt, PCC, CTOP  
Fort Bend County Tax Assessor/Collector

*July 29, 2019*

Date



# FORT BEND CENTRAL APPRAISAL DISTRICT

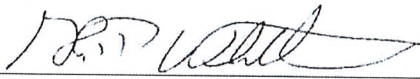
2801 B.F. Terry Blvd. Rosenberg, Texas 77471-5600  
Phone (281) 344-8623 www.fbcad.org

## CERTIFICATION OF 2019 APPRAISAL ROLL

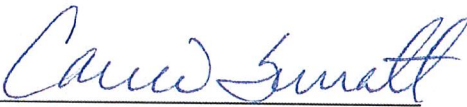
FOR C04 CITY OF FULSHEAR I, Glen T. Whitehead, Chief Appraiser for Fort Bend Central Appraisal District, solemnly swear that the attached is that portion of the approved appraisal roll of the Fort Bend Central Appraisal District which lists property taxable by and constitutes the appraisal roll.

2019 Appraisal Roll:

Total Market Value	<u>\$2,383,130,190</u>
Total Assessed Value	<u>\$1,996,136,045</u>
Total Taxable Value	<u>\$1,767,963,863</u>
Number of Accounts	<u>7,346</u>

  
\_\_\_\_\_  
Glen T. Whitehead  
Chief Appraiser

July 19, 2019  
Date

  
\_\_\_\_\_  
Received By

July 29, 2019  
Date

# Assessment Roll Grand Totals Report

FT. BEND CENTRAL APPRAISAL DISTRICT

Tax Year: 2019 As of: Certification

C04 - City of Fulshear (ARB Approved Totals)

Number of Properties: 7346

## Land Totals

Land - Homesite	(+)	\$325,335,188		
Land - Non Homesite	(+)	\$367,759,740		
Land - Ag Market	(+)	\$131,838,530		
Land - Timber Market	(+)	\$0		
Land - Exempt Ag/Timber Market	(+)	\$0		
<b>Total Land Market Value</b>	<b>(=)</b>	<b>\$824,933,458</b>	<b>(+)</b>	<b>\$824,933,458</b>

## Improvement Totals

Improvements - Homesite	(+)	\$1,252,075,012		
Improvements - Non Homesite	(+)	\$244,203,982		
<b>Total Improvements</b>	<b>(=)</b>	<b>\$1,496,278,994</b>	<b>(+)</b>	<b>\$1,496,278,994</b>

## Other Totals

Personal Property (300)		\$38,483,298	(+)	\$38,483,298
Minerals (0)		\$0	(+)	\$0
Autos (20)		\$23,434,440	(+)	\$23,434,440
<b>Total Market Value</b>			<b>(=)</b>	<b>\$2,383,130,190</b>
<b>Total Homestead Cap Adjustment (111)</b>			<b>(-)</b>	<b>\$4,383,779</b>
<b>Total Exempt Property (862)</b>			<b>(-)</b>	<b>\$251,258,146</b>

## Productivity Totals

Total Productivity Market (Non Exempt)	(+)	\$131,838,530		
Ag Use (138)	(-)	\$486,310		
Timber Use (0)	(-)	\$0		
<b>Total Productivity Loss</b>	<b>(=)</b>	<b>\$131,352,220</b>	<b>(-)</b>	<b>\$131,352,220</b>
<b>Total Assessed</b>			<b>(=)</b>	<b>\$1,996,136,045</b>

## Exemptions

			(HS Assd	1,356,327,587 )
(HS) Homestead Local (3309)	(+)	\$188,772,313		
(HS) Homestead State (3309)	(+)	\$0		
(O65) Over 65 Local (437)	(+)	\$6,319,763		
(O65) Over 65 State (437)	(+)	\$0		
(DP) Disabled Persons Local (21)	(+)	\$315,000		
(DP) Disabled Persons State (21)	(+)	\$0		
(DV) Disabled Vet (61)	(+)	\$589,000		
(DVX/MAS) Disabled Vet 100% (23)	(+)	\$8,402,683		
(PRO) Prorated Exempt Property (7)	(+)	\$273,493		
(SOL) Solar (1)	(+)	\$41,650		
(AUTO) Lease Vehicles Ex (21)	(+)	\$23,456,840		
(HB366) House Bill 366 (10)	(+)	\$1,440		
<b>Total Exemptions</b>	<b>(=)</b>	<b>\$228,172,182</b>	<b>(-)</b>	<b>\$228,172,182</b>
<b>Net Taxable (Before Freeze)</b>			<b>(=)</b>	<b>\$1,767,963,863</b>

# Effective Tax Rate Report

Tax Year: 2019

Taxing Unit: C04 - City of Fulshear

## NEW EXEMPTIONS:

	COUNT	2018 ABSOLUTE EX VALUES	2019 PARTIAL EX VALUES
NEW EXEMPT PROPERTY	58	\$46,055	
NEW HS EXEMPTIONS	520		\$10,809,052
NEW PRO EXEMPTIONS	9		\$0
NEW OA EXEMPTIONS	89		\$507,500
NEW DP EXEMPTIONS	5		\$0
NEW DV1 EXEMPTIONS	0		\$0
NEW DV2 EXEMPTIONS	0		\$0
NEW DV3 EXEMPTIONS	0		\$0
NEW DV4 EXEMPTIONS	1		\$12,000
NEW DVX EXEMPTIONS	0		\$0
NEW HB366 EXEMPTIONS	0		\$0
NEW PC EXEMPTIONS	0		\$0
NEW FRSS EXEMPTIONS	0		\$0

ABSOLUTE EX TOTAL		\$46,055
PARTIAL EX TOTAL	(+)	\$11,328,552
2018 TAXABLE VALUE LOST DUE TO PROPERTY BECOMING EXEMPT IN 2019	(=)	\$11,374,607

## NEW ANNEXED PROPERTY:

	COUNT	APPRAISED VALUE	TAXABLE VALUE
NEWLY ANNEXED PROPERTY	0	\$0	\$0
IMPROVEMENT SEGMENTS	0	\$0	
LAND SEGMENTS	0	\$0	
MINERAL	0	\$0	
OTHER	0	\$0	

TAXABLE VALUE ON NEWLY ANNEXED PROPERTY:	\$0
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## NEW AG APPLICATIONS:

NEW AG APPLICATIONS COUNT	0
2018 MARKET	\$0
2019 USE	(-) \$0
VALUE LOST DUE TO AG APPLICATIONS:	(=) \$0 (\$0 Taxable)

## NEW IMPROVEMENTS:

	COUNT	TOTAL APPRAISED VALUE <sup>1</sup>	NEW CURRENT TAXABLE <sup>2</sup>
NEW IMPROVEMENTS	623	\$222,212,184	\$172,877,127
RESIDENTIAL	589	\$185,110,110	\$145,917,003
COMMERCIAL	33	\$37,102,074	\$26,960,125
OTHER	1	\$0	\$0



<b>NEW ADDITIONS</b>	<b>37</b>	<b>\$9,352,630</b>	<b>\$3,249,139</b>
RESIDENTIAL	37	\$9,352,630	\$3,249,139
COMMERCIAL	0	\$0	\$0
OTHER	0	\$0	\$0
PERCENT COMPLETION CHANGED	31	\$11,414,520	\$6,771,984
TOTAL NEW PERSONAL VALUE	0	\$0	\$0
SECTION 52 & 59	0	\$0	\$0
REDUCED/EXPIRING ABATEMENTS	0	\$0	\$0
<b>TOTALS:</b>		<b>\$242,979,334</b>	<b>\$182,898,251</b>

<b>2018 TOTAL TAXABLE (EXCLUDES UNDER PROTEST)</b>	\$1,502,479,566
<b>2018 OA DP FROZEN TAXABLE</b>	\$0
<b>2018 TAX RATE</b>	0.1625
<b>2018 OA DP TAX CEILING</b>	\$0
<b>2019 CERTIFIED TAXABLE</b>	\$1,767,963,863
<b>2019 TAXABLE UNDER PROTEST</b>	\$7,921,390
<b>2019 OA FROZEN TAXABLE</b>	\$0
<b>2019 DP FROZEN TAXABLE</b>	\$0
<b>2019 TRANSFERRED OA FROZEN TAXABLE</b>	\$0
<b>2019 TRANSFERRED DP FROZEN TAXABLE</b>	\$0
<b>2019 OA FROZEN TAXABLE UNDER PROTEST</b>	\$0
<b>2019 DP FROZEN TAXABLE UNDER PROTEST</b>	\$0
<b>2019 TRANSFER OA WITH FROZEN TAXABLE UNDER PROTEST</b>	\$0
<b>2019 TRANSFER DP WITH FROZEN TAXABLE UNDER PROTEST</b>	\$0
<b>2019 APPRAISED VALUE</b>	\$2,004,546,355
<b>2019 OA DP TAX CEILING</b>	\$0

1. Includes all land and other improvements of properties with new improvement values.
2. Includes only new improvement value.

**AGENDA MEMO**  
**BUSINESS OF THE CITY COUNCIL**  
**CITY OF FULSHEAR, TEXAS**

<b>AGENDA OF:</b>	August 6, 2019	<b>AGENDA ITEM:</b>	BUS-C
<b>DATE SUBMITTED:</b>	August 2, 2019	<b>DEPARTMENT</b>	Planning & Development
<b>PREPARED BY:</b>	Zach Goodlander, Director of Development Services Brant Gary, Assistant City Manager	<b>PRESENTER:</b>	Sharon Valiante, Director of Public Works
<b>SUBJECT:</b>	<b>Consideration and possible action to approve Ordinance No. 2019-1302 an ordinance amending Ordinance No. 2018-1284 an ordinance establishing or altering a regulatory speed zone on various streets or portions within the City of Fulshear</b>		
<b>ATTACHMENTS:</b> (Will be sent separately)	<ol style="list-style-type: none"> <li>1. Ordinance 2018-1284</li> <li>2. Ordinance 2019-1302</li> <li>3. Reference Map for speed zones in the area of Adams Junior High</li> </ol>		
<b>EXPENDITURE REQUIRED:</b>	N/A		
<b>AMOUNT BUDGETED:</b>	N/A		
<b>FUNDING ACCOUNT:</b>	N/A		
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>	N/A		
<b>FUNDING ACCOUNT:</b>			

**EXECUTIVE SUMMARY**

Texas law provides for a prime facia speed limit of 30 MPH on local and/or urban roads and can be posted without formal adoption by Cities. Reduced speed limits should be used for school zones during the hours when children are going to and from school. Any speed limits lower, or higher, than the prime facia speed limit must be adopted by City Ordinance.

Pedestrian crossing activity should be the primary basis for reduced school speed zones. However, irregular traffic and pedestrian movements must also be considered when children are being dropped off and picked up from school. Other factor to take into consideration for setting school speed zones are: sound engineering practices, geometrics, and traffic patterns/flows.

Katy Independent School District (Katy ISD) has completed a new junior high school in August of 2019 and will be completing an adjacent high school in the next year. The new schools, Adams Junior High and HS #9, are located at Fulshear Bend Drive and Cross Creek Bend Lane. During the design phase, a Traffic Engineering evaluation was completed that established a recommended school zone with recommended speed limit postings for a reduced speed, or a speed lower than the prime facia speed of 30 MPH, at specific times during the school week of Monday – Friday. The school zone for the junior high with the appropriate speed limit signs are to be installed and in place for the startup of the 2019-2020 school year.

Previously, City Council expressed a desire to have consistency and a standard operating interval for school zones within the City limits. The City, via ordinance, established school zones, school zone hours and school zone speed limits for Huggins Elementary (LCISD), Campbell Elementary (KISD) and Randolph Elementary (KISD). This information is intended to be amended by adopting Ordinance 2019-1302 for the new Adams Junior High School.

Therefore, Ordinance 2019-1302 amending Ordinance 2018-1284 was prepared to establish consistency and a standard for all the schools within the City limits. The resulting amended ordinance would provide for the school zone limits; the effective times for the operating intervals; and the reduced or altered speed limits during school zone hours for each of these locations and would now also include Adams Junior High School.

The proposed effective school zones, school zone hours, and reduced speed limits are listed in the ordinance documents for each of the schools within the City limits for the KISD and LCISD campuses.

#### **RECOMMENDATION**

Staff recommends that council approve Ordinance 2019-1302, amending Ordinance 2018-1284, establishing school zone limits, establishing effective times and adopting the reduced or altered speed zones for schools located within the City limits.

ORDINANCE NO. 2018-1284

**AN ORDINANCE OF THE CITY OF FULSHEAR, TEXAS, REPEALING AND REPLACING ORDINANCE NO. 2018-1283, ESTABLISHING OR ALTERING A REGULATORY SPEED ZONE ON VARIOUS STREETS OR PORTIONS OF STREETS WITHIN THE CITY; PROVIDING FOR A PENALTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL AND PROVIDING FOR AN EFFECTIVE DATE.**

\* \* \* \* \*

**WHEREAS**, Transportation Code section 545.352 establishes prima facie reasonable and prudent speed limits for various categories of public roads, streets and highways; and

**WHEREAS**, Transportation Code section 545.356 empowers the City of Fulshear, Texas, to alter those prima facie limits on public roads, streets, and highways in the City as determined from the results of an engineering and traffic investigation conducted according to the procedures adopted by the Texas Transportation Commission; and

**WHEREAS**, the City has conducted the prescribed engineering and traffic investigations to determine reasonable and safe prima facie maximum speed limits for those portions of those certain public roads, streets, and highways described in the exhibits attached hereto; and

**WHEREAS**, the exhibits attached hereto describe speed zones for sections of public roads, streets, and highways where engineering and traffic investigations justify the need to alter the speeds; and

**WHEREAS**, the City previously adopted Ordinance No. 2018-1283, and desires to repeal and replace said ordinance with this ordinance;

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FULSHEAR, TEXAS:**

**Section 1.** Ordinance No. 2018-1283 is hereby repealed.

**Section 2.** The reasonable and prudent prima facie maximum speed limits set forth in Exhibits A, B, C & D, which are incorporated herein by this reference, are declared as tabulated in said exhibits and, subject to section 545.356(c), Transportation Code, are in effect at the times set forth in said exhibits.

**Section 3.** The City Manager or his designee is hereby authorized to proceed with the erection of appropriate signs and other traffic control devices to effect this ordinance.

**Section 4. Penalty.** Any person who violates or causes, allows, or permits another to violate any provision of this ordinance, rule, or police regulation of the city shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine or penalty not to exceed five hundred dollars (\$500.00), provided that if such rule, ordinance, or police regulation governs fire safety, zoning, or public health and sanitation, other than the dumping of refuse, the fine or penalty shall not exceed two thousand dollars (\$2,000.00), and further provided that if such rule, ordinance, or police regulation governs the dumping of refuse, the fine or penalty shall not exceed four thousand dollars (\$4,000.00). Each occurrence of any violation of this ordinance, rule, or police regulation shall constitute a separate offense. Each day on which any such violation of this ordinance, rule, or police regulation occurs shall constitute a separate offense.

**Section 5. Severability.** In the event any clause, phrase, provision, sentence or part of this Ordinance or the application of the same to any person or circumstances shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Fulshear, Texas declares that it would have passed each and every part of the same notwithstanding the omission of any part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

**Section 6. Repeal.** All other ordinances or parts of ordinances inconsistent or in conflict herewith are, to the extent of such inconsistency or conflict, hereby repealed.

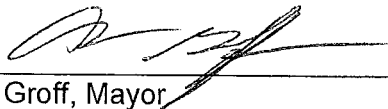
**Section 7. Effective date.** This Ordinance shall be effective and in full force when published as required by law.

PASSED, APPROVED, and ADOPTED this, the 11 day of September, 2018.



ATTEST:

  
\_\_\_\_\_  
Kimberly Kopecky, City Secretary

  
\_\_\_\_\_  
Aaron Groff, Mayor

**EXHIBIT A**

School Speed Zones  
Campbell Elementary  
Katy ISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Cross Creek Bend Lane	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 200 feet west of Parent Stacking Lane to a point 200 feet east of Creek Falls Drive
Creek Falls Drive	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 810 feet north of Cross Creek Bend Lane to the intersection of Cross Creek Bend Lane

**EXHIBIT B**

School Speed Zones  
Randolph Elementary  
Katy ISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Flewellen Oaks Lane	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 400 feet west of FM 1463 to a point 400 feet south of S Fry Road
S Fry Road	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 400 feet east of Flewellen Oaks Lane to a point 400 feet west of Flewellen Oaks Lane
Dove Ranch Boulevard	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 75 feet north of Flewellen Oaks Lane to the intersection of Flewellen Oaks Lane

**EXHIBIT C**

School Speed Zones  
Lamar CISD School Complex  
Lamar CISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Charger Way	20 MPH	7:35 a.m. to 8:35 a.m., Monday through Friday & 3:10 p.m. to 4:10 p.m., Monday through Friday	From a point 600 feet north of FM 1093 to a point 3970 feet north of FM 1093



**EXHIBIT D**

School Speed Zones  
Huggins Elementary  
Lamar CISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Huggins Drive	20 MPH	6:50 a.m. to 7:50 a.m., Monday through Friday & 2:20 p.m. to 3:20 p.m., Monday through Friday	From the intersection of Houston Street to the intersection of Katy-Fulshear Road

ORDINANCE NO. 2019- 1302

**AN ORDINANCE OF THE CITY OF FULSHEAR, TEXAS, AMENDING ORDINANCE NO. 2018-1284, ESTABLISHING OR ALTERING A REGULATORY SPEED ZONE ON VARIOUS STREETS OR PORTIONS OF STREETS WITHIN THE CITY; PROVIDING FOR A PENALTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEAL AND PROVIDING FOR AN EFFECTIVE DATE.**

\* \* \* \* \*

**WHEREAS**, Transportation Code section 545.352 establishes prima facie reasonable and prudent speed limits for various categories of public roads, streets and highways; and

**WHEREAS**, Transportation Code section 545.356 empowers the City of Fulshear, Texas, to alter those prima facie limits on public roads, streets, and highways in the City as determined from the results of an engineering and traffic investigation conducted according to the procedures adopted by the Texas Transportation Commission; and

**WHEREAS**, the City has conducted the prescribed engineering and traffic investigations to determine reasonable and safe prima facie maximum speed limits for those portions of those certain public roads, streets, and highways described in the exhibits attached hereto; and

**WHEREAS**, the exhibits attached hereto describe speed zones for sections of public roads, streets, and highways where engineering and traffic investigations justify the need to alter the speeds; and

**WHEREAS**, the City previously adopted Ordinance No. 2018-1284, and desires to amend said ordinance with this ordinance;

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF FULSHEAR, TEXAS:**

**Section 1.** Ordinance No. 2018-1284 is hereby amended.

**Section 2.** The reasonable and prudent prima facie maximum speed limits set forth in Exhibits A, B, C, D, & E which are incorporated herein by this reference, are declared as tabulated in said exhibits and, subject to section 545.356(c), Transportation Code, are in effect at the times set forth in said exhibits.

**Section 3.** The City Manager or his designee is hereby authorized to proceed with the erection of appropriate signs and other traffic control devices to effect this ordinance.

**Section 4. Penalty.** Any person who violates or causes, allows, or permits another to violate any provision of this ordinance, rule, or police regulation of the city shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine or penalty not to exceed five hundred dollars (\$500.00), provided that if such rule, ordinance, or police regulation governs fire safety, zoning, or public health and sanitation, other than the dumping of refuse, the fine or penalty shall not exceed two thousand dollars (\$2,000.00), and further provided that if such rule, ordinance, or police regulation governs the dumping of refuse, the fine or penalty shall not exceed four thousand dollars (\$4,000.00). Each occurrence of any violation of this ordinance, rule, or police regulation shall constitute a separate offense. Each day on which any such violation of this ordinance, rule, or police regulation occurs shall constitute a separate offense.

**Section 5. Severability.** In the event any clause, phrase, provision, sentence or part of this Ordinance or the application of the same to any person or circumstances shall for any reason be adjudged invalid or held unconstitutional by a court of competent jurisdiction, it shall not affect, impair or invalidate this Ordinance as a whole or any part or provision hereof other than the part declared to be invalid or unconstitutional; and the City Council of the City of Fulshear, Texas declares that it would have passed each and every part of the same notwithstanding the omission of any part thus declared to be invalid or unconstitutional, or whether there be one or more parts.

**Section 6. Repeal.** All other ordinances or parts of ordinances inconsistent or in conflict herewith are, to the extent of such inconsistency or conflict, hereby repealed.

**Section 7. Effective date.** This Ordinance shall be effective and in full force when published as required by law.

**PASSED, APPROVED, and ADOPTED** this, the \_\_\_\_\_ day of \_\_\_\_\_, 2019.

\_\_\_\_\_  
Aaron Groff, Mayor

**ATTEST:**

\_\_\_\_\_  
Kimberly Kopecky, City Secretary

**EXHIBIT A**

School Speed Zones  
Campbell Elementary  
Katy ISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Cross Creek Bend Lane	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 200 feet west of Parent Stacking Lane to a point 200 feet east of Creek Falls Drive
Creek Falls Drive	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 810 feet north of Cross Creek Bend Lane to the intersection of Cross Creek Bend Lane

**EXHIBIT B**

School Speed Zones  
Randolph Elementary  
Katy ISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Flewellen Oaks Lane	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 400 feet west of FM 1463 to a point 400 feet south of S Fry Road
S Fry Road	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 400 feet east of Flewellen Oaks Lane to a point 400 feet west of Flewellen Oaks Lane
Dove Ranch Boulevard	20 MPH	7:20 a.m. to 8:20 a.m., Monday through Friday & 3:00 p.m. to 4:00 p.m., Monday through Friday	From a point 75 feet north of Flewellen Oaks Lane to the intersection of Flewellen Oaks Lane

**EXHIBIT C**

School Speed Zones  
Lamar CISD School Complex  
Lamar CISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Charger Way	20 MPH	7:35 a.m. to 8:35 a.m., Monday through Friday & 3:10 p.m. to 4:10 p.m., Monday through Friday	From a point 600 feet north of FM 1093 to a point 3970 feet north of FM 1093

**EXHIBIT D**

School Speed Zones  
Huggins Elementary  
Lamar CISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Huggins Drive	20 MPH	6:50 a.m. to 7:50 a.m., Monday through Friday & 2:20 p.m. to 3:20 p.m., Monday through Friday	From the intersection of Houston Street to the intersection of Katy-Fulshear Road

**EXHIBIT E**

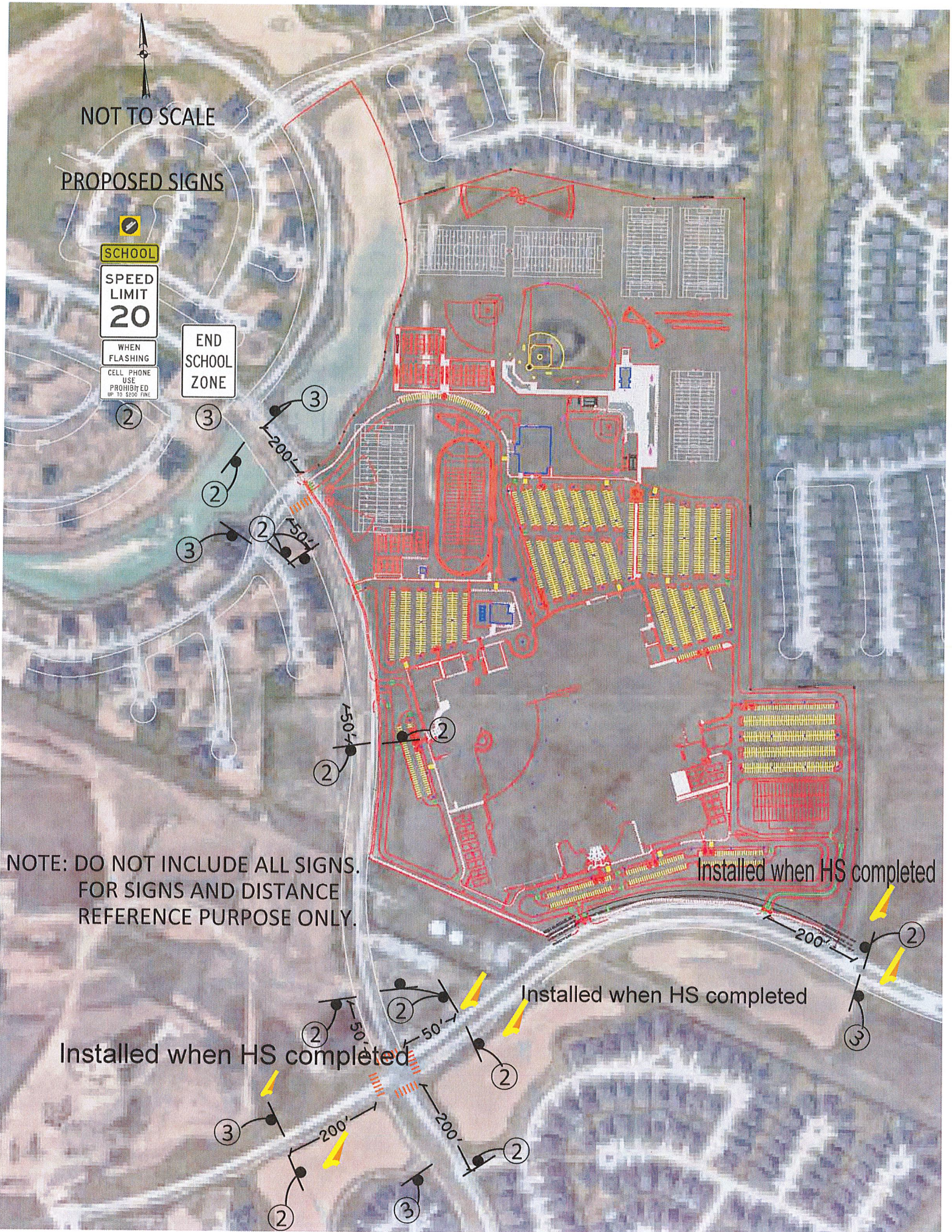
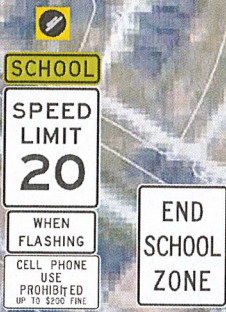
School Speed Zones  
Joe M. Adams Junior High  
Katy ISD

<u>Street</u>	<u>Speed</u>	<u>Times in Effect</u>	<u>Limits of Zone</u>
Cross Creek Bend Lane	20 MPH	8:05 a.m to 9:05 a.m. Monday through Friday & 3:35 p.m. to 4:35 p.m., Monday through Friday	From a point 200 feet south of Fulshear Bend Drive to a point 200 feet north of Evergreen Cove Lane
Evergreen Cove Lane	20 MPH	8:05 a.m to 9:05 a.m. Monday through Friday & 3:35 p.m. to 4:35 p.m., Monday through Friday	From a point 50 feet west of Cross Creek Bend Lane to the intersection of Cross Creek Bend Lane



NOT TO SCALE

PROPOSED SIGNS



NOTE: DO NOT INCLUDE ALL SIGNS. FOR SIGNS AND DISTANCE REFERENCE PURPOSE ONLY.

Installed when HS completed

Installed when HS completed

Installed when HS completed

**AGENDA MEMO**  
**BUSINESS OF THE CITY COUNCIL**  
**CITY OF FULSHEAR, TEXAS**

<b>AGENDA OF:</b>	August 6, 2019	<b>AGENDA ITEM:</b>	V-A
<b>DATE SUBMITTED:</b>	August 2, 2019	<b>DEPARTMENT:</b>	Finance
<b>PREPARED BY:</b>	Wes Vela, Chief Financial Officer	<b>PRESENTER:</b>	Wes Vela, Chief Financial Officer
<b>SUBJECT:</b>	FY2020 Budget Review and Discussion		
<b>ATTACHMENTS:</b>	FY2020 Proposed Budget to be delivered at meeting		
<b>EXPENDITURE REQUIRED:</b>	N/A		
<b>AMOUNT BUDGETED:</b>	N/A		
<b>ACCOUNT NO. :</b>			
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>	N/A		
<b>ACCOUNT NO. :</b>			

**EXECUTIVE SUMMARY**

The budget review and discussion will include an overview presentation of the proposed budget for FY20. At the conclusion of the budget review, City Council will be asked to take a record vote on the tax rate to be proposed for tax year 2019 which covers the FY20 budget year and setting public hearing dates.

**RECOMMENDATION**

There is no action for this agenda item.

**AGENDA MEMO**  
**BUSINESS OF THE CITY COUNCIL**  
**CITY OF FULSHEAR, TEXAS**

<b>AGENDA OF:</b>	August 6, 2019	<b>AGENDA ITEM:</b>	VI-A
<b>DATE SUBMITTED:</b>	August 2, 2019	<b>DEPARTMENT:</b>	Finance
<b>PREPARED BY:</b>	Wes Vela, Chief Financial Officer	<b>PRESENTER:</b>	Wes Vela, Chief Financial Officer
<b>SUBJECT:</b>	Consideration of and action on City of Fulshear proposed 2019 tax rate, setting public hearing dates, and directing staff to publish a Notice of Proposed 2019 Tax Rate.		
<b>ATTACHMENTS:</b>			
<b>EXPENDITURE REQUIRED:</b>	N/A		
<b>AMOUNT BUDGETED:</b>	N/A		
<b>ACCOUNT NO. :</b>			
<b>ADDITIONAL APPROPRIATION REQUIRED:</b>	N/A		
<b>ACCOUNT NO. :</b>			

**EXECUTIVE SUMMARY**

On July 25, 2019 the City received the Certified Tax Roll for tax year 2019. The tax roll shows Net Taxable Valuation of \$1,767,963,863 to the City, taking into account 95% of the value under review (\$7,921,390) at the time of certification.

Based on the certified taxable values and other reports received from the Fort Bend County Tax Office the City's effective tax rate for 2019 Tax Year is \$0.152706/\$100 valuation. The Effective Tax Rate is the tax rate that generates the same amount of revenue for FY20 as was generated in FY19 based on the properties that were taxed in both years. The rollback tax rate is calculated to be \$0.218970/\$100.

The proposed FY20 budget presented is based on a tax rate of \$0.19251/\$100 which is comprised of the Maintenance & Operations Tax Rate of \$0.138462/\$100 and the Interest & Sinking (Debt Rate) of \$0.054048/\$100.

The budget review and discussion will include an overview presentation of the proposed budget for FY20. At the conclusion of the budget review, City Council will be asked to take a record vote on the tax rate to be proposed for tax year 2019 which covers the FY20 budget year and setting public hearing dates.

**RECOMMENDATION**

Motion by City Council could be: "I move to propose a total tax rate of \$0.19251/\$100, \$0.138462 for Maintenance & Operation Tax Rate and \$0.054048 tax rate for Interest & Sinking and directing staff to publish a Notice of Proposed 2019 Tax Rate."

Public Hearings to be held at Irene Stern Community Center, 6920 Katy Fulshear Road, Fulshear, Texas:

August 20, 2019 at 5:30 p.m. and

September 10, 2019 at 5:30 p.m.

(Record Vote requires each member of governing body to declare their vote)