NOTICE OF REGULAR
ROSENBERG DEVELOPMENT CORPORATION MEETING

NOTICE IS HEREBY GIVEN THAT THE ROSENBERG DEVELOPMENT CORPORATION OF THE CITY OF ROSENBERG, FORT BEND COUNTY, TEXAS, WILL MEET IN REGULAR SESSION OPEN TO THE PUBLIC AS FOLLOWS:

DATE: Thursday, March 13, 2014

TIME: 4:00 p.m.

PLACE: Rosenberg Civic Center
3825 Highway 36 South
Rosenberg, Texas 77471

PURPOSE: Regular Rosenberg Development Corporation Meeting

Call to order. Statement of rules pertaining to audience comments.

Comments from the audience.

CONSENT AGENDA

A. Consideration of and action on the Regular Rosenberg Development Corporation Meeting minutes for February 13, 2014. (Supak)

B. Consideration of and action on the monthly Rosenberg Development Corporation Financial Reports for the period ending February 28, 2014. (Vasut)

C. Consideration of and action on a report from the Communications Director regarding the previous month's communications activities and contacts. (Fritz)

AGENDA

1. Hear and discuss a presentation from Paulette Shelton, Director for Fort Bend County Transportation Department, on the status of the transportation program as it relates to the City and the Transit and Pedestrian Study completed in 2010, and take action as necessary. (Kanak)

2. Review and discuss proposed 2014 RDC Strategic Plan, and take action as necessary. (Kanak)

3. Review and discuss potential names for the proposed road leading in to the Rosenberg Business Park generally located off of FM 2218, and take action as necessary. (Kanak)

4. Consideration of and action on Resolution No. RDC-88, a Resolution of Board of Directors of the Rosenberg Development Corporation amending the Fiscal Year 2013-14 Annual Budget in the amount of $1,700,000 for the Rosenberg Business Park project. (Vasut)

5. Consideration of and action on an alternate meeting date for the April Rosenberg Development Corporation regular Board meeting. (Kanak)

6. Consideration of and action on draft Comprehensive Annual Financial Report, for the Rosenberg Development Corporation for Fiscal Year Ended September 30, 2013, submitted by Pattillo, Brown and Hill L.L.P. (Kanak)

7. Consideration of and action on the request from the City of Rosenberg Parks and Recreation Department to consider a revised plan to purchase trees and lease equipment for area parks. (McCarthy)

8. Review and discuss City of Rosenberg sidewalk projects, and take action as necessary. (Knesek)

9. Consideration of and action on a report from the Interim Economic Development Director regarding the previous month's economic development activities and contacts. (Kanak)

10. Consideration of and action on requests for future agenda items.

11. Announcements.

12. Adjournment.

DATED AND POSTED this the 7th day of March, 2014, at 11:30 A.m.
by Linda Cernosek.

Attest:

Linda Cernosek
Linda Cernosek, City Secretary
City of Rosenberg

Approved for posting:

Rachelle Kanak
Rachelle Kanak, Interim Economic Development Director
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Reasonable accommodation for the disabled attending this meeting will be available; persons with disabilities in need of special assistance at the meeting should contact the City Secretary at (832) 595-3340.

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
A	**Minute Review and Consideration**

ITEM/MOTION

Consideration of and action on the Regular Rosenberg Development Corporation Meeting minutes for February 13, 2014.

APPROVAL	SUPPORTING DOCUMENTS
SUBMITTED BY : Kaye Supak Executive Assistant	1) Draft Regular Meeting Minutes – February 13, 2014

EXECUTIVE SUMMARY

Attached please find a draft copy of the Regular Meeting Minutes for February 13, 2014, for your review and consideration. Staff recommends approval.

ROSENBERG DEVELOPMENT CORPORATION
MEETING MINUTES

On this the 13th day of February 2014, the Rosenberg Development Corporation (RDC) of the City of Rosenberg, Fort Bend County, Texas, met in a Regular Session, at the Rosenberg Civic Center located at 3825 Highway 36 South, Rosenberg, Texas 77471.

DIRECTORS PRESENT

Bill Knesek	President
Allen Scopel	Vice President
Laurie Cook	Secretary
Ted Garcia	Treasurer
Vincent Morales	Director
Dwayne Grigar	Director
Jimmie Peña	Director

CITY OF ROSENBERG STAFF PRESENT

Rachelle Kanak	Interim Economic Development Director
Joyce Vasut	Executive Director of Administrative Services
Jeff Trinker	Executive Director of Support Services
Darren McCarthy	Parks and Recreation Director
Kaye Supak	Executive Assistant

GUEST

Lupe Uresti
Bill Smith
Larry Indermuehle

CALL TO ORDER.

President Knesek called the meeting to order at 4:01 p.m.

STATEMENT OF RULES PERTAINING TO AUDIENCE COMMENTS.

Kaye Supak, Executive Assistant, read the statement of rules pertaining to audience comments.

COMMENTS FROM THE AUDIENCE.

There were no comments from the audience.

CONSENT AGENDA

A. CONSIDERATION OF AND ACTION ON THE REGULAR ROSENBERG DEVELOPMENT CORPORATION MEETING MINUTES FOR JANUARY 9, 2014, AND SPECIAL WORKSHOP MEETING MINUTES FOR JANUARY 18, 2014. (KANAK/SUPAK)

B. CONSIDERATION OF AND ACTION ON THE MONTHLY ROSENBERG DEVELOPMENT CORPORATION FINANCIAL REPORTS FOR THE PERIOD ENDING JANUARY 31, 2014. (VASUT)

C. CONSIDERATION OF AND ACTION ON A REPORT FROM THE COMMUNICATIONS DIRECTOR REGARDING THE PREVIOUS MONTH'S COMMUNICATIONS ACTIVITIES AND CONTACTS. (FRITZ)

D. CONSIDERATION OF AND ACTION ON A FUNDING AGREEMENT WITH THE COASTAL PRAIRIE CHAPTER OF THE TEXAS MASTER NATURALISTS. (KANAK)

E. CONSIDERATION OF AND ACTION ON A SERVICE CONTRACT WITH THE CENTRAL FORT BEND CHAMBER REGARDING THE ROSENBERG DEVELOPMENT CORPORATION'S BUSINESS APPRECIATION RECEPTION. (KANAK)

F. CONSIDERATION OF AND ACTION ON RESOLUTION NO. RDC-87, A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSENBERG DEVELOPMENT CORPORATION AMENDING THE FISCAL YEAR 2013-14 ANNUAL BUDGET IN THE AMOUNT OF $44,539.00 FOR THE SEATEX/STATE HIGHWAY 36 DRAINAGE PROJECT. (KANAK)

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Key discussion:

- Director Garcia requested that Consent Agenda Item B be placed on the Regular Agenda as Item 1A.

Action: Director Grigar moved and Director Scopel seconded the motion to approve Consent Agenda Items A, C, D, E, and F. The motion carried by a unanimous vote those present.

AGENDA

1A. CONSIDERATION OF AND ACTION ON THE MONTHLY ROSENBERG DEVELOPMENT CORPORATION FINANCIAL REPORTS FOR THE PERIOD ENDING JANUARY 31, 2014

Key discussion points:

- General discussion was held regarding the Unreserved Fund Balance.
- Project funding transfers that will appear on next month's Financial Statements.
- Clarification regarding certain escrowed funds.
- Clarification regarding RDC Project Funds, particularly Project CP1302 – Business Park Development.

Action: Director Cook moved and Director Garcia seconded that the Financial Reports for the period ending January 31, 2014 be approved as presented. The motion carried by a unanimous vote of those present.

1. HEAR AND DISCUSS PRESENTATION BY FULLER REALTY ON DECLARATION OF COVENANTS CONDITIONS AND RESTRICTIONS AND GRANT OF EASEMENTS FOR ROSENBERG BUSINESS PARK.

Key discussion points:

- Bill Smith of Fuller Realty was in attendance to present information regarding certain other similar developments that will mirror the intended development of Rosenberg Business Park.
- The presentation included examples of building edifices, signage, landscaping, etc.
- Follow-up discussion included some clarification, and the potential addition of design standards that might be a part of the Rosenberg Business Park.

No action was taken.

Note: The Board adjourned the meeting at 5:00 p.m., for a break; and, reconvened the meeting at 5:10 p.m.

2. HEAR AND DISCUSS PRESENTATION BY IMPERIAL PERFORMING ARTS (IPA) ON STATUS OF PERFORMANCE AGREEMENT.

Key discussion points:

- Lupe Uresti was in attendance to present an overview of the various activities that have occurred in relation to the Imperial Performing Arts group over the last fifteen (15) months.
- She noted that there have been some difficulties with the Cole Theater facility that may prevent opening.
- The Board and IPA agreed to begin dialogue in order to seek solutions that might include a "limited" opening, another location, project phasing, etc.
- The Board indicated that they were open to negotiation.
- Discussion was held about the potential necessity to revise the contract with IPA.
- The Board indicated a desire to hold a workshop in the near future to address some of the concerns with this project and efforts to heal a potential contract default.

No action was taken.

3. CONSIDERATION OF AND ACTION ON THE PROPOSED PARKS IMPROVEMENT REQUEST TO UPDATE THE BASKETBALL AND TENNIS COURTS IN AREA PARKS.

Key discussion points:

- Parks and Recreation Director Darren McCarthy was in attendance to discuss a proposal to use excess funds from the scoreboard project, along with existing funds to improve park basketball courts, re-surface park tennis courts, and improve park signage.

Action: Director Cook moved, and Director Morales seconded a motion that the City of Rosenberg Parks

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and Recreation Department be allowed to use $13,345 in anticipated project savings and $24,855 from the FY2014 funding for the projects indicated above. The motion carried by a unanimous vote of those present.

4. CONSIDERATION OF AND ACTION ON THE PROPOSED PARKS IMPROVEMENT REQUEST TO LEASE EQUIPMENT NECESSARY TO RELOCATE DONATED TREES.

Key discussion points:

- Mr. McCarthy presented a request that the Board consider approval of funding a tree removal/relocation project in an amount not to exceed $9,750.

Action: After general discussion, Director Grigar moved and Director Cook seconded a motion that the tree removal/relocation project be funded in an amount not to exceed $9,750. The motion carried by a unanimous vote of those present.

5. CONSIDERATION OF AND ACTION ON AMENDED DECLARATION OF COVENANTS CONDITIONS AND RESTRICTIONS FOR WALSH ROAD INDUSTRIAL PARK, LTD.

Key discussion points:

- Larry Indermuehle was in attendance to clarify certain revisions to the declaration of covenants conditions and restrictions for the Walsh Road Industrial Park, Ltd.
- Discussion was held regarding the masonry requirements, potions of buildings that face the street, storage locations and requirements, etc.

Action: Director Grigar moved and Director Garcia seconded a motion to authorize Interim Economic Development Director Kanak to revise and amend the Declaration of Covenants Conditions and Restrictions for the Walsh Road Industrial Park, Ltd., in accordance with amendments stated and discussed with the Board of Directors. The motion carried by a unanimous vote of those present.

6. CONSIDER MOTION TO ADJOURN TO EXECUTIVE SESSION.

Action: Director Grigar moved, and Director Morales seconded that the Board be adjourned into Executive Session at 5:41p.m. The motion carried by a unanimous vote of those present.

7. HOLD EXECUTIVE SESSION FOR DELIBERATIONS REGARDING THE POTENTIAL PURCHASE, EXCHANGE, LEASE, OR VALUE OF REAL PROPERTY PURSUANT TO TEXAS GOVERNMENT CODE SECTION 551.072; AND, FOR DELIBERATIONS REGARDING ECONOMIC DEVELOPMENT NEGOTIATIONS AS AUTHORIZED BY TEXAS GOVERNMENT CODE SECTION 551.087.

Executive Session was held; though it was determined the discussion and/or deliberation was not necessary, therefore no discussion was held.

8. ADJOURN EXECUTIVE SESSION, RECONVENE REGULAR SESSION, AND TAKE ACTION AS A RESULT OF EXECUTIVE SESSION.

Executive Session was adjourned, and the Board reconvened into Regular Session at 5:45 p.m.

No action was necessary or taken as a result of Executive Session.

9. CONSIDERATION OF AND ACTION ON A REPORT FROM THE ECONOMIC DEVELOPMENT DIRECTOR REGARDING THE PREVIOUS MONTH'S ECONOMIC DEVELOPMENT ACTIVITIES AND CONTACTS.

Key discussion points:

- Ms. Kanak provided an overview of the monthly report.
- General discussion was held regarding transportation and the RDC's Strategic Plan.

No action was taken.

10. CONSIDERATION OF AND ACTION ON RESOLUTION NO. RDC-86, A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSENBERG DEVELOPMENT CORPORATION APPROVING THE FUNDING ARRANGEMENT BETWEEN THE CITY OF ROSENBERG AND THE ROSENBERG DEVELOPMENT CORPORATION FOR INFRASTRUCTURE IMPROVEMENTS TO THE ROSENBERG DEVELOPMENT PARK.

Key discussion points:

- Joyce Vasut, Executive Director of Administrative Services, provided an overview of the proposed funding arrangement, and noted that it was intended that the interest remained fixed.
- Upon additional consideration, staff was directed to amend the Resolution to delete Section 5

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which stated "*The reduction of debt each year will equal the amount of anticipated property taxes that will be generated from the new improvements.",* and to revise former Section 6 to read "*That the RDC agrees to the reduction in RDC debt each year until the total amount of $1,700,000 is reduced from the ~~by the amount of anticipated property tax payments paid to the City for improvements made to the Rosenberg Business Park in the amount of $1,700,000 and agrees to approve the new~~ RDC debt schedule with the stated reductions as summarized in "Exhibit A" and made a part hereof for all purposes.*

Action: Director Scopel moved, and Director Grigar seconded that a motion that Resolution No. RDC-86 be amended as indicated above. The motion carried by a unanimous vote of those present.

11. CONSIDERATION OF AND ACTION ON REQUESTS FOR FUTURE AGENDA ITEMS.

Staff was directed to include the following items on a future RDC Board Meeting Agenda:

- Transportation presentation.
- Strategic Plan presentation.
- Set workshop date for the month of April for discussions regarding IPA.
- City of Rosenberg sidewalk program.
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12. ANNOUNCEMENTS.

- Ms. Vasut noted that the RDC Finance/Audit Committee is due to meet and review the annual financial report on March 04, 2014.
- President Knesek discussed the rate of return that the RDC is receiving on their investments, with possible future discussion about future investments.

13. ADJOURNMENT.

Action: Director Scopel moved, and Director Grigar seconded that the Board Meeting be adjourned. The motion carried by a unanimous vote of those present.

_____
Kaye Supak, Executive Assistant
City of Rosenberg

_____
Bill Knesek, President
Rosenberg Development Corporation

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COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
B	**Rosenberg Development Corporation Financial Reports**
ITEM/MOTION	
Consideration of and action on the monthly Rosenberg Development Corporation Financial Reports for the period ending February 28, 2014	
APPROVAL	**SUPPORTING DOCUMENTS**

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) Financial Reports

EXECUTIVE SUMMARY
Attached please find a copy of the February 2014 RDC Financial Reports for your review and consideration. Staff recommends approval.

CITY OF ROSENBERG, TEXAS
2013-14 BUDGET
ROSENBERG DEVELOPMENT CORPORATION
For the Period Ended February 28, 2014

Classification	2013-14 Amended Budget	2013-14 Act. Rev/Exp YTD	2013-14 Encumbered	2013-14 YTD Budget Remaining	% of Budget Used
REVENUES:					Target 42%
Sales Taxes	$ 2,440,701	$ 1,177,612	$ -	$ 1,263,089	48.25%
Sales Taxes BTC 1	558,202	267,971	-	290,231	48.01%
Sales Taxes BTC 2	446,297	219,243			49.12%
Downtown Sales Taxes	-	16,918	-	(16,918)	
Sales Tax Total	3,445,200	1,681,743	-	1,536,403	
Interest Earnings	5,000	-	-	5,000	0.00%
TOTAL REVENUES	**3,450,200**	**1,681,743**	**-**	**1,541,403**	**48.74%**
EXPENDITURES:					
Administration (max 10%):					
Office Supplies					
a) Office Supplies	1,000	135	-	865	
Total for Office Supplies Account	1,000	135	-	865	13.47%
Computer Supplies					
a) Computer Supplies	3,000	-	-	3,000	
Total for Computer Supplies Account	3,000	-	-	3,000	0.00%
Business Expense					
a) Board of Director Expenses, RDC Lunches, Chamber Lunches	1,700	40	-	1,660	
Total for Business Expenses Account	1,700	40	-	1,660	2.35%
General Insurance					
a) Insurance	400	229	-	171	
Total for General Insurance Account	400	229	-	171	57.30%
Education and Training					
Total for Education and Training Account	7,500	2,664	-	4,836	35.51%
Other Contractual Services					
Total for Other Contractual Services	241,851	120,850	-	121,001	49.97%
Subtotal for Administration Expenses	**255,451**	**123,918**	**-**	**131,533**	**48.51%**
Marketing:					
Business Expenses					
Total for Business Expense Account	3,730	309	-	3,421	8.29%
Dues, Subscriptions, and Memberships					
Total for Dues, Subs. & Memb. Account	58,112	40,953	-	17,159	70.47%

Classification	2013-14 Amended Budget	2013-14 Act. Rev/Exp YTD	2013-14 Encumbered	2013-14 YTD Budget Remaining	% of Budget Used
Outside Professional Services					
a) GFBEDC	12,500	12,500	-	-	
Total for GFBEDC	12,500	12,500	-	-	100.00%
Postage					
a) Postage	200	81	-	119	
Total for Postage Account	200	81	-	119	40.55%
Freight and Express					
a) Freight and Express	100	-	-	100	
Total for Freight and Express Account	100	-	-	100	0.00%
Advertising					
Total for Advertising Account	29,000	25,116	-	3,884	86.61%
Printing and Binding					
a) Marketing, Business Cards, Name Plates	4,500	1,943	-	2,557	
Total for Printing and Binding Account	4,500	1,943	-	2,557	43.17%
Other Contractual Services					
a) Business Retention	10,000	-	-	10,000	
Total for Business Retention	10,000	-	-	10,000	0.00%
Subtotal for Marketing Accounts	**118,142**	**80,902**	**-**	**37,240**	68.48%
Strategic Planning Consulting					
a) WFBMD Operating Assistance	40,000	40,000	-	-	
b) Transit Study	-	-	-	-	
Total for Strategic Planning Consulting	40,000	40,000	-	-	100.00%
Subtotal for Strategic Planning Accounts	**40,000**	**40,000**	**-**	**-**	100.00%
Professional Services					
Total for Professional Services	20,000	5,461	-	14,539	27.30%
Subtotal for Professional Services	**20,000**	**5,461**	**-**	**14,539**	27.30%
Business Incentive Projects					
a) Prospective Business Incentives	500,000	-	-	500,000	
Total for Business Incentive Projects	500,000	-	-	500,000	0.00%
Improvements other than Building					
Total Funds Transferred to RDC Projects	2,958,539	-	-	2,958,539	0.00%
Total Debt Service Principal	779,700	259,900	-	519,800	33.33%
Total Debt Service Interest	219,694	73,231	-	146,463	33.33%
Subtotal for Infrastructure Accounts	**4,457,933**	**333,131**	**-**	**4,124,801**	7.47%
TOTAL EXPENDITURES	**$ 4,891,526**	**$ 583,412**	**$ -**	**$ 4,308,114**	11.93%

ROSENBERG DEVELOPMENT CORPORATION
2013-14 ACTUAL
PERIOD ENDED FEBRUARY 28, 2014

Classification	RDC Actual	RDC Projects	Total
Resources:			
Total Beginning Fund Balance @ 10/01/13	$ 5,062,015	$ 1,786,277	$ 6,848,292
Revenues and Transfers In	1,681,743	193	1,681,936
Total Funds Available	$ 6,743,758	$ 1,786,470	$ 8,530,228
Uses/Deductions:			
Expenditures and Transfers Out	583,412	287,102	870,514
Ending Fund Balance:			
Total Ending Fund Balance	$ 6,160,346	$ 1,499,368	$ 7,659,714
Reserved for Debt Service	999,394	-	999,394
Reserved for RDC Projects	2,796,219	1,499,368	4,295,587
Unreserved Fund Balance Total	$ 2,364,733	$ -	$ 2,364,733

Synopsis of Current Revenues and Expenditures
Rosenberg Development Corporation
For the Month of February 2014

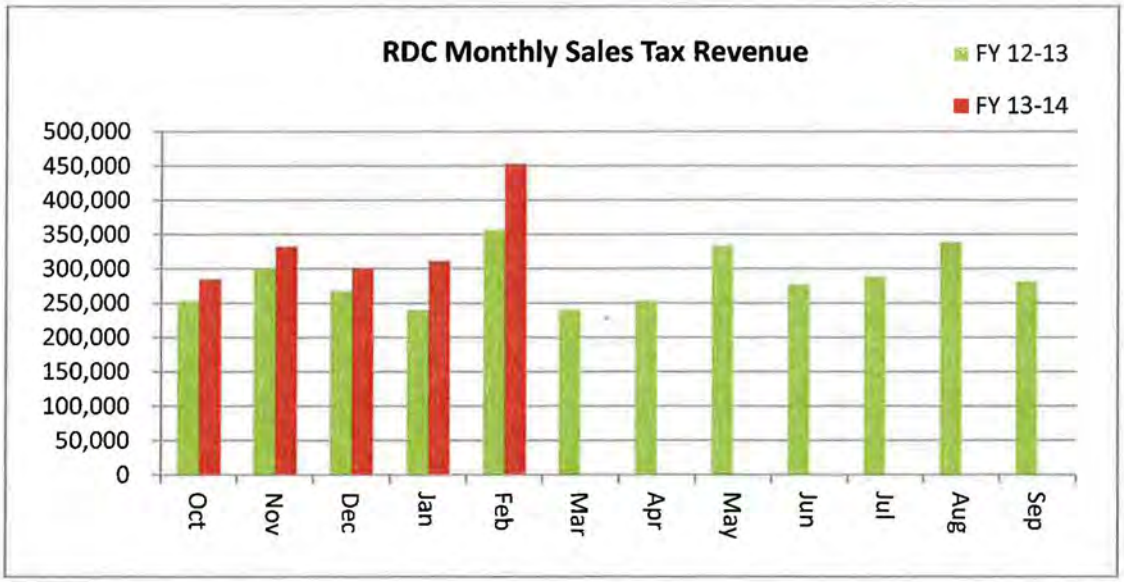
Account Number	Description		Amount
Revenues			
219-0000-402-0000	Sales Taxes	$	452,792.75
	Subtotal Current Period Revenues		**452,792.75**
	Total Current Period Revenues	**$**	**452,792.75**
Expenditures			
219-1000-540-3110	Office Supplies (Administration) - Office Depot - Printer Cartridge		71.81
	Subtotal		71.81
219-1000-540-5510	Travel (Education and Training) - Texas Economic Dec Council - EDST Workshop - Kanak		175.00
219-1000-540-5510	Travel (Education and Training) - 2014 Spring BEDC Conference - Kanak		1,037.55
	Subtotal		1,212.55
219-1000-540-5710	Other Contractual Services (Administration) - Amegy Bank - RDC Analysis Fee		66.77
219-1000-540-5710	Other Contractual Services (Administration) - City of Rosenberg - Administration Fees for Quarter Ending 12/31/2013		60,462.78
	Subtotal		60,529.55
	Total Administration	**$**	**61,813.91**
219-2000-540-3135	Business Expenses (Marketing) - Central Fort Bend Chamber Alliance - 2014 Board of Directors Lunches		120.00
219-2000-540-3135	Business Expenses (Marketing) - First National Bank Omaha - McAlister's Strategic Planning Meeting		108.14
219-2000-540-3135	Business Expenses (Marketing) - First National Bank Omaha - Snoflake Donuts - Strategic Planning Meeting		21.08
	Subtotal		249.22
219-2000-540-4235	Dues/Subscriptions/Memberships (Marketing) - RDC/CFBCA Agreement 13762		120.00
219-2000-540-4235	Dues/Subscriptions/Memberships (Marketing) - Texas Economic Development Council 2014 Annual Membersip Dues - Kanak		125.00
	Subtotal		245.00
219-2000-540-5220	Postage (Marketing) - Postage - Express Mail to Champlin MN		36.84
	Subtotal		36.84
219-2000-540-5310	Advertising (Marketing) - Emmis Corporation - 1/3 Page Ad Houston Economic Dev Guide		3,580.00
219-2000-540-5310	Advertising (Marketing) - Global Corporate Xpansion - Inside Front Cover - Winter Issue		2,000.00
219-2000-540-5310	Advertising (Marketing) - Mercury Signs & Display, Ltd. - Cultural Logo Decals		336.89
219-2000-540-5310	Advertising (Marketing) - Smith & Jones Advertising - Cultural Arts District Ad		1,045.00
219-2000-540-5310	Advertising (Marketing) - Smith & Jones Advertising - Cultural District Brochure Design		3,785.00
219-2000-540-5310	Advertising (Marketing) - BAC Photography & Design - Christmas is Rosenberg Photo Session		650.00
219-2000-540-5310	Advertising (Marketing) - YP - Advertising January 2014		21.56
219-2000-540-5310	Advertising (Marketing) - YP - Previous balance from 9/12		21.00
219-2000-540-5310	Advertising (Marketing) - Conway Data, Inc. - 2/3 Page Texas Wide Open for Business		4,100.00
219-2000-540-5310	Advertising (Marketing) - Fort Bend Herald - Chamber Magazine		1,595.00
219-2000-540-5310	Advertising (Marketing) - Smith & Jones Advertising - Cultural Arts District Window Decal Design		325.00
219-2000-540-5310	Advertising (Marketing) - Smith & Jones Advertising - Design Services for Ad in Texas Economic Development Guide		365.00
			17,824.45
219-2000-540.5410	Printing and Binding (Marketing) - Smith & Jones Advertising - Printing of Cultural District Brochure		785.17
219-2000-540-5410	Printing and Binding (Marketing) - DP2 Billing Solutions LLC - Fee to insert Newsletter Dec/Jan 2nd Billing of Month		10.49
219-2000-540-5410	Printing and Binding (Marketing) - DP2 Billing Solutions LLC - Fee to insert Newsletter Jan/Feb 1st Billing of Month		20.69
219-2000-540-5410	Printing and Binding (Marketing) - DP2 Billing Solutions LLC - Fee to insert Newsletter Jan/Feb 2nd Billing of Month		10.16
	Subtotal		826.51
	Total Marketing	**$**	**19,182.02**
219-6000-540-4390	Professional Services (Outside Professional Svcs) - RDC Project Manangement Fees - Seatex Expansion Project		4,590.80
219-6000-540-4390	Professional Services (Outside Professional Svcs) - Lauren Edwards - Strategic Planning Session		869.77
	Subtotal		5,460.57
	Total Professional Services	**$**	**5,460.57**
	Subtotal Current Period Expenditures		*86,456.50*
	Total Current Period Expenditures	**$**	**86,456.50**
	Net Excess (Deficit)	**$**	**366,336.25**

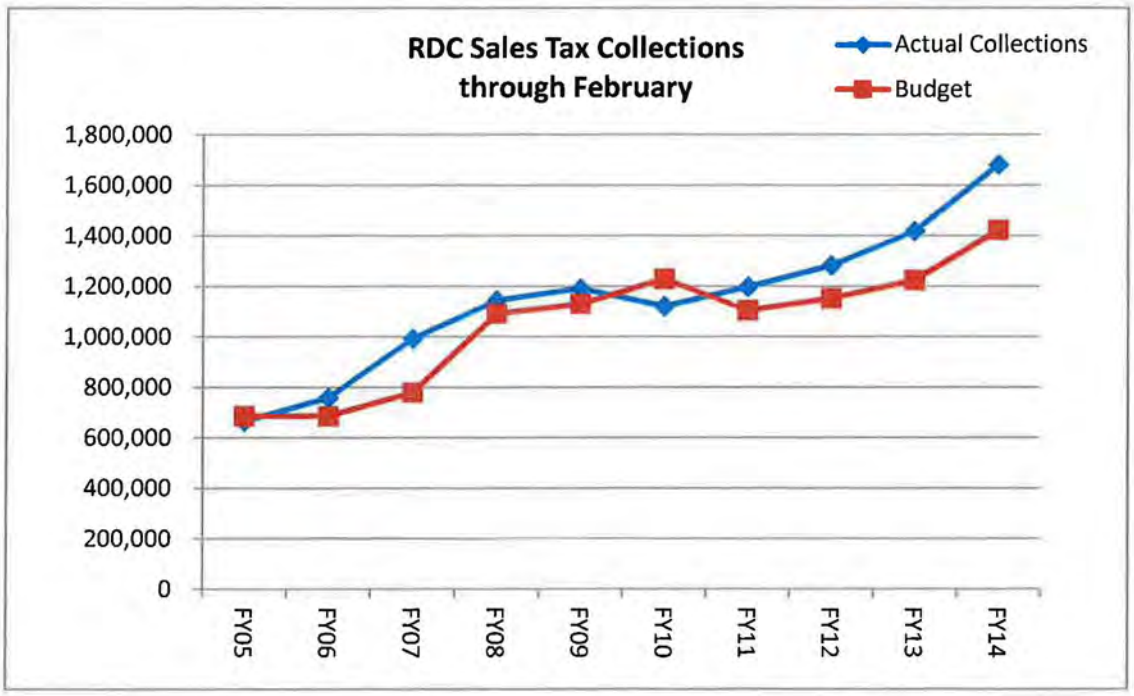
CITY OF ROSENBERG, TEXAS
RDC SALES TAX REVENUES

	Monthly Total Actual Receipts	Cumulative YTD Receipts	Budgeted Receipts Monthly	Budgeted Receipts YTD	Total YTD Percent of Budget	Prior Year Pct. Increase (Decrease) Month	Prior Year Pct. Increase (Decrease) YTD	Monthly BTC - I Receipts	Monthly BTC - II Receipts	Monthly Downtown Receipts
	(1)	(2)	(3)	(4)	(5)	(6)	(7)			
		Cumulative (1)		Cumulative (3)	(2)/(4)					
Fiscal Year 2010-11										
Oct	$ 210,694	$ 210,694	$ 208,230	$ 208,230	101.18%	-0.3%	-0.3%	$ 37,718	$ 15,947	
Nov	258,365	469,059	234,829	443,059	105.87%	8.4%	4.3%	40,339	48,191	
Dec	200,332	669,392	179,419	622,479	107.54%	10.0%	6.0%	34,363	13,218	
Jan	214,136	883,528	191,666	814,144	108.52%	10.1%	7.0%	48,442	18,873	
Feb	314,460	1,197,988	290,270	1,104,414	108.47%	6.8%	6.9%	75,948	63,962	
Mar	196,758	1,394,746	181,514	1,285,928	108.46%	6.8%	6.9%	35,093	14,571	
Apr	199,958	1,594,704	192,562	1,478,490	107.86%	2.3%	6.3%	39,007	15,228	
May	293,306	1,888,010	301,153	1,779,643	106.09%	-4.0%	4.6%	43,411	47,017	
Jun	207,166	2,095,176	223,299	2,002,942	104.60%	-8.6%	3.1%	37,700	15,705	
Jul	234,068	2,329,244	212,703	2,215,645	105.13%	8.5%	3.6%	44,026	16,726	
Aug	282,873	2,612,116	272,669	2,488,314	104.98%	2.2%	3.5%	47,217	49,310	
Sep	$ 210,994	$ 2,823,110	$ 228,353	$ 2,716,667	103.92%	-8.9%	2.4%	39,551	16,965	
Total								$ 522,815	$ 335,712	
Fiscal Year 2011-12										
Oct	$216,137	$ 216,137	$ 202,750	$ 202,750	106.60%	2.6%	2.6%	$ 38,859	$ 16,105	
Nov	281,454	497,591	248,623	451,374	110.24%	8.9%	6.1%	41,169	50,598	
Dec	216,136	713,727	192,779	644,153	110.80%	7.9%	6.6%	36,581	13,062	
Jan	227,569	941,296	206,063	850,215	110.71%	6.3%	6.5%	46,484	17,517	
Feb	342,238	1,283,534	302,603	1,152,818	111.34%	8.8%	7.1%	72,906	63,218	
Mar	221,213	1,504,747	189,339	1,342,158	112.11%	12.4%	7.9%	31,563	19,134	
Apr	224,740	1,729,487	192,419	1,534,577	112.70%	12.4%	8.5%	40,253	14,354	
May	312,898	2,042,385	282,248	1,816,824	112.42%	6.7%	8.2%	44,078	46,636	
Jun	243,248	2,285,633	199,355	2,016,179	113.36%	17.4%	9.1%	38,627	19,059	
Jul	262,375	2,548,008	225,242	2,241,422	113.68%	12.1%	9.4%	40,653	20,543	
Aug	313,049	2,861,057	272,207	2,513,629	113.82%	10.7%	9.5%	46,012	56,365	
Sep	$250,131	3,111,188	203,038	2,716,667	114.52%	18.5%	10.2%	47,539	48,149	
Total								$ 524,725	$ 384,739	
Fiscal Year 2012-13										
Oct	$253,488	$ 253,488	$ 206,329	$ 206,329	122.86%	17.3%	17.3%	$ 39,879	$ 22,088	
Nov	300,245	553,733	268,681	475,010	116.57%	6.7%	11.3%	41,673	56,236	
Dec	267,903	821,636	206,328	681,337	120.59%	24.0%	15.1%	48,344	18,259	
Jan	240,399	1,062,035	217,242	898,579	118.19%	5.6%	12.8%	40,056	20,626	
Feb	357,120	1,419,155	326,707	1,225,286	115.82%	4.3%	10.6%	76,617	71,043	
Mar	240,499	1,659,655	211,174	1,436,460	115.54%	8.7%	10.3%	39,397	17,709	
Apr	254,107	1,913,762	214,541	1,651,001	115.92%	13.1%	10.7%	40,281	19,444	
May	334,041	2,247,802	298,699	1,949,700	115.29%	6.8%	10.1%	49,039	57,367	
Jun	277,134	2,524,936	232,209	2,181,909	115.72%	13.9%	10.5%	38,850	21,572	
Jul	288,843	2,813,779	250,468	2,432,378	115.68%	10.1%	10.4%	43,577	23,776	
Aug	339,032	3,152,811	298,843	2,731,220	115.44%	8.3%	10.2%	49,537	59,166	
Sep	281,355	3,434,166	238,780	2,970,000	115.63%	12.5%	10.4%	41,584	23,507	
Total								$ 548,834	$ 410,794	
Fiscal Year 2013-14										
Oct	$284,645	$ 284,645	$ 254,303	$ 254,303	111.93%	12.3%	12.3%	$ 45,426	$ 26,206	$ 2,678
Nov	332,266	616,912	301,210	555,512	111.05%	10.7%	11.4%	43,511	62,113	2,709
Dec	300,765	917,676	268,764	824,276	111.33%	12.3%	11.7%	41,356	23,209	2,873
Jan	311,275	1,228,951	241,171	1,065,447	115.35%	29.5%	15.7%	55,706	27,306	3,558
Feb	452,793	1,681,744	358,268	1,423,715	118.12%	26.8%	18.5%	81,972	80,410	5,100
Mar	-		241,272	1,664,988						
Apr	-		254,923	1,919,911						
May	-		335,114	2,255,025						
Jun	-		278,024	2,533,049						
Jul	-		289,771	2,822,820						
Aug	-		340,121	3,162,941						
Sep	-		282,259	3,445,200						
Total								$ 267,971	$ 219,244	$ 16,918

ROSENBERG DEVELOPMENT CORPORATION
SALES TAX REVENUES

GRAPHS





Rosenberg Development Corporation
Outstanding Debt Service

Fiscal Year	Principal Due	Total Interest	Total Principal & Interest	Adjustment for Business Park	Adjusted Principal & Interest
2013-14	779,700	219,694	999,394		999,394
2014-15	802,235	197,708	999,943	(35,000)	964,943
2015-16	652,770	177,221	829,991	(35,000)	794,991
2016-17	657,305	160,476	817,781	(113,000)	704,781
2017-18	672,840	147,957	820,797	(113,000)	707,797
2018-19	687,875	126,890	814,765	(113,000)	701,765
2019-20	703,410	104,444	807,854	(113,000)	694,854
2020-21	382,980	85,627	468,607	(191,000)	277,607
2021-22	387,515	71,341	458,856	(191,000)	267,856
2022-23	284,800	59,162	343,962	(270,000)	73,962
2023-24	297,835	48,994	346,829	(270,000)	76,829
2024-25	228,190	39,216	267,406	(256,000)	11,406
2025-26	236,225	29,874	266,099		266,099
2026-27	247,295	19,974	267,269		267,269
2027-28	255,330	9,557	264,887		264,887
2028-29	71,400	2,621	74,021		74,021
2029-30	23,005	489	23,494		23,494
Total	**$7,370,710**	**$1,501,245**	**$8,871,955**	**(1,700,000)**	**$7,171,955**

Rosenberg Development Corporation
RDC Projects Fund
For the Period Ended February 28, 2014

CP0704 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Park improvements	225-7000-540-7030	$ 400,000	$ 380,703	$ 18,528	$ 769
Project Management Fee		15,000	15,000	-	-
Totals		$ 415,000	$ 395,703	$ 18,528	$ 769

CP0705 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Transportation Gateway Improvements	225-7000-540-7030	$ 676,392	$ 535,149	$ 61,287	$ 79,957
Project Management Fee		4,016	4,016	-	-
Totals		$ 680,408	$ 539,165	$ 61,287	$ 79,957

CP1002 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
US 90A Redevelopment	225-7000-540-7030	$ 35,000	$ 8,506	$ -	$ 26,494
Totals		$ 35,000	$ 8,506	$ -	$ 26,494

CP1207 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Seatex Expansion Project	225-7000-540-7030	$ 429,846	$ 395,330	$ 34,516	$ -
Totals		$ 429,846	$ 395,330	$ 34,516	$ -

CP1210 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
RDC Downtown Building Renovation	225-7000-540-7020	$ 400,000	$ 7,055	$ -	$ 392,945
Totals		$ 400,000	$ 7,055	$ -	$ 392,945

CP1301 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
FY2013 Park Improvements	225-7000-540-7030	$ 250,000	$ 170,412	$ 5,898	$ 73,690
Totals		$ 250,000	$ 170,412	$ 5,898	$ 73,690

CP1302 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Business Park Development	225-7000-540-7030	$ 1,889,783	$ 18,325	$ 285,000	$ 1,586,458
Project Management Fee		85,000	-	-	85,000
Totals		$ 1,974,783	$ 18,325	$ 285,000	$ 1,671,458

CP1316 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Downtown Parking Lot	225-7000-540-7030	$ 250,000	$ 84,648	$ -	$ 165,352
Project Management Fee		12,500	-	-	12,500
Totals		$ 262,500	$ 84,648	$ -	$ 177,852

CP1317 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Bamore Road Phase IV	225-7000-540-7030	$ 750,000	$ -	$ -	$ 750,000
Totals		$ 750,000	$ -	$ -	$ 750,000

CP1401 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
FY2014 Park Improvements - Master Naturalist	225-7000-540-7030	$ 50,000	$ 50,000	$ -	$ -
Totals		$ 50,000	$ 50,000	$ -	$ -

Rosenberg Development Corporation
RDC Projects Fund
For the Period Ended February 28, 2014

CP1402 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Aldi Project	225-7000-540-7030	$ 500,000	$ -	$ -	$ 500,000
Totals		$ 500,000	$ -	$ -	$ 500,000

CP1404 Project Description	G/L Account	Total Project Cost	Amount Paid Project To Date	Encumbrance Amount	Remaining Funds
Mons Avenue Sidewalks	225-7000-540-7030	$ 217,000	$ -	$ -	$ 217,000
Totals		$ 217,000	$ -	$ -	$ 217,000

Total	**$ 5,098,021**	**$ 1,650,128**	**$ 405,229**	**$ 3,792,665**
Total Project Management Fees	**$ 116,516**	**$ 19,016**	**$ –**	**$ 97,500**

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
C	**Communications Director's Report**

ITEM/MOTION	
Consideration of and action on a report from the Communications Director regarding the previous month's communications activities and contacts.	
APPROVAL	**SUPPORTING DOCUMENTS**

SUBMITTED BY :

Angela Fritz
Communications Director

1) Activities Report – February 2014

EXECUTIVE SUMMARY
This item has been included to provide the Board with an update on the Communications Director's activities in the previous month, as they relate to economic development.

City of Rosenberg
Communications Director
ECONOMIC DEVELOPMENT Activities Report
February 1 – February 28, 2014

Communications Director economic development-related activities

- Preparation of upcoming monthly City newsletter and RDC section
    - February/March – NL not distributed
    - March/April topic - Partnership with Texas Master Naturalists at Seabourne Creek Nature Park
    - Possible Upcoming Topics**:**
        - Business Assistance Grant Program revamp
        - H-GAC Livable Centers project
        - Development update
        - H-GAC Subregional Plan findings
        - Insurance Service Office (ISO) survey and direct affect on local business insurance premiums
- Prepare and distribute press releases: Airport Avenue Reconstruction; May Special Election; construction closures; etc.
- Provide support for Economic Development during staff transition
- Assume responsibility for oversight of City technology department
- Participate in City management staff strategic planning process and needs assessment
- Review and update City website – ongoing
- Coordinate Municipal Channel information updates – ongoing
- Coordinate and manage implementation of video recording and streaming for City Council meetings – ongoing
- Overall media relations and messaging for City – ongoing
- Coordinate distribution of Cultural District brochures in response to publication-generated leads - ongoing
- Coordinate and assist with ad and copy submissions for upcoming publications – May Texas Highways ad (cultural district); Texas Events Calendar Summer Ad; FBH Bridal Pullout (Civic Center)
- Attend 2/28 State of the County Address

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
1	**Fort Bend County Transportation Department Presentation**

ITEM/MOTION

Hear and discuss a presentation from Paulette Shelton, Director for Fort Bend County Transportation Department, on the status of the transportation program as it relates to the City and the Transit and Pedestrian Study completed in 2010, and take action as necessary.

APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) City of Rosenberg Transit and Pedestrian Study
2) Presentation

EXECUTIVE SUMMARY

In 2010, the City of Rosenberg did a transportation study. As part of that study, bus and other public transportation and pedestrian services were studied. Paulette Shelton, Director of Transportation for Fort Bend County, will make a presentation to address the status of public transportation, specifically bus services, in the City of Rosenberg.

City of Rosenberg

Transit and Pedestrian Study

Prepared for:
The Rosenberg Development Corporation

October 2010

Prepared by:

TRAFFIC ENGINEERS, INC.

INNOVATIVE TRANSPORTATION SOLUTIONS

BGK Services LLC

Nancy R. Edmonson Transportation Consulting

M2L

Araujo Consulting Services

Executive Summary

The Rosenberg Transit and Pedestrian Study is an outgrowth of the desire of the City of Rosenberg, and more specifically the Rosenberg Development Corporation, to develop Transit and Pedestrian/Bicycle Plans that provide an improved transportation network, connecting major points of interest within the community and creating a sense of place. A key objective of the study was to engage the public and area stakeholders, community leaders and elected officials in the planning process by educating them about potential transit, pedestrian and bicycle improvements and soliciting input through interviews, a community survey and public meetings. Other key study objectives include:

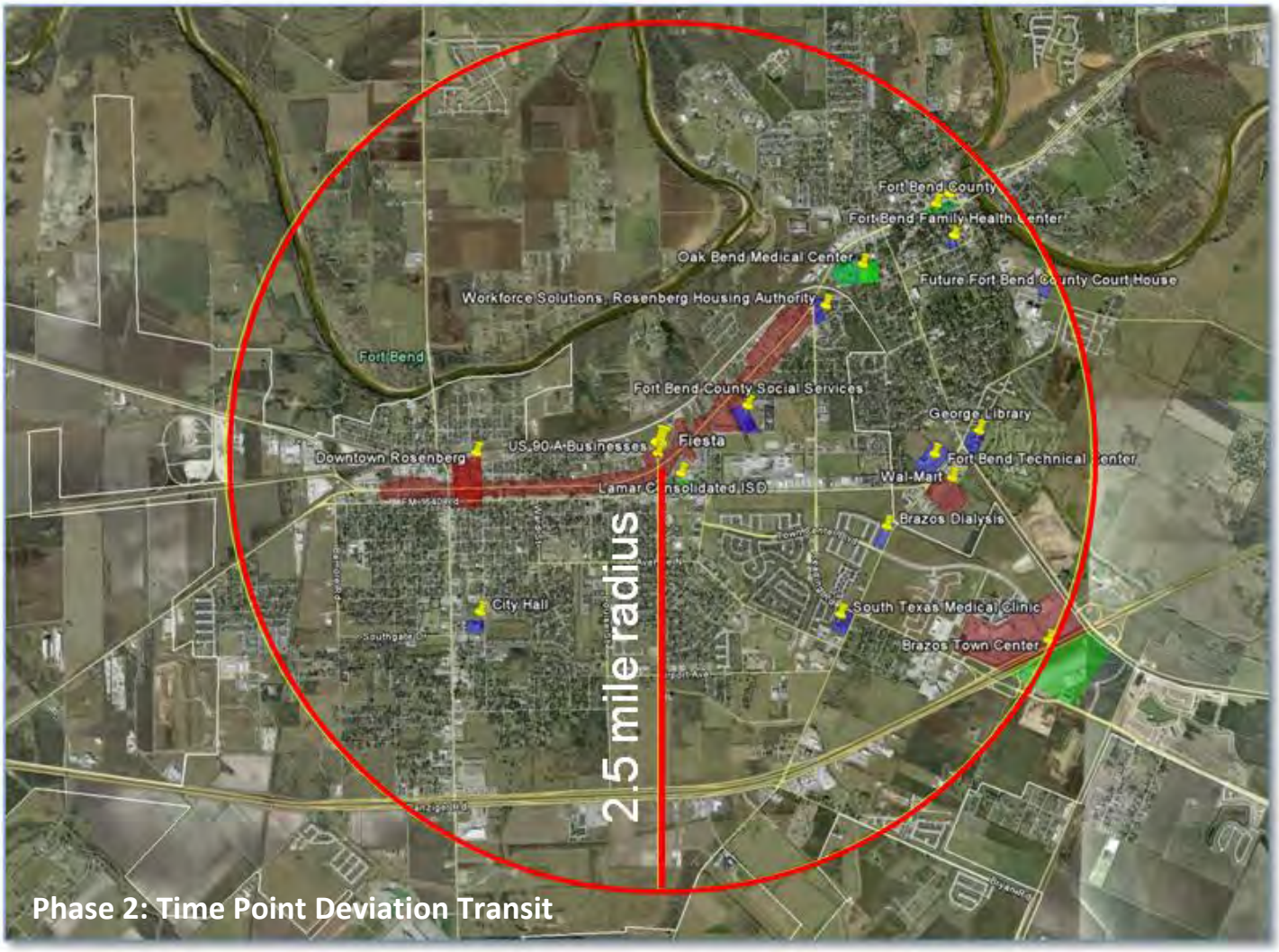
- Analyzing transit options – Determining the most appropriate means of connecting major origins and destinations and providing a service for portions of the population that currently lack effective transportation choices.
- Developing Pedestrian and Bicycle Access - Expanding the non-motorized travel options within the City.
- Promoting Economic Development – Providing Rosenberg with a competitive edge by offering residents transportation options and promoting opportunities for development and redevelopment.
- Developing a Financial Strategy - Supporting the successful execution of plans that address the financial constraints associated with implementation and identifying local, state and federal funding opportunities for transit, pedestrian and bicycle improvements.
- Creating a Sense of Place – Designing streetscapes and wayfinding improvements to support transit, pedestrian and bicycle facilities along important travel corridors and connections within the City and adjacent areas.

Five Year Transit Plan

A Five Year Transit Plan was developed through the analyses of existing transit services for Rosenberg residents, input received through public involvement and the identification of transit opportunities for the City and the region. The components of the proposed Five Year Plan include:

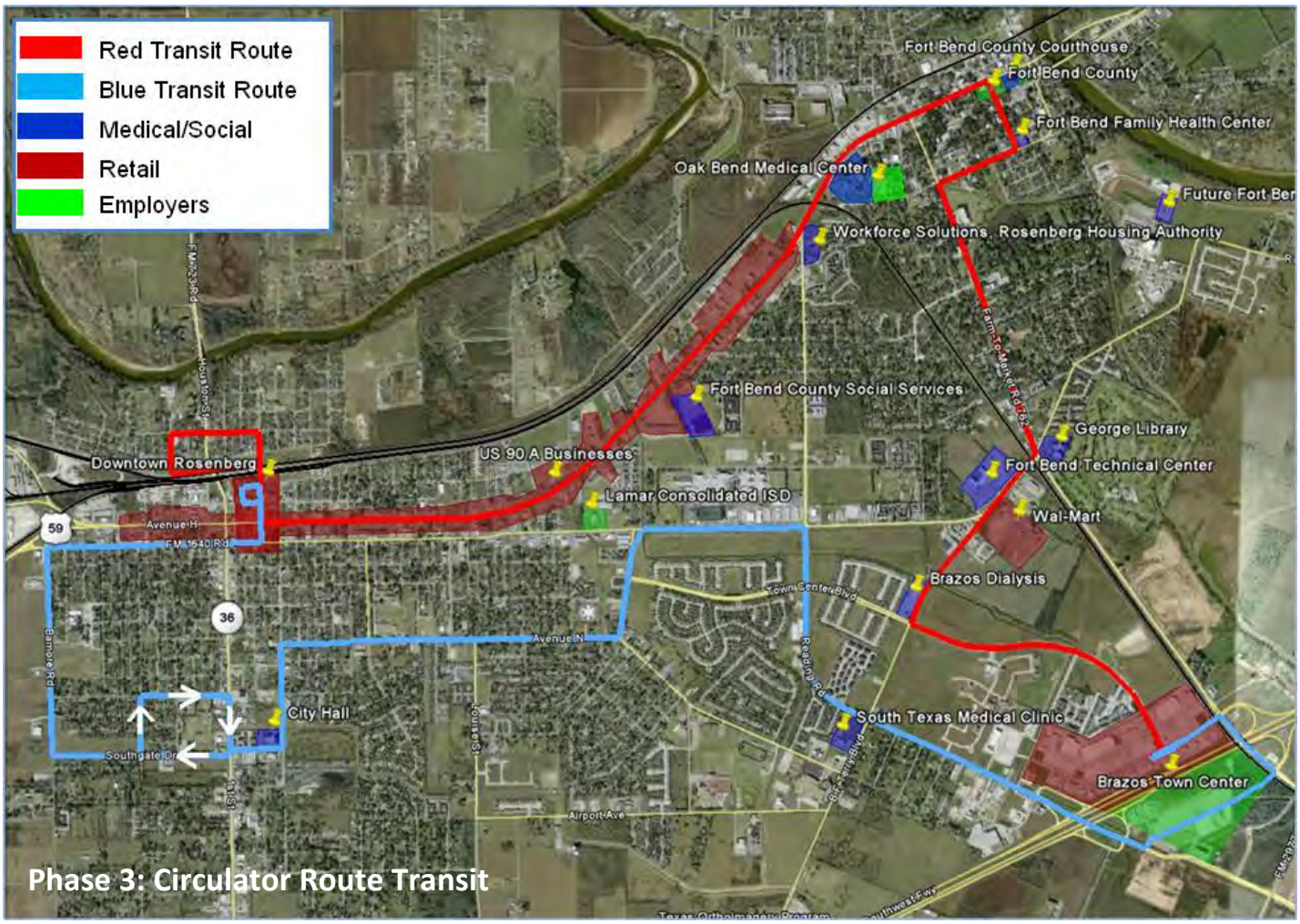
Phase 1: Create Awareness – Educate Rosenberg residents about the current transit services offered by Fort Bend County Public Transportation including door-to-door demand responsive service and existing and planned park and ride service. Also, market existing ridesharing opportunities available to residents of Rosenberg, through the TxDOT park and pool lots at US 59 and FM 762, the METRO STAR vanpool program and the H-GAC Commute Solutions program.

Phase 2: Develop the Transit Market – Continue marketing efforts to raise awareness of existing and proposed transit services. Beginning in 2011, time point deviation transit service could be implemented in Rosenberg. Time point deviation service is a flexible transit approach where one bus would be dedicated to provide demand response service to Rosenberg residents; however, the bus would also provide scheduled service (on the hour or on the hour and half hour) to a transit stop located in the vicinity of Fiesta Grocery Store on US 90A. The service is recommended to be contracted through Fort Bend County Public Transportation. The City of Rosenberg should discuss partnering with the City of Richmond to provide this transit service. As shown by the figure below, origins and destinations within a 2.5 mile radius of the area in the vicinity of Fiesta (US 90A at Miles Street), which includes transit origins and destinations within Rosenberg and Richmond, could easily be served by time point deviation service.



Phase 2: Time Point Deviation Transit

Phase 3: Establish the Transit Habit – Continue marketing efforts and implement, as early as 2013 (based on bus availability), two circulator routes and complementary ADA compliant paratransit service that would provide regularly scheduled service at bus stops located in Rosenberg and selected destinations in Richmond. The City of Rosenberg should continue to contract transit service through Fort Bend County Public Transportation. Because transit service will be provided to destinations in the City of Richmond, the City of Rosenberg should discuss partnering with the City of Richmond to provide the transit service. Coordination with Texas Department of Transportation will also be required to provide transit stops and pedestrian improvements that support transit on TxDOT facilities.



Financial and Implementation Plan

Operating and capital costs were developed to provide for the successful implementation of the Five Year Transit Plan. Additionally, a Five Year Financial Plan including capital and operating funding sources and the local share of the Five Year Transit Plan was prepared; the Five Year Financial Plan

does not assume funding from the City of Richmond or private sector support through in-kind contributions, capital investments, etc.

Operating Costs

The total annual operating costs and the annual local share of operating costs for each of the three phases of the Five Year Transit Plan are provided in the table below.

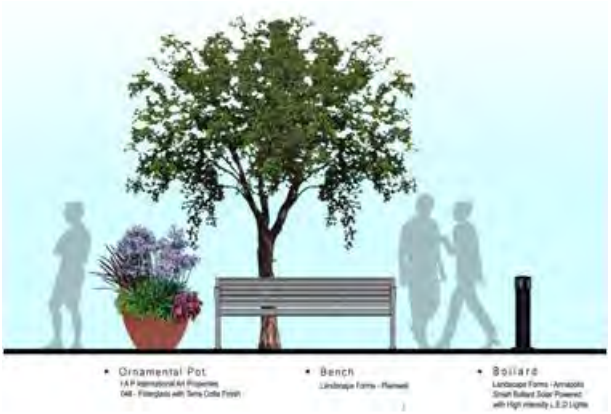
Service	Annual Operating Costs ($2010)	Annual Local Share ($2010)
Phase 1 – Create Awareness		
Market Existing Services	$5,000	$5,000
Total – Phase 1	**$5,000**	**$5,000**
Phase 2 – Develop the Transit Market		
Market Existing Services	$10,000	$10,000
Operator phone	$1,200	$1,200
Time Point Deviation – contracted service	$152,280	$66,740
Total – Phase 2	**$163,480**	**$77,940**
Phase 3 – Establish the Transit Habit		
Market Existing Services	$15,000	$15,000
Red Route – contracted service	$152,280	$58,640
Blue Route – contracted service	$152,280	$58,640
Total – Phase 3	**$319,560**	**$132,280**

Note: Costs shown reflect service operating 7 AM to 7 PM Monday – Friday; 9 AM – 7 PM Saturday.

Capital Requirements and Costs

Vehicle Requirements – One transit bus would be required for Phase 2 and two buses would be needed for Phase 3. These buses are recommended to be contracted through Fort Bend Public Transportation, who would ensure bus availability should maintenance be required.

Passenger Amenities - The only passenger amenities needed for Phase 2 would be a transit shelter and trash can at the designated stop. For Phase 3, 48 to 66 bus stops with varying amenities (shelter, bench, trash receptacle or bus stop sign only) would be installed. The transit passenger amenities are provided below



The estimated capital costs for the services proposed in the Five Year Transit Plan and the estimated local share of those costs are presented in table below.

Capital Need	Total Costs ($2010)	Local Share($2010)
Phase 1 – Create Awareness		
Phase 1	$0	$0
Total – Phase 1	**$0**	**$0**
Phase 2 – Develop the Transit Market		
Transit Vehicle	$75,000	$12,750
Shelter with Trash Receptacle	$11,100	$2,200
Total – Phase 2	**$86,100**	**$14,970**
Phase 3 – Establish the Transit Habit		
Transit Vehicle (one additional)	$75,000	$12,750
Shelters with trash receptacle	$22,200	$4,440
Bus stops with bench and trash receptacle	$64,800	$12,960
Bus stops with bus stop sign	$30,000	$6,000
Total – Phase 3	**$192,000**	**$36,150**

Funding Sources

Fare Revenue - Phase 2 annual fare revenues at the projected levels of ridership should be about $10,000. Phase 3 annual fare revenues would be about $35,000.

Grants - Fort Bend County Public Transportation would prefer to be the recipient for grant monies from the federal and state governments that would fund the Rosenberg Transit Plan. The primary source of operating grants for Rosenberg will be its share of Section 5307 Urbanized Formula Funds from the Federal Transit Administration (FTA). Federal funds are also available to help pay for bus acquisition and other capital needs.

The State of Texas administers various special Federal grant programs, such Job Access and Reverse Commute (JARC) and New Freedom. Congestion Mitigation and Air Quality (CMAQ) grants are administered by H-GAC for this region and are available for projects that potentially decrease air pollution.

Local Sources - Local sources of revenue to support the services could include the RDC, the City, and the local private sector. Per State law, RDC funds, which are generated via a sales tax levy dedicated to economic development, cannot be used to subsidize operating costs for transit. Its funds can, however, be used for capital improvements such as bus stops and shelters. General funds revenues of the City may be used to subsidize transit operations and capital expenditures.

The City of Richmond would also be a source of local share for transit operations if they decide to partner with the City of Rosenberg. The private sector could help support transit services in a number of ways, including in-kind contributions, capital investments, and subsidized transit passes.

Five-Year Financial Plan

The local share of operating and capital investments for the Five-Year Transit Plan are summarized in the table below, assuming the recommended time point deviation is implemented in 2011 and the circulator routes are implemented in 2013. The financial requirements for Rosenberg could be lower than those shown if grants exceed projections, the City of Richmond becomes a funding partner and/or contributions are secured from the private sector.

Local Cost	2010 (2010 $)	2011 (2010 $)	2012 (2010 $)	2013 (2010 $)	2014 (2010 $)	Total (2010 $)
Operating	$5,000	$77,340	$77,340	$132,280	$132,280	$424,240
Capital	$0	$14,970	$0	$36,150	$0	$51,120
Total	$5,000	$92,310	$77,340	$168,430	$132,280	$475,360

Long Range Transit Plan

Depending upon the success of the transit service implemented within the first five years (2010-2015), the City might want to expand the transit service available in Rosenberg. Additionally, the City should plan for the potential extension of rail service to Rosenberg. Although the decision to provide rail service in Rosenberg is primarily a regional transportation decision, the City can and should continue to participate in discussions and decisions on the regional level. Additionally, the City can plan for a future rail station and identify a preferred location to ensure the site is preserved for the purpose of serving as a rail station and/or Transit Oriented Development.

Pedestrian and Bicycle Plan

The Pedestrian and Bicycle Plan has been developed through a combination of assessing existing City of Rosenberg plans and field conditions and significant input from stakeholders, community leaders and elected officials and the public at large. The Plan builds upon existing planning efforts by the City of Rosenberg and incorporates any identified planning efforts by other agencies such as Fort Bend County, H-GAC and the West Fort Bend Management District. The recommendations for pedestrian and bicycle improvements include the following:

- Sidewalk improvements near transit routes
- A shared use path network that increases connectivity and recreation opportunities
- Wayfinding improvements to support the pedestrian and bicycle enhancements

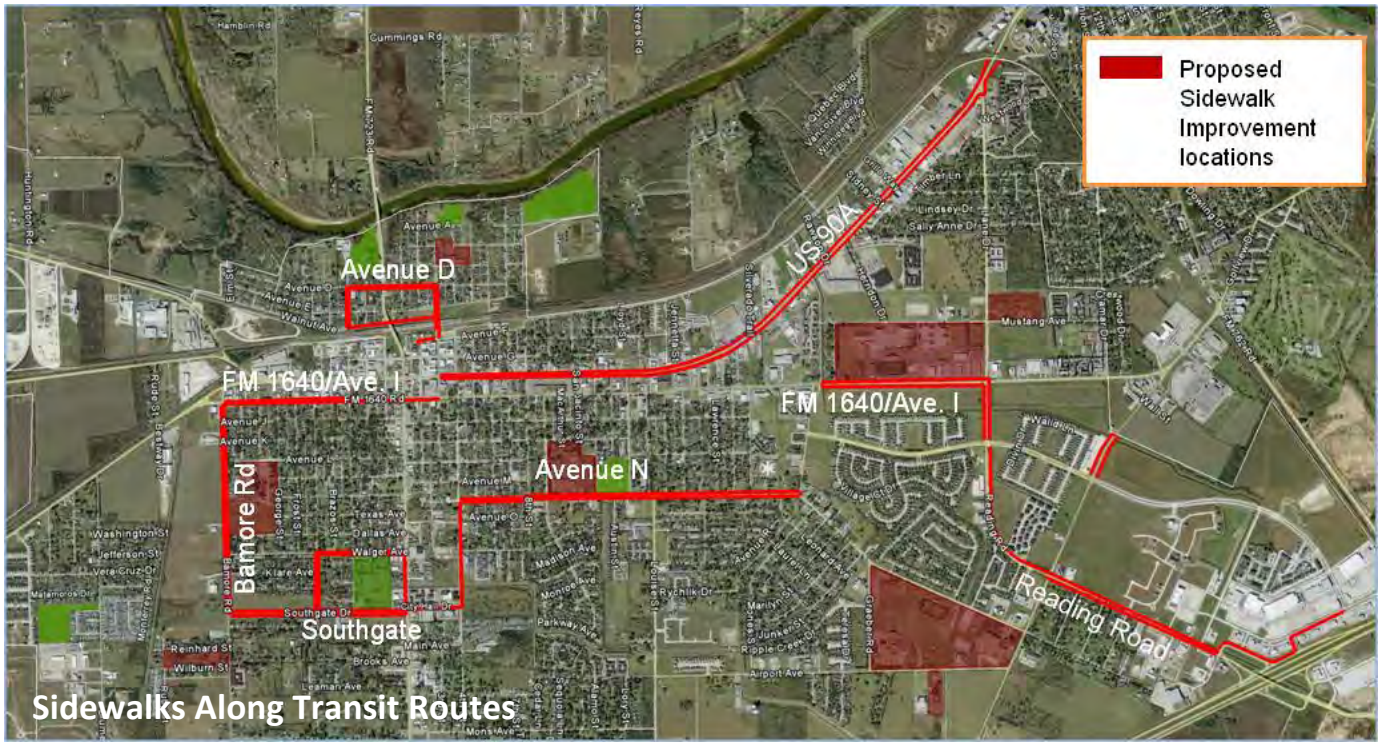
Sidewalk Improvements Near Transit Routes

The success of any transit service implemented in the City of Rosenberg will be dependent upon the provision of access to and from stops or critical access points for the system. The transit routes will typically follow the same path going in each direction on their route. It is recommended that the City of Rosenberg Sidewalk Plan include sidewalks along both sides of the road along proposed transit routes to support transit as well as future development. The following table provides a detailed listing of the additional sidewalks needed along transit routes and the following figure illustrates the recommended sidewalks in red.

Proposed Improvements to Sidewalk Plan along Transit Routes					
		Extents			
Priority	Transit Route Roads	From	To	Length (LF)*	Cost Estimate*
1	Avenue N	4th Street	Radio Lane	13,100	$ 458,500
	Bamore Road	Avenue I	Southgate Drive	8,000	$ 280,000
	3rd Street	Avenue I	Avenue D	1,900	$ 66,500
	Commercial Drive	Reading Road	FM 762	9,000	$ 315,000
2	Southgate Drive	Bamore Road	SH 36	6,600	$ 231,000
	Avenue D	3rd Street	Mulcahy Drive	3,500	$ 122,500
	Mulcahy Drive	Avenue D	Walnut Street	1,460	$ 51,100
	Walnut Street**	Mulcahy Drive	3rd Street	1,685	$ 58,975
3	Avenue H (US 90A)	Bamore Road	Richmond City Limit Line	34,848	$ 1,219,680
	Avenue I (FM 1640)	Bamore Road	3rd Street	6,680	$ 233,800
	Avenue I (FM 1640)	Radio Lane	Reading Road	6,500	$ 227,500
	Reading Road	Avenue I	Brazos Town Center	12,400	$ 434,000
4	City Hall Drive	SH 36	4th Street	1,000	$ 35,000
	4th Street	City Hall Drive	Avenue N	1,950	$ 68,250
	Radio Lane	Avenue N	Avenue I	4,100	$ 143,500
	FM 2218 (BF Terry)	Town Center Boulevard	City Limit Line	1,700	$ 59,500
			Total for Recommended Sidewalk Improvements near Transit		**$ 4,004,805**

*Assumes new 5' concrete sidewalks on both sides of street and excludes sections of existing sidewalk

** One Side Only

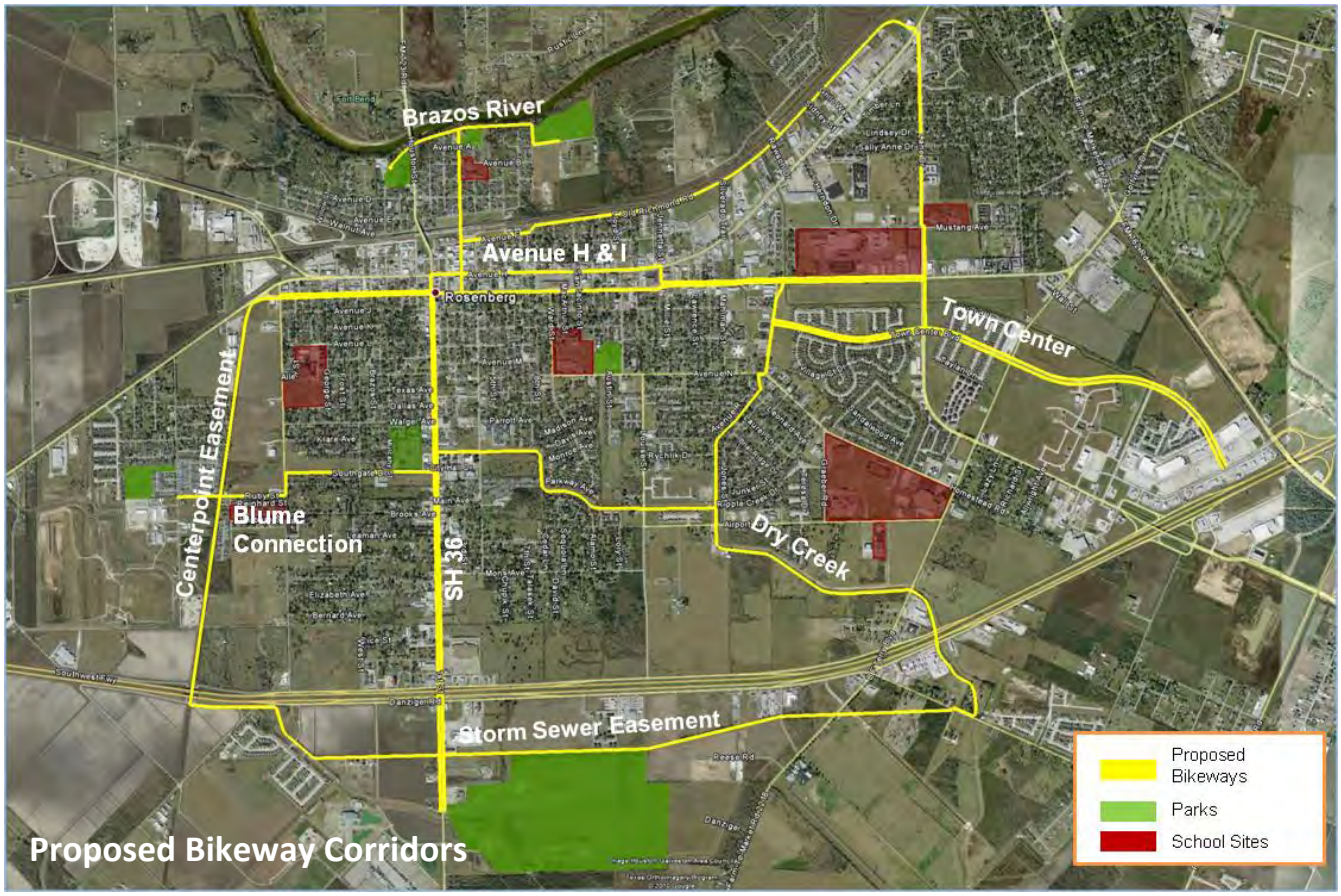


Bikeway Network Improvements

Minimal existing bikeway or shared use path infrastructure exists in Rosenberg; however, numerous opportunities exist for shared use paths to provide mobility and connectivity for residents. Recommended routes include 22 miles of potential paths along bayous and creeks, utility corridors and the Brazos River as well as a 13-mile loop of primarily off-road facilities around major sections of the City of Rosenberg. The recommended paths increase the connectivity for neighborhoods in the City including providing access for neighborhoods north of the railroad tracks and along Blume Road, areas which are limited in their direct access to other areas of the City. The shared use paths are recommended to be 12-feet wide where feasible (10-feet minimum), with some sections of 6-foot paths for one-way operations. A well designed bikeway system also greatly enhances the natural features of the City and provides connections to areas such as the parks system and the Brazos River.

In addition to the recommended shared use paths, construction of bike lanes are proposed on Avenue I and Avenue H between SH 36 and Louise Street in conjunction with the conversion of these two roads to a one-way pair by TxDOT (timeframe unknown). The number of travel lanes provided on Avenue H and Avenue I could be reduced and the right-of-way could be reallocated to expand sidewalks and stripe bike lanes.

The following figure shows the proposed network of shared use bikeways and bike lanes.

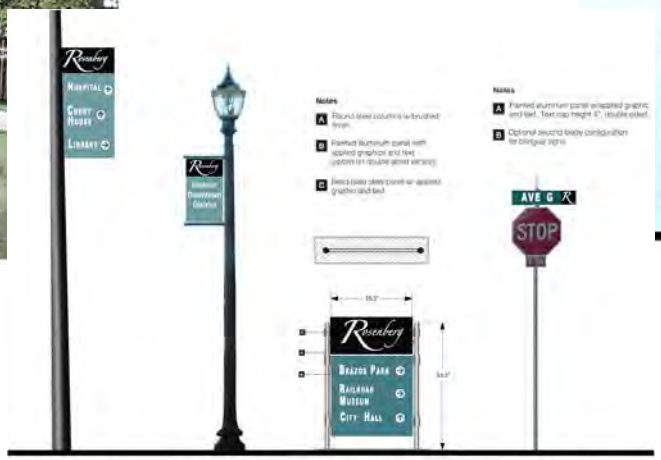


The estimated costs of the bicycle facility improvements are shown in the table below.

Priority			Extents From	Extents To	Length (LF)	Cost Estimate
Shared Use Paths	1	Centerpoint Easement	Avenue H	US 59 South Frontage Road	9,200	$ 1,100,000
		Sanitary Sewer Easement	Seabourne Creek	Bryan Road	18,750	$ 2,200,000
		Southgate Drive	SH 36	Bamore Road		
		Blume Connection	Blume Road	Bamore Road	6,500	$ 650,000
	2	Town Center Boulevard	FM 2218	Radio Lane	10,800	$ 600,000
		Dry Creek South Fork	Bryan Road	Dry Creek West Fork		
		Dry Creek North Fork	Dry Creek West Fork	Avenue N		
		Radio Lane	Avenue N	Avenue I (FM 1640)	14,800	$ 1,850,000
		Dry Creek West Fork	Dry Creek North Fork	SH 36	7,200	$ 750,000
	3	Brazos River Trail	Riverbend Park	FM 723		
		Brazos Park Extension	FM 723 Bridge	Brazos Park	4,700	$ 900,000
		Lane Road	Town Center Boulevard	Avenue H (US 90A)	6,800	$ 325,000
		Old Richmond Road	3rd Street	Avenue H (US 90A)	12,500	$ 1,300,000
	4	SH 36	Avenue H	Seaborne Park	11,800	$ 600,000
		Avenue I (FM 1640)	Louise Street	Lane Road		
		Avenue I (FM 1640)	SH 36/FM723	Centerpoint Easement/ Bamore Road	10,300	$ 1,100,000
Bike Lanes		Avenue H (US 90A)	SH 36	Louise Street	5,200	TBD*
		Avenue I (FM 1640)	SH 36	Louise Street	5,200	TBD*
* Dependent on Conversion of Roadways to one-way pair					Total	$ 11,375,000

Pedestrian and Bicycle Wayfinding Improvements

Installation of wayfinding and amenity improvements that complement the sidewalk and bikeway networks can encourage use of the facilities and increase an overall sense of place for Rosenberg. Wayfinding improvements will allow pedestrians and cyclists to more readily access parks, schools and businesses along the routes. The wayfinding improvements can also be coordinated with transit operations to provide connections between modes. Examples of wayfinding improvements and amenities include:



Finance and Implementation Plan

An important requirement to developing these improvements will be to successfully identify funding sources for the design and construction. Capital Improvement funds can be used for implementation as well as public and private sector partners, i.e., the Rosenberg Development Council, Fort Bend County, Home Owners Associations and developers. The funding sources can be leveraged though applications for grants of other funding programs. Many of the funding programs have a local match of 20-50%. The major sources of funding for pedestrian and bicycle programs for a City the population of Rosenberg include:

- Transportation Enhancements Grants
- Safe Routes to School
- The Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Federal Transit Administration Funds
- FHWA Recreational Trails Program

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I. Introduction

The City of Rosenberg, located in the heart of Fort Bend County, has been experiencing significant growth in both population and commerce over the past decade. With over 3,000 acres of planned residential development, several subdivisions within Rosenberg and the Extraterritorial Jurisdiction (ETJ) are in various stages of development. In addition to the employment opportunities provided by commercial/retail development in Rosenberg such as the Brazos Town Center as well as the Frito Lay facility, future employment opportunities will be provided by the CenterPoint Intermodal Center-Houston Metro (CIC-HM) located in Beasley, Texas, adjacent to the reconstructed Kansas City Southern Railroad line. The desire to promote additional economic development has led the City of Rosenberg, and more specifically the Rosenberg Economic Development Corporation (RDC), to focus on mobility improvements and options to help address the transportation demands of the growing commercial and residential developments.

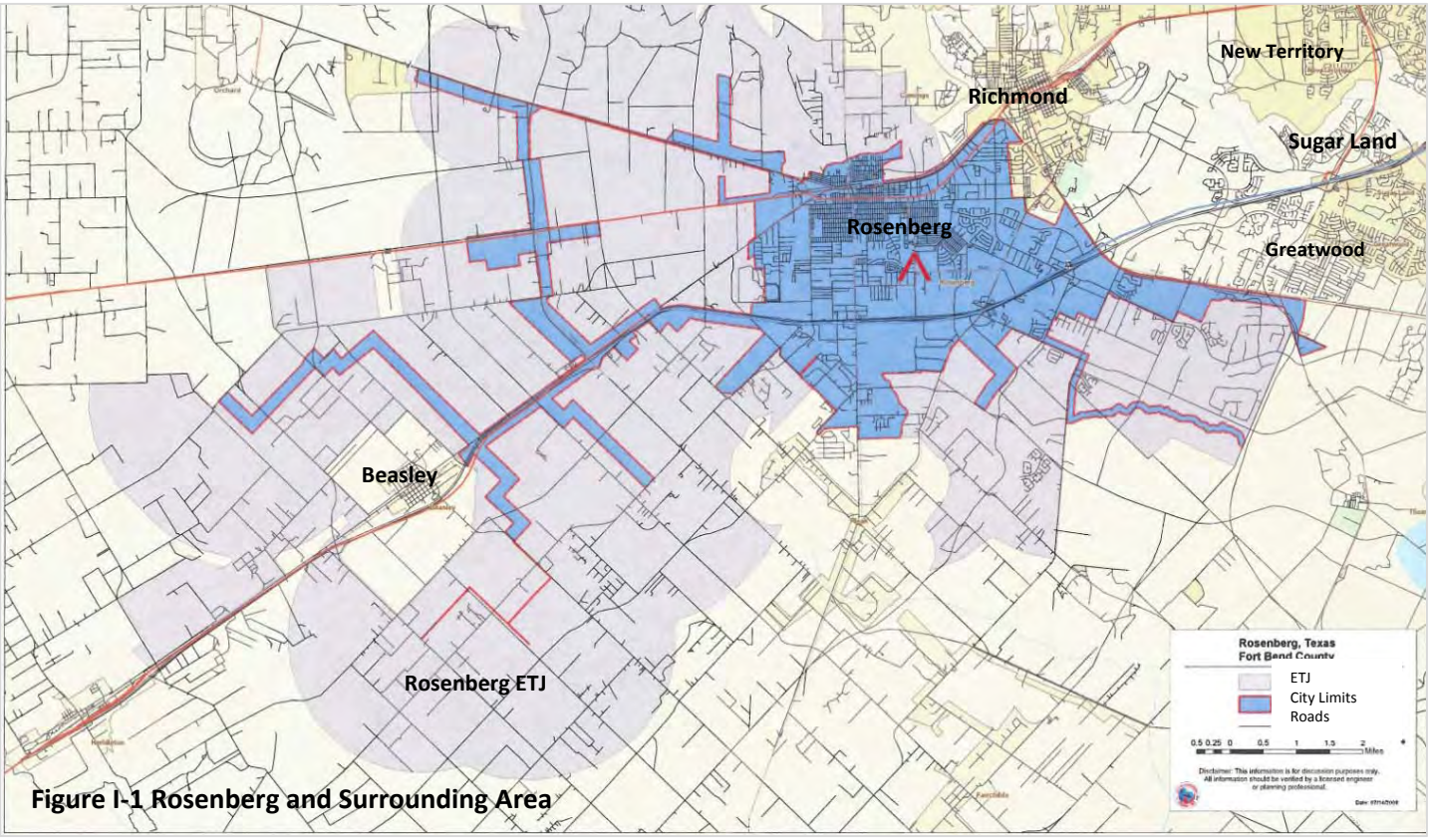


Figure I-1 Rosenberg and Surrounding Area

In 2006, Fort Bend County conducted a transportation study that identified the City of Rosenberg as having a transit need; the study also indicated that the area demographics could support transit service. Currently, Fort Bend County Public Transportation Department provides door-to-door,

demand responsive transit service to all residents of Fort Bend County and park and ride service in the Cities of Rosenberg and Sugar Land for all Fort Bend County residents. The Rosenberg Economic Development Corporation and Fort Bend County have partnered together to explore options for expanding transit service options and improved mobility in the Rosenberg.

The City of Rosenberg continues to grow and expand infrastructure improvements to attract new residents and businesses. It is also improving existing infrastructure to revitalize its historic Downtown area and the commercial corridor along US 90A. Thus, the focus of the study is not only on creating new transit service for the community, but also on implementing a series of improvements to enhance connectivity, promote economic development, and establish a comprehensive mobility network in the area which also includes pedestrian and bicycle improvements. The Rosenberg Transit and Pedestrian Study provides a master plan for implementing improvements to meet the transportation demands of the community.

Study Purpose

The purpose of the Rosenberg Transit and Pedestrian Study is to examine the existing transportation services in the Rosenberg area, determine the feasibility of implementing transit services and other transportation improvements and develop an appropriate plan (short range and long range) for providing transit services and constructing sidewalk and bicycle improvements resulting in a comprehensive transportation network for the Rosenberg area.

US Highway 90A is a major thoroughfare that runs through Rosenberg and provides an opportunity to encourage mixed use development and redevelopment and to create a sense of place by connecting residential neighborhoods, commercial development, historic Downtown Rosenberg, recreational facilities and urban parks and open spaces. A core element of the study is determining key destinations and attractions within Rosenberg, and identifying opportunities for connecting to these locations from various origins. The plan is designed to help establish a sense of place for the City of Rosenberg and promote access to Rosenberg's central city and recreational and commercial areas. By providing a transit network, developing a comprehensive sidewalk system, integrating bicycle facilities along travel and recreational corridors and implementing streetscapes and wayfinding improvements (signage and other amenities) to compliment the travel corridors, a "Rosenberg sense of place" is established and mobility in this area of the region is enhanced.

While the study most directly addresses the transportation needs of the Rosenberg area, there is also a regional aspect of providing transit service and access to key destinations. Support and coordination with Fort Bend County and possibly other municipalities and jurisdictions such as the City of

Richmond is essential in developing an effective and efficient transit and pedestrian plan. The transportation improvements reflect a regional perspective and the study is conducted within the context of the existing regional framework as defined in the earlier Fort Bend County Transportation Plan.

Study Area

The primary study area is the City of Rosenberg and it's Extraterritorial Jurisdiction (ETJ). However, the City of Richmond City Limits are contiguous to the City of Rosenberg City Limits, as shown in **Figure I-1**, and travel between the two cities is seamless. Fort Bend County offices, regional medical facilities and other destinations for Rosenberg residents are located in the City of Richmond so residents travel between Rosenberg to Richmond on a regular basis. Thus, a secondary study area includes destinations in the City of Richmond.

Goals and Objectives

The overall goal of the study was to develop a Transit Plan and Pedestrian/Bicycle Plan for Rosenberg that provides an improved transportation network, connecting major destinations within the community and the region and creating a sense of place. Development of a multifaceted public involvement process that would successfully engage residents, stakeholders and elected officials was a crosscutting goal of the study. Specific goals were developed for the Transit Plan and Pedestrian/Bicycle Plan, including the following:

Transit Plan Goals

- Determine if, when and what type of transit would be needed in Rosenberg
- Develop a viable Five Year Transit Plan for Rosenberg
- Develop a Long-Range Transit Plan for Rosenberg

Pedestrian/Bicycle Plan Goals

- Expand travel options within Rosenberg
- Develop opportunities to improve "sense of place" in critical areas
- Develop a Comprehensive Plan for pedestrian/bicycle facilities

II. Public Involvement

Engaging the public and area stakeholders, community leaders and elected officials by educating them about transit and multiple options for delivery of transit services, as well as the various types of pedestrian and bicycle facilities and wayfinding improvements that could be implemented in Rosenberg was critical in the development of the Transit and Pedestrian/Bicycle Plans. Input was solicited from all groups through one-on-one and group interviews, a community survey and public meetings to ensure a consensus on recommended mobility and wayfinding improvements.

Stakeholder, Community Leader and Elected Official Interviews

Forty-four interviews were conducted in person or over the phone with stakeholders, community leaders, and elected officials; the list of interview questions and the list of interviewees are provided in **Appendix A**. Specific questions regarding the type and location of transit, pedestrian and bicycle improvements, and trips expected to be served by each mode were asked, as well as a series of "sense of place" questions. People interviewed in person were asked to rank transit access, pedestrian and bicycle facilities, and the consistency of Rosenberg's identity or sense of place. The results of the rankings are provided in the graph below.

With respect to transit services, the majority of the people interviewed indicated that access to transit should be improved both within the City and for commuter trips. Many did not state a specific type of transit service that they believe should be implemented. Of the people who did indicate a specific type of transit service, the types of short-term transit improvements that were identified included demand responsive service, circulator service, and fixed route service. Rail service in Rosenberg was expressed as a long-term transit goal by many stakeholders, community leaders, and elected officials. The majority of the people interviewed indicated that transit should serve medical and shopping trips and employment trips to a lesser extent. The obstacles most often cited that would prevent residents from riding transit include cost, convenience, and the negative stigma of transit. Roadways that were identified as high priority transit corridors primarily included TxDOT facilities: US 90A, FM 1640, SH 36, FM 2218, and US 59. Local streets were named less frequently, including Avenue N, Radio Lane, Airport Avenue, Blume Road, Bamore Road, and Reading Road. Suggested funding for transit improvements for both capital and operating expenses was predominately federal and state grants, farebox revenue, and local funds.

With respect to pedestrian and bicycle traffic, the majority of people who were interviewed indicated that additional pedestrian and bicycle facilities are needed. Many respondents indicated that residents walk or ride a bike primarily for recreational or social purposes, while others thought that people do walk or ride a bicycle to work. The responses for the destinations that should be served by pedestrian and bicycle facilities include schools, parks, retail areas, and governmental facilities. Roadway corridors identified for pedestrian and bicycle improvements included, among others, US 90A, FM 1640, Bamore Road, Reading Road, and Radio Lane. Off-road corridors mentioned for bikeways include the Centerpoint easement, Rice Canal, Brazos River, and Seaborne Creek. The obstacles identified with walking or riding a bicycle in Rosenberg included no sidewalks or discontinuous sidewalks, poorly maintained sidewalks and unsafe conditions for bicycles because there are no dedicated bike facilities.

Respondents were less uniform in their response to the statement that Rosenberg has a consistent sense of identity, as compared to their responses to the statements related to transit and pedestrian/bicycle facilities. Many people interviewed said that Downtown Rosenberg has a distinct identity or “sense of place” with the antique shops and the Railroad Museum. Within Rosenberg, Seabourne Park and Brazos Town Center were also cited as locations that have a distinct identity. Other cities that were mentioned as examples of places with a distinct identity include San Antonio, Fredericksburg, and Corpus Christi; the reasons given for their uniqueness include natural features, history, and the architecture.

Public Meeting – February 11, 2010

Following the series of stakeholder meetings, a general public meeting was held to inform residents in Rosenberg and the surrounding communities about the Transit and Pedestrian Study that was being conducted and to solicit input on transportation needs in the area. The meeting was held on February 11, 2010 at the Rosenberg City Hall in the City Council Chambers. Approximately 25 people attended the meeting (see sign-in sheets in **Appendix B**). Information distributed at the meeting was available in both English and Spanish and a Spanish-speaking interpreter was available to answer questions and provide explanation and clarification of all information presented at the meeting.

The meeting opened with a presentation outlining the study goals and objectives and provided a summary description of transit and mobility improvements that were being considered as part of the study; the powerpoint presentation presented at the meeting is included in **Appendix B**. The presentation also addressed potential improvements to pedestrian and bicycle connections with new and reconstructed sidewalks and bike path options identified. In conjunction with the presentation, there were also a series of display boards set up for attendees to view and comment on before and after the meeting.

The attendees at the meeting were typically supportive of the study and expressed a strong interest in public transit for the Rosenberg area. A number of residents asked about existing transportation service in the area and identified services that they would like to see implemented. It became apparent at the meeting that many in the community were not aware of the various transit and transportation services that were currently available to them.

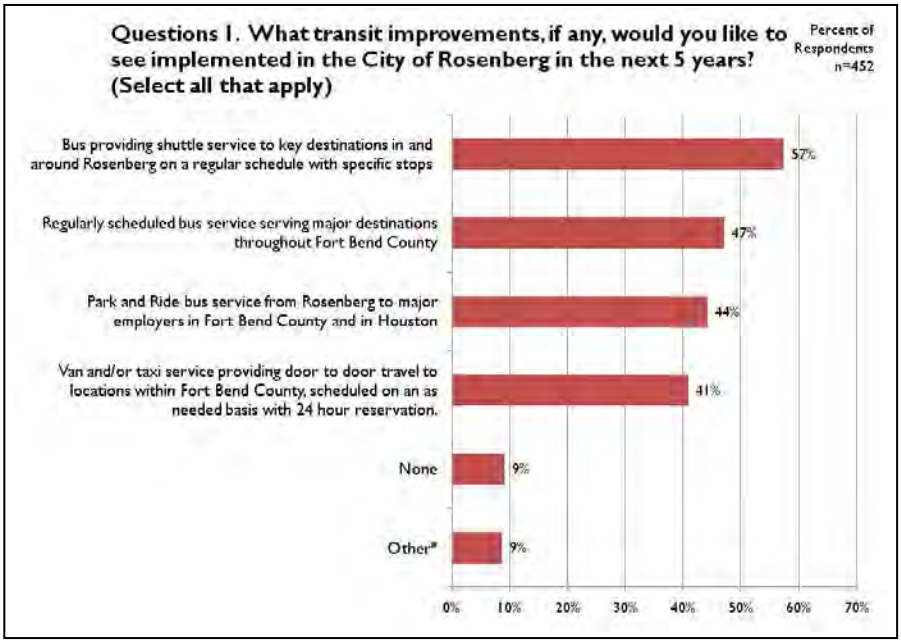
Attendees at the meeting were also very interested in proposed improvements to the sidewalk and bike path system. A number of locations were identified where new or rebuilt sidewalks were needed. In particular, the community expressed their desire to see more sidewalks adjacent to and connecting to area schools. The community also liked the idea of developing an on and off-street bike path network to connect to parks and other recreational areas.

Overall, the feedback from the public meeting was positive and the input from the meeting was used to help assess the needs of the community and develop a transit and pedestrian plan that could most effectively serve the Rosenberg area. Written comments received at the public meeting are provided in **Appendix C**.

Public Survey

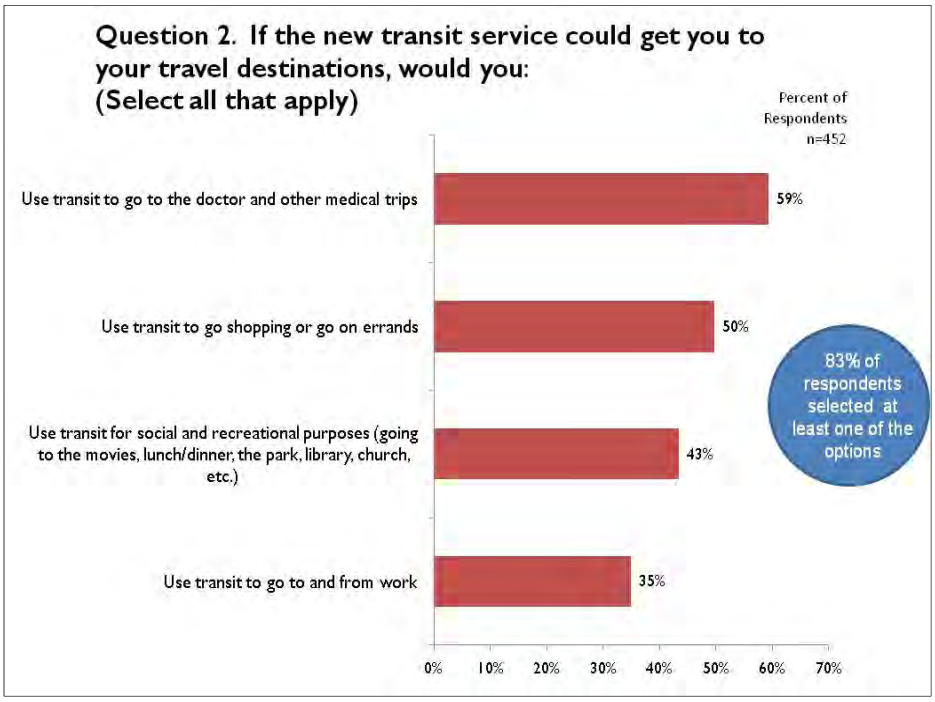
In order to gain a better understanding of the public's interests and attitudes about transit, pedestrian amenities, bicycle facilities, and other transportation needs in the Rosenberg area, a

survey of the residents was conducted. The survey was included in every utility bill mailed to Rosenberg households in the month of February. In addition, the survey was posted on the Rosenberg Economic Development Corporation/City of Rosenberg interactive website. The six question survey was also available to the attendees at the February Public Meeting. A total of 8,500 surveys were distributed in the water bill and 452 surveys were completed, both on-line and off-line, representing a 5 percent response rate. The survey and responses received for each question are provided in the following graphs and in **Appendices D and E**, respectively.



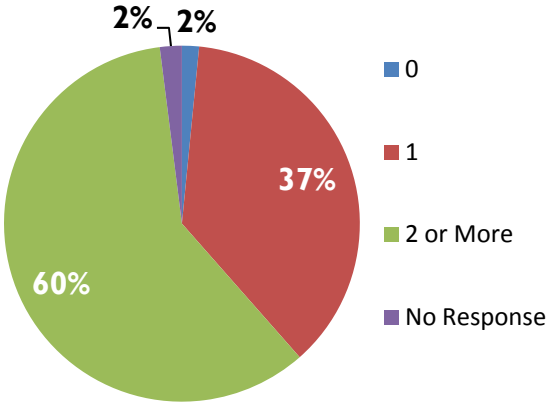
As shown in the graph of responses to Question 1, respondents favor a fixed route transit service implemented in Rosenberg. The majority of the respondents expressed interest in new bus service to provide connections in and around the Rosenberg area. The residents supported both a shuttle bus operation serving key destinations within Rosenberg and a more regional transit service providing regularly scheduled trips to major destinations throughout Fort Bend County. Quite a few respondents also expressed interest in Park and Ride service from Rosenberg to major employers in Fort Bend and Harris Counties. A desire for increased taxi cab service was also a priority.

When the respondents were asked what trip purpose transit could serve, the greatest number of responses indicated that transit could be used to go to the doctor and other medical related trips, as shown in the graph for Question 2. Many of the respondents also suggested that transit would also be used for shopping trips and to run local errands. Respondents were less inclined to think that transit would be used to go to and from work.

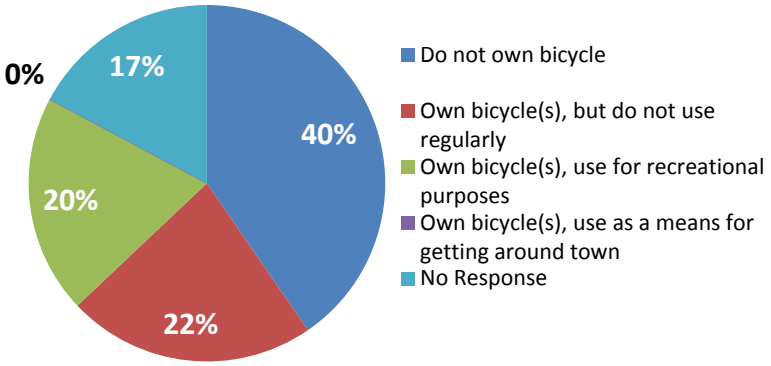


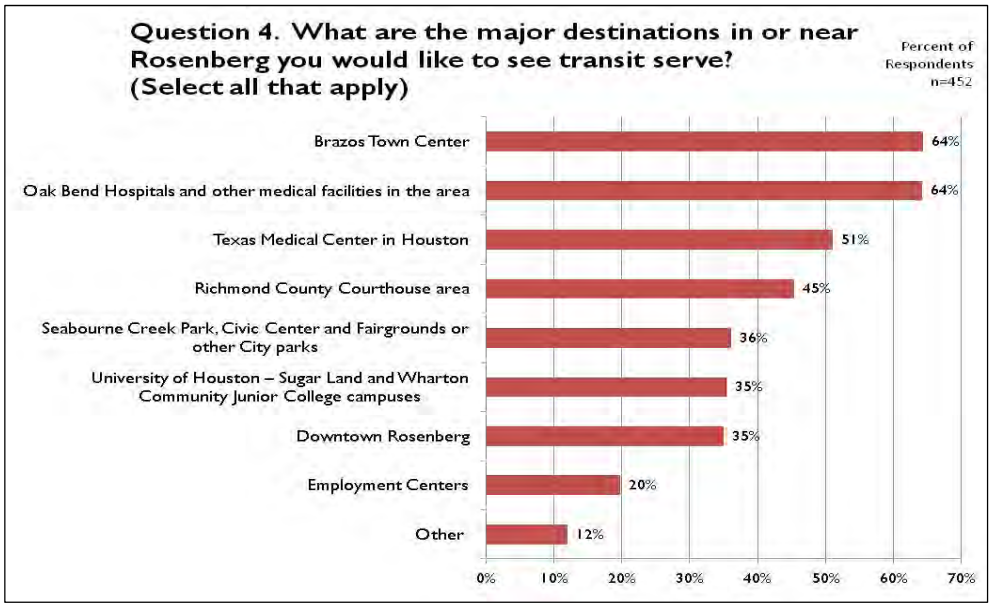
The responses to Question 3 shown below, indicated that respondents had 2 or more automobiles available in their households. About 40 percent of the respondents said that they did not own a bicycle while another 40+ percent said that they did own a bicycle. No respondents used a bicycle for "getting around town." Many people did not indicate whether or not they owned a bicycle.

Question 3A. How many automobiles are available in your household?



Question 3B. How many bicycles are available in your household?





Question 4 gave respondents the choice of a number of major destinations in the metropolitan region where they would like to have transit service. The two top choices were Brazos Town Center and the Oak Bend Hospital and other medical facilities in the Richmond/Rosenberg area. Other destinations that were selected as preferred locations to be served by transit include the Texas Medical Center in Houston, the Richmond County Courthouse area, Seabourne Creek Park/Civic Center/Fairgrounds, college campuses in the area, and Downtown Rosenberg. Work destinations ranked low in terms of desirable transit trip destinations.

The last two questions on the survey were open ended and solicited input regarding sidewalk improvements, and bike lane connections, and other transportation issues that were important to the community. Only half of the survey respondents provided input regarding sidewalks and bicycle lanes and paths. A review of the responses received for Question 5 indicates a strong preference for constructing new sidewalks and repairing existing sidewalks (see **Appendix E**). A number of locations were identified where improved sidewalks were needed, including the areas around schools, along the highways and major thoroughfares, along Mons Avenue, and along Avenues H, I, M and N. Sidewalks and bike paths to and around the area parks were also identified as potential improvement projects.

The last question of the survey asked respondents to list other issues they would like the study to address. Only about one-third of the survey respondents provided comments to that question. The input received, which is provided in **Appendix E**, was varied and highlighted the desire for transit, bike lanes and paths, and sidewalk improvements. Concerns were raised about the transportation needs of seniors and the disabled and about pedestrian safety in the area. A few respondents expressed concerns about the potential cost of any new transit service or sidewalk and bike path improvements. These few respondents requested that taxes not be raised. Traffic congestion in the area was also an issue that was raised by some.

Public Meeting – May 6, 2010

A second public meeting was conducted on May 6, 2010 near the conclusion of the study. Approximately 11 people attended the meeting (see sign-in sheet in **Appendix F**). The purpose of this meeting was to discuss the findings of the study and the resulting recommendations for introducing new transit service and improving sidewalk and bicycle connections in the area, with a particular emphasis on improving sidewalk access to proposed transit improvements. The power point presentation given at the meeting is provided in **Appendix F**. The presentation was available in English and Spanish and a Spanish speaking interpreter was available to answer questions and provide additional information.

The attendees at the meeting were engaged in the study process and gave positive feedback on the findings and recommendations of the study. A concern that was expressed was the effective provision of existing transit service for elderly and handicapped. The current lack of taxi service in the City of Rosenberg was also mentioned. There was an understanding that the proposed transit plan would be implemented in phases and would initially serve as an extension of the existing demand responsive service provided by Fort Bend County Transportation Department. Concern was expressed about the cost of service and how the buses and transit operations would be funded. Paulette Shelton, the Director of the Fort Bend Public Transportation was in attendance at the meeting and conveyed to the group that the service implementation would be a coordinated effort between the City of Rosenberg and Fort Bend County.

The attendees were very supportive of the proposed sidewalk and bicycle improvement plan. Many agreed that an improved and expanded sidewalk plan was a priority for the community and recognized that the improvements could be made over time. Funding the improvements was again a concern mentioned by some of the attendees.

Overall, the attendees at the meeting were pleased with the proposed transit and pedestrian improvements recommended in the plan and expressed their satisfaction with the thoroughness of the work that was conducted and the successful application of the study's goals and objectives.

Other Public Involvement

Another key aspect of the public involvement process for this study was the posting of an interactive website. Information about the study, the upcoming public meetings, and the transit and pedestrian study survey were all easily accessed via a link on the Rosenberg Economic Development Corporation website. The website provided a user-friendly means for the Rosenberg community to learn about the transit and pedestrian study and to be informed about the study approach and upcoming events.

III. Transit Plan

III.A. Transit Needs Analysis

The first step in determining whether some form of transit is appropriate for Rosenberg is analyzing existing conditions and potential transit need. The section below will describe the potential purposes of public transit in a city like Rosenberg, followed by an analysis of current transit need. Transit need is determined by a demographic profile of Rosenberg residents and stakeholder and public input compared to the services currently available.

Purpose of Transit

Public transit can serve several different, and at times, overlapping needs in a community. In a mid-sized suburban city like Rosenberg, the primary purposes are serving those residents with limited transportation options, providing a travel option for those with cars to promote environmental and quality of life goals and supporting economic development in the community.

Transportation for Residents With Limited Transportation Options

Even in a community with little or no existing public transit, there are residents who have no car, have no regular access to a car (e.g., one car for a household with multiple drivers), cannot drive a car, or simply cannot afford to drive a car he or she owns. When public transit is not available, these residents typically walk, bicycle, share rides, or minimize trip taking. Many cannot hold regular jobs without access to reliable transportation. Demand-responsive transit service is provided by Fort Bend County Public Transportation for residents of Rosenberg who do not have a car or cannot afford to drive a car. The question becomes whether the level of service currently provided by Fort Bend County is adequate or whether the existing service should be supplemented.

Environmental/Quality of Life

The primary transportation option currently available for most residents in Rosenberg is private automobile. There is limited public transportation in place today (discussed further in Section III.A) and facilities for safe walking and bicycling are limited even further. Public transit is provided in some communities to offer an option that residents can choose to improve their quality of life. Quality of life can be improved by effective public transit by reducing air pollution, reducing congestion, reducing stress associated with commuting, and by simply providing an alternative to dependence on the car.

Providing transit within Rosenberg is not likely to significantly reduce air pollution or congestion in the City, or relieve stress experienced by residents who live and work in the Rosenberg area. However, increasing the use of carpools, vanpools, and park and ride services by Rosenberg residents who commute longer distances, such as to the Houston area, will have a positive impact on regional

air pollution and congestion on freeways. Additionally, residents who participate in a carpool or vanpool or who do use park and ride service will reduce the stress associated with a long commute to and from work and potentially use that time more productively.

For residents who want to improve the quality of life and the environment in Rosenberg by reducing vehicle emissions but who still want to drive a private car, vehicles such as all-battery electric cars (EV cars) and golf carts provide a green alternative to conventional vehicles and may be considered an option for the community for specific applications. Information regarding the use of golf carts and NEVs on public streets in Texas, which was requested by the City, is provided on the Department of Motor Vehicles website is included in **Appendix H**.

As provided in **Appendix H**, a vehicle is considered to be a golf cart if it has at least three wheels, is designed to travel at speeds lower than 25 mph, and is manufactured primarily to be driven on golf courses. There are circumstances under which current state law allows the operation of a golf cart (with a slow-moving vehicle emblem), including: "1) in master planned communities with a uniform set of restrictive covenants in place, 2) on public or private beaches, 3) during the daytime and no more than two miles from where the owner usually parks the golf cart and for transportation to or from a golf course, or 4) to cross intersections, including a road or street that has a posted speed limit of more than 35 miles per hour."

Rosenberg would have to pass a local ordinance that would legalize driving golf carts on roads besides those covered under the specified situations. If passed, the local ordinance would be applicable to roads located within the City Limits that have a posted speed limit 35 mph or lower. Additionally, in order to be legal, the golf cart must be insured and must have certain minimum equipment.

Low-Speed Vehicles (LSVs), or Neighborhood Electric Vehicles (NEVs), are comparable in size to a golf cart but they have features that are standard on conventional vehicles including but not limited to, seat belts, parking brakes, turn signals, and rear view mirrors. NEVs must be registered, titled, and insured. Unless prohibited by a city or county ordinance, it is legal to drive a NEV at a maximum speed of 35 mph on a public road with a posted speed limit of 45 mph or less. The majority of roadways in Rosenberg have a posted speed limit of 45 mph or less; thus, NEVs that meet all legal requirements, can be driven virtually everywhere in Rosenberg.

Economic Development

Economic development in Rosenberg can be supported by transit in a couple of ways. First, residents and businesses making location decisions may find it desirable to have the option of public

transportation available. Prospective residents—particularly those commuting to major activity centers in Houston—may expect to see some sort of park and ride option before buying a home. Businesses may want transit access for its employees to ensure a supply of workers who can reliably get to work.

Second, transit can support local businesses by providing easier access to the businesses by local residents. This access could be achieved by circulators (e.g., downtown circulators) or transit routes that connect high need areas with retail concentrations.

Profile of Rosenberg

The City of Rosenberg was analyzed demographically to identify residential areas of high needs as well as the locations of potential transit attractors (major employers, medical facilities, social service agencies, and major retail centers). In addition, trip making patterns between Rosenberg and other locations in Harris and Fort Bend Counties have been examined to determine the need for intercity connections.

Identification of High Transit Need Areas

The following figures are based on 2000 census data. While this information is nearly ten years old, it is the most recent demographic information available. The population of Rosenberg has certainly grown in the past 10 years, but the areas of concentrated need have not likely shifted in that period. New areas (since the 2000 census) with high need populations have been identified from stakeholder interviews and public input.

Income - A good indicator of potential transit need is a concentration of low income households. In the study area (Rosenberg and its ETJ), 49 percent of households earn less than $35,000 per year. **Figure III-1** shows the location of these lower income households. Areas with a higher concentration of low income households include the area north of US 90A, south of the Brazos River, and east of SH 723; the area immediately south of downtown; and an area southwest of downtown bounded by Spur 529, Bamore Road, and US59. An analysis of median household income (**Figure III-2**) shows the same concentrations, with the same areas falling below the median household income for the study area of $37,000.

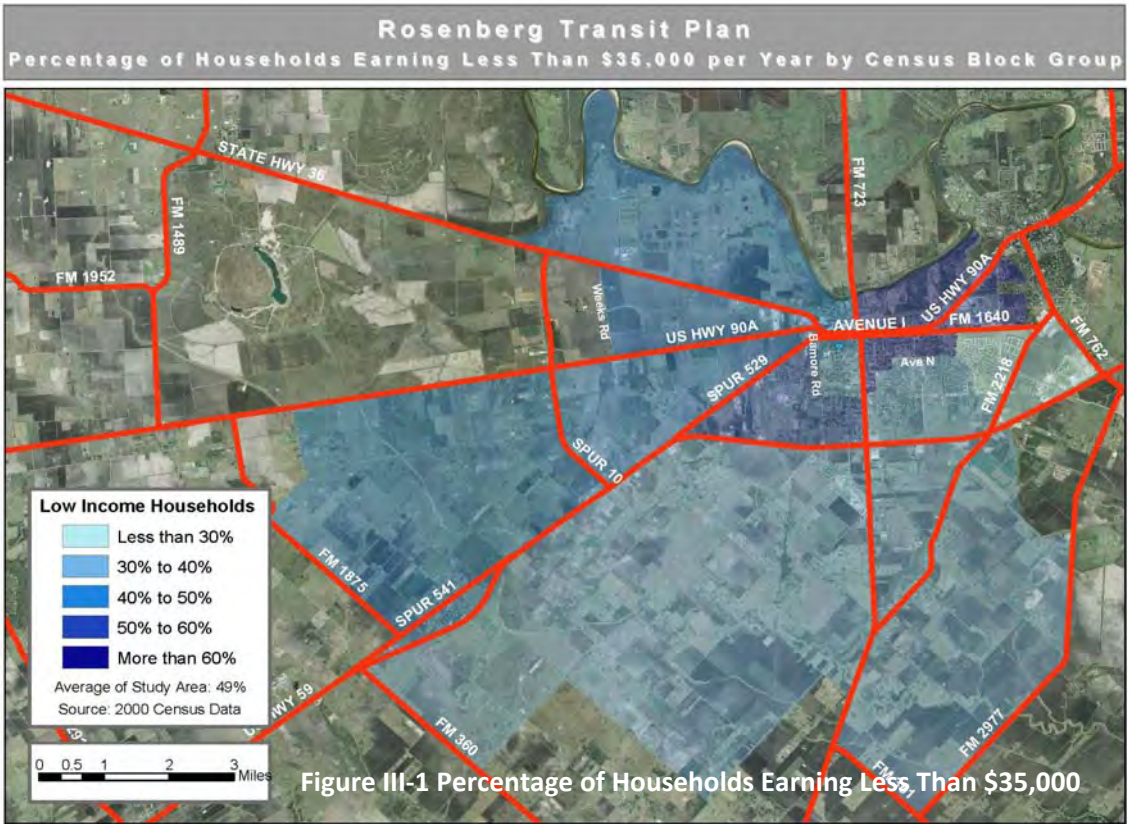


Figure III-1 Percentage of Households Earning Less Than $35,000

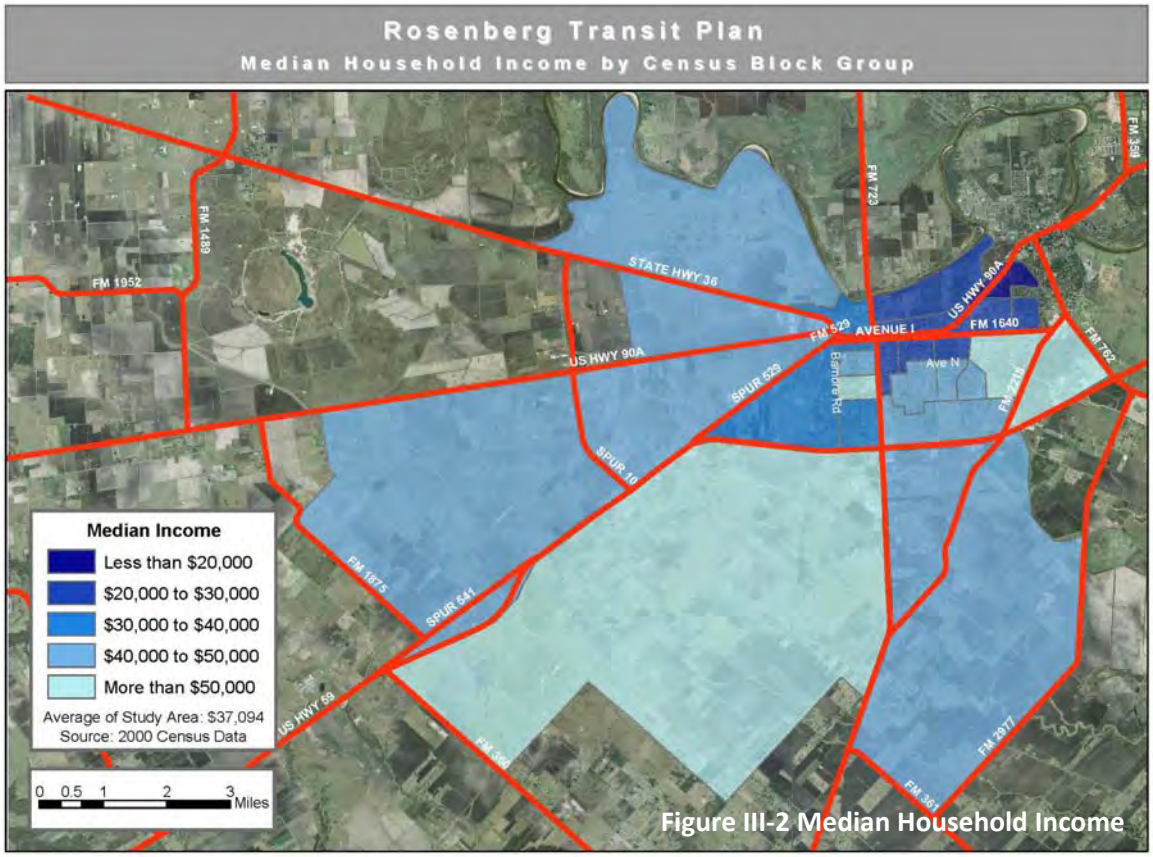


Figure III-2 Median Household Income

Residential Density - Another good indicator of both transit need and the potential for transit success is density. Overall, the City of Rosenberg has a low population density, at just over 4.5 persons per acre. But within the city, there are a few areas of higher density (more than 20 persons per acre), including clusters of census blocks north of the Union Pacific tracks, south of the Brazos River, and east of FM 723; a few census blocks in far northeast Rosenberg east of Lane Street; the area between US 90A and Avenue I; and the area near Blume Street and Washington Street. This information is displayed in **Figure III-3**.

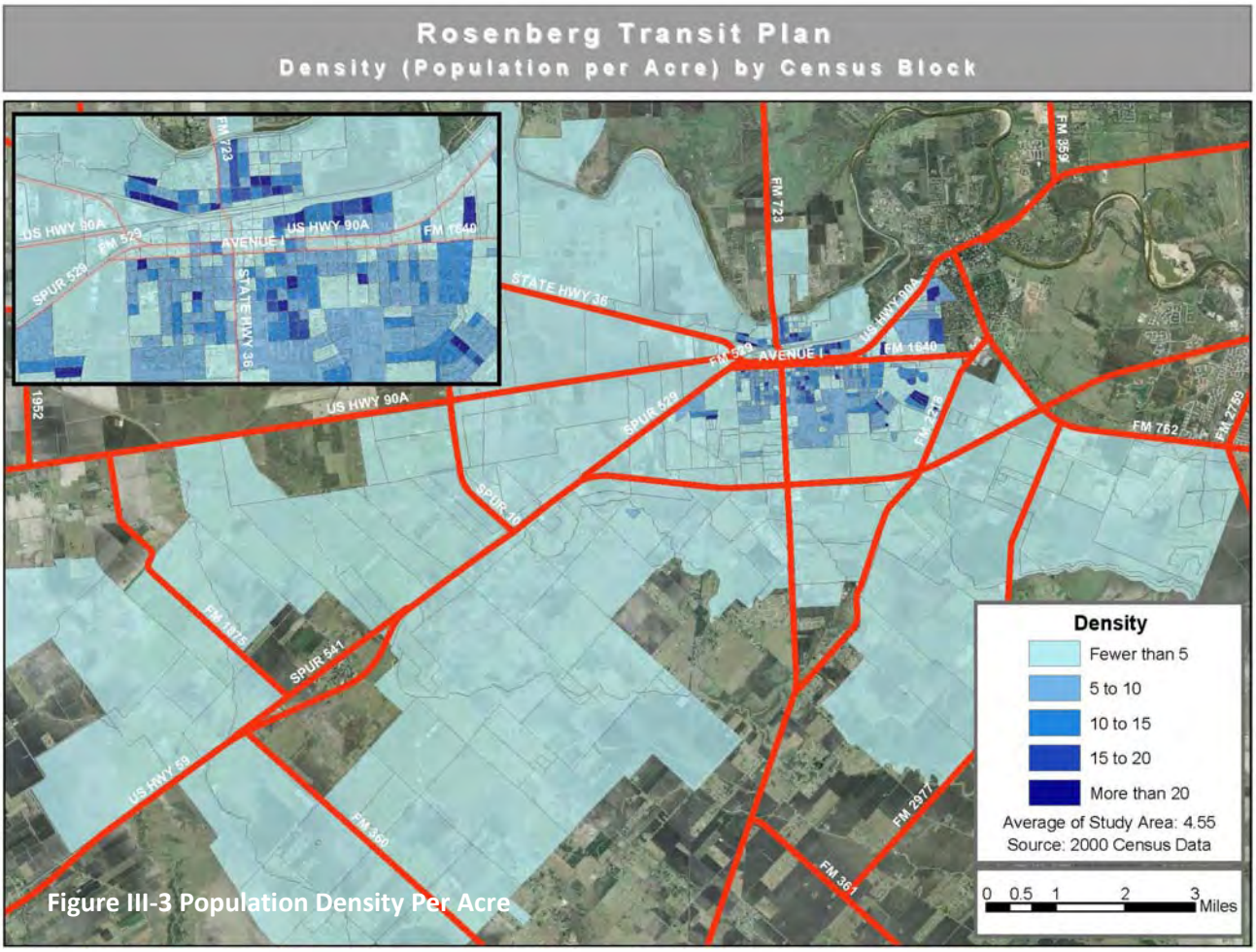


Figure III-3 Population Density Per Acre

Households with No Automobiles - As **Figure III-4** shows, the same area with high residential density also have the highest percentage of households with no automobile. The average for the study area is 9.3 percent--which is notable in a community with little public transit—however, the same areas of north and northeast of Rosenberg mentioned in the prior section have more than 20 percent of their households with no car. As a comparison, less than three percent of all Fort Bend County households have no car available.

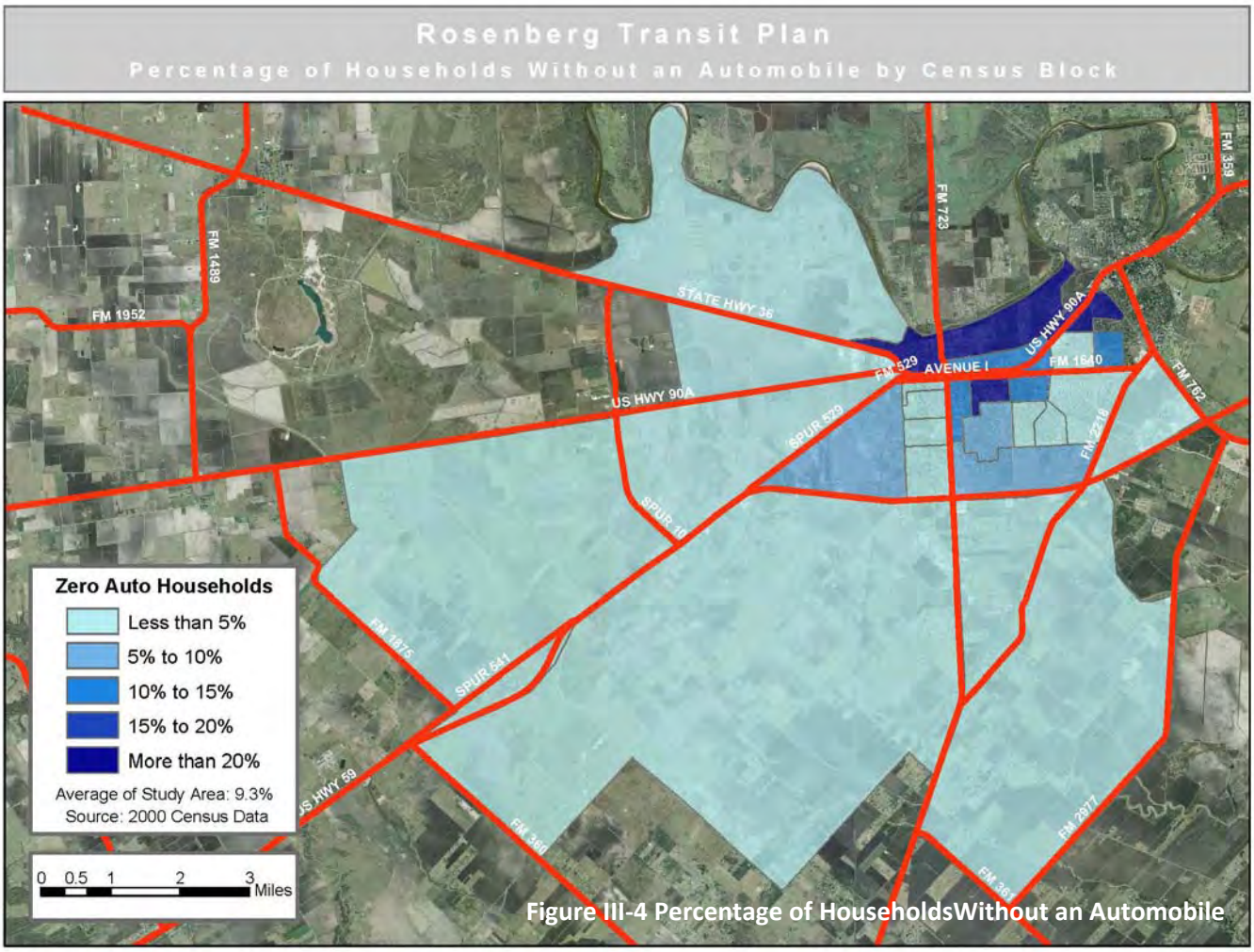


Figure III-4 Percentage of HouseholdsWithout an Automobile

Other Demographic Indicators - Senior population can also be an indicator of transit need; about 10 percent of the study area population is over 65 years old, compared to about six percent for Fort Bend County overall. However, the senior population in Rosenberg appears to be fairly spread out over the city (see **Figure III-5**). Similarly, demographic analysis of large households (those with six or more persons) does not reveal notable concentrations, as shown in **Figure III-6**. The study area senior population average is about nine percent for large households.

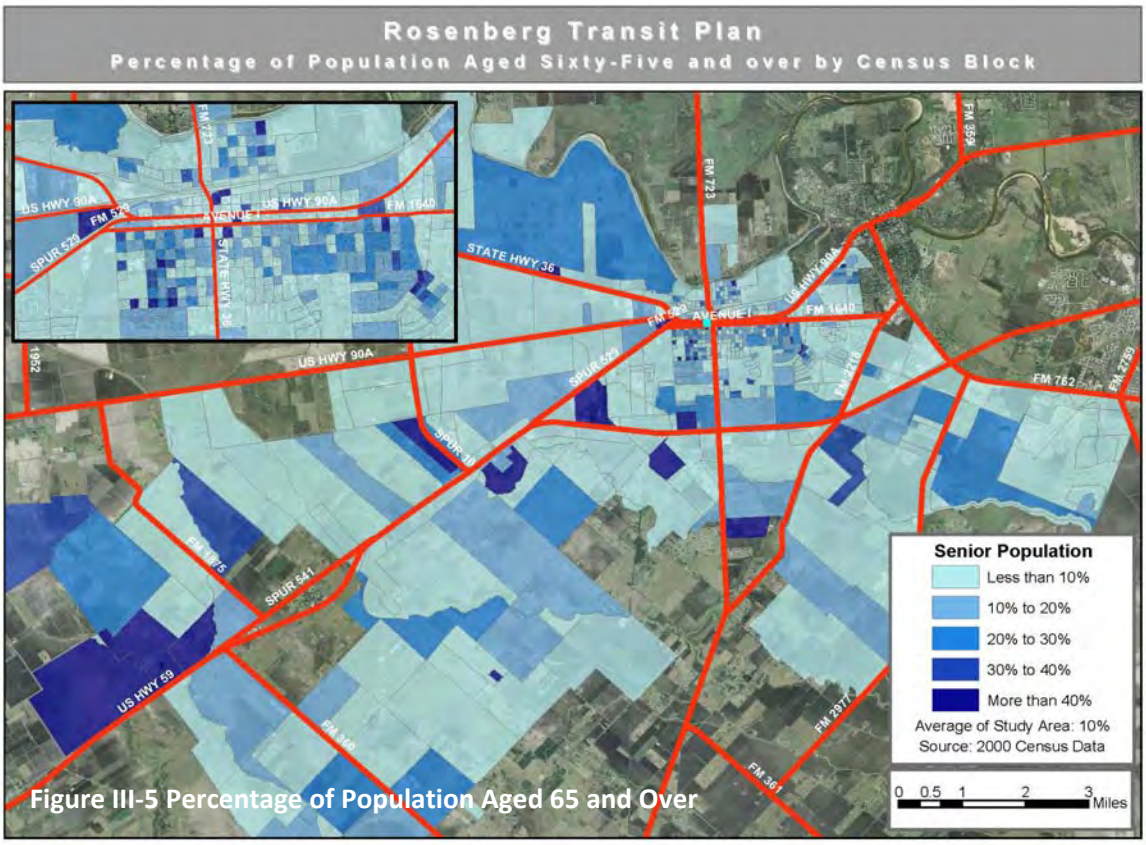


Figure III-5 Percentage of Population Aged 65 and Over

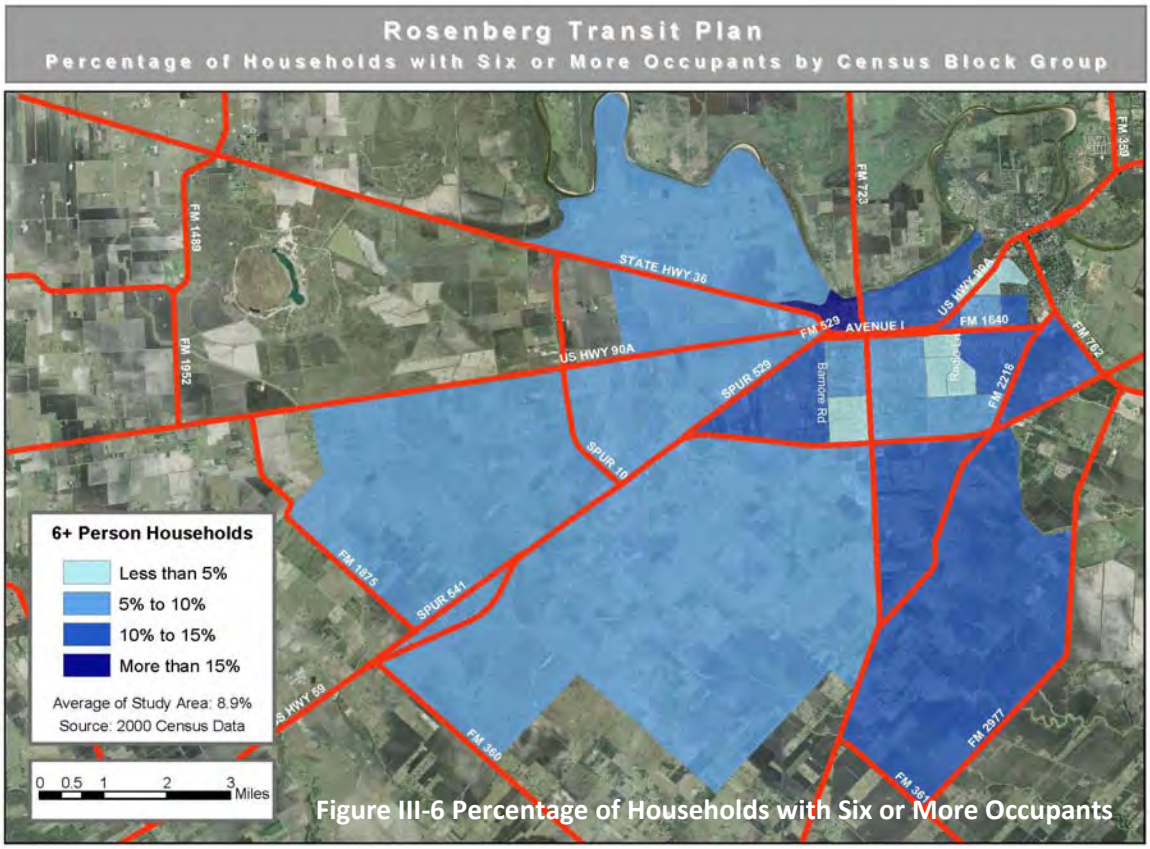


Figure III-6 Percentage of Households with Six or More Occupants

Using the above demographic indicators, certain areas emerge as those with the most concentrated transit need. Concentrated areas of transit need may be appropriate for fixed-route transit service. These areas of likely origins of transit riders are displayed on **Figure III-7.** The total population of these areas account for about one-third of the City of Rosenberg's population, or just over 10,000 people in the 2000 census. Apartment complexes, which are also shown in **Figure III-7**, also typically have high transit need. Other areas of less concentrated need exist as well those people may have to be served with non-fixed route services.

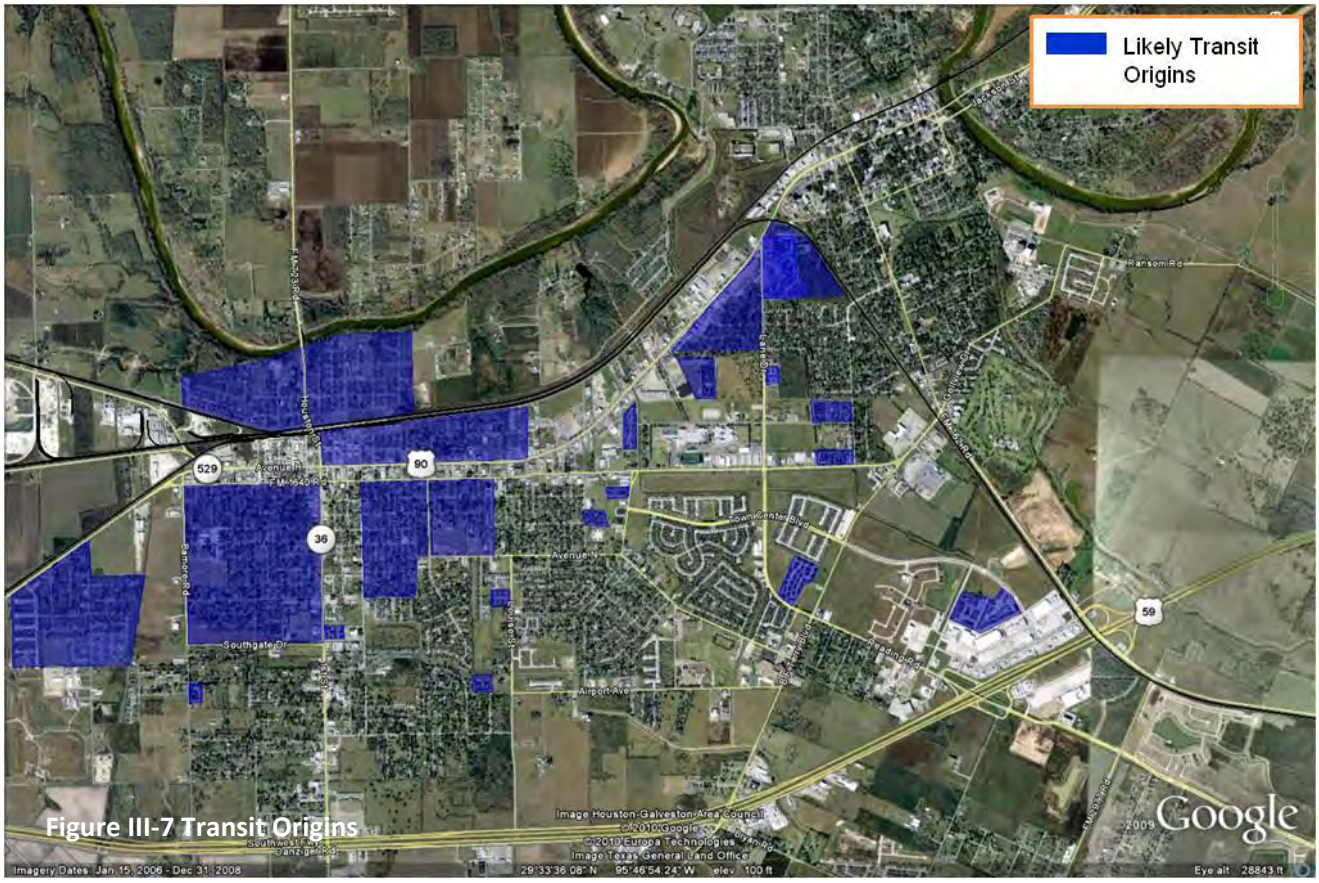


Figure III-7 Transit Origins

Transit Destinations

Transit destinations were also identified to determine locations that should be served by transit, including major employers, medical facilities, social services, public facilities and retail areas.

Major Employers - The source for major employers in the study area included information from the stakeholder and community leader interviews and a listing of Fort Bend County's largest employers (as of August 2009) compiled by the Fort Bend County Economic Development Council. The major employers include:

- Lamar Consolidated ISD

- Fort Bend County
- Oak Bend Medical Center
- Frito Lay
- Brazos Town Center

Although Lamar Consolidated ISD and Fort Bend County have more than one facility in Fort Bend County, the facilities in the study area with the highest concentration of employees is shown in **Figure III-8**. Frito Lay, which is not shown on **Figure III-8,** is located on SH 36 within the northwestern portion of Rosenberg's ETJ, approximately 4 miles from the intersection of US 90A at SH 36/FM 723.

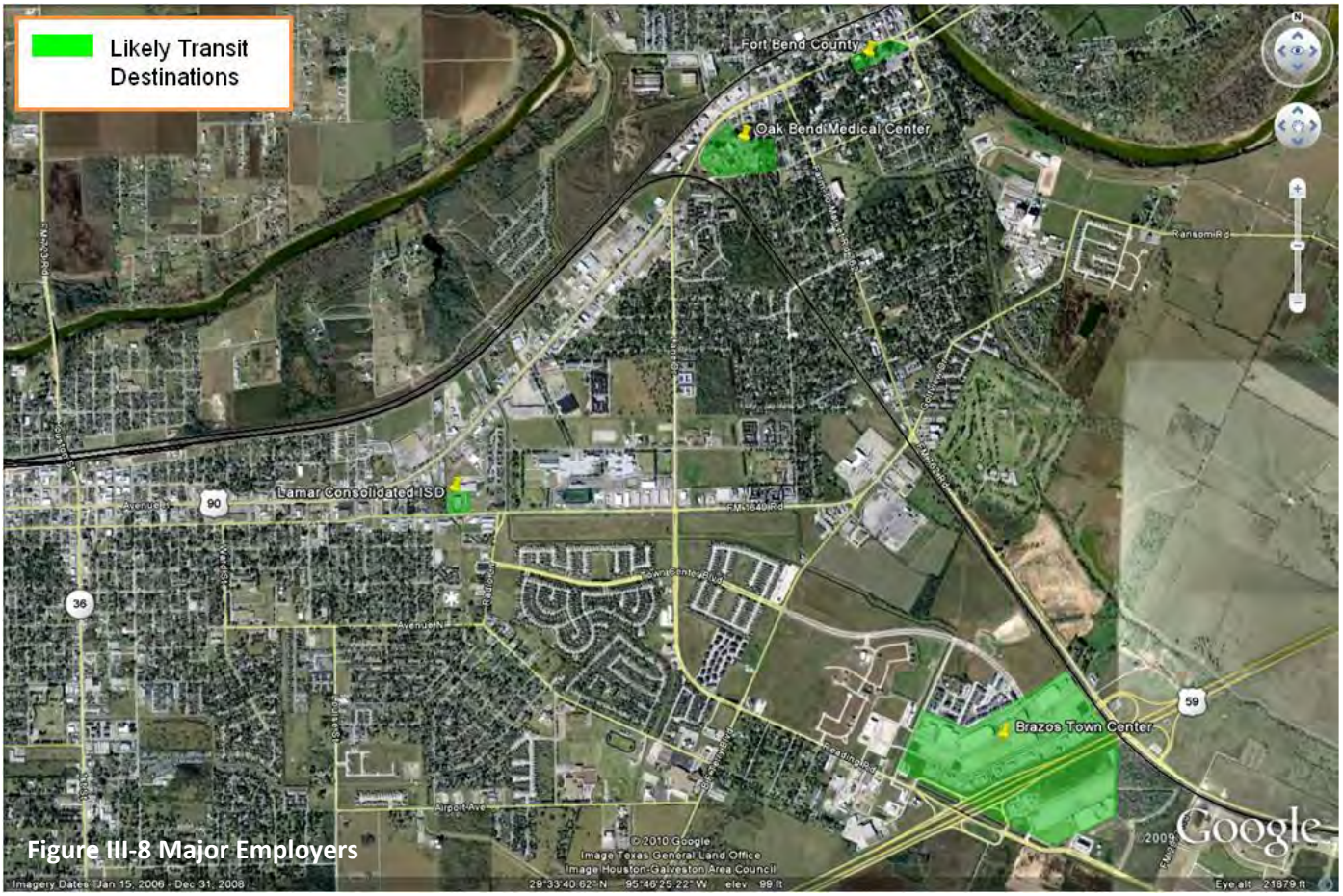


Figure III-8 Major Employers

Major Medical Facilities, Social Services and Other Public Facilities - Major medical facilities, social service agencies, and other public facilities were identified by City staff and study stakeholders. These facilities, which are shown in **Figure III-9**, include:

- Oak Bend Medical Center
- South Texas Medical Clinic

- Fort Bend Family Health Center
- Brazos Dialysis
- Workforce Solutions
- Fort Bend County Social Services Rosenberg Annex
- Rosenberg Housing Authority
- Rosenberg City Hall
- Fort Bend County
- Wharton County Junior College (Fort Bend Technical Center)
- George Library

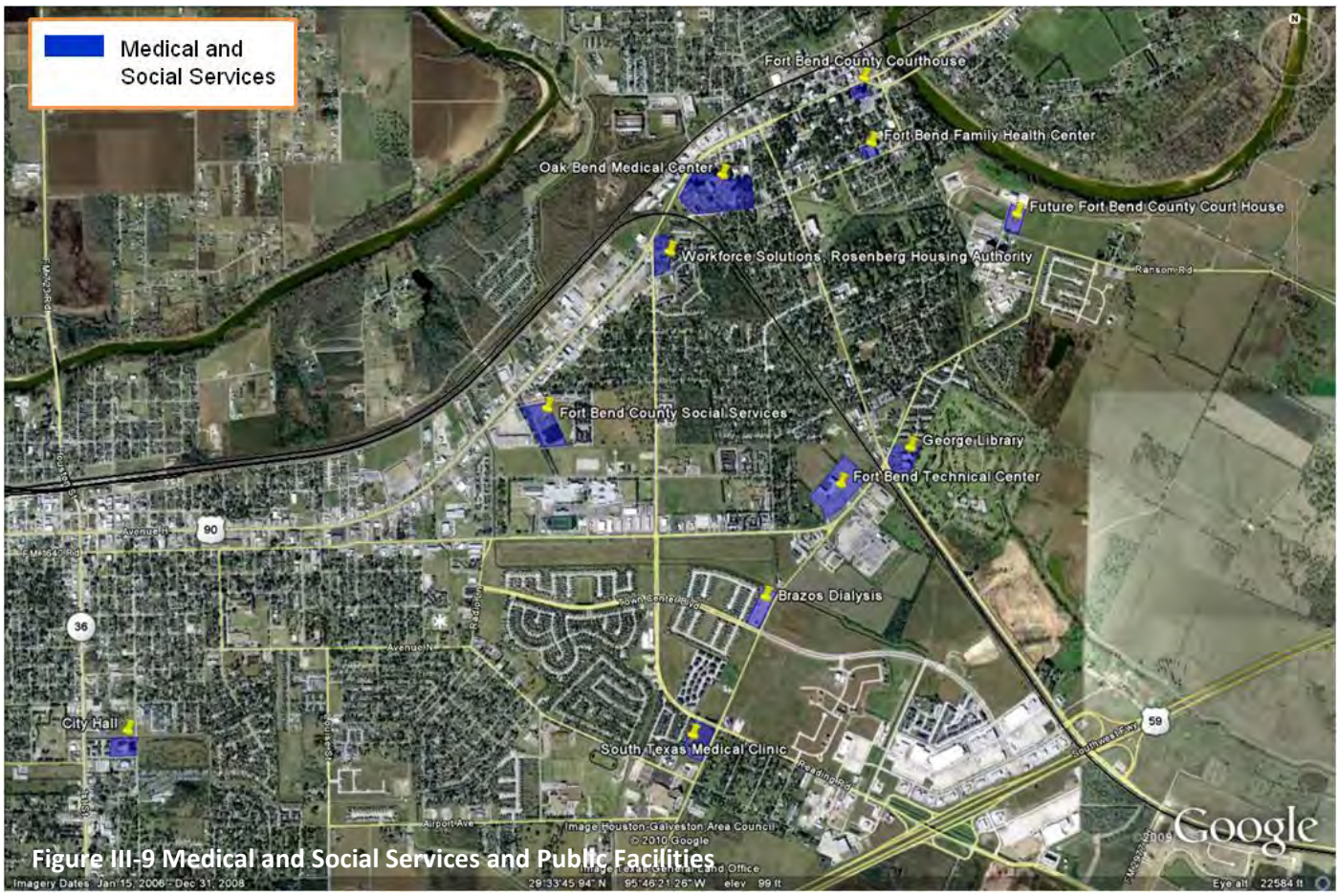


Figure III-9 Medical and Social Services and Public Facilities

Oak Bend Medical Center and Fort Bend County are also identified as major employers. These facilities are destinations for a large number of employees as well as residents in the study area that are users of the facilities.

Location of Retail Areas - Wal*Mart (located in Richmond) and the three major retail areas in Rosenberg, which are shown in **Figure III-10,** include:

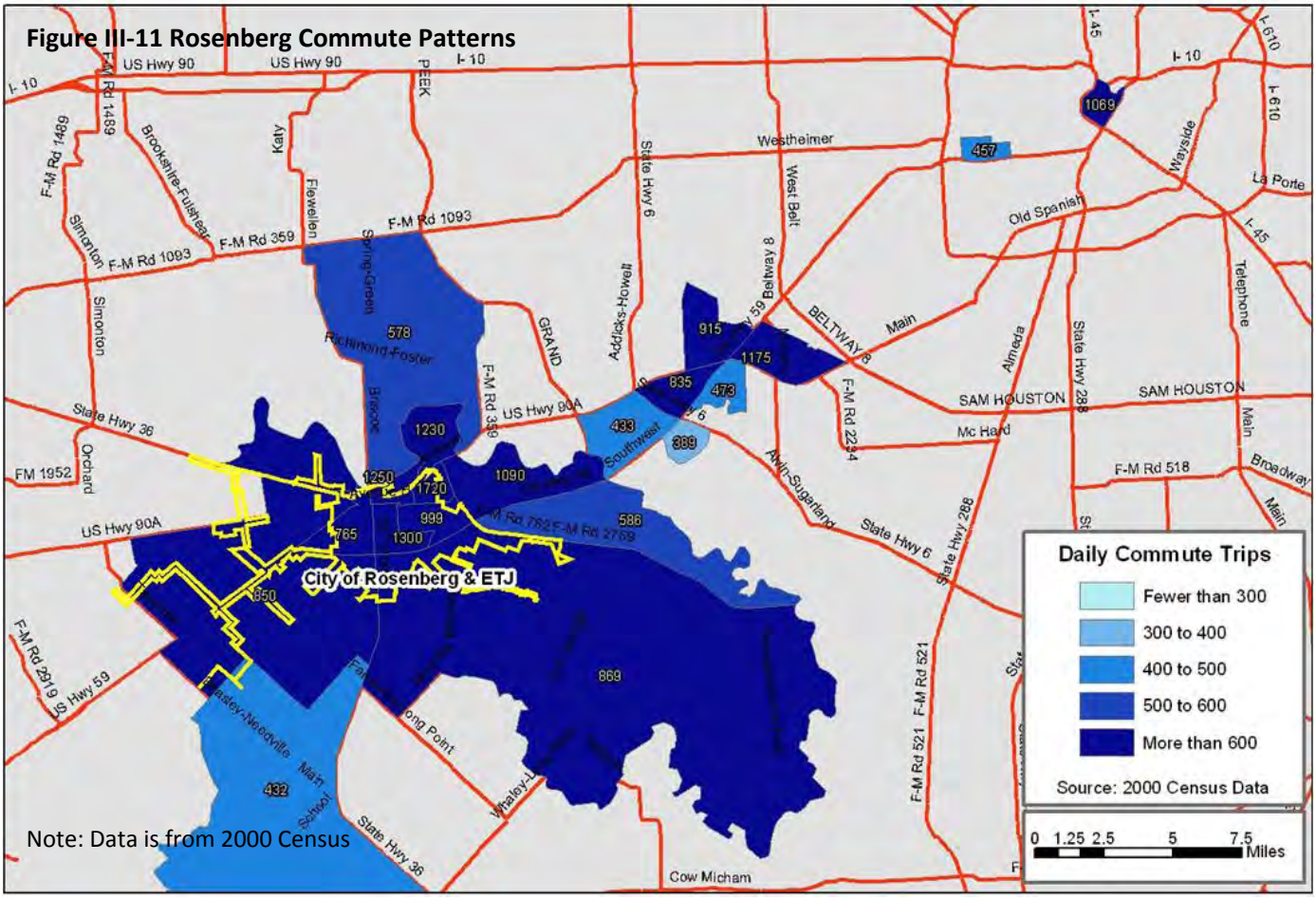
- Downtown
- US 90A
- Brazos Town Center

Figure III-10 Major Retail Development

Downtown Rosenberg includes antique shops, jewelers, furniture stores, and other specialty shops. US 90A includes all types of retail and commercial businesses, large and small, including apparel stores, a grocery store, restaurants, automotive stores, and dollar stores. Brazos Town Center is a 100 acre retail development on either side of US 59 just west of FM 762, which is also identified as a major employer in Rosenberg. In addition, the development includes a hotel and a medical/professional office park, as well as apartments, townhomes, patio homes and single-family residential. Major retailers include Best Buy, PetCo, Ross, JC Penney, Target, Academy, Kroger, and

many others in addition to restaurants, banks, and a movie theater. Patrons come from within Rosenberg as well as other Fort Bend communities.

Analysis of Commuting Patterns - Information provided by the 2000 Census on the commuting patterns of Rosenberg residents is shown in **Figure III-11**. Additionally, refined census data were provided by the Houston-Galveston Area Council (H-GAC) regarding the journey to work trips by Rosenberg residents. The data confirm that a large percentage of work trips from Rosenberg are destined to areas in and around the Rosenberg area. Over 60 percent of the Rosenberg residents travel to work destinations located in Fort Bend County. Another 15 percent of Rosenberg residents are destined to work locations in Harris County, including the Houston Downtown area, the Texas Medical Center, Uptown/Galleria area, Greenway Plaza, the Energy Corridor, and the Houston Ship Channel area. A number of Rosenberg commuters are also destined to locations in Brazoria County, while a smaller percentage are destined to employment in Montgomery County and other destinations scattered throughout the eight county region.



Existing Transit Providers

Currently, the available public transit in the Rosenberg area provided by Fort Bend County Public Transportation includes weekday demand-response service. Residents can call Fort Bend County Public Transportation and schedule a ride to and from anywhere in Fort Bend County Monday through Friday from 8:00 am to 5:00 pm. About 60 percent of the current users are seniors; the rest are other residents using the service for shopping and medical trips. It is not a work trip-oriented service. The service is funded with a combination of federal funds (FTA formula funds), the County's general fund, and a nominal amount of fare revenues.

Based on April 2009 ridership data from Fort Bend County Public Transportation, approximately 20 percent of the monthly trips (pick-ups and drop-offs) made by Fort Bend County Public Transportation were in Rosenberg; only Sugar Land had a higher percentage of the total monthly trips. In April 2009, the average number of weekday pick-up trips in Rosenberg was 48 trips or about 1,000 monthly trips; 65 percent of the pick-up trips were seniors and 35 percent were general population. The average number of weekday drop-off trips in Rosenberg was 46 trips; approximately 67 percent of the drop-off trips were seniors and 33 percent were general population.

On Tuesdays, Fort Bend County Public Transportation offers a commuter/park and ride service to the Social Security Office located at Lakes At 610 Drive in Houston and the VA Hospital in the Texas Medical Center. Passengers get on the bus at the Rosenberg Annex located on Reading Road in Rosenberg and at the Sugar Land Annex located on Emily Court in Sugar Land. The first drop-off at the Veteran's Hospital is scheduled for 8:00 a.m. and last pick-up from the Veteran's Hospital is scheduled for 5:00 p.m.

In addition to the daily demand-response bus service, Fort Bend County Public Transportation offers daily park and ride service for Rosenberg area commuters. The Fort Bend County Express provides commuter service to the Texas Medical Center from the Fort Bend County Fairgrounds parking lot on SH 36 in Rosenberg. Buses leave the lot between 5:25 to 7:30 am and return between 3:40 and 7:10 pm at 15 to 20 minute intervals. There is also one midday round trip between the Fairgrounds and the TMC. The route makes five stops in the Texas Medical Center area. The Fort Bend County

Express also makes stops in Sugar Land to provide commuters with connections to the TREK Express that serves the Galleria and Greenway Plaza employment centers. TREK Express is also a transit service provided by Fort Bend County Public Transportation, offering commuter trips to the Galleria and Greenway Plaza areas from two lots in Sugar Land – the University of Houston-SL (University Blvd. at US 59) and at the AMC 24 Theatre (Sweetwater Boulevard at US 59) - and operating similar hours and headways as the Fort Bend County Express.

The only other public transportation services available in Rosenberg are intercity bus lines that stop in Rosenberg (along US59). Greyhound Bus drops off and picks up passengers at the Shell Station at the intersection of US 59 and SH 36, as do other intercity bus lines that provide service from Houston through to the Rio Grande Valley and Mexico.

A number of social service agencies in Fort Bend County provide specialized transportation services for their clients. In Rosenberg, Caring People provides transportation for its clients (elderly and disabled adults living in Fort Bend and adjacent counties to the west) to come to and from its facility in Rosenberg.

Rose Rich Taxi, the only taxi service in the Rosenberg area, was permitted in May 2010. Residents of Rosenberg and Richmond can utilize the taxi service to travel to any destination within or outside of the area.

Existing Ridesharing Programs

Two park and pool lots are located along US 59 at FM 762; the lots are provided by the Texas Department of Transportation (TxDOT) for residents to park their cars and share rides with other commuters. These two asphalt lots, located on the north and south sides of US 59 on FM 762, have about 30 spaces each and allow

commuters to leave their car and share a ride with another commuter destined to the same or neighboring location. From day to day, the number of cars parked at the two lots ranges from about 10 to 30 vehicles. No payment or registration is required to park at these lots and no information is recorded by the City of Rosenberg or Fort Bend County to determine how many residents in Rosenberg take advantage of carpooling at the lots.

A site visit was conducted in March 2010 to interview people parked in the park and pool lots. Only four vehicles were parked at the lot located at the southbound ramp, so no one was interviewed at that lot. Approximately 21 vehicles were parked in the lot located at the northbound ramp; the carpoolers associated with about half of these vehicles were interviewed. The majority of the carpools consist of two people, although there was one three person carpool and one METRO STAR vanpool with four riders. The majority of carpoolers live in Rosenberg, however, some live in Richmond and Needville, Pleak and East Bernard. The carpoolers worked in the Houston area including west of the Galleria area, the Houston Ship Channel area, Bush Intercontinental Airport, and the Greenspoint area.

The regional METRO STAR Vanpool program does register and monitor vanpool activity in the area. It is administered through an Intergovernmental Agreement between H-GAC and METRO. The METRO STAR program helps match and organize vanpools and also provides vanpoolers with a 15, 12, or 7 passenger van, along with insurance, maintenance, roadside assistance, and administrative coordination. The average monthly fare is about $135 and program participants receive a $35 per month subsidy to help offset the vanpool costs. Volunteers within the vanpool groups do the driving. The most recent records indicate that presently three vanpools originate in Rosenberg and an additional 19 vanpools pick up riders in the Rosenberg area. All of these vans are destined to locations in Houston--to the Energy corridor along I-10 and Hwy 6 and to the Texas Medical Center. Data from the METRO STAR Vanpool program indicates there are an additional 134 people living in the Rosenberg area that are registered in the METRO Star Vanpool program but are not riding on a van. According to David McMaster, METRO STAR Regional Vanpool Coordinator, most of the people registered have expressed that they would

like to join a vanpool, but an appropriate vanpool opportunity presently does not exist for these registrants. Mr. McMaster suggested that the current carpool and vanpool activity does not reflect the true potential for ridesharing in the Rosenberg area, especially given the overall growth in the Fort Bend County region and the popularity of vanpools in the Sugar Land area. With greater awareness of ridesharing opportunities, identification of qualified and interested riders, and support of interested employers with qualified employees, Rosenberg could realize a much greater number of vanpool participants.

Regionally, there is a strong push for greater carpooling and vanpooling activities to help address the air pollution and congestions problem in the Houston metropolitan area. The Houston-Galveston Area Council (H-GAC) is coordinating a number of rideshare initiatives through the Commute Solutions program to encourage commuters to seek alternatives to single occupancy vehicle travel. Commute Solutions has embarked on an aggressive campaign to inform the public about a variety of alternative transportation and trip reduction programs. Carpooling/NuRide and vanpooling are key components of the Commute Solutions program.

The NuRide Program is an incentive-based rideshare network that rewards people for sharing rides on their daily commutes. This program is self administered and simply requires a commuter to register on line at www.nuride.com and then record commuter ridesharing activities. Commuters earn rewards for riding together. Similar to accruing frequent flyer miles, awarded points are redeemable for gift cards and other rewards from national retailers. The regional vanpool and rideshare program, METRO STAR, is another incentive based rideshare program for regional employers and employees. The METRO STAR Program is the third largest rideshare program in the nation.

There are additional incentives for companies to encourage their workforce to rideshare. H-GAC has established the Best Workplace for Commuters initiative and companies are recognized nationally for their efforts to promote alternative commuter choices. These companies may even receive tax benefits or grants for their participation in various commuter programs. A number of the larger employers in the Rosenberg area may qualify to participate in this initiative. H-GAC and Commute Solutions have identified Fort Bend County and the Rosenberg area as candidates for an integrated campaign with residents and area employers to increase awareness about commuting alternatives and encourage a greater commitment to ridesharing. The City of Rosenberg and Commute Solutions could partner to create awareness of carpooling and vanpooling opportunities in the area.

III.B. Transit Service Concepts and Five Year Transit Plan

Some types of transit services are currently operating in the Rosenberg area, as discussed in the Transit Needs Analysis section of the report. Additional information on these services and on other transit service concepts is included in the following section. The information on transit service concepts provides background knowledge to assist in understanding the recommended transit services included in the Five Year Transit Plan for Rosenberg. Although the recommendations are presented in a five-year implementation timeframe, the timeframe is at the discretion of the City.

Transit Service Concepts

In addition to the ridesharing and paratransit/demand responsive service currently provided by Fort Bend County Public Transportation, fixed route service and hybrid service are transit concepts that are relevant to the five year planning horizon in Rosenberg. Additional information on all of the modes is provided below.

Ridesharing

Ridesharing programs involve vehicles carrying a driver and one or more additional passengers, such as carpooling and vanpooling. In carpools, the drivers typically use their own automobiles and simply add one or more passengers. Carpooling is typically inexpensive for participants because the driver is unpaid and generally just variable costs are shared by riders (fuel, parking, and sometimes maintenance).

The driver of a vanpool typically uses a rented van, often supplied by employers, non-profit organizations, or government agencies. Operating costs for vanpools are usually divided among members, often with free or reduced cost service for the driver. Costs for vanpooling are generally higher than for carpooling because the price paid by riders covers the price of the vehicle as well as operating costs. Because of the higher fixed costs, vanpooling is particularly appropriate for commutes of 10 miles or more each way to offset the higher cost of single occupant commuting. Typical ridesharing programs are limited to serving work trips with predictable schedules. They also require participants with geographically concentrated origins and destinations.

Demand Responsive/Paratransit Service

Paratransit, or demand responsive service, is transit service typically provided with vans or small buses that do not follow a fixed route or schedule. Service is provided directly from the origin to the destination and arranged by calling ahead of time for a reservation. Sometimes demand responsive service is restricted to certain segments of the population, such as the disabled or seniors. General public demand responsive service is often used where densities are low, trip origins and destinations

are widely dispersed, or the roadway network is discontinuous or circuitous. Demand responsive service can be expensive on a per ride basis, because the number of passengers carried per trip is generally very low. For example, Fort Bend County Transportation Department's demand response service operating cost per trip was $18.96 in FY2009. The range of costs per trip for this type of service can be very large and is a function of trips lengths, concentrations of destinations, and other factors that can be difficult for an operator to control.

Fixed Route Transit Service

Fixed route transit is scheduled service operating along specific streets. Passengers get on and off the bus or transit van at defined stops along the route. As a requirement of the Americans with Disabilities Act (ADA), fixed route systems must offer complementary paratransit (demand responsive) service specifically for persons with disabilities. The complementary paratransit service must cover any area within three-quarters of a mile of fixed transit route. In areas with sufficient density of demand, more people can be served with fixed-route transit more cost-effectively than with demand response service. Advantages of this type of service to the public include:

- No requirement for advanced reservations allows spontaneous travel.
- The service is easy for the public to understand and use.

Fixed-route transit includes different types of services, such as circulator, local, and commuter routes. Circulator routes typically serve a small community or a specific area of a community, offering service to specific origins and destinations in a fairly compact area. Examples include downtown circulators and university shuttles. Typically, small buses are used to travel on a combination of arterial and local streets. Circulator routes primarily serve shopping, medical, and other nonwork trips.

Local routes are generally longer than circulator routes and service is provided with buses, operating primarily along on arterial streets connecting major origins and destinations and operating within a defined schedule. Local routes serve all types of trips, including work trips.

Commuter service, which is typically park and ride service, is also classified as a fixed route service. Larger buses are used to transport people to and from work typically on higher speed, controlled access roadways, often only during the peak periods. Most passengers access the service via private automobile, although smaller circulator routes can also be used to feed the commuter routes. The commuter service provides limited stops at the trip origin and work trip destinations.

As with demand responsive service, cost per passenger trip for fixed route service can vary dramatically as well. For example, in FY 2009, the new fixed route service in the low density Texas City/La Marque area cost about $25 per trip to provide. On the other hand, very well established service in more compact Galveston cost less than $5.00 per trip.

Hybrid Transit Service

Hybrid transit services have some characteristics of fixed route service and some characteristics of demand responsive service. Time point deviation service and flex route service, which are both hybrid transit services, provide scheduled service to one or more locations, while also providing curbside (point to point) service. Complementary paratransit service is not required because hybrid services allow the vehicles to pick up and deliver passengers directly from the origin or to the destination just as demand responsive service would. Cost per trip for this type of service is generally higher than fixed route service but less than demand response service, reflective of the service productivities that are realized with the hybrid operation.

Time Point Deviation Service - Time point deviation transit service is demand responsive service with a fixed route component. In a time point deviation system, a transit vehicle is scheduled to be at one or more locations at scheduled times. In between the scheduled stop or stops, the transit vehicle can go anywhere within a designated zone to pick-up and drop-off riders. Passengers wanting to be picked up anywhere other than at one of the scheduled stops calls the bus operator directly; a dispatcher is not generally used. Passengers simply tell the driver where they want to be dropped off. Typically, smaller buses or vans are used for time point deviation services. Time point deviation service would best serve nonwork trips because the travel time is less predictable than with a fixed-route, fixed schedule service and because the service zone must be fairly small.

Flex Route Service - Flex route service is fixed route service with a demand response component. With flex route service, transit vehicles (usually small buses) operate on a fixed route with scheduled stops but they can deviate from the route to respond to a call for service. Typically, the distance that the buses can deviate from the route is set, often to three-quarters of a mile on either side of the route in order to meet ADA requirements. An advance reservation must be made for the demand responsive service so that the pick-up and drop-off can be scheduled. Flex route service serves all trip types. However, longer and less predictable travel times due to the deviations may make work trips harder to serve.

Five Year Transit Plan for Rosenberg

Currently, the predominant type of transit service in Rosenberg is the demand responsive service provided by Fort Bend County Public Transportation. While residents in Rosenberg are obviously using Fort Bend County demand responsive service, many Rosenberg residents indicated during the course of this study that they were unaware that transit services were provided by Fort Bend County. The April 2009 ridership information indicates there is existing need and demand for transit in Rosenberg. Based upon the analysis of current and future transit need; comments received by stakeholders, elected officials and community leaders; and the results of the public survey conducted for the study, a Five Year Transit Plan has been developed for the City. The transit improvements included in the Transit Plan reflect the types of services identified by Rosenberg residents. Although, the Transit Plan outlines the implementation of services in three phases over a five-year period, the implementation timeframe is at the discretion of the City. The time line could vary as demand grows and as resources are available; some of the improvements may not occur by 2015.

Throughout this study, stakeholders, elected officials, community leaders and residents identified destinations in Richmond that could be served by transit, such as Oak Bend Hospital, the County Courthouse, and George Library. Additionally, Brazos Town Center was identified as a destination in Rosenberg for residents in Richmond. Rosenberg and Richmond would benefit from the implementation of transit services covering both cities; the cities should begin a dialogue about the mutual benefits in providing transit services for the combined Rosenberg-Richmond Area.

Phase 1 – Create Awareness

The need to educate and inform the general public about the existing demand responsive and park and ride service provided by Fort Bend County and the ridesharing program provided by H-GAC was identified during the course of this study. Many residents of Rosenberg are unaware of the demand-responsive and the existing and planned park and ride services provided by Fort Bend County. The City of Rosenberg and Fort Bend County Public Transportation should work together to develop a public education program designed to disseminate information regarding available transit.

The City should also promote the existing ridesharing opportunities available to residents of Rosenberg, including the TxDOT park and pool lots at US 59 and FM 762, the METRO STAR vanpool program and the ridesharing opportunities included in the H-GAC Commute Solutions program.

The public education program should be designed to also reach residents who speak a language other than English. Potential locations for posting information about transit services include:

- City of Rosenberg website

- City newsletter
- Area church bulletins and/or newsletters
- Subdivision newsletters and/or websites

Major area employers should also provide information to their employees on how to use the transit service to travel to work through coordination with organizations such as Central Fort Bend Chamber Alliance.

The purpose of the recommended marketing program is not only to make Rosenberg citizens aware of current services in the community but to also prepare them for future services. By marketing current services, Rosenberg is helping to develop the market it will need to support services proposed in Phases 2 and 3. The marketing program should inform residents about the services in particular and about the purpose and benefits of transit in general.

Phase 2 – Develop the Transit Market

Phase 2 consists of continuing to market existing and planned transit services by others and initiating time point deviation service for Rosenberg residents, and potentially Richmond residents, if the City of Richmond partners with the City of Rosenberg in funding the time point deviation services.

Continue Marketing Program - An effective marketing program in Phase 1 will increase the awareness of the existing services. The next phase of the marketing program would continue to promote Fort Bend County Transportation services (including the Fairgrounds park and ride service), H-GAC-sponsored commuter solutions, and the new Rosenberg specific service, which could be implemented in 2011.

Marketing information regarding the time point deviation service will have to be produced for dissemination through all media forms and a brochure should be produced specifically for the transit service. The marketing information should include:

- How to use the time point deviation service - demand response service with scheduled service at the transit stop located at or near the Fiesta parking lot on the hour or on the hour and half hour
- Who can use the service - Rosenberg residents (and potentially Richmond residents)
- Area served by the time point deviation service - trips in Rosenberg and Richmond only
- Hours of Operation – Weekdays 7 AM to 7 PM and Saturdays 9 AM to 7 PM
- Information about Fort Bend Public Transportation demand responsive and park and ride services available for trips outside of Rosenberg and Richmond

Contracting with Fort Bend County for the time point deviation service is the most cost-effective approach to providing service in Rosenberg. By contracting with an existing provider, Rosenberg will be able to take advantage of the County's existing contract for service. If the City were to choose to operate the service on its own, bidding for a contractor to provide service with just one bus is likely to result in higher unit costs. In addition, by contracting with the County, the City will be receiving the expertise and manpower of Fort Bend County Transportation planning, grant management, and administrative staff. Moreover, working with Fort Bend County may also expedite future expansion of service into the Richmond area and promote a coordinated transit system serving the two cities and other regional destinations.

Prior to the implementation of transit service, the City must decide if the new service will carry the Fort Bend County Transportation name or if it will be branded as City of Rosenberg service (and potentially City of Richmond service) through a different name and a different look for the buses.

Since Rosenberg residents are expected to use transit to travel to some destinations in Richmond, the City of Rosenberg should begin discussions with the City of Richmond in Phase 1 about the mutual benefits of having transit that serves residents of both Cities. If the City of Richmond wants to partner with the City of Rosenberg to provide transit specifically for its residents, then the two Cities will have to decide how to share in the cost of funding the local share of the transit service.

The marketing of the transit service will be influenced by the City of Richmond's decision regarding participation in the funding of the transit service. If the City of Richmond elects to partner with the City of Rosenberg in providing transit service, the service should be marketed as service for Rosenberg and Richmond residents. If, however, the City of Richmond chooses not to financially support the transit service, the service should be marketed as transit service for Rosenberg residents. In this case, the service will take Rosenberg residents to destinations in Richmond, the bus operator should not typically pick-up or drop-off at a residence in Richmond.

Initiate Time Point Deviation Service - As a first step toward expanded services, Phase 2 of the Five Year Transit Plan for Rosenberg would initiate time point deviation service in 2011. The service would require the dedication of one bus to provide service within the City of Rosenberg and to and from key destinations in Richmond, i.e., Oak Bend Hospital and the County Courthouse area.

The area in the vicinity of Fiesta Shopping Center parking lot (US 90A at Miles Street), has been identified as a potential location to serve as a base/transit stop for the time point deviation service. As illustrated in **Figure III-12**, the majority of origins and destinations identified in Rosenberg and Richmond are located within two and one-half miles of the area surrounding Fiesta. The area in the

Figure III-12 Proposed Base for Time Point Deviation Service

vicinity of the Fiesta Shopping Center parking lot was selected as the focal point for the time point deviation service because of its relatively central location. A centrally located stop is critical to the success of the service both from a ridership and cost standpoint; a central location will minimize the distance to travel to the major origins and destinations. The owner of the Fiesta Shopping Center or other selected location would have to be contacted about providing space in the parking lot that could be used as a transit stop. Construction of an attractive, highly visible bus shelter would be an effective form of advertisement for the service.

The bus would be scheduled to arrive at a designated stop in the Fiesta Shopping Center parking lot every hour, on the hour, or every half hour on the hour and half hour to pick up and deliver passengers. The remainder of the time, the bus would be dropping off passengers as directed or picking up passengers at other locations who have called and left a message for the bus operator. On weekdays, the service would be provided from 7 AM to 7 PM and on Saturdays from 9 AM to 7 PM. The longer weekday hours proposed for this service (7 AM to 7 PM versus 8 AM to 5 PM for Fort Bend County demand response service) is aimed at making the service available for work trips. The addition of Saturday service (not currently available from Fort Bend County) would better serve retail destinations for both shopping and work trips. But the hours and days of operation can be varied to meet passenger and budget demands. Based upon ridership by Rosenberg residents on the existing Fort Bend County demand responsive service, Rosenberg could currently support time point deviation service. Some of the ridership would likely be diverted from the current Fort Bend County Transportation service, while much of it would be new. If the service achieved a productivity of 4 passengers per hour, daily ridership would be about 50 passengers.

Fort Bend County is willing to provide this service to The City of Rosenberg if the City will provide the local share of the cost of the service. The local share is the portion not covered by Federal Transit Administration grants administered though the Houston-Galveston Area Council. Fort Bend County would have a bus available for the service by the beginning of 2011. In general, the local share of operating costs is 50 percent and the local share of vehicle acquisition costs in 17 percent. More details about the cost of the service is provided in the Financial Analysis section of the report.

Phase 3 – Establish the Transit Habit

Phase 3 consists of continuing to market existing and planned transit services by others and initiating circulator route service for Rosenberg residents (see **Figure III-13**), and potentially Richmond residents, if the City of Richmond partners with the City of Rosenberg in funding the circulator services.

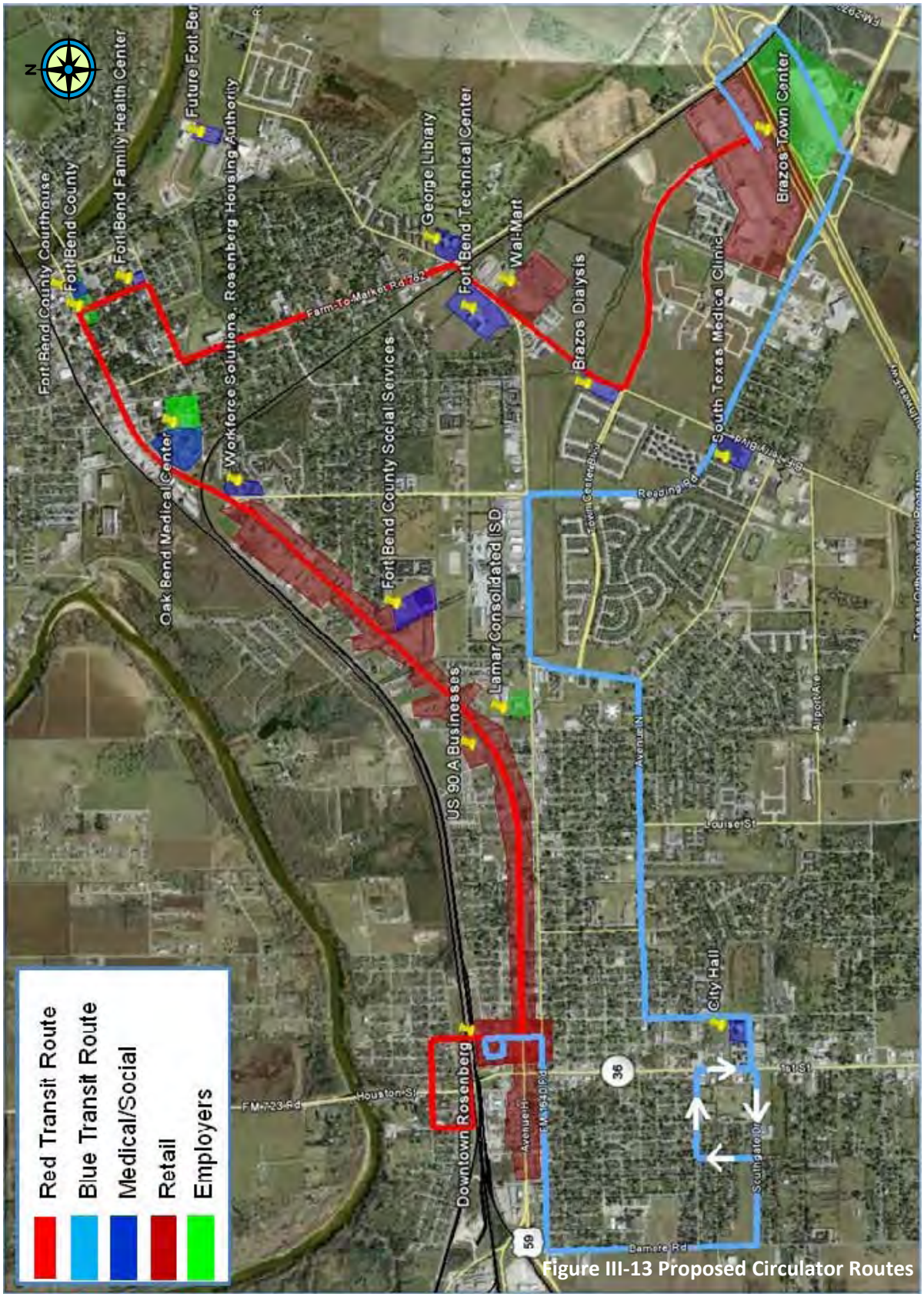


Figure III-13 Proposed Circulator Routes

Continue Marketing Program - The City should again assess awareness of the existing services and assess the effectiveness of the outreach efforts of Phases 1 and 2. Based on this information, the next phase of the marketing program would continue to promote Fort Bend County Transportation services, H-GAC-sponsored commuter solutions, and the new circulator service outlined below. Marketing information for all media forums should be prepared for the circulator service similar to the information recommended for the time point deviation service.

Initiate Fixed Route Circulator Service - In Phase 3 of the Transit Plan for Rosenberg, the time point deviation service would be replaced with two circulator routes, shown in **Figure III-13**. The hours and days of operation of the circulator routes would be the same as for the time point deviation service, i.e., Monday through Friday from 7 AM to 7 PM and Saturday from 9 AM to 7 PM. Both routes would operate with one-hour headways, meaning that they each pass along their routes once an hour.

Based on the identified transit origins and transit destinations, two circulator routes were developed to serve Rosenberg and selected destinations within Richmond. The industry rule of thumb is that people will walk up to about one-half mile to access transit. The half-mile capture area of the proposed transit routes is shown in **Figure III-14**.

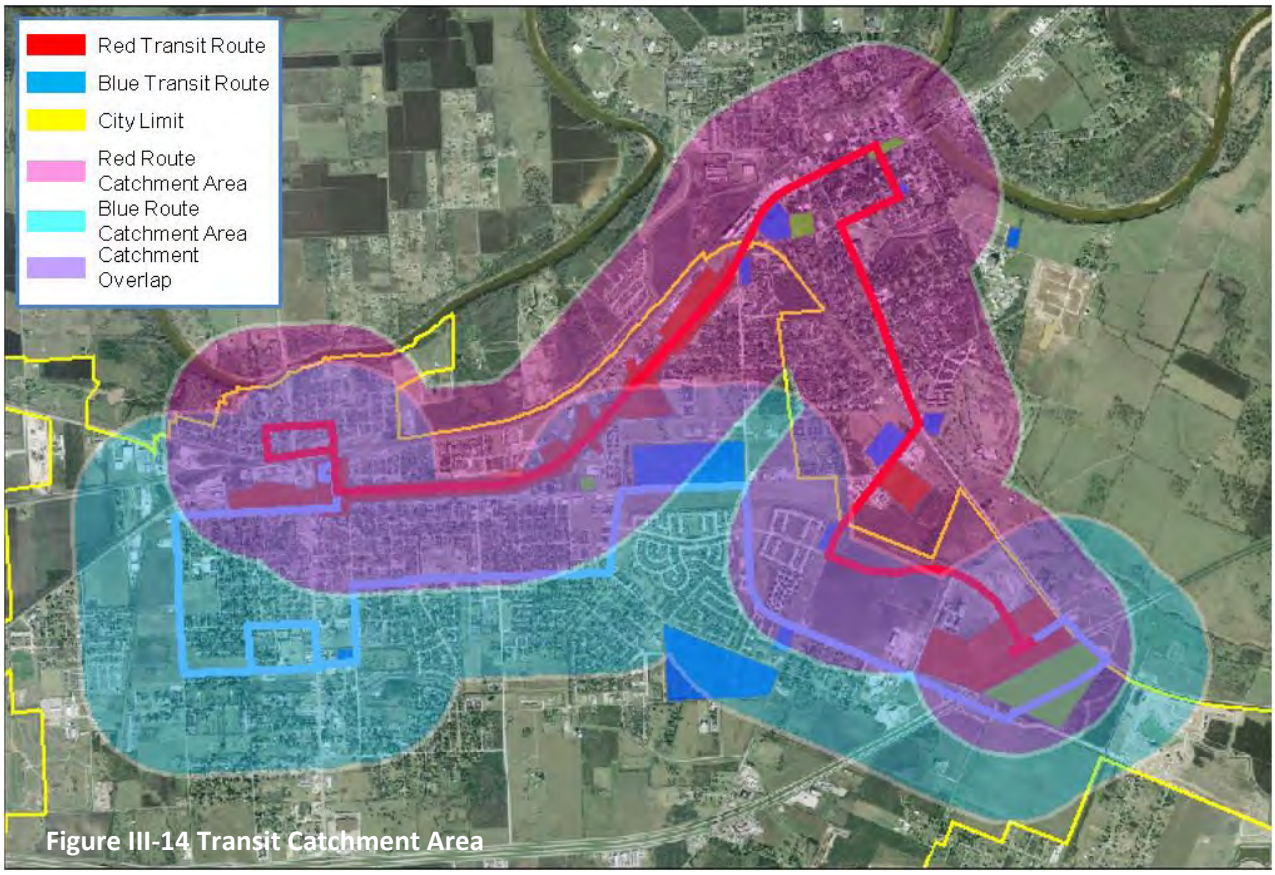


Figure III-14 Transit Catchment Area

Red Route - The Red Route, which is shown in **Figure III-13**, extends from the neighborhoods located on either side of SH 36/FM 762 and south of the Brazos River to Brazos Town Center. In addition to serving the residential areas and apartments in the vicinity of the US 90A corridor, several key destinations will be served by the Red Route, including:

- Downtown Rosenberg
- Businesses along US 90A
- Fort Bend County Social Services Annex
- Workforce Solutions
- Rosenberg Housing Authority
- Oak Bend Medical Center
- Fort Bend County Courthouse
- Fort Bend Family Health Center
- George Library
- Wal*Mart
- Fort Bend Technical Center
- Brazos Dialysis Center
- Brazos Town Center

The route, which is 15-15.5 miles round trip, takes approximately 50 minutes to drive during the PM peak period (4-5 PM). Of the 50 minutes, approximately 14 minutes represents delays at traffic signals and stop signs. The majority of delay was experienced at the FM 2218/Avenue I/FM 762 intersection in front of Wal*Mart and Fort Bend Technical Center. These delays will be reduced in 2011 when FM 2218/FM 1640 is widened from US 59 Southbound Frontage Road to FM 762. Signal timing improvements along FM 2218/FM 1640 and US 90A would also reduce delays. Although not shown in **Figure III-13**, the Red Route could be extended to the new Fort Bend County Courthouse.

Blue Route - The Blue Route serves the residential areas south of Avenue I and apartments on either side of Avenue I between Mahlman Street and Lamar Drive. Construction of a sidewalk from Monterrey Road to Ruby Road is recommended to improve access between the neighborhoods on either side of Blume Road to the Blue Route. Destinations served by the Blue Route include:

- Downtown Rosenberg
- Rosenberg City Hall
- LCISD Administration Building
- Lamar and Terry High Schools
- South Texas Medical Clinic
- Brazos Town Center

The route, which is approximately 17.2 miles round trip, takes approximately 49 minutes to drive during the PM peak period (5-6 PM). Of the 49 minutes, approximately 9 minutes represents delays at traffic signals and stop signs. The majority of delay was driving through Brazos Town Center in front of Kroger. Other maneuvers that add to the delay include making an eastbound left-turn on US 90A at 2nd Street and making an eastbound left-turn on Southgate at SH 36 (as shown in **Figure III-13**, different eastbound and westbound routing is proposed west of SH 36).

Implementation Considerations

Implementation of circulator routes would require coordination with Texas Department of Transportation (TxDOT) since the majority of the Red Route and portions of the Blue Route would be operating on TxDOT roadways. Approval of bus stop locations and transit-related pedestrian improvements within TxDOT right-of-way would require TxDOT approval.

The abundance of driveways along US90A provides challenges in providing pedestrian access to the proposed circulator route. The numerous driveways result in discontinuous sidewalks and what sidewalks do exist are typically in poor condition and pedestrian safety is compromised. Finding a suitable area to establish a transit stop with a bench and a trash receptacle will also be difficult due to the number and width of driveways along US 90A.

Transfer points between the two routes include the pedestrian walkway at the intersection of Town Center Boulevard and Commercial Drive and a location in Downtown Rosenberg. The transit stops at the two transfer points would have a shelter and trash receptacle. In general, the spacing between transit stops should be no longer than 0.5 miles apart, which would result in a maximum walking distance of 0.25 miles along the transit routes. Transit stops with high boardings and alightings should have a bench and a trash receptacle. Locations that could be expected to have higher volumes include Oak Bend Medical Center and other medical facilities, Wal*Mart, some of the areas along US 90A and the area north of the railroad tracks. Bus stops with a lower number of boardings and alightings would only have a bus stop sign.

Potential Downtown Transfer Point for Circulator Routes

Potential Brazos Town Center Transfer Point for Circulator Routes

Example Transit Shelter and Bus Stop Amenities

Based on the productivity of the other small urban fixed-route system in Texas, the routes should draw between six and eight passengers per revenue hour. Peer system productivities range from 2.2 passengers/hour for Texas City/La Marque to 6.3 for the City of Victoria (which operates both fixed and flex routes) to 18.3 passengers/hour for Galveston.

The implementation of fixed route transit in Rosenberg will require the provision of complementary paratransit service for the disabled that meets the requirements of ADA. Based on preliminary conversations with Fort Bend County Public Transportation, modifications to the existing service would allow Fort Bend County Public Transportation to qualify as complementary paratransit service for a circulator route system in Rosenberg. Specifically, the hours of operation of the demand response service within Rosenberg would have to be lengthened and service would have to be provided on Saturday. If the County is not able to provide this expanded demand response service, the hours and days of operation of the fixed route service could be altered. Two other options could be considered to meet the ADA requirement. One, the one-bus time point deviation service (which does not require complementary paratransit) could be operated during times when the Fort Bend County demand-response service is not available to serve as the ADA complementary paratransit. Or two, the two fixed routes could be operated as flex routes, which also do not require complementary paratransit service. But if the two routes were operated in a flex mode, they would likely have to be shortened (to leave time to deviate from the routes) in order to maintain one hour headways with no additional vehicles.

Fort Bend County Public Transportation has begun budgeting for circulator service in Rosenberg to commence in Fiscal Year 2013. As in the case of the time point deviation service, Fort Bend County Public Transportation and the City of Rosenberg would split 50/50 the cost of the circulator route service (and complementary paratransit service). The timeframe for implementing the circulator routes would be 2013 at the earliest; implementation is at the discretion of the City of Rosenberg.

Planned Roadway Improvements

TxDOT has roadway improvements planned in Rosenberg which will affect transit operations; the improvements are located on FM 2218/FM 1640 and on US 90A (Avenue H) and FM 1640 (Avenue I).

FM 2218/FM 1640 Improvements – In May, 2010, TxDOT let a contract to widen FM 2218 between the US 59 Southbound Frontage Road and FM 1640 from a two-lane roadway to a four-lane divided roadway; the contract will also include the widening of FM 1640 between FM 2218 and FM 762 from a two-lane roadway to a six-lane divided roadway. Sidewalks will be constructed on both sides of the road. The project should be completed in 2011.

The widening of FM 2218/FM 1640 will improve transit operations by reducing the travel time for the time point deviation service and the Red Route. Coordination of the signal timings in conjunction with the widening would likely reduce travel time further.

US 90A/FM 1640 One-Way Pair Conversion – TxDOT has prepared plans to convert US 90A (Avenue H) and FM 1640 (Avenue I) to a one-way pair operation between Spur 1640 (Millie Street) and SH 36. The existing railroad underpasses at SH 36 and US 90A will be replaced with an elevated T-intersection over the railroad tracks and Spur 529.

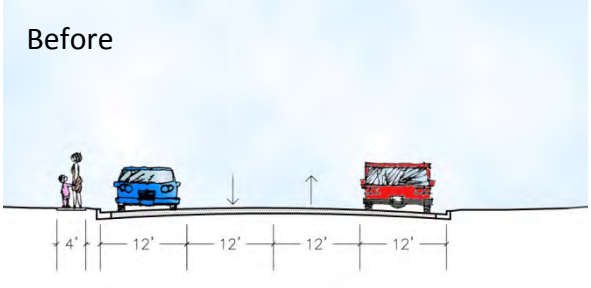
Westbound traffic will travel on US90A and eastbound traffic will travel on FM 1640. Both roadways will typically be four lanes. Currently, there are five fully signalized intersections on US 90A and four fully signalized intersections on FM 1640. Planned signalized intersections for the US 90A/FM 1640 one-way pair are at 1st Street, 4th Street and 8th Street.

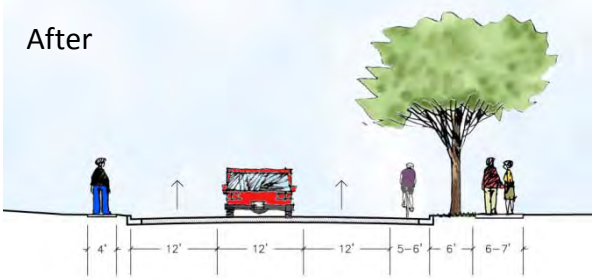
Creating the one-way pair might result in higher posted speeds on US 90A and FM 1640, which is not conducive to transit and pedestrian traffic. Additionally, higher vehicular speeds will discourage, instead of encourage, motorists on US 90A to patronize the businesses along US 90A.

Four lanes should not be needed on each street to accommodate the future traffic demands. An alternative to providing four lanes of through traffic on both US 90A and FM 1640 would be to use the right-of-way to include all modes of transportation including passenger vehicles, transit, bicycles,

and pedestrians. The US 90A and FM 1640 one-way cross-sections should include through lanes, bike lanes, bus pull-outs (potentially), and sidewalks.

The June 2009 *TxDOT Project Development Process Manual* states that Context Sensitive Solutions (CSS) principals, or the consideration and inclusion of transit, bicycles and pedestrians, should be included in the project development process "to help establish the regional, local and neighborhood vision or long term objectives." (*TxDOT Project Development Process Manual Compliance with Planning Requirements*, p, 3 of 9). Most TxDOT personnel in the Regional and District offices have not been trained to consider CSS principals in the project development process. However, when TxDOT Houston District and Fort Bend County Area Office staff are trained to include CSS principals in project planning, the design of the US 90A and FM 1640 one-way pair will provide a perfect training ground for implementing CSS principals. An example of a cross-section that illustrates CSS principals is shown below.





The City of Rosenberg has the opportunity to improve the US 90A and FM 1640 corridors by incorporating transit, bicycle, and pedestrians needs. In order to provide a pedestrian friendly environment, access management principals will also have to be applied to the travel corridors in conjunction with CSS principals. The number and widths of driveways along US 90A and FM 1640 will have to be reduced. Incorporating CSS and access management principals in the design of the US 90A and FM 1640 one-way operation will promote the City's goal of promoting economic development and redevelopment along these corridors.

Evaluation of Transit Service Not Included in Five Year Transit Plan

During the course of the public involvement aspects of the study, the desire to implement transit service designed to serve specific markets was expressed. These concepts were evaluated for inclusion in the Five Year Transit Plan; however, they are not recommended for implementation. The suggested transit services and the reasons for not including them in the Five Year Plan are discussed in the following paragraphs.

Weekend Circulator Service - Some stakeholders and community leaders expressed interest in implementing special circulator service on weekends for visitors in Rosenberg who want to go between their hotel and shopping areas and restaurants. This type of circulator service is typically provided by the businesses that would be served by the circulator service and not by a governmental entity. Although a few business owners indicated that they might be willing to participate in the funding of a circulator route, additional research is needed to determine the level of interest and economic viability of providing this type of service. During stakeholder and community leader interviews, an analogy was made between San Antonio's downtown streetcars and circulator service in Rosenberg; however, the density of the hotels (origins) and destinations (historical, sports, retail and restaurants) is much greater in Downtown San Antonio than in Rosenberg. Additionally, many visitors fly into San Antonio and they do not have a car to drive, whereas visitors to Rosenberg likely drive their cars. The headways (time between buses) would have to be approximately 10-15 minutes in order for people to find the circulator service convenient enough to abandon their automobile. Providing weekend circulator service is not recommended in Rosenberg because of the anticipated low ridership.

Special Event Shuttle Service - Special event shuttle service for regional or state baseball or softball tournaments at Seabourne Park, the Fort Bend County Fair, and the annual Christmas in Rosenberg was mentioned as a potential transit service that could be provided by the City. As in the case of the circulator service for hotels, restaurants, and retail, additional research is needed to determine the level of interest and economic viability of providing special event shuttle service. Unless traffic delays are experienced in traveling to the special event, parking is limited, or the fee to park is higher than the cost of the shuttle, it is unlikely that people would use a special event shuttle service.

Seabourne Park/Rosenberg Civic Center/Fort Bend County Fairgrounds Circulator Service - The one area that many respondents of the public survey indicated that they would like to be served by transit that is not served by the proposed two transit routes is the Seabourne Park/Rosenberg Civic Center/Fort Bend County Fairgrounds. The proposed Blue Route could not be extended to serve this area because the route would be too long to be completed in one hour; therefore, more than one bus would then be needed to maintain one-hour service on the route). The ridership on a route serving the Seabourne Park/Rosenberg Civic Center/Fort Bend County Fairgrounds area is expected to be much lower than the ridership of the two proposed transit routes. The survey was not detailed enough to ascertain if the survey respondents were thinking about special event shuttle service that was mentioned in the stakeholder/community leader interviews.

Circulator Service to ETJ Subdivisions - Stakeholders and community leaders were also interested in providing fixed route service to subdivisions located in the City's Extraterritorial Jurisdiction (ETJ). Typically, people who purchase a house in suburban areas depend upon personal automobiles to go shopping, to go to the doctor, and to get to work. Most people who have a vehicle available to drive prefer to do so because they do not have to wait for a bus to pick them up or drop them off. The availability and convenience of personal transportation coupled with the low densities found in suburban residential developments typically translate to low transit ridership. Even with the anticipated growth expected to occur in Rosenberg's ETJ in the next several years, fixed route service is not recommended to serve the existing or future residential developments in the City's ETJ during the five-year horizon.

III.C. Five Year Transit Plan Financial and Implementation Plan

The financial viability of the Five Year Transit Plan was evaluated prior to recommending the transit services included in the Plan. The operating and capital requirements, as well as the funding sources were identified and a Five Year Financial Plan was developed for Rosenberg's local share. The projected local funding did not consider the potential participation of the City of Richmond or the potential for private sector participation in the capital costs.

Operating Requirements

The estimated annual service hours, total operating costs, and the estimated local share of the operating costs for the services proposed in the Five Year Transit Plan are presented in **Table III-1**. The sources of funding that are used to reduce the total annual operating costs to the local share are discussed in the Funding Sources section later in the report.

Table III-1 Operating Costs for Five Year Transit Plan

Service	Annual Operating Costs ($2010)	Annual Local Share ($2010)
Phase 1 – Create Awareness		
Market Existing Services	$5,000	$5,000
Total – Phase 1	**$5,000**	**$5,000**
Phase 2 – Develop the Transit Market		
Market Existing Services	$10,000	$10,000
Operator phone	$1,200	$1,200
Time Point Deviation – contracted service	$152,280	$66,740
Total – Phase 2	**$163,480**	**$77,940**
Phase 3 – Establish the Transit Habit		
Market Existing Services	$15,000	$15,000
Red Route – contracted service	$152,280	$58,640
Blue Route – contracted service	$152,280	$58,640
Total – Phase 3	**$319,560**	**$132,280**

Note: Costs shown reflect service operating 7 AM to 7 PM Monday – Friday; 9 AM – 7 PM Saturday.

The operating cost estimate for the time point deviation and fixed routes is based on the current cost for a contractor to provide service to Fort Bend County Transportation using buses owned by the County. The cost of the vehicles will be addressed below in the capital plan. Note that these costs ($42.30/hour of service) are based on the current contract in 2010. If the City does not implemented service for two or more years, these costs will likely rise with inflation.

The City should budget at least some funds for the marketing component of this plan. As is shown by the low awareness of current transit services provided in the area, residents must be informed (again and again) about the services and how to use them. For Phase 1, the cost should be fairly low. The funds budgeted above would cover printing and distribution costs for informational materials. For Phase 2, the level of effort should be increased to ensure good return on Rosenberg's investment. Costs will further increase for Phase 3, since bus schedules (also called pocket timetables) should be printed for distribution to the public.

Capital Requirements

Capital requirements include the transit bus as well as the passenger amenities at the bus stops.

Vehicle Requirements

A 24-foot to 26-foot transit bus with seating for 16 (or seating for 12 plus two places for wheelchair tie-downs) is costing Fort Bend County Transportation about $75,000 to purchase right now. Rosenberg would need one vehicle for Phase 2 and two vehicles for Phase 3. These vehicles have an expected useful life of five years. Fort Bend County has vehicles available or programmed to be available for these services within the timeframe that the services would be implemented.

Passenger Amenities

The only passenger amenities needed for Phase 2 would be a transit shelter and trash receptacle at the transit shelter in the vicinity of Fiesta. METRO currently spends nearly $20,000 per passenger shelter it installs. Much of the costs are related to design, permitting, and installation. Prefabricated bus shelters can be purchased for approximately $6,000 a piece. A reasonable estimate for Rosenberg would be a shelter similar to the one shown on the left, which would cost about $11,100 (including trash can and installation).

For Phase 3, additional shelters should be added at the downtown and Brazos Town Center transfer points. Bus stop poles, and benches and trash cans for other major stops will be needed as well. For the two routes, assume that 40 stops will need only a bus stop sign, which was costed at $750 each. Approximately, twenty-four stops would have a bench and trash can, with each stop costing about $2,700.

The estimated capital costs for the services proposed in the Five Year Transit Plan and the estimated local share of those costs are presented in **Table III-2**. The sources of funding that are used to reduce the total capital to the local share are discussed in the Funding Sources section later in the report.

Table III-2 Capital Costs for Five Year Transit Plan

Capital Need	Total Costs ($2010)	Local Share($2010)
Phase 1 – Create Awareness		
Phase 1	$0	$0
Total – Phase 1	**$0**	**$0**
Phase 2 – Develop the Transit Market		
Transit Vehicle	$75,000	$12,750
Shelter with Trash Receptacle	$11,100	$2,200
Total – Phase 2	**$86,100**	**$14,970**
Phase 3 – Establish the Transit Habit		
Transit Vehicle (one additional)	$75,000	$12,750
Shelters with trash receptacle	$22,200	$4,440
Bus stops with bench and trash receptacle	$64,800	$12,960
Bus stops with bus stop sign	$30,000	$6,000
Total – Phase 3	**$192,000**	**$36,150**

Funding Sources

Funding sources for the phased Five Year Transit Plan includes fare revenues, federal and state grants, and local sources.

Fare Revenue

Fare revenues cover a very small portion of operating costs of transit systems nationally, with very small transit system generally covering an even smaller portion of the costs through the farebox than larger systems. Fare recovery of operating costs of less than 10 percent should be expected for very new and very small operations.

Fort Bend County Transportation currently charges $1.00 per ride. Since the service will be provided by Fort Bend County and will either look the same or similar to patrons, the fares charged should be the same. Federal law requires that half-price fares be offered to certain groups (seniors, disabled, and those eligible for a Medicare card) during off-peak hours. In addition, many systems offer half-fares to students and offer the half-fares to other eligible groups during all hours of the day. Enforcing peak/off-peak fare differentials can be very difficult. Given the low base fare and the need for revenues, half-price fares are recommended to only apply to those required by federal law and not include youth.

Phase 2 annual fare revenues at the projected levels of ridership should be about $10,000. Phase 3 annual fare revenues would be about $35,000.

Grants

While Fort Bend County Transportation is comfortable with the City of Rosenberg operating its own service or contracting with the County, the County would like to continue to be the recipient for grant monies from the federal and state governments. Fort Bend County as a whole will be better served by negotiating for grants as one entity rather than having parts of the County competing with other parts of the County for limited funds.

The primary source of operating grants that will be applicable to Rosenberg will be its share of Section 5307 Urbanized Formula Funds from the Federal Transit Administration (FTA). This program can cover about 50 percent of the operating costs of transit service. The funds are allocated to an entire urbanized area based on a formula that includes urban population, miles of service provided, and passenger miles carried. The regional Metropolitan Planning Organization (in the Houston area's case, H-GAC) is responsible for then allocating those funds to all transit providers in the region. Fort Bend County Transportation is currently receiving a share of these funds and would receive more if Rosenberg initiated service.

Federal funds are also available to help pay for bus acquisition and other capital needs. If wheelchair lift-equipped buses are purchased—as Fort Bend County uses now—the local share of the cost of buses would be only 17 percent. FTA funds will cover about 80 percent of shelters, benches, bus stop poles, and other passenger amenities.

The State of Texas does not provide operating assistance to systems in urban areas. Rosenberg is primarily in the Houston urbanized area. The State does administer various special Federal grant programs, such Job Access and Reverse Commute (JARC) and New Freedom. While New Freedom grants are focused on improving mobility for the disabled, the funds can be used to provide service for the general public as well on a space available basis.

Congestion Mitigation and Air Quality (CMAQ) grants are administered by H-GAC for this region and are available for projects that potentially decrease air pollution. Transit services, both operating and capital, are eligible for support under this program. Operating subsidies are only available for a particular service for up to three years, however. So the CMAQ program can be used to help launch services, but local sources must still be developed to keep the service operating.

Local Sources

Local sources of revenue to support the services could include the RDC, the City, and the local private sector. Per State law, RDC funds, which are generated via a sales tax levy dedicated to economic development, cannot be used to subsidize operating costs for transit. RDC funds can, however, be used for capital improvements such as bus stops and shelters. General funds revenues of the City may be used to subsidize transit operations and capital expenditures.

The City of Richmond may also be a source of local share for transit operations. If the City of Richmond partners with the City of Rosenberg to provide time point deviation service, the distribution of the local share between the two Cities will have to be determined. Initially, the land area of the two Cities might be used to allocate the local funding costs. Approximately 85 percent of the acreage within the City Limits and ETJ of the two Cities is in Rosenberg; using the land area as a criterion would result in Rosenberg funding approximately 85 percent of the local share and Richmond funding the remaining 15 percent. The allocation of the local funding could be reevaluated once the service has been operational for six months or so. When the circulator service is implemented, the percentage of the Red Route that travels into Richmond and the estimated number of stops in Richmond could be used to determine the share of the local match that would be borne by Richmond. Based on the percentage of the route that operates in Richmond, about 40 percent of the operating costs (or about $23,500 annually of the local share) could be allocated to and paid for by that City. In addition, 12 of the bus stops on that route would be in Richmond, accounting for $3,500 of the local share of the capital costs.

The private sector could help support transit services in a number of ways, including in-kind contributions, capital investments, and subsidized transit passes. Examples of in-kind contributions relevant to this Five-Year Plan could include the provision of marketing materials and maintenance of bus stops and shelters. Local developers or property owners may consider paying for transit shelters, benches, or other amenities at bus stops on or near their properties. And finally, local employers could support the service by paying for free or subsidized transit passes for employees. Transit pass programs can both increase ridership and create a more stable fare revenue stream on which the City can rely.

Five-Year Financial Plan

The above requirements for operating and capital investments for the Five-Year Plan are summarized in **Table III-3**. Again, this plan could be implemented more slowly, but the table provides one investment scenario for the City to consider. The financial requirements could be lower than those

shown if grants exceed projections (for example, if federal stimulus funds are available for future years), the City of Richmond becomes a funding partner or private sector contributions are secured.

Table III-3 Five Year Financial Plan

Local Cost	2010 (2010 $)	2011 (2010 $)	2012 (2010 $)	2013 (2010 $)	2014 (2010 $)	Total (2010 $)
Operating	$5,000	$77,340	$77,340	$132,280	$132,280	$424,240
Capital	$0	$14,970	$0	$36,150	$0	$51,120
Total	$5,000	$92,310	$77,340	$168,430	$132,280	$475,360

III.D. Long Range Transit Plan

Depending upon the success of the transit service implemented within the first five years (2010-2015), the City might want to expand the transit service available in Rosenberg. Additionally, the City should plan for the potential extension of rail service to Rosenberg. Although the decision to provide rail service in Rosenberg is primarily a regional transportation decision, the City can continue to participate in discussions and decisions on the regional level. Additionally, the City can plan for a future rail station and identify a preferred location to ensure the site is preserved for that purpose.

Expansion of Local Transit Service

If the City of Rosenberg has not implemented the time point deviation service or circulator routes by 2015, these services could be implemented at anytime, subject to Fort Bend County Public Transportation's ability to provide buses for the service. If the transit services included in the Five Year Transit Plan have been implemented and the existing services are successful, the City could consider the implementation of additional transit service.

For instance, the number of buses providing existing services could be increased to reduce the headways, or time between buses at a stop. Or another circulator route could be added to expand the transit coverage area. The additional coverage could be in Rosenberg, or if the City of Richmond is interested in participating in funding transit improvements, additional service could be provided in Richmond. Expansion of service to include origins and additional destinations in Richmond, might also result in establishing another type of service such as a flex route along the US 90A.

Types of Rail Transit

Two types of rail service that have been discussed for consideration in Fort Bend County are light rail and commuter rail. These technologies are significantly different in several ways.

Commuter Rail Service

Commuter rail is high capacity passenger train transit that operates typically on existing railroad tracks used by intercity freight trains and passenger trains. Commuter trains are usually diesel-electric or electric powered. Commuter rail serves trips of 20+ miles along corridors with high concentrations of passenger trip origins. As indicated by the name, the service is designed to serve commuter trips from the outlying areas of a metropolitan area to the Central Business District or other employment centers. The trains travel at relatively high speeds. In most cases, commuter rail service operates in the AM and PM peak periods to serve the work trip commute.

Light Rail Service

Light rail is high capacity transit service that operates on tracks either within its own right-of-way or within public street right-of-way. Light rail service is designed to serve all trip types and trip lengths within a metropolitan area. The cars are powered by electricity from overhead lines. Trip lengths are typically shorter and operating speeds lower than for commuter rail. Light rail transit service operates throughout the day with the possible addition of vehicles to better serve the commute trip in the AM and PM by reducing headways.

Planning for Future Rail Transit

Many stakeholders, elected officials and community leaders expressed support for commuter rail service in Rosenberg. However, the implementation of commuter rail service in Rosenberg is not a decision made solely by the City. Commuter rail service is a regional transit service, not a local service; thus, it must be supported by other local, county, and state governmental agencies. METRO is currently studying the feasibility of providing commuter or light rail service from the Fannin South Station, the existing terminus of the MetroRail Red line, to Beltway 8. The service would be provided in or near the Union Pacific Railroad (UPRR) right-of-way on tracks adjacent to the UPRR tracks. Currently, there are no plans by METRO to extend service beyond METRO's service area near US 90A at Beltway 8. The Cities of Stafford, Sugar Land, Richmond, and Rosenberg will have to work together with Fort Bend County area leaders and other transportation agencies to develop and implement a plan for the extension of commuter rail from Beltway 8 to Rosenberg. One significant barrier to bringing commuter rail to Rosenberg is the inability of the UPRR line to accommodate commuter rail. Among the solutions that have been considered include the relocation of the UPRR freight line away from the US 90A corridor and the extension of the parallel but separate track being evaluated for construction within the UPRR right-of-way inside of METRO's service area.

The City of Rosenberg is an active participant in discussions concerning the extension of rail service to Rosenberg; doubtless the City will continue to participate in discussions and decisions made on a regional level. One independent action that the City can take is to identify and preserve a location for a potential future commuter rail station and/or Transit Oriented Development, such as the tract located at the northeast corner of US 90A at 3rd Street or the tract previously occupied by Kroger on US 90A at Wilson Road.

If Rosenberg has established circulator service and commuter rail service is implemented, the circulator routes can provide feeder service to the rail station. However, if commuter rail service is planned for implementation and circulator service has not been implemented, the need for circulator service might increase. Depending upon the amount of parking provided at the rail station, it might be necessary to operate feeder service to the rail station.

IV. Pedestrian and Bikeway Plan

IV.A. Plan Objectives

One of the goals in developing the 2010 City of Rosenberg Transit and Pedestrian Plan is to provide more mobility, connectivity and transportation choices to the residents of the City of Rosenberg. While transit can provide the lifeline services, congestion mitigation and support for economic development focused around dependable routes, additional travel modes must also be considered to truly improve mobility and connectivity within the City of Rosenberg. The primary objectives for this section of the plan are:

- Improving the pedestrian environment with a focus on indentifying high priority sidewalk improvements
- Establish bicycle and pedestrian routes focused on shared use paths along roadways and off-road corridors and easements and potential on street improvements
- Develop wayfinding recommendations to improve connectivity and sense of place

Currently the City of Rosenberg has only limited sections of installed sidewalks and many sections are in poor or deteriorated condition limiting their utility. Improvements to the pedestrian environment will be critical to provide access to any proposed transit operations that require passengers to be at set destinations. An enhanced pedestrian environment should also improve safety and access for pedestrians and cyclists and increase potential utilization. Increased utilization will support economic development opportunities with greater pass-by traffic and an improved aesthetic appeal. This has been shown through the improvements around Rosenberg's Historic Downtown where investments in sidewalks and lighting have increased the overall sense of place for the local businesses.

In addition to the identified mobility improvements, a critical factor to the success of the plan will be to develop strategies to enhance the wayfinding for all travel modes within Rosenberg.

> *Wayfinding*: All of the ways in which people orient themselves in a place and navigate from place to place

Investments in pedestrian and bicycle facilities may be underutilized if people do not know the improvements exist or have difficulty accessing them. Wayfinding improvement typically include enhanced signage, monuments and trail heads, amenities and consistency in design elements that reinforce navigation ability and the feeling of a consistent sense of place. Wayfinding improvements should be implemented in a coordinated fashion such that pedestrian, bicycle and transit initiatives reinforce one another and lead to a seamless system that also links to the existing roadway network.

Why Plan for Pedestrians and Bicycles?

The transportation network in the City of Rosenberg must meet the needs of a broad and diverse set of users and the demands on the City's network continue to increase. These users include citizens of at all socioeconomic levels who depend on the transportation network to reach their destinations including, but not limited to, places of work, retail destinations, social services, medical facilities, schools, churches and parks. Local businesses rely on their workers and customers to have access to their site and others rely on the network to transport goods to their destination. These demands will increasingly require a focus on all transportation modes and not just the traditional focus on automobiles and trucks to meet the overall demand. This makes a focus on pedestrian and bicycle planning increasingly more important. Pedestrian and bicycle planning must be integrated with plans for other transportation modes as the increasing demand for mobility may require that transit and other travel modes share valuable right of way. This 2010 City of Rosenberg Transit and Pedestrian Plan identifies opportunities to enhance one mode by making improvements to another (e.g., enhancing sidewalks along potential transit route and around stops). This plan will also allow Rosenberg to coordinate the City's efforts with regional planning efforts (such as an updated H-GAC Regional Bikeway Plan) as well as provide support for grants and other funding applications to implement the identified improvements. Pedestrian and bicycle trips typically have less impactful on the environment which is important for air quality issues, especially given the Greater Houston region's historic challenge in meeting established air quality standards

IV.B. Plan Development

Existing Planning Efforts

The 2010 Transit and Pedestrian Plan has been developed following a strategic planning approach that combines an assessment of existing City of Rosenberg plans and field conditions with the expertise of the consulting team and significant input from community stakeholders and the public at large. The Plan builds upon existing planning efforts that have been completed by the City of Rosenberg and incorporates any identified planning efforts completed by other agencies such as Fort Bend County, H-GAC and the West Fort Bend Management District.

One of the primary inputs has been the 2009 City of Rosenberg Sidewalk Plan. This plan identifies priority sidewalk corridors and a particular side of the street upon which future development would be required to construct a sidewalk. These recommendations have been adopted by the City and future development should comply with this plan. While this is a positive step forward for the City given current sidewalk conditions, additional recommendations based on proposed transit services and linkages to other facilities have been included to ensure cohesiveness in the overall system plan.

The City of Rosenberg has submitted applications for Safe Routes to School and Transportation Enhancement grant funding to expand the sidewalk network near Taylor and Jackson Elementary Schools. The City of Rosenberg also developed a Parks Master plan in 2007 which identifies improvements within the Parks and discusses the need for more sidewalks and trails to provide better access to the park system. These plans have also been reflected in the 2010 Transit and Pedestrian Plan

Stakeholder Interviews and Public Input

As discussed in detail in Section II of this report, a critical component to the success of both the development and the future implementation of any strategic plan is effective communication with and input from stakeholders. For this project, 44 in-person and phone interviews were conducted with community and business leaders including members of the Rosenberg Development Council, the Rosenberg City Council, county, state and federal representatives, and local business leaders for the major employers and potential transit destinations such as the Oak Bend Hospital. These interviews provided feedback about the interviewee's vision for success for the project, their views on transit and pedestrians needs and any other input on sense of place, wayfinding and general mobility.

In addition to these in person interviews, an initial public meeting was held on February 11, 2010 at Rosenberg City Hall. The presentation from the public meeting can be found in **Appendix B** of this

report. Attendees were given an opportunity to provide feedback both through questions and through an option to note comments directly on large format maps that were present at the meeting. Attendee feedback from this public meeting is summarized in **Appendix C** of this report.

The third major effort to capture public input in the development of the 2010 City of Rosenberg Transit and Pedestrian Plan was through a brief survey that was available online through the Rosenberg Development Council's website as well as the distribution of the survey distributed to city residents through the monthly water bill. In all 452 responses were received for a total response rate of approximately 5%. A copy of the survey is included in **Appendix D** of this report.

IV.C. Existing Conditions

To develop the pedestrian and bicycle recommendations in the 2010 City of Rosenberg Transit and Plan, as assessment of the existing pedestrian and bicycle facilities was performed on major corridors. These corridors were identified based on the 2009 City of Rosenberg Sidewalk Plan which identified future sidewalk requirements for the City. Each of the corridors was assessed during field visits and a review of aerial photographs to determine existing pedestrian conditions.

Pedestrian Facilities

The 2009 Rosenberg Sidewalk Plan identified travel corridors that would require sidewalks should the street be reconstructed or development occur in a parcel that was adjacent to a targeted sidewalk location. In most instances, sidewalks have been mandated for only one side of the street. The preferred side of the street for the sidewalk was typically based on several factors including the presence of existing sidewalks, the connectivity to adjacent pedestrian facilities, and the adjacent development. The plan primarily covered the major arterials and collector roads in the City.

Major north-south roads included Blume Road, Bamore Road, SH 36, 4th Street, 8th Street, Louise Street, Radio Lane, BF Terry Boulevard (FM 2218) and Lane Drive. Major east-west roadways recommended for sidewalks included Avenue H (US 90a), Avenue I (FM 1640), Avenue N, Southgate Drive, Mons Road, Airport Avenue, Reading Road, Town Center Boulevard and Bryan Road.

An overview of the Sidewalk Plan is shown in **Figure IV-1** with the sidewalks shown in white and the city limits shaded in blue. For the purposes of the Sidewalk Plan, sidewalks that currently existed in the field were not identified as the goal was to provide the comprehensive plan for sidewalk connectivity for the City. As shown in Figure IV-1, the proposed sidewalk plan provides some connection to the major origins and destinations in the City including Historic Downtown, Brazos Town Center, the US 90A corridor, the City Parks system, most LCISD schools, and residential neighborhoods north of US 59.

Based on field visits, a map showing the existing sidewalks along the corridors identified in the 2009 Sidewalk plan was developed. Sidewalks that were included as existing were those deemed to be of acceptable quality for pedestrian use based on visual inspection. As shown in **Figure IV-2**, with the orange lines indicating an existing sidewalk, there is a significant gap between what has been identified in the Sidewalk Plan and the current field conditions.

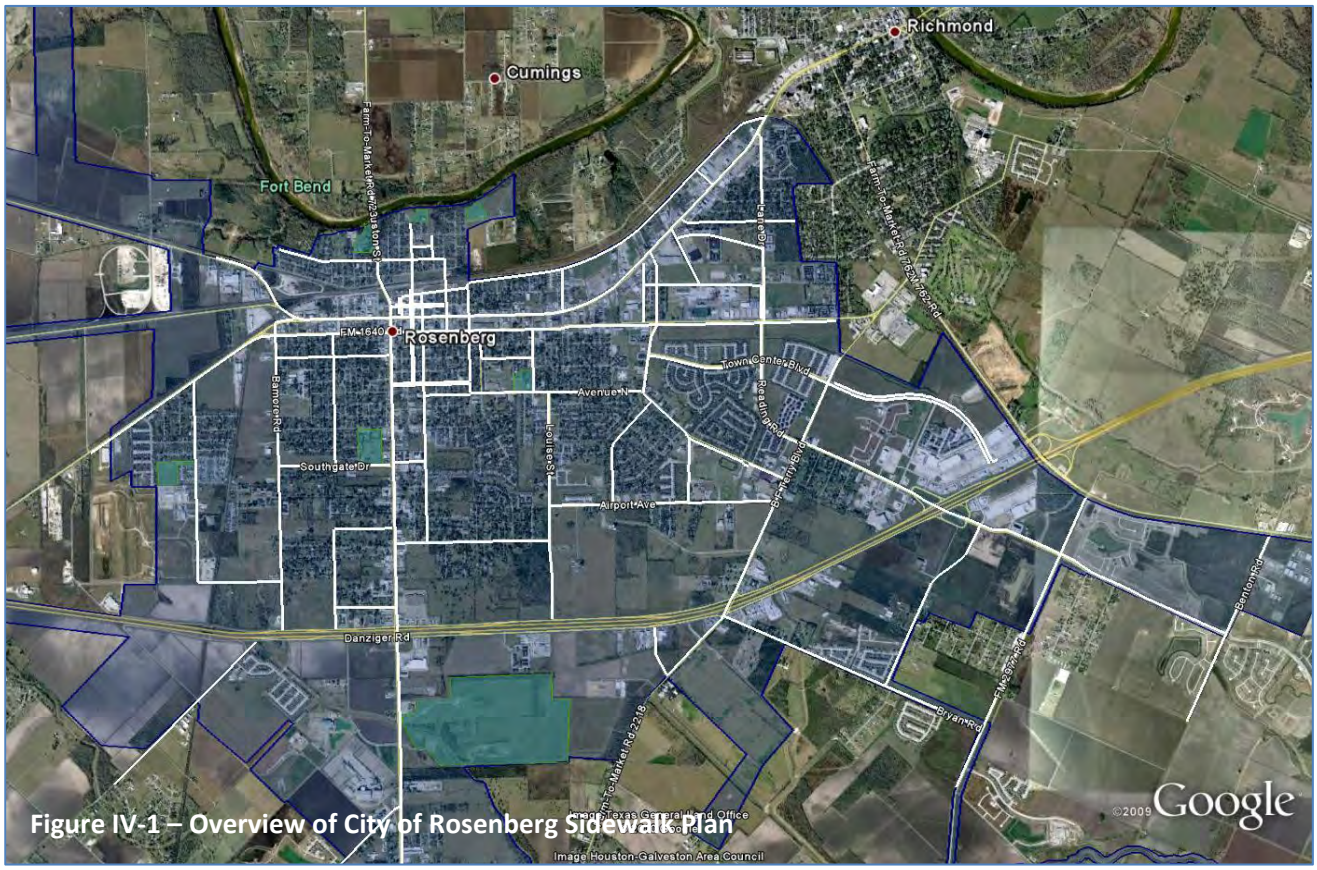


Figure IV-1 – Overview of City of Rosenberg Sidewalk Plan

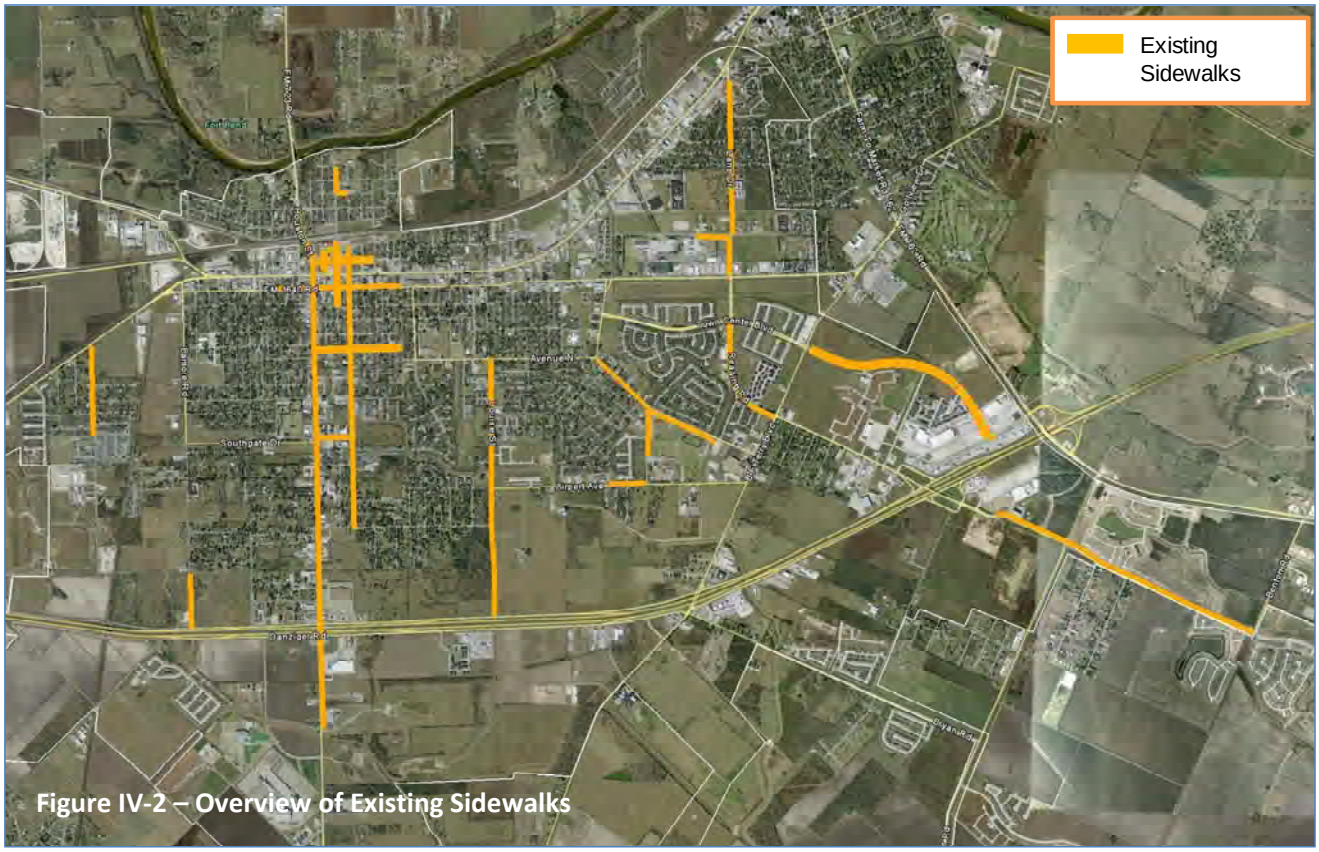
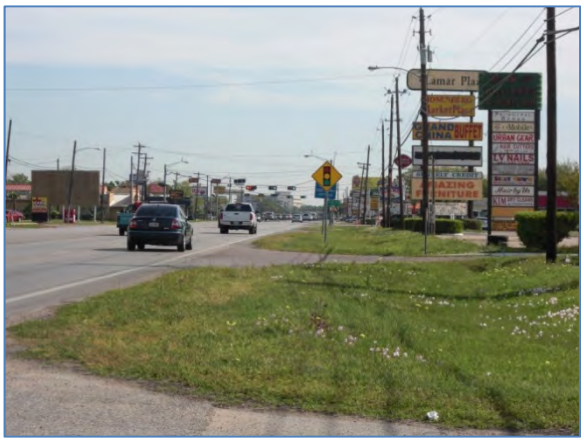


Figure IV-2 – Overview of Existing Sidewalks



Typically the major corridors within the City do not have existing sidewalks. In addition, there are significant challenges to a safe pedestrian environment along many of the primary corridors due to multiple driveways and existing open drainage ditches leaving little room for pedestrians to walk. For example, Avenue H (US 90A) has a significant number of driveways, many with poor definition and head-in parking across the potential pedestrian route. These increase the number of conflict points, which results in a decrease in the safety level for pedestrians and reduces overall usage. Avenue H also has significant stretches of open ditch drainage which is another challenge for pedestrians as it limits access to adjacent facilities and frequently forces pedestrians to walk along the edge of the roadway shoulder.

An example of where the condition of the existing sidewalk network is unsatisfactory is around Sunset Park along Southgate Boulevard, Mulcahy Street and Walger Avenue. All of the roads adjacent to the park have open ditch drainage, most with fairly steep side slopes, creating a barrier for pedestrians to access the park. The only access points to the park that do not require traversing a drainage ditch are through the parking lots, another point of pedestrian-vehicle conflict. Other locations in the city have pedestrian challenges such as sidewalks not connecting to pedestrian push buttons to safely cross at traffic signals.

An area that does have greater coverage of adequate or better pedestrian facilities is Historic Downtown Rosenberg. The area is bounded by 2nd Street to the east, 4th street to the west, Avenue F to the north and Avenue H to the south. The pedestrian environment in this area has been enhanced through the Downtown Sidewalk and Street Lighting project which installed wider sidewalks with decorative brickwork and light fixtures along 3rd Street. Future plans are to expand this to the adjacent streets in the downtown district. Field observation saw more pedestrians in this location than anywhere else in the City, at least partly due to the more welcoming pedestrian environment and adjacent businesses that have close setbacks from the sidewalks.

Other locations where major sidewalk improvements have been constructed include:

- West side of Louise Street - new five-foot side walk
- West side of 4th Street - five-foot side walk.
- East side of SH 36 – new five-foot sidewalk
- West side of Reading Road (FM 2218 to Town Center Boulevard
- Both sides of Town Center Boulevard from Brazos Town Center to FM 2218
- Lane Road – West Side from Avenue I to Mustang Road; East side from Mustang Road to 500 feet south of Avenue H
- Reading Road from south of Brazos Town Center to Benton Road

A challenge with many of these sidewalks is that they do not connect to a broader sidewalk network so pedestrians are left at a dead end or must walk on street or on the shoulder to get to their destination.

Bikeway & Trail Facilities

To date the City of Rosenberg has not developed a plan for bikeway and hiking trail facilities in the City. The region including the Rosenberg ETJ, the City Richmond and the unincorporated area of Fort Bend County have limited planning for bike routes based on H-GAC's Regional Bikeway Map. **Figure IV-3** outlines the City of Rosenberg in the Regional Bikeway map. As shown, there are no existing bikeways or proposed bikeway in the region and only a few bikeway needs (magenta dash lines) have been identified through other previous planning effort. These proposed bikeways are located on FM 723 and FM 762 along the edge of the City limits.

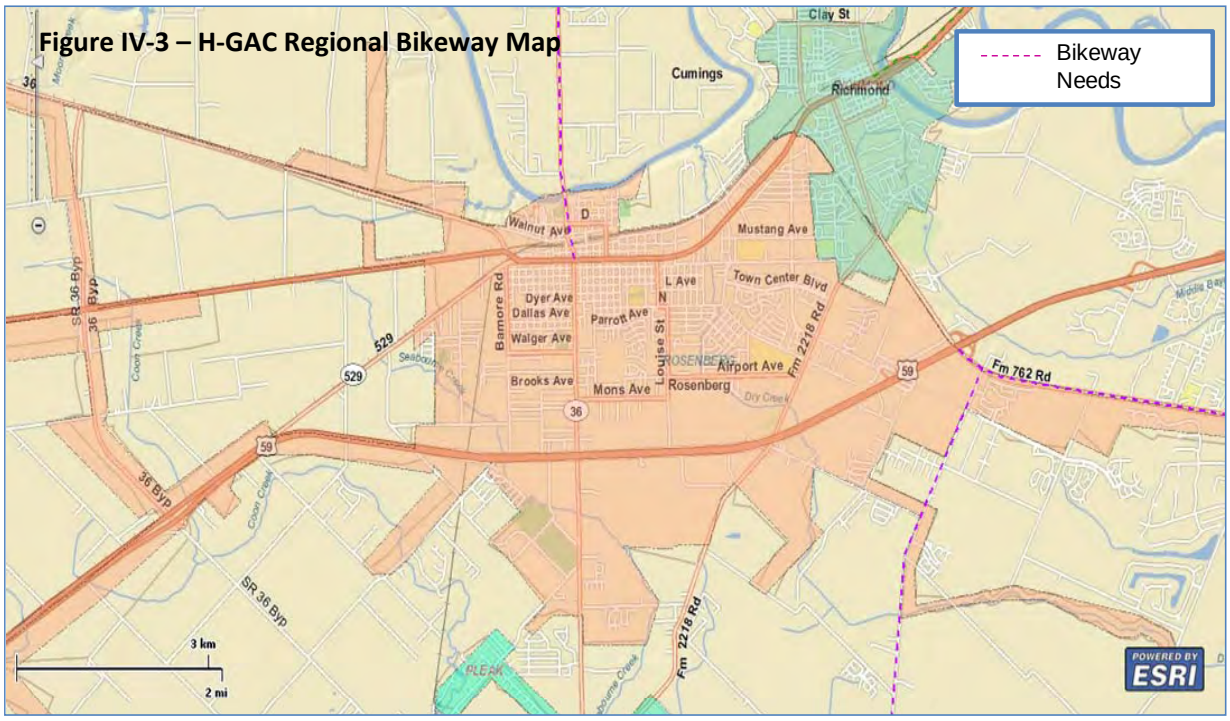
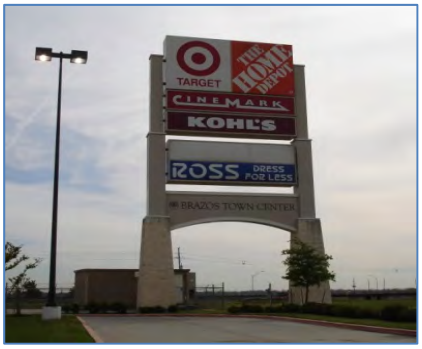


Figure IV-3 – H-GAC Regional Bikeway Map

The 2007 City of Rosenberg Parks Plan addressed bicycling needs in a general manner noting that "Local and collector streets are suitable for use by most adult bicycle riders while arterial streets are suitable for limited use by bicyclists due to higher traffic volumes and speeds. Arterial roadways, especially those with shoulders at least four feet in width tend to attract sport cyclists interested in longer-distance travel with fewer interruptions." The plan also identifies some typical cross sections for roadways that support bicycling though no specific locations were identified. Given this starting point, there appears to be significant opportunity to define a Pedestrian and Bicycle Plan for the City that can better serve the needs of the community.

Wayfinding Amenities

Given the limited infrastructure for pedestrians and cyclists, there is a corresponding lack of wayfinding amenities in the City of Rosenberg. The primary wayfinding amenities that exist in the City are the large Welcome to the City of Rosenberg monuments such as the ones northbound and southbound on SH 36 and the "Entering Rosenberg City Limits" Sign west of the railroad underpass on Avenue H (US 90A) near the city limits with Richmond. Brazos Town Center also serves as a defining location for Rosenberg, particularly for those traveling on US 59S.



These wayfinding amenities are targeted at automobile drivers along with most other directional guidance signs that exist in the City. There is currently limited wayfinding signage that directs motorist to other potential destinations such as parks, schools, the historic downtown, the Brazos Town Center, Oak Bend Hospital or City Hall. Amenities for pedestrians, such as maps, signage, benches, and water fountains are limited or non-existent along the pedestrian corridors.

Major Destinations

Major destinations within and attractions adjacent to the study area were also identified as these are likely to be generators of pedestrian and bicycle traffic.

Schools:

Lamar Consolidated ISD

- Elementary: Jackson, Travis, Meyer, Bowie
- Junior High/Middle: Travis Ray, Navarro, George, Lamar, Wessendorf
- High: Lamar, Terry

Other Schools: Living Water Christian School, Holy Rosary, Wharton County Junior College (Richmond), Fort Bend Technical Center

Parks: Brazos Park, Community Park, Garcia Park, Harwood Park, Seabourne Creek Park, Sunset Park, Travis Park, Riverbend Park

Commercial Centers: Brazos Town Center, Historic Downtown, US 90A Corridor, Oak Bend Hospital

Governmental: City Hall, Fort Bend County Court House, Fort Bend County Fairgrounds

IV.D. Needs Assessment

The needs for pedestrian and bicycle improvements as part of the 2010 City of Rosenberg Transit and Pedestrian Study are based on several factors designed to identify and prioritize areas of future investment. These inputs were linked to the goals outlined by the Rosenberg Development Corporation in undertaking this study of increasing mobility and connectivity throughout the City to support resident's mobility and additional economic development. The needs assessment builds on the 2009 City of Rosenberg Sidewalk Plan and enhances those recommendations, especially in coordinating sidewalk improvements with any proposed transit service and other high priority areas identified. Pedestrian needs were also identified through feedback gathered from the stakeholder and community leader interviews, the public meetings and the 2010 Rosenberg Pedestrian and Transit Survey.

Existing Sidewalk Plan

The existing City of Rosenberg Sidewalk Plan has identified a set of recommended roadway corridors on which sidewalks should be constructed on a specific side of the road when any new development occurs or the roadway undergoes major improvements, such as those currently planned for Blume Road in west Rosenberg. The needs assessment and recommendations of this report are meant to supplement the existing Sidewalk Plan as these recommendations are linked to proposed transit improvements, gaps in the earlier plan and additional opportunities that have been identified through public feedback and a greater focus on bicycle facilities. The goal is also to prioritize corridors for recommended improvements so that investments and potential grants and other funding can be targeted for maximum benefit.

The proposed Sidewalk Plan is shown in the **Figure IV-4** with the color coding indicating the proposed side of the road the sidewalks are proposed. As noted in the Existing Conditions assessment, the majority of the identified sidewalk improvements identified in the current Sidewalk Plan remain as needs for the City. There is a significant gap between the current state and the target state for a comprehensive City sidewalk network.

Additional needs assessments will target additional improvements on priority corridors within the City based on a comprehensive look at transportation options. The potential benefit of these improvements will be evident in the improved connectivity and mobility for residents on or near these corridors as well improved in the economic viability of certain sites as the access will likely enhance pedestrian traffic. Based on the city requirements, proposed sidewalks would be 5-feet wide and typically back of curb to minimize maintenance. While minimizing maintenance costs is a

positive goal, typically a buffer between sidewalks and roadways is recommended to increase pedestrian safety and comfort level. This can be accomplished with low maintenance materials to maintain lower cost profile. At a minimum, there are opportunities for the City to create this buffer along higher speed facilities like US 90A or in high volume pedestrian locations and location near schools and parks where there will be a greater percentage of younger pedestrians.

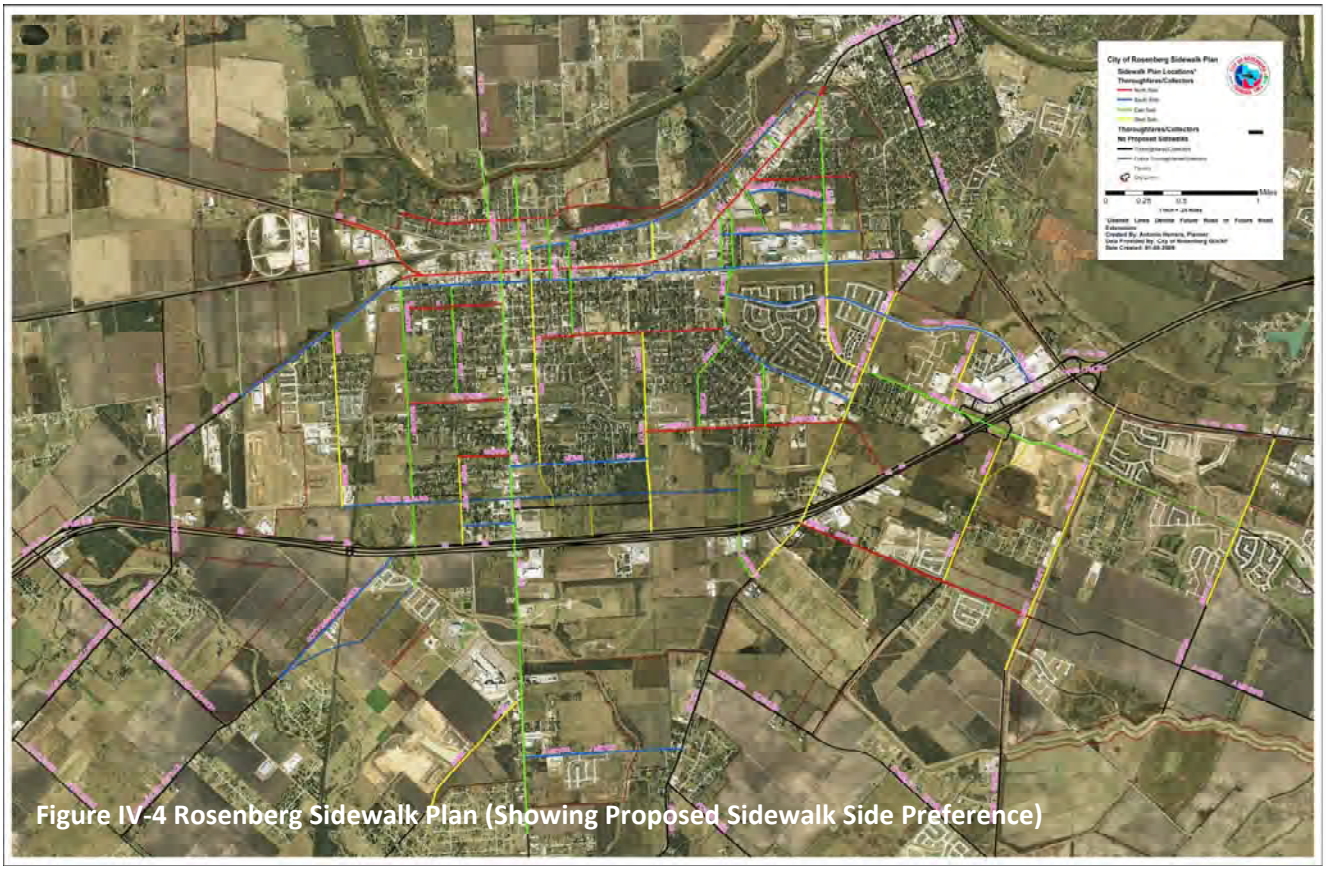


Figure IV-4 Rosenberg Sidewalk Plan (Showing Proposed Sidewalk Side Preference)

While these improvements will go a long way to improving pedestrian mobility, the improvements do not address bicycle mobility and non-roadway shared use paths. Bicycle improvements would be viewed as complementary to these improvements as it is not typically recommended to have bicyclists using the sidewalks as their travel path on 5’ or narrower sidewalks. The City also maintains an ordinance prohibiting riding bicycles on City sidewalks. Where incremental improvements to the Pedestrian environment would also benefit bicycle connectivity, those locations have been identified.

Identifying Priority Corridors

To determine where incremental needs exist that are not included in the existing City plans, criteria were developed and prioritized to identify opportunities to enhance the pedestrian and bicycle environment. Many corridors will meet more than one of these criteria. These criteria include:

- Providing access to transit
- Providing access to a school or park
- Connecting major pedestrian/cyclist origins and destinations
- Connecting other major pedestrian/bicycle routes
- Supporting economic development
- Creating a potential scenic way
- Corridor feasibility (e.g., current use, ownership, adjacent developments)

These criteria have been assessed along with feedback from the public involvement process of the project to identify needs and the proposed recommendations included in this study.

Improving Access to Proposed Transit Facilities

With the major focus of the 2010 City of Rosenberg Transit and Pedestrian Studies being the determination of the feasibility of transit successfully operating within the City, it is critical to look at pedestrian improvements with this lens. Given that proposed transit routes, be they a time-based deviation service or a fixed route transit, will require access to reach any proposed stops for service, the pedestrian environment in and around the service areas will be critical. Typically the service area where transit is expected to draw pedestrian ridership (e.g., the catchment area) includes the area within 1/2 mile radius of the transit route, concentrated around the stops. The proposed transit services will also stop on both sides of the street on the proposed buses routes. **Figure IV-5** shows the catchment area (in light red & blue) of the proposed two-route transit system for the City.

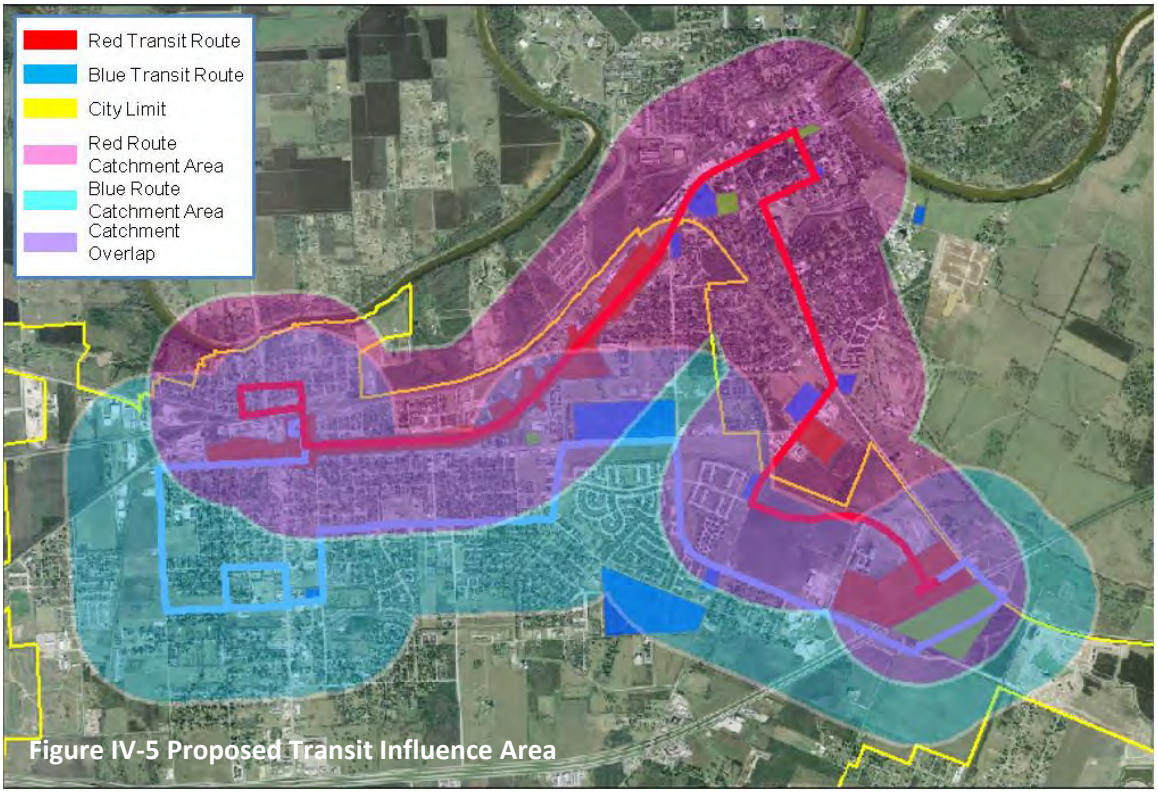


Figure IV-5 Proposed Transit Influence Area

Priority corridors within this area of influence would have a strong need for increased pedestrian facilities to increase access to transit services and promote safety for pedestrians. These improvements would include sidewalks on both sides of the street and pedestrian amenities related to transit such as signage, seating and shelters that would be incremental to the improvements in the current Sidewalk plan. Roadways identified as candidates for sidewalk improvements to complement proposed transit services include:

Table IV-1 Potential Sidewalk Improvements to Complement Transit Service

	Extents	
Transit Route Roads	From	To
Avenue H (US 90A)	Bamore Road	Richmond City Limit Line
Avenue I (FM 1640)	Bamore Road	3rd Street
Avenue I (FM 1640)	Radio Lane	Reading Road
Bamore Road	Avenue I	Southgate Drive
Southgate Drive	Bamore Road	SH 36
City Hall Drive	SH 36	4th Street
4th Street	City Hall Drive	Avenue N
Avenue N	4th Street	Radio Lane
Radio Lane	Avenue N	Avenue I
Reading Road	Avenue I	Brazos Town Center
FM 2218 (BF Terry)	Town Center Boulevard	City Limit Line
3rd Street	Avenue I	Avenue D
Avenue D	3rd Street	Mulcahy Drive
Mulcahy Drive	Avenue D	Walnut Street
Walnut Street	Mulcahy Drive	3rd Street
Commercial Drive	Reading Road	FM 762

Additionally, there is a need for pedestrian sidewalks on the surrounding roadways within the half mile area adjacent to transit. This will provide safer access to the transit facilities. The transit routes have been designed to serve the major origins and destination within the city and serve populations that have the greatest likelihood to utilize transit. The improved pedestrian facilities will also create a higher likelihood that the pedestrian facilities will be used to access businesses, public services, parks and schools. These improvements will also enhance the potential for economic development within these areas.

Access to Schools

Providing sidewalks around schools was a top priority for stakeholders and survey respondents when asked where there would like to see the City expand its sidewalk and trail network. Recently, the existing City of Rosenberg Sidewalk Plan has been supplemented with plans developed through several Safe Routes to School (SRTS) grant applications. These plans focus on improvements around Jackson Elementary and Travis Elementary as shown in the following **Figures IV-6 and IV-7**.

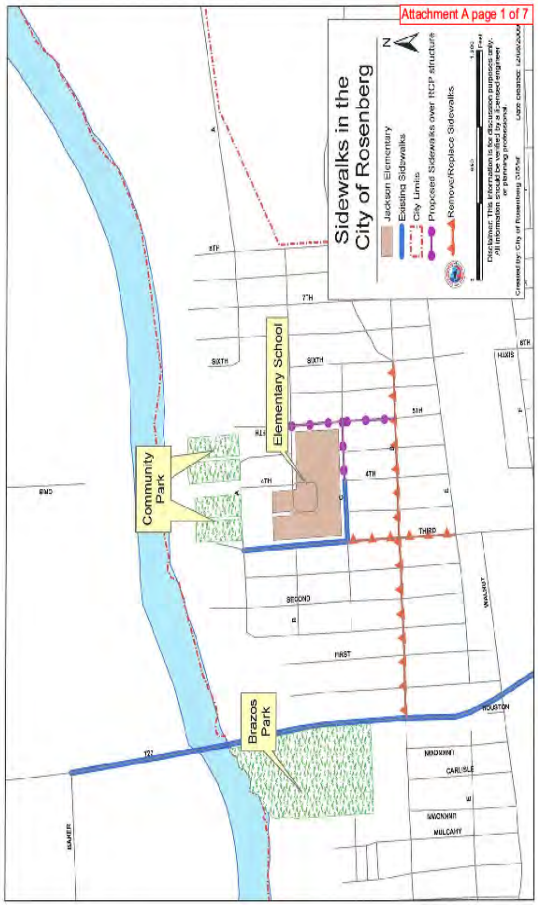
These improvements address the need for a travel route for students adjacent to these schools which are located within residential neighborhoods. Pedestrian access to other schools in the city, primarily LCISD schools, has been addressed through the existing City plan as well as the improved sidewalk network that would be developed though the pedestrian to transit recommendations. Grant funding

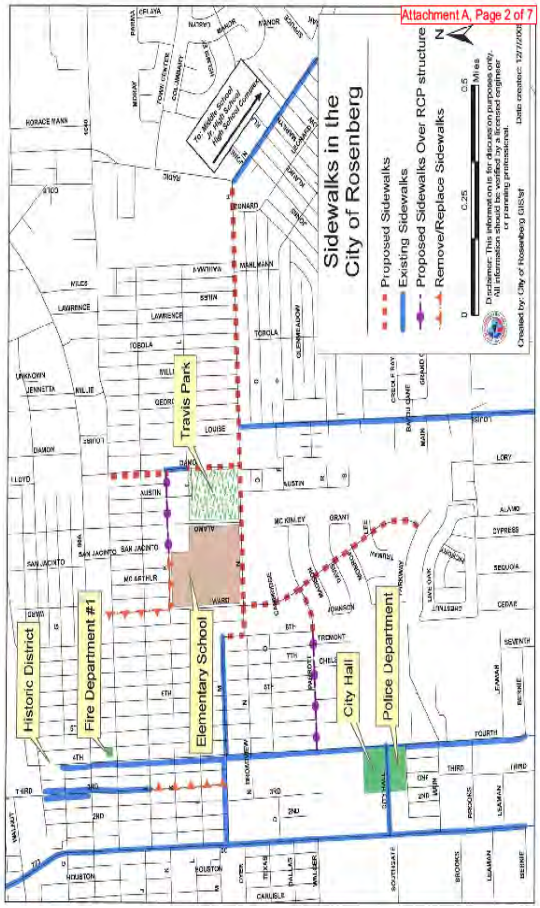
should continue to be sought to expand these facilities. Site visits and input from stakeholders several helped identify other pedestrian needs around schools.

- Access from the neighborhoods along Blume Road to Bowie Elementary. This would be an off-road facility and could be coordinated with proposed trails in the area. This would also provide access to the proposed transit route along Bamore Road and Southgate Drive
- Along the roads east of BF Terry High School including Homestead Road, Lazy Lane, Allwright Road and Richard Street
- George Street and Walger Avenue near the Holy Rosary School and Sunset Park.

School needs should continue to be prioritized and funding should be leveraged through the Transportation Enhancement and Safe Routes To School grant programs.

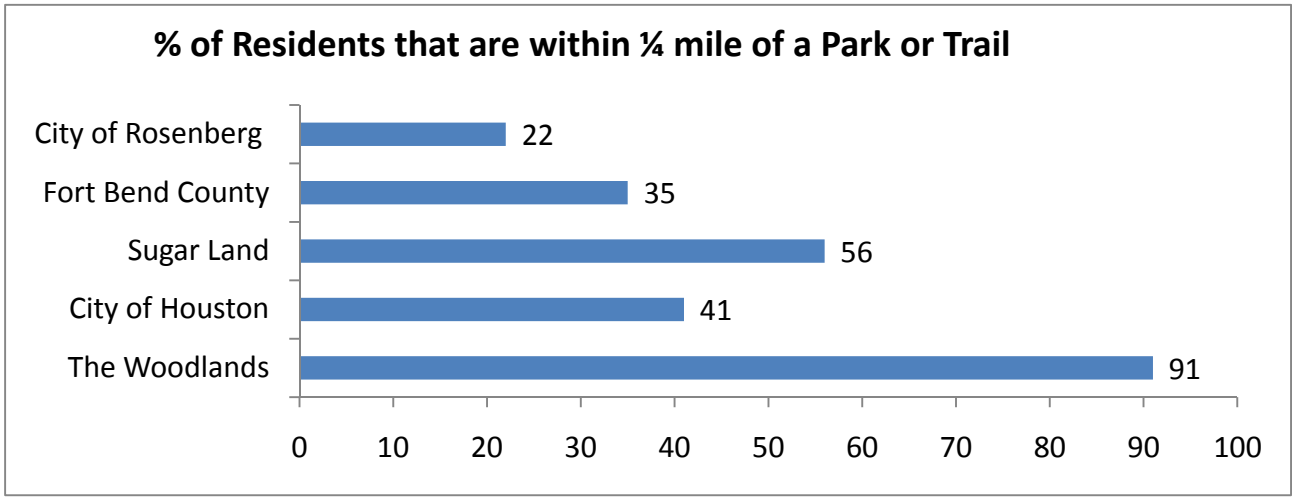
Figures IV-6 and IV-7 – Jackson and Travis Elementary School Sidewalk Improvement Plans



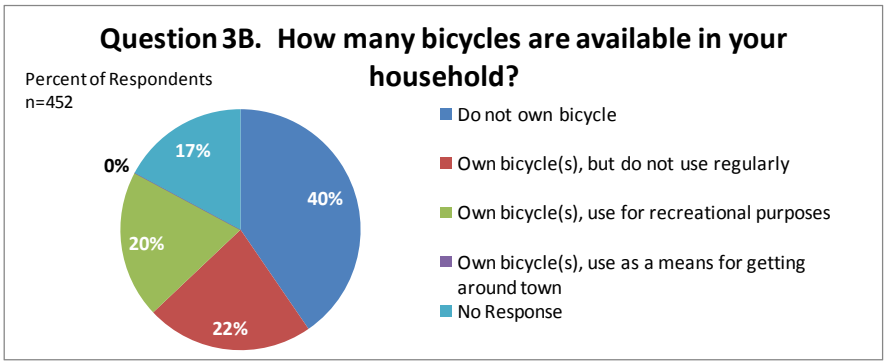


Bikeways and Trails

While the City of Rosenberg has maintained a group of parks such as Sunset Park, the three along the Brazos River and recently developed the new Seaborne Creek Park in the southern part of the City, one of the most common points of feedback was the need to provide improved access to the city parks. Based on a recent study by the Center for Houston's Future on Quality of Life Indicators, Rosenberg trailed most other communities in the region in providing trails and parks within ¼ mile of where people live. This indicator is viewed as a measure of people's access to recreational facilities and the related quality of life and health benefits of these facilities. It also represents a gap in Rosenberg competitiveness with other communities when looking to attract new residents and businesses to the area.



Schools and parks will benefit from improved sidewalk access from the improvements identified in the existing City Sidewalk Plan. As the City does not currently have a comprehensive bikeway plan, there is a need to identify priority bikeway corridors, especially those that would exist for off-road facilities and could be developed as full 10-12 foot shared-use paths that serve both pedestrians and cyclists. These trails would complement the proposed sidewalk improvements and increase connectivity, while providing pedestrians and cyclist with safer places to ride with



limited conflict points from intersecting roads. These corridors may also increase the share of residents that can and do utilize a bicycle for mobility or recreation in the City.

Identified areas where off road pedestrian & bicycle shared use facilities would be potentially feasible would include:

Creeks/Bayous: Cities in the greater Houston region are increasingly looking at the creeks and bayous, which cross the region and serve critical flood control functions, as potential green belts and linear parks. Rosenberg has several long creeks that could provide connectivity and attractive riding conditions including Dry Creek and Seaborne Creek. Preliminary discussion with the Fort Bend Flood Control District indicated a bias against the installation of trails along these corridors for potential cost and safety reasons. Over time this discussion should be revisited to ensure the City is making best use of its green space corridors. In addition, one of the City's greatest natural resources is the Brazos River which forms the northern border for much of the City. Potential shared use paths along the river would provide great natural beauty and connect the series of city parks including, Brazos Park, Community Park and Riverside Park.

Utility Easements: There are several utility easements that provide long stretches of unobstructed right-of-way around the City. Frequently, these easements can provide attractive routes for shared use trails. Though utilities such as Centerpoint have been resistant to bikeways on their easement, legislation has been proposed to the State of Texas Legislature that would make reaching agreements with utility companies easier to complete. Identified easements in the City include the Centerpoint Easement on the West Side of the City between Blume Road and Bamore Road, the sanitary sewer easement that runs east to west, south of US 59, from Seabourne Creek to Dry Creek and the utility easement east of Riverside Park in the City's ETJ.

A comprehensive plan for shared use paths should try to minimize and eliminate routes that bring riders to a dead end. In Rosenberg this will require utilizing routes along roadways to create

connectivity. Typically the roads that would provide these connections in the City of Rosenberg are TxDOT facilities including Avenue H (US 90A), Avenue I (FM 1640) and SH 36. Areas that can provide service to both pedestrians and cyclists either through shared or parallel facilities have been identified in the report's recommended improvements. The recommendations also identify the potential benefits on the community in terms of increased access to parks and trails.

Public Involvement Feedback

Several priority needs were identified through field assessment and supported by feedback from the public involvement process. Detailed public feedback can be found in **Appendix C & E** of this report.

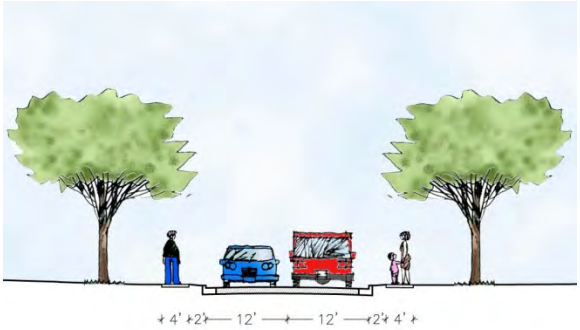
Avenue H (US 90A) & Avenue I (FM 1640) – These two roads provide the main east-west mobility in the City including access to historic downtown, major retailers such as Fiesta and Wal-Mart (in Richmond), Lamar High School and City of Richmond locations such as Oak Bend Hospital and the Fort Bend County Court House. Mobility and access to destinations along these roads is challenged by the lack of consistent sidewalks and the significant number of driveway openings and crossings that create a safety hazard for pedestrians and cyclists. In addition, these roads are proposed to be reconfigured as a one-way pair from Bamore Road on the west to near Louise Street on the east through a future TxDOT project. The timing of this project is unknown at this point due to funding availability. This conversion may present the opportunity to address some of the access management issues through the design of the project. In addition, the conversion from two-way operations to one-way operations typically will increase the capacity of a roadway as a result of better signal operations and reductions in left turn conflicts. As the capacity is likely to increase there may be an opportunity to utilize some additional right-of-way for pedestrian, bicycle and/or transit improvements such as wide sidewalks, bike lanes and transit bus pullouts.

Brazos Town Center – Brazos Town Center has effectively become the retail center of Rosenberg, with large anchor tenants and a variety of complementary retail and dining options. Many respondents commented that the sites have adequate access for automobiles but that once they have parked their cars they must drive to other sites within the development due to a lack of sidewalks and limited planning for pedestrians. Sidewalks were identified as needed along Commercial Drive on the north side of US 59 and connecting Reading Road to Kroger on the south side of the development.

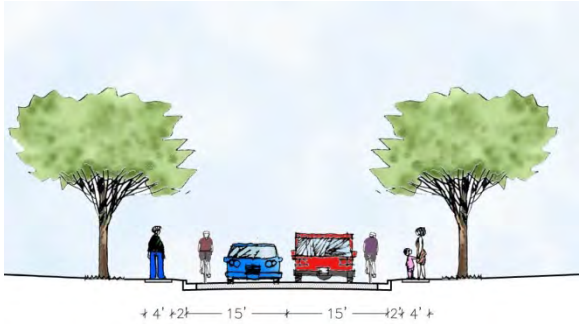
IV.E. Recommendations for a Comprehensive Pedestrian and Bicycle Plan

Pedestrian & Bicycle Facility Types

When developing recommendations for the pedestrian and bicycle facilities in the City of Rosenberg it is important to define what is meant in each instance so as to clarify the desired end state and level of service. The following classifications build on the description in the TxDOT Roadway Design manual, the 1999 AASHTO Guide for the Development of Bicycle Facilities and other research.



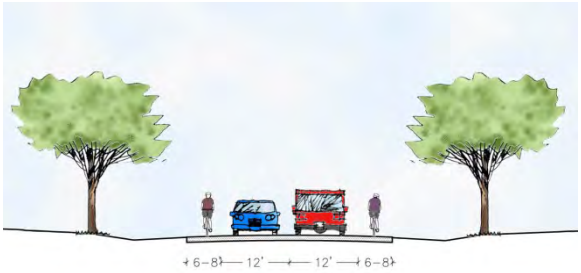
Sidewalks - Sidewalks provide distinct separation of pedestrians and vehicles, serving to increase pedestrian safety as well as to enhance vehicular capacity. Sidewalks are typically an integral part of the transportation system in developed areas and central business districts. In rural and suburban areas, sidewalks are most justified at points of community development such as at schools, recreation areas, and local businesses that have the potential to attract pedestrian activity. Sidewalks are typically a minimum of 5-feet in width and offset from the road to provide a level of comfort and separation from the road. The TxDOT Roadway Design manual states "For curb and gutter sections, a buffer space of 3 ft or greater between the back of the curb and the sidewalk is desirable." Sidewalks also serve as a feeder route for transit riders.



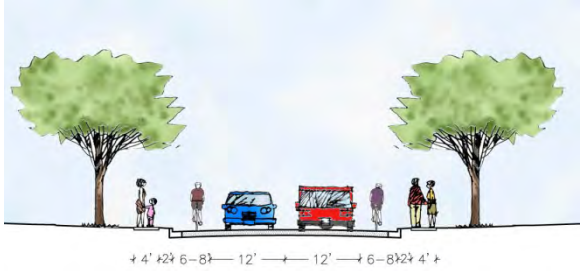
Shared Roadway (No Bikeway Designation) - Most bicycle travel in the United States now occurs on streets and highways without any bikeway designations. This is largely the case in the City of Rosenberg today. In some instances, the existing street system may be adequate for efficient bicycle travel and signing and striping for bicycle use may be unnecessary. In other cases, some streets and highways may be unsuitable for bicycle travel at present, and it would be inappropriate to encourage bicycle travel by designating the routes as bikeways. Typically minor residential streets would not be designated bicycle routes.

Some rural highways are used by touring bicyclists for intercity and recreational travel. In most cases, such routes should only be designated as bikeways where there is a need for enhanced continuity with other bicycle routes. However, the development and maintenance of 4-foot paved shoulders

with a 4-inch edge stripe can significantly improve the safety and convenience of bicyclists and motorists along such routes.

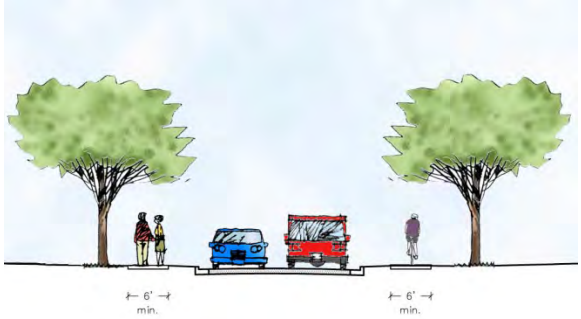


Signed Shared Roadway - Signed shared roadways are designated by bike route signs, and serve either to: a. provide continuity to other bicycle facilities (usually bike lanes or shared use paths); or b. Designate preferred routes through high-demand corridors. As with bike lanes, signing of shared roadways should indicate to bicyclists that particular advantages exist to using these routes compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. This can include improvements such as a wider outside line to accommodate cyclists (typically 15-feet or more). Signing also serves to advise vehicle drivers that bicycles are present.



Bike Lanes - Bike lanes are established with appropriate pavement markings and signing along streets in corridors where there is significant bicycle demand and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists on the streets and provide connects to other bicycle facilities. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. Bike lanes also help to increase the total capacities of highways carrying mixed bicycle and motor vehicle traffic. Another important reason for constructing bike lanes is to better accommodate bicyclists where insufficient space exists for comfortable bicycling on existing streets. This may be accomplished by reducing the width of vehicular lanes or prohibiting parking in order to delineate bike lanes. In addition to lane striping, other measures should be taken to ensure that bicycle lanes are effective facilities. In particular, bicycle-safe drainage inlet grates should be used, pavement surfaces should be smooth, and traffic signals should be responsive to bicyclists. Regular maintenance of bicycle lanes should be a top priority, since bicyclists are unable to use a lane with potholes, debris or broken glass. If bicycle travel is to be improved, special efforts should be made to assure that a high quality network is provided with these lanes. However, the needs of both the motorist and the bicyclist must be considered in the decision to provide bike lanes.

Shared Use Path - Generally, shared use paths should be used to serve corridors not served by streets and highways such as where wide utility or former railroad right-of-way exists, permitting such facilities to be constructed away from the influence of parallel streets. Shared use paths should offer opportunities not provided by the road system. They can provide a recreational opportunity or, in some instances, can serve as direct pedestrian corridors to access transit. They are recommended to be at least 12-feet in width (10-feet minimum) for two way operation, though in some cases 6-feet shared use paths can operate as one way facilities parallel to roadways. One-way operation has some disadvantages from an operations and safety perspective for cyclists as well as motorists due to the increased number and nature of the conflict points and this application should be used with caution.



Priority Improvements

The recommendations for pedestrian and bicycle enhancements for the 2010 City of Rosenberg Transit and Pedestrian Plan focus on improving mobility within the City while increasing connectivity between major origins and destinations for residents. These recommendations have also been developed to improve safety for motorist and pedestrian alike, while enhancing economic development opportunities around the City. The recommendations are intended to build upon and enhance the existing City plan to include a multimodal approach to pursuing opportunities. The recommendations are aligned with four major themes:

1. Sidewalk improvements near transit routes
2. Creating a share use path network that increases connectivity and recreation opportunities
3. Address connectivity and safety issues throughout the City identified by stakeholders and field visits
4. Implement Wayfinding improvements to support the pedestrian and bicycle enhancements

These priority improvements have been assessed to determine the benefits and potential challenges to implementation. They have also been reviewed to determine the estimated cost of implementation. Potential funding sources have been identified and incorporated into a financial implementation strategy.

Cost Breakdown

One of the most important steps in developing a comprehensive sidewalk and bikeway plan is to understand the scope and scale of the costs associated with implement the plan. This allows the City to plan and prioritize expenditures based on estimated projects cost and also identify funding sources to implement the plan. Estimates were developed for different types of construction of sidewalks and shared use paths on a linear foot basis that can be applied to proposed sidewalks and path to estimate various project costs. These estimates, shown in the following tables, were developed for a 5-foot sidewalk, and for shared use paths (both 12-foot and one way paths).

Table IV-2 Sidewalk Cost Estimates

Sidewalk					
Potential Development Cost for a 5' wide concrete sidewalk					
Basic Cost					
No	**Item**	**Quantity**	**Unit**	**Unit Price**	**Amount**
1	Grading Allowance (per linear foot)	5,280	LF	$5	$24,000
2	Concrete sidewalk, 4 to 6 inch depth, 5' width, includes base material	5,280	LF	$24	$126,500
3	Turf re-establishment (allowance for 2' on either side of trail corridor)	20000	SF	$0.50	$10,000
	Subtotal				$160,500
Surveying, Design, Testing, Administration, Misc . Costs (15%)					$24,075
Total Cost					$184,575
Estimateed Cost Per Linear Foot					$35
Contingency at Pre-Design Level (10%)					$16,050

Table IV-3 Shared Use Paths (One Way) Cost Estimates

Shared Use Path (One Way)					
Potential Development Cost for a 6' wide concrete Path					
Basic Cost					
No	**Item**	**Quantity**	**Unit**	**Unit Price**	**Amount**
1	Grading Allowance (per linear foot)	5,280	LF	$9	$50,000
2	Concrete Path, 4 to 6 inch depth, 6' width, includes base material	5,280	LF	$30	$158,400
3	Minor Wayfinding signs (assume 5 every linear mile)	5	EA	$500	$2,500
4	Intersection crosswalk striping	1	EA	$1,000	$1,000
5	Intersection and access point accessible ramps (assumes 4 at every intersection)	4	EA	$1,000	$4,000
6	Turf re-establishment (allowance for 2' on either side of trail corridor)	20000	SF	$0.50	$10,000
	Subtotal				$225,900
Amenity Cost					
2	Information kiosk (assume ratio of one per mile)	1	EA	$5,000	$5,000
3	Other Amenities (1 per mile)	1	EA	$3,000	$3,000
	Subtotal				$8,000
Surveying, Design, Testing, Administration, Misc . Costs (15%)					$33,885
Total Basic Cost					$259,785
Estimateed Basic Cost Per Linear Foot					$49
Estimateed Cost Including Amenities					$51
Contingency at Pre-Design Level (10%)					$22,590

Table IV-4 Shared Use Paths Cost Estimates

Shared Use Path					
Potential Development Cost for a 12' wide concrete path					
Basic Cost					
No	**Item**	**Quantity**	**Unit**	**Unit Price**	**Amount**
1	Grading Allowance (per linear foot)	5,280	LF	$14	$75,000
2	Concrete Path, 4 to 6 inch depth, 12' width, includes base material	5,280	LF	$45	$237,600
3	Path Striping	5,280	LF	$4	$21,000
4	Culverts (12" diam. Max. for local drainage only). Allowance for 10 per linear mile	20	EA	$1,000	$20,000
5	Major drainage culverts (36" to 48" box culvert, assume two every linear mile)	2	EA	$20,000	$40,000
6	Minor Wayfinding signs (assume 5 every linear mile)	5	EA	$500	$2,500
7	Intersection crosswalk striping	4	EA	$1,000	$4,000
8	Intersection and access point accessible ramps (assumes 8 at every intersestion)	8	EA	$1,000	$8,000
9	Turf re-establishment (allowance for 4' on either side of trail corridor)	52,800	SF	$0.50	$26,400
	Subtotal				$434,500
Amenity Cost					
1	Drinking fountain (one per mile)	1	EA	$5,000	$5,000
2	Information kiosk (assume ratio of one per mile)	1	EA	$5,000	$5,000
3	Trail wayfinding sign (1 every 2500 linear feet)	2	EA	$3,000	$6,000
4	Access point lighting(1 pole per access point)	4	EA	$2,500	$10,000
5	Emergency Callbox (one per half mile)	2	EA	$15,000	$30,000
	Subtotal				$56,000
Surveying, Design, Testing, Administration, Misc . Costs (15%)					$65,175
Total Basic Cost					**$499,675**
Estimateed Basic Cost Per Linear Foot					$95
Estimateed Cost Including Amenities					$105

Pedestrian Improvements near Transit Stops

A critical success factor for any transit systems that would be implemented in the City of Rosenberg will be providing access to and from any transit stops or critical access points for the system. The transit routes will be bi-directional in most locations, that is, they will follow the same path going in each direction on their route. This will require stops on both sides on most roadways. The proposed transit routes are projected to follow many of the major transportation routes in the City which provide access to major shops, parks, schools and other destinations in the city. Transit riders and other pedestrians along these roadways will create increase activity and support increased economic development along these routes.

It is recommended that the City of Rosenberg Sidewalk Plan include sidewalks along both sides of the road along the proposed transit routes to support the proposed systems as well as future development. A detailed listing of the sidewalk routes are shown in the following **Table IV-5**.

Table IV-5 Proposed Improvements to the City Sidewalk Plan

Proposed Improvements to Sidewalk Plan along Transit Routes					
		Extents			
Priority	Transit Route Roads	From	To	Length (LF)*	Cost Estimate*
1	Avenue N	4th Street	Radio Lane	13,100	$ 458,500
	Bamore Road	Avenue I	Southgate Drive	8,000	$ 280,000
	3rd Street	Avenue I	Avenue D	1,900	$ 66,500
	Commercial Drive	Reading Road	FM 762	9,000	$ 315,000
2	Southgate Drive	Bamore Road	SH 36	6,600	$ 231,000
	Avenue D	3rd Street	Mulcahy Drive	3,500	$ 122,500
	Mulcahy Drive	Avenue D	Walnut Street	1,460	$ 51,100
	Walnut Street**	Mulcahy Drive	3rd Street	1,685	$ 58,975
3	Avenue H (US 90A)	Bamore Road	Richmond City Limit Line	34,848	$ 1,219,680
	Avenue I (FM 1640)	Bamore Road	3rd Street	6,680	$ 233,800
	Avenue I (FM 1640)	Radio Lane	Reading Road	6,500	$ 227,500
	Reading Road	Avenue I	Brazos Town Center	12,400	$ 434,000
4	City Hall Drive	SH 36	4th Street	1,000	$ 35,000
	4th Street	City Hall Drive	Avenue N	1,950	$ 68,250
	Radio Lane	Avenue N	Avenue I	4,100	$ 143,500
	FM 2218 (BF Terry)	Town Center Boulevard	City Limit Line	1,700	$ 59,500
			Total for Recommended Sidewalk Improvements near Transit		**$ 4,004,805**

*Assumes new 5' concrete sidewalks on both sides of street and excludes sections of existing sidewalk

** One Side Only

Figure IV-8 provides a detailed map of the recommended sidewalks shown in red with the existing sidewalks show in orange. The sidewalks have been prioritized into three tiers based on the importance of the roadway in the overall connectivity of the systems and projected challenges to implementation.

In addition, it is recommended that the City of Rosenberg consider amending the current sidewalk plan to increase the ability of residents to request sidewalks on, at minimum, one side of the street for collector's roads that will provide direct pedestrian access to the transit corridors (the transit catchment area identified in shown in **Figure IV-5**). These requirements will support the future growth of pedestrian traffic and make better use of the right of way that exists on these streets while enhancing the safety for pedestrians and drivers.

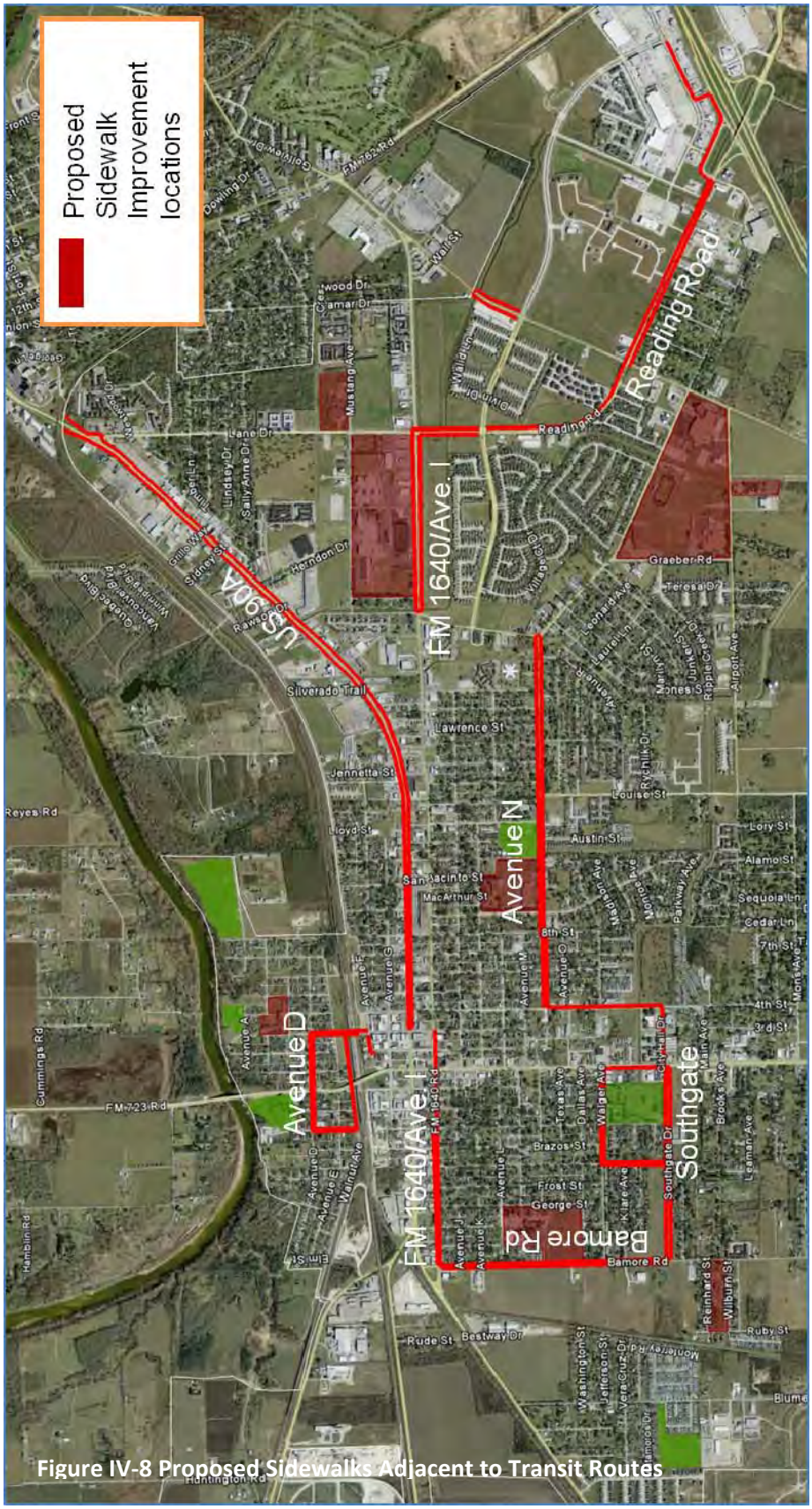


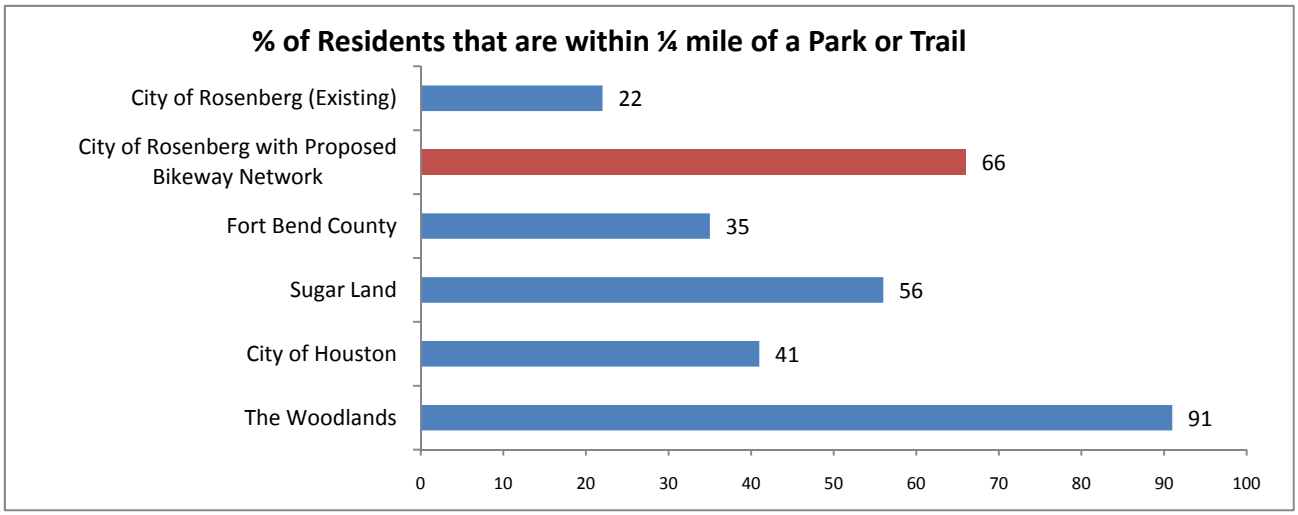
Figure IV-8 Proposed Sidewalks Adjacent to Transit Routes

Bikeway Network Improvements

Though Rosenberg has minimal existing bikeway or shared use path infrastructure, numerous opportunities for shared use paths exist to provide mobility and connectivity for City residents. Recommended routes were developed through public input and field visits to include corridors along bayous & creeks, utility corridors, street right-of-ways and potential scenic routes along the Brazos River. These corridors were identified to provide linkages between major origin and destinations to increase connectivity with long uninterrupted sections that allow enjoyable recreational riding.

When taken as a whole, these recommendations create 22 miles of potential paths and a 13-mile loop of primarily off-road facilities around major sections of the City of Rosenberg. The paths would provide access to parks along the Brazos River as well as Seabourne Park and connect to the sidewalk system to provide access to many other parts of the city. The recommended paths also greatly increase the connectivity for neighborhoods in the city including providing access for neighborhoods north of the railroad tracks and along Blume Road which are currently limited in their direct access to other sections of the city. The shared use paths are recommended to be 12-feet in width where feasible (10-feet minimum), with some sections of 6-foot paths for one-way operations.

A well designed bikeway system would also greatly enhance the scenic nature of the City and bring greater attention and connection to areas such as the parks and the Brazos River. The trail system would also provide a significant increase in the amount of people in the city who would live within a close proximity to the trails and parks system.



The following **Figure IV-9** shows the proposed Rosenberg Bikeway network. The network has been broken into segments to identify the benefits and challenges to implementation and estimated costs.

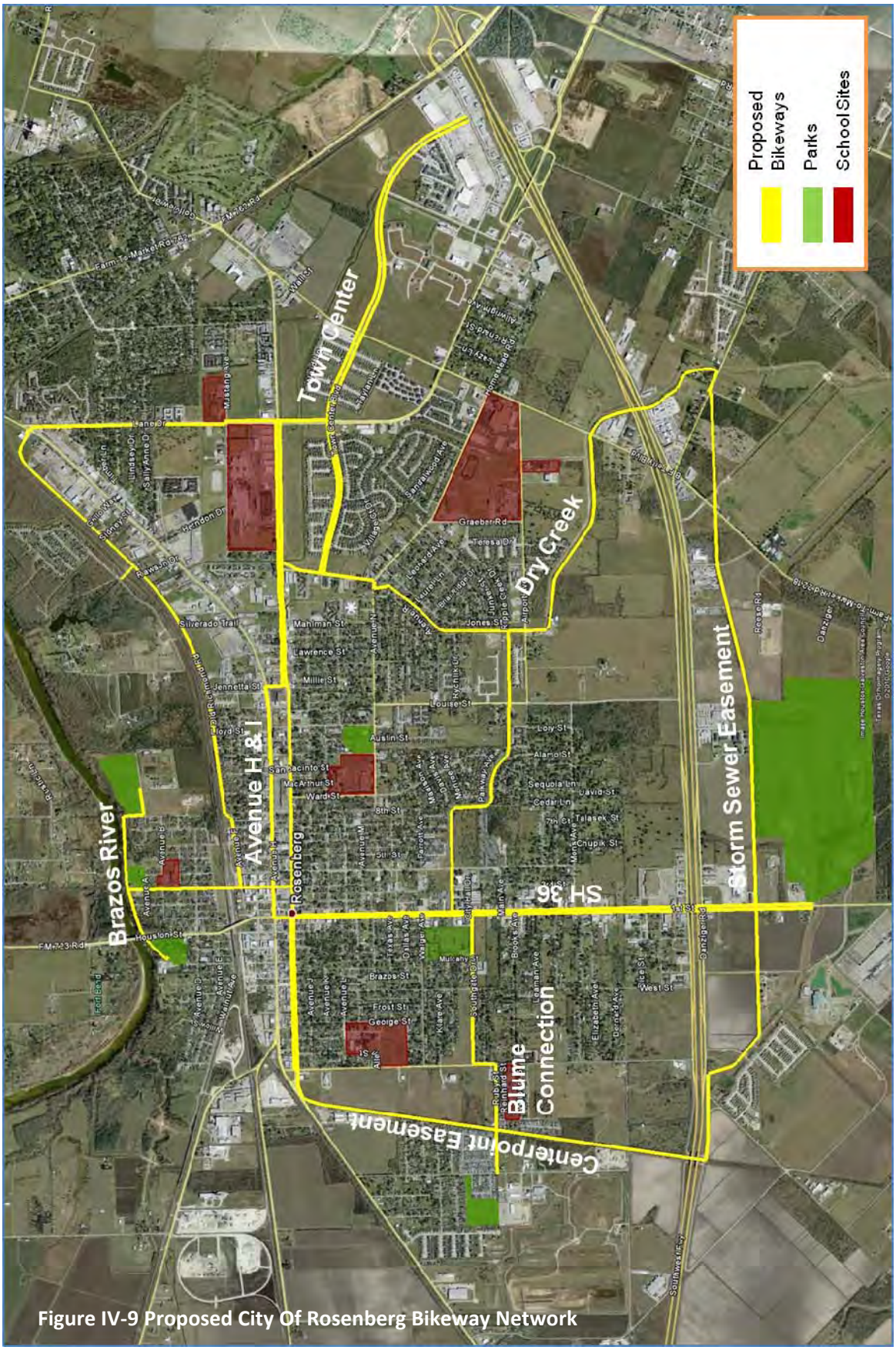
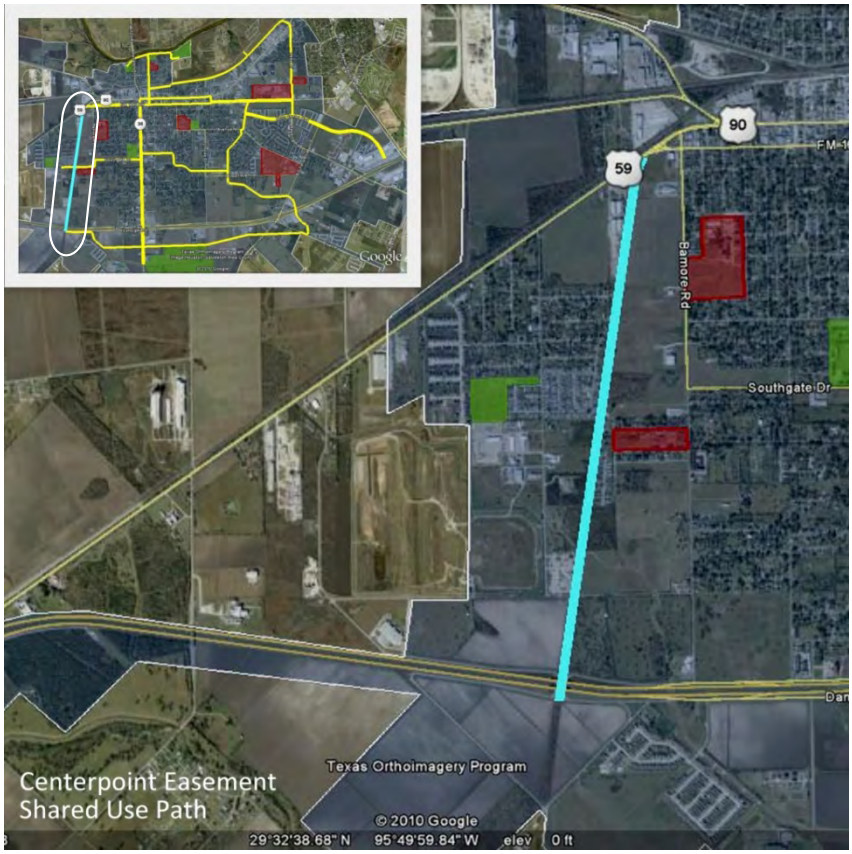


Figure IV-9 Proposed City Of Rosenberg Bikeway Network

Section 1: Centerpoint Easement



Characteristics	Quantity
Length (LF)	9,200
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	1
Underpass	0
Total structures	1
Subtotal	$1,000,000
Future Amenities	
Drinking fountain	2
Information kiosk	2
Trail way finding sign	3
Pedestrian lighting	7
Emergency Callbox	3
Subtotal	$90,000
Estimated Total Cost	$1,100,000

The proposed Centerpoint Easement provides the potential for over 1.5 miles of unobstructed shared use path along an old railroad line. The route also has an existing underpass at US 59 which overcomes a major barrier to pedestrian and bicycle mobility. Importantly, this route provides connectivity for neighborhoods in western Rosenberg to access points south including Seaborne Creek Park when combined with other trails.

Agreements would be required with the easement owner to implement the share use path. Access to and from the adjacent neighborhoods would also need to be coordinated.

Section 2: Sanitary Sewer Easement

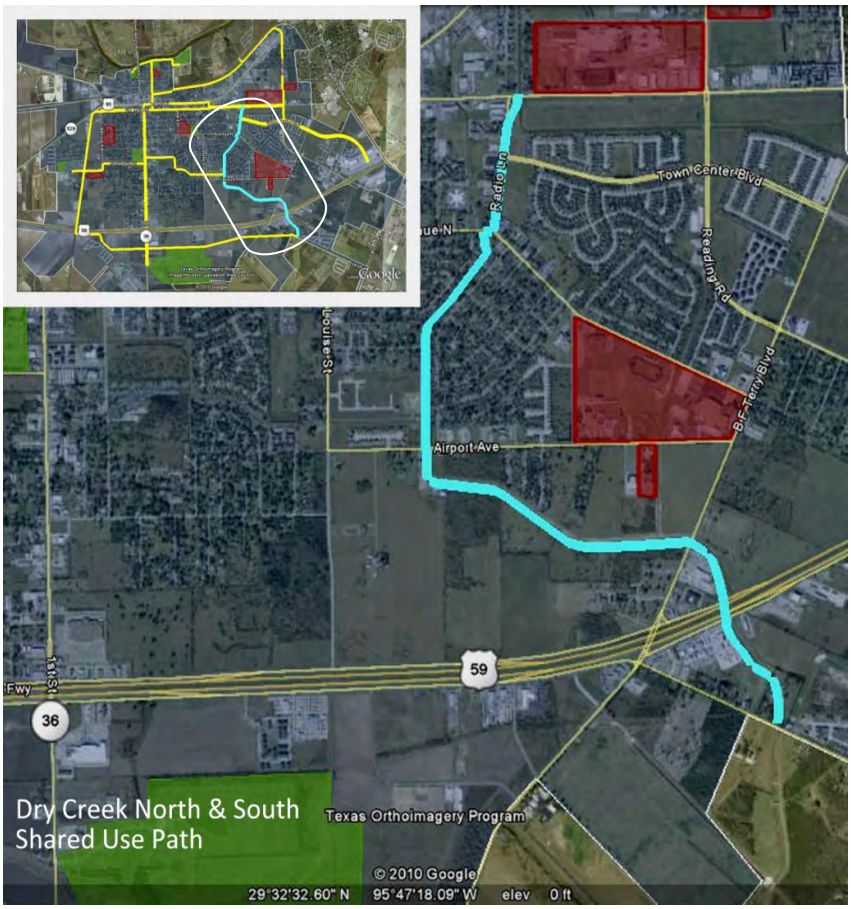
Characteristics	Quantity
Length (LF)	18,750
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	2
Underpass	0
Total structures	2
Subtotal	$2,100,000
Future Amenities	
Drinking fountain	1
Information kiosk	2
Trail way finding sign	5
Pedestrian lighting	10
Emergency Callbox	3
Subtotal	$100,000
Estimated Total Cost	$2,200,000

This proposed shared use path section provides over 3 miles of east west connections in the City, south of US 59. It also provides direct access to Seaborne Creek Park which is projected to be a major destination for recreational users of the path.

The proposed path route is made up primarily of the sanitary sewer and pipeline easement that runs through this portion of the City. Short connections along the US 59 Frontage Road and Seaborne Creek would be required to connect to the proposed Centerpoint Easement.

Roadway crossing would be required at several roadways including, SH 36 and FM 2218, which are TxDOT facilities.

Section 3: Dry Creek North & South

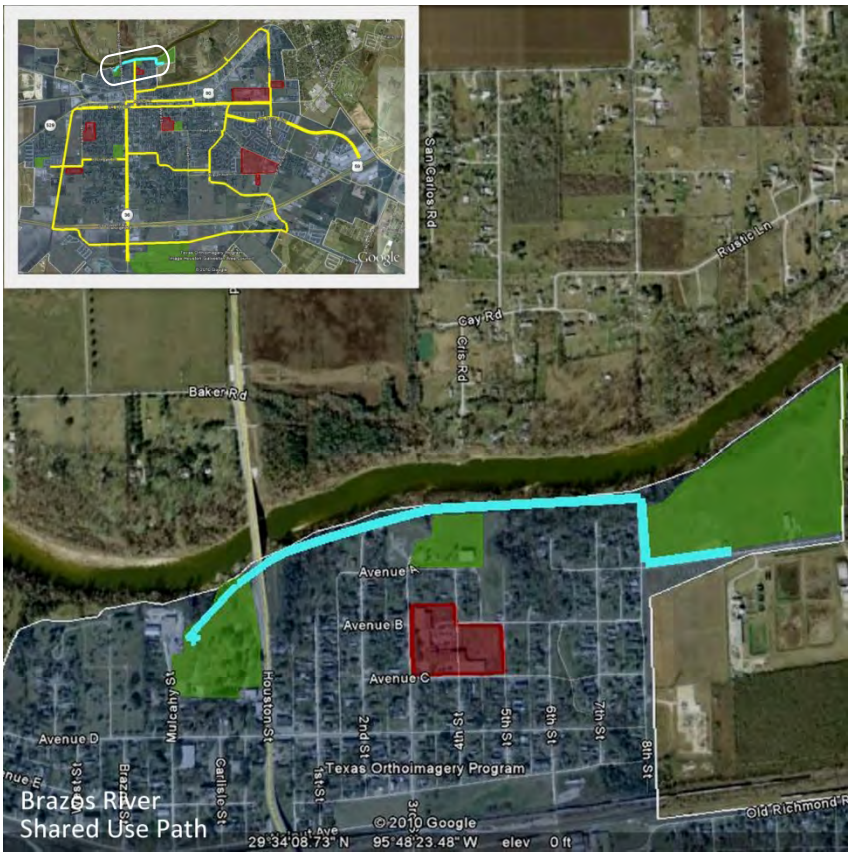


Characteristics	Quantity
Length (LF)	14,830
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	1
Underpass	1
Total structures	2
Subtotal	$1,700,000
Future Amenities	
Drinking fountain	3
Information kiosk	3
Trail way finding sign	6
Pedestrian lighting	12
Emergency Callbox	5
Subtotal	$155,000
Estimated Total Cost	$1,850,000

Dry Creek provides another attractive route for a proposed pathway in the eastern section of the City. Connections can be created to the Seaborne Creek/Sanitary Sewer trail and a trail along Town Center Boulevard and Avenue I (FM 1640).

The creek also has an existing underpass at US 59 that would require modifications to allow travel but does create another option for crossing this barrier that divides the City. Several roadway crossings would also need to be designed.

Section 4: Brazos River



Characteristics	Quantity
Length (LF)	4,710
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	2
Underpass	1
Total structures	3
Subtotal	$850,000
Future Amenities	
Drinking fountain	1
Information kiosk	1
Trail way finding sign	2
Pedestrian lighting	4
Emergency Callbox	2
Subtotal	$55,000
Estimated Total Cost	$900,000

This bikeway would provide a premier scenic route for the City of Rosenberg along the Brazos River. The route would also connect Brazos Park, Community Park and Riverbend Park along the north part of the city.

Frequent feedback from stakeholders indicated the desire to better connect the City of Rosenberg to the River corridor as it is one of the more scenic areas in the City.

Several bridges and/or culverts would be required to traverse areas that drain towards the river.

Section 5: Old Richmond Road

Characteristics	Quantity
Length (LF)	12,570
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$1,200,000
Future Amenities	
Drinking fountain	2
Information kiosk	2
Trail way finding sign	3
Pedestrian lighting	10
Emergency Callbox	4
Subtotal	$115,000
Estimated Total Cost	$1,300,000

This corridor represents a good candidate to provide east-west access in the northern portion of the city along the existing railroad R.O.W. The presences of the railroad minimized the number of driveways and other conflict points for the corridor.

The roadway also connects the Historic District to Lane Road as an alternative to Avenue H (US 90A). Some grading improvements would likely be required for the drainage ditch along this roadway for a path to be constructed.

Section 6: Lane Drive

Characteristics	Quantity
Length (LF)	6,840
Width (LF)	6
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$300,000
Future Amenities	
Drinking fountain	0
Information kiosk	0
Trail way finding sign	1
Pedestrian lighting	2
Emergency Callbox	1
Subtotal	$25,000
Estimated Total Cost	$350,000

A one-way shared use path could be constructed on Lane Drive opposite the existing sidewalk to provide an alternate north-south route for pedestrians and cyclists.

This route would provide connectivity to the adjacent middle schools and high school and also between Avenue I and Avenue H. The path could be connected south to Town Center Boulevard to provide access to Brazos Town Center.

Section 7: Dry Creek West Fork

Characteristics	Quantity
Length (LF)	7,200
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$700,000
Future Amenities	
Drinking fountain	1
Information kiosk	1
Trail way finding sign	2
Pedestrian lighting	4
Emergency Callbox	2
Subtotal	$55,000
Estimated Total Cost	$750,000

To increase the east-west connectivity in the City, a path on the west fork of Dry Creek is proposed from east of Louise Street to SH 36. There are few continuous east west corridors for residents in the area near City Hall and this routing would create more access in both directions.

This would also allow greater access for residents to connect to the entire pedestrian and bikeway network and park destinations around the city.

Section 8: Southgate & Blume Connection

Characteristics	Quantity
Length (LF)	6,500
Width (LF)	12
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$600,000
Future Amenities	
Drinking fountain	0
Information kiosk	1
Trail way finding sign	2
Pedestrian lighting	4
Emergency Callbox	1
Subtotal	$35,000
Estimated Total Cost	$650,000

This proposed path provides access to Sunset Park from the Dry Creek and Centerpoint Easement corridors. The route is proposed as a shared use path but the sections along Southgate may also be designed as bike lanes to accommodate two-way travel more easily and economically.

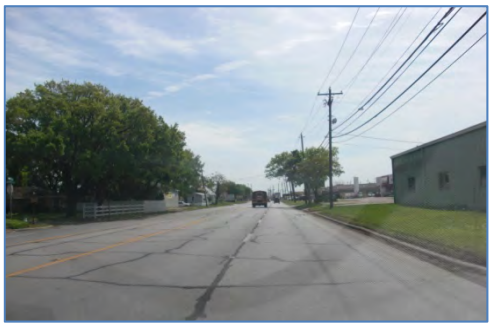
The western portion of this path would provide an important point of connectivity for residents on Blume Road in combination with a Blume Road connection west of the Centerpoint Easement.

Section 9: Ave I Shared Use Path

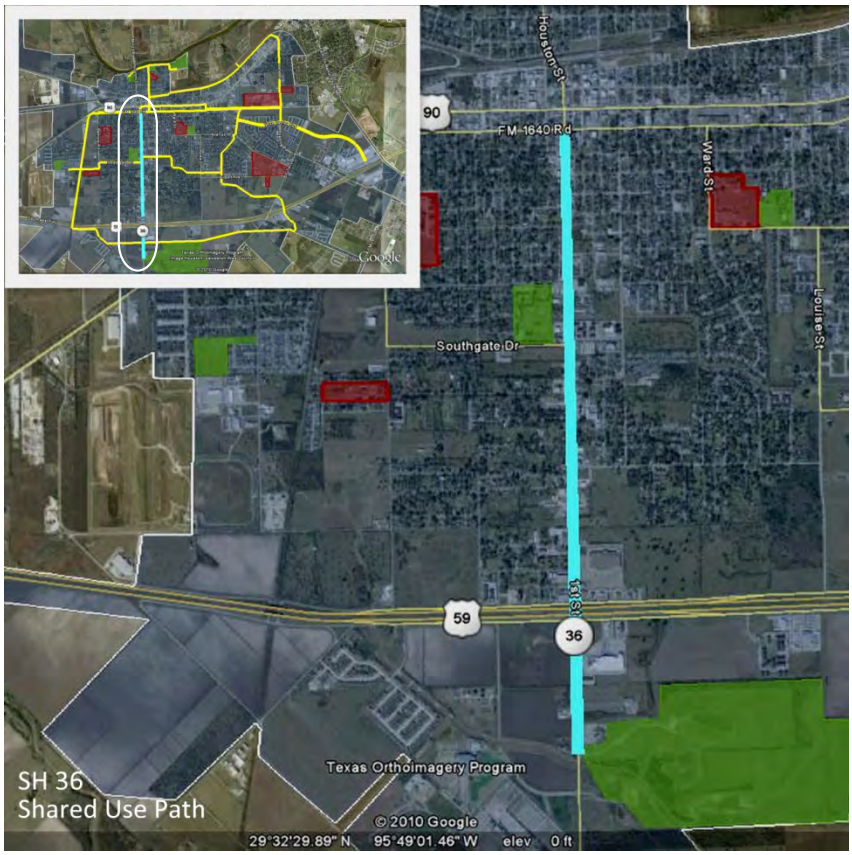
Avenue I is one of the major east-west corridors in the City. A one-way shared use path on each side of Avenue I is proposed east of Louise Street to connect to trails at Lane Road and west of SH 36. These paths would increase the connectivity through these areas of the City and allow access to the local residents and businesses.

Drainage improvements and access management issues would need to be addressed to create a safe route for pedestrians and cyclists.

Characteristics	Quantity
Length (LF)	20,600
Width (LF)	6
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$1,030,000
Amenities	
Drinking fountain	0
Information kiosk	0
Trail way finding sign	2
Security lighting at access point	4
Bench for rest	4
Subtotal	$30,000
Estimated Total Cost	$1,060,000

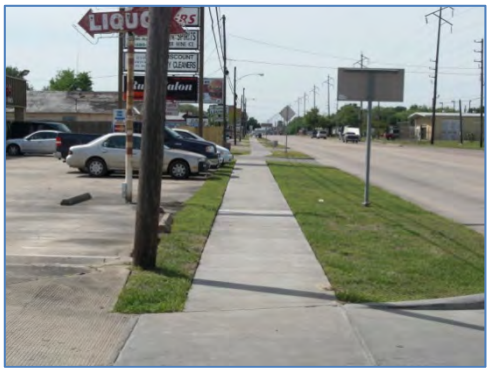


Section 10: SH 36 Shared Use Path

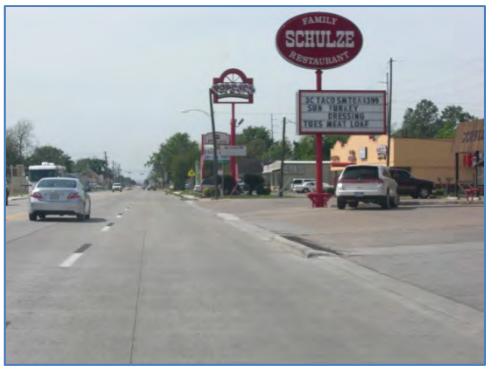


Characteristics	Quantity
Length (LF)	11,800
Width (LF)	6
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$590,000
Amenities	
Drinking fountain	0
Information kiosk	2
Trail way finding sign	3
Security lighting at access point	0
Bench for rest	2
Subtotal	$25,000
Estimated Total Cost	$600,000

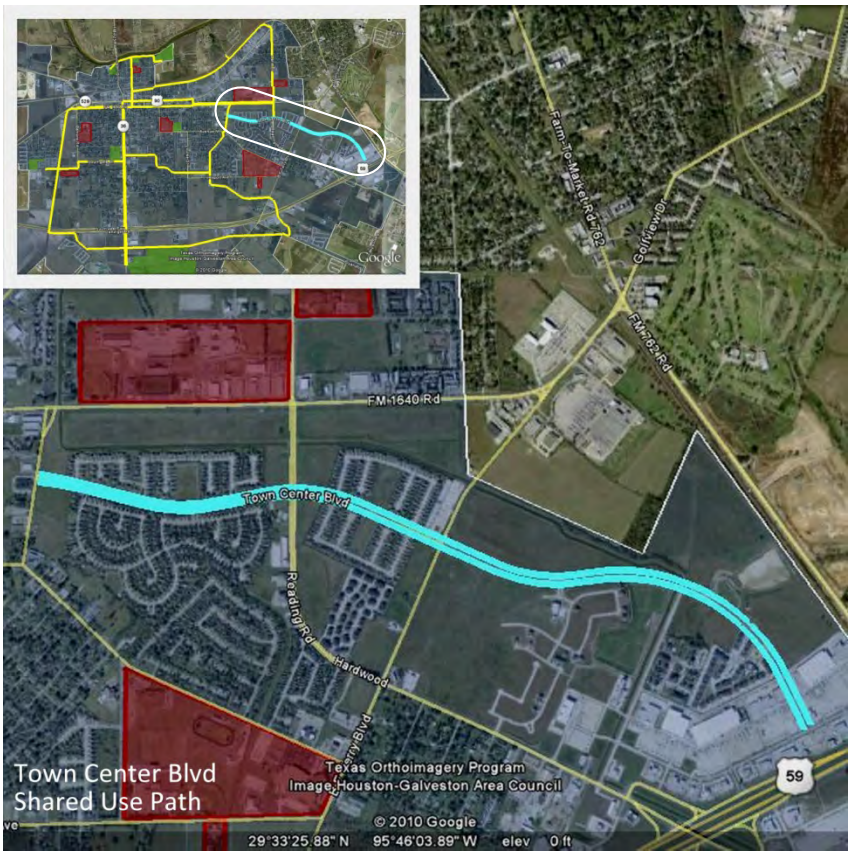
SH 36 is the major north south route in the City of Rosenberg. A one way shared-use path on the west side of SH 36 is opposite the new sidewalk from Avenue I to Seaborne Creek Park. This would increase the connectivity through this area and allow access for the local residents and businesses and in particular to the Park and Fairgrounds.



A roadway crossing is needed at the underpass at US 59 and access management issues would need to be addressed to create a safe route for pedestrians and cyclists. The east side of the road has a newly constructed 5-foot sidewalk which is not typically considered wide enough for shared use by pedestrians and bicycles.



Section 11: Town Center Blvd Shared Use Path



Characteristics	Quantity
Length (LF)	10,400
Width (LF)	6
Trail type	Shared Use Path
Bridges/Structures	
Overpass	0
Underpass	0
Total structures	0
Subtotal	$520,000
Amenities	
Drinking fountain	2
Information kiosk	2
Trail way finding sign	4
Security lighting at access point	8
Bench for rest	4
Subtotal	$65,000
Estimated Total Cost	$600,000

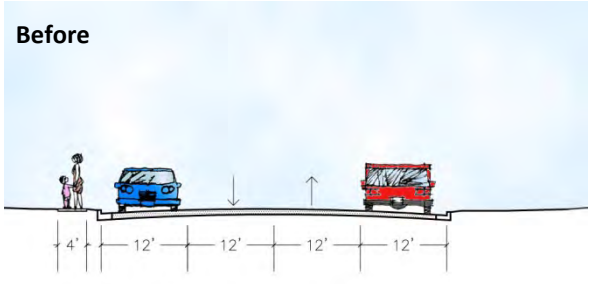
This route connects the rest of the trail network to the Brazos Town Center along Town Center Boulevard. Sidewalks currently exist along the southern two thirds of the route. Signed bike lanes may be an alternative implementation approach in this location, especially given the relatively recent construction of the existing sidewalk.

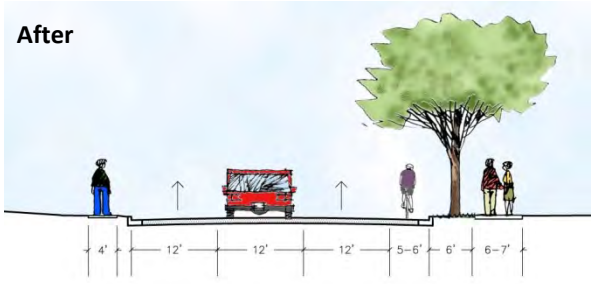
Coordination with Brazos Town Center for bicycles with things such as racks for bike storage would increase the likelihood that the route would be utilized.

Other Recommended Improvements

Bike Lanes

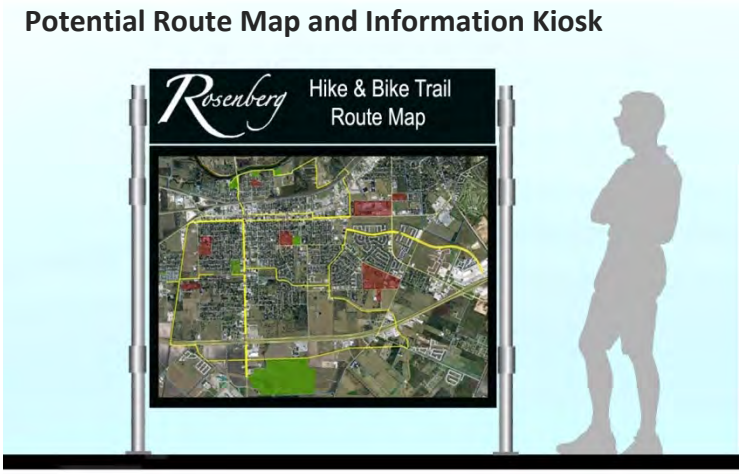
While the off road shared use trails provide the majority of the recommended improvements for the City of Rosenberg, there remains some challenges in developing a plan that maximizes access and recreation opportunities. One of these challenges is creating east-west travel corridors to improve access to the areas along Avenue I & H. TxDOT's plan to eventually convert sections of these roads to a one-way pair from the current two-way operations provides an opportunity to address this challenge. One-way pairs typically operate at a higher capacity than two-way roads due to the improvement in traffic flow, signal operations and the reduction in conflicting left turn movements. It is recommended that the City of Rosenberg attempt to leverage this increased roadway capacity by looking at reducing the number of travel lanes in each direction and utilizing the incremental right-of-way gained to expand sidewalks, install striped bike lanes and improve access management and driveway spacing along these corridors. These corridors are shown below along with a potential cross-section for each roadway.





Pedestrian and Bikeway Wayfinding and Amenity Improvements

Developing wayfinding and amenity improvements that coordinate with the transit, sidewalk and bikeway networks can greatly enhance the usability of the improvements and increase the overall sense of place for Rosenberg. The historic character, scenic beauty and uniqueness of the sidewalk and bikeway network can be emphasized to help pedestrians and cyclist take advantage of the system and easily access destinations such as parks, schools and businesses along the routes. The wayfinding improvements can also be coordinated with any transit operations so as the link the various modes together most effectively. Some examples of the wayfinding improvements and amenities that can enhance the system include:



Potential Bikeway Treatment

Potential Bikeway Access Point

Bikeway Network Cost Estimates

Below is a summary of the estimate of the potential costs of the build out of the proposed bikeway network. The corridors have been placed into priority groups based on connectivity, ease of implementation and logical groupings to phase the development of bikeways in a coordinated fashion.

Table IV-6 Prioritized Bikeway Segments and Cost Estimates

Priority			Extents From	Extents To	Length (LF)	Cost Estimate
Shared Use Paths	1	Centerpoint Easement	Avenue H	US 59 South Frontage Road	9,200	$ 1,100,000
		Sanitary Sewer Easement	Seabourne Creek	Bryan Road	18,750	$ 2,200,000
		Southgate Drive	SH 36	Bamore Road		
		Blume Connection	Blume Road	Bamore Road	6,500	$ 650,000
	2	Town Center Boulevard	FM 2218	Radio Lane	10,800	$ 600,000
		Dry Creek South Fork	Bryan Road	Dry Creek West Fork		
		Dry Creek North Fork	Dry Creek West Fork	Avenue N		
		Radio Lane	Avenue N	Avenue I (FM 1640)	14,800	$ 1,850,000
		Dry Creek West Fork	Dry Creek North Fork	SH 36	7,200	$ 750,000
	3	Brazos River Trail	Riverbend Park	FM 723		
		Brazos Park Extension	FM 723 Bridge	Brazos Park	4,700	$ 900,000
		Lane Road	Town Center Boulevard	Avenue H (US 90A)	6,800	$ 325,000
		Old Richmond Road	3rd Street	Avenue H (US 90A)	12,500	$ 1,300,000
	4	SH 36	Avenue H	Seaborne Park	11,800	$ 600,000
		Avenue I (FM 1640)	Louise Street	Lane Road		
		Avenue I (FM 1640)	SH 36/FM723	Centerpoint Easement/ Bamore Road	10,300	$ 1,100,000
Bike Lanes		Avenue H (US 90A)	SH 36	Louise Street	5,200	TBD*
		Avenue I (FM 1640)	SH 36	Louise Street	5,200	TBD*
* Dependent on Conversion of Roadways to one-way pair					**Total**	$ 11,375,000

IV.F. Finance and Implementation Plan

The successful implementation of the pedestrian and bicycle enhancements outlined in this plan will require a well planned implementation strategy to successfully execute. An important requirement to develop these improvements will be to successfully develop the funding sources to pay for the design, construction and maintenance. The City of Rosenberg can utilize Capital Improvement funds for these improvements and also find partners to support the plan and help in the implementation. These potential sources include the Rosenberg Development Corporation, Fort Bend County for improvements that will have a regional benefit and local residential and private developer groups that will see the benefit from these improvements. These local partners can be very helpful in supporting the plan with items such as wayfinding signage, amenities and bicycle storage racks. These sources of funding can be leveraged though applications for grants of other funding programs. Many of these programs have a local match component that range from 20 to 50%. The major sources of funding support for pedestrian and bicycle programs for a City the population of Rosenberg include:

Transportation Enhancements Grants – Transportation Enhancement activities offer funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories.

Website: http://www.fhwa.dot.gov/environment/te/

Safe Routes to School – Safe Routes to School programs create practical projects to make school routes safer for children to walk and bicycle, such as sidewalks, crosswalks and bicycle facilities. Community leaders, parents and schools also use education programs to help children travel safely to and from school. TxDOT last had a call for projects in 2009 in which the City of Rosenberg submitted an application.

Website: http://www.dot.state.tx.us/safety/safe_routes/

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) – The funds are mainly used to help communities in nonattainment areas and maintenance areas to reduce emissions. Pedestrian and Bicycle Programs are two kinds of the many programs that can be funded using CMAQ funds. Pedestrian and bicycle programs that can be funded under this program can include trails or paths as well as education efforts and marketing efforts designed to encourage bike riding and walking as forms of transportation. Education and outreach programs are also eligible for CMAQ funds and could be used to increase public knowledge about the benefits of biking and walking. The

funds are made available through the MPOs and TxDOT to local governments and nonprofit organizations, as well as to private organizations as part of a public-private partnership. CMAQ funds are only released as reimbursement payments for completed work. CMAQ funds require a state or local match. Usually, the breakdown is 80% federal funding and 20% state or local funding.
Website: http://www.fhwa.dot.gov/environment/cmaqpgs/index.htm

Federal Transit Administration Funds – This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. Projects that meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match for the capital potion of the project. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

Website: http://www.fta.dot.gov/funding/grants/

FHWA Recreational Trails Program - The Recreational Trails Program (RTP) provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA) is overseen by the Texas Parks and Wildlife Department. Federal transportation funds can be tapped to benefit recreational activities including hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. Grants are typically subject to an 80-20 funding match. Individual trail grants can range from $4,000 ($5,000 total project cost) to $200,000 ($250,000 total project cost).

Website: http://www.tpwd.state.tx.us/business/grants/trpa/#trail

As Rosenberg continues to grow and potentially surpass the 50,000 population mark in a future census, additional funding is likely to be available through such sources as the FTA and the Department of Housing and Urban Development Community Development Block Grant program.

While these are the major funding opportunities for implementation, other opportunities are likely to appear over time that the City can capitalize upon. To successfully utilize these funds the City will need to carefully plan its implementation strategy through:

- Defining specific costs, benefits and challenges of implementing specific sidewalk and bikeway segments and ensuring coordination and agreement with partners (e.g., Easement holders like Centerpoint)

- Setting priorities (e.g., transit corridor sidewalks, high connectivity/low implementation challenge bikeways)
- Targeting funding sources (e.g., grants, bond funds) to support build out of sidewalk and bikeway plan. Having a plan in place will greatly improve availability of funding.
- Developing an annual process to prioritize corridors based on current conditions for the next set of investments
- Developing and updating a multi-year financial and cash flow plan that sets aside revenue for both capital and operational needs

The City of Rosenberg should also continue to coordinate its sidewalk and bikeway network with broader roadway projects, such as the plans for Blume Road. This plan can serve as the basis for the implementation strategy and can evolve as projects are implemented and opportunities change. The City can identify several segments for improvement every year and phase the implementation as funding and other resources are available. Private sector partnership in the plan should be sought and leveraged where possible, particularly for items like amenities. Over time, as segments are built and connections are made, the City will have developed a sidewalk and bikeway system that can achieves the goals of improved mobility, greater connectivity and support of the city's economic development and growth.

CITY OF ROSENBERG
FOUNDED 1865
WELCOME

Overview

- History of Fort Bend County Transit
- Service
- Future Plans
- Questions

History

- 1998 TRANSCO Formed
- 1999 Red Cross Contract – Medical Trips
- 2000 County Parks Department 1 Vehicle
- 2001 Connect Transit Service Area Expansion
- 2003 Transportation Coordination Plan
  Purchase of Service Funding
- 2004 County Wide Transportation Study
- 2005 Rural Transit District Formed
  Creation Of Transportation Department
  Urbanized Area Funding Eligibility
- 2014 Peak Vehicle Requirement 15 Commuter 22 Demand Response

Types of Services

- **Demand Response**
- **Commuter (Park and Ride)**
- **Special Services**

  JARC Project (Urban Area)
  New Freedom (Urban and Rural Areas)

Demand Response

- Provides trips within Fort Bend County
  - Fare is $1.00 per person per trip.
  - Monday through Friday (excluding Holidays)
  - Rides must be scheduled in advance

Commuter Services

- Greenway Plaza and Galleria
  - Service cost $2.50 per person per trip.
  - Connects to Metro at West Bellfort Park and Ride
- Texas Medical Center Park & Ride
  - Service cost $3.50 per person per trip.

All routes operate Monday through Friday (excluding Holidays)

Pick up Locations

- Fairgrounds Park & Ride - Rosenberg
- University of Houston – Sugar Land
- First Colony Mall AMC Theatre Parking Lot

Special Services Highlights

- JARC Project
  - Connects low-income persons to jobs and other employment-related services
  - 3 Point Deviation Routes (Urban Area)
- New Freedom
  - Assists people with disabilities in accessing public transportation services.
  - 6 Demand Response Vehicles (3 Urban/3Rural)
  - Travel Training/Trip Coordination
  - Passenger Attendants (Ambassadors)

Future Plans

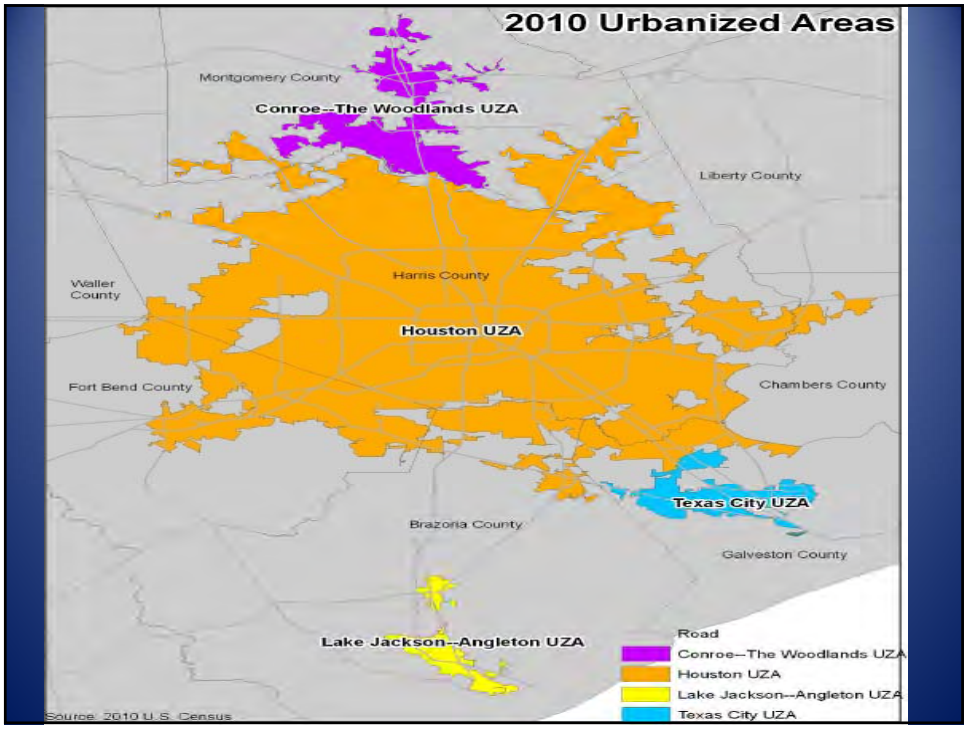
- Westpark Park and Ride
- Missouri City Park & Ride
- Admin/Operations Facility (Include Traffic Mgmnt)
- Legislative Efforts
- Rosenberg Transit Plan

Legislative Efforts

Moving Ahead For Progress in the 21st Century

MAP-21

SURFACE TRANSPORTATION AUTHORIZATION



THE ISSUE

PREVIOUSLY

- Funding allocation is negotiated among Local Systems regardless of system size.
- Local System determines how to use the funds for:
  - Capital
  - Planning
  - Operating

UNDER MAP-21

- Funding allocation is negotiated among Local Systems regardless of system size.
- Local System determines how to use the funds for:
  - Capital
  - Planning
- Amount used by small systems for operating expenses is determined by formula.

Request REVISED Language

- Sec. 20008. Urbanized Area Formula(a)(2) Special Rule.-(A)

(2) SPECIAL RULE – The secretary may make grants under this section to finance the operating cost of equipment and facilities for use in public transportation, excluding rail fixed guideway, in an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census ---

- (A) for public transportation systems that operate 75 or fewer buses during peak service hours, in an amount not to exceed 75 percent of the share of the apportionment which is attributable to such systems ~~.~~within the urbanized area. ~~as measured by vehicle revenue hours; and~~

  (B) for public transportation systems that operate a min. of 76 buses and a max. of 100 buses during peak service hours, in an amount not to exceed 50 percent of the share of the apportionment which is attributable to such systems within the urbanized area. ~~as measured by vehicle revenue hours~~

City of Rosenberg
Transit and Pedestrian Study- Oct. 2010

Five Year Transit Plan

Phase 1: Create Awareness

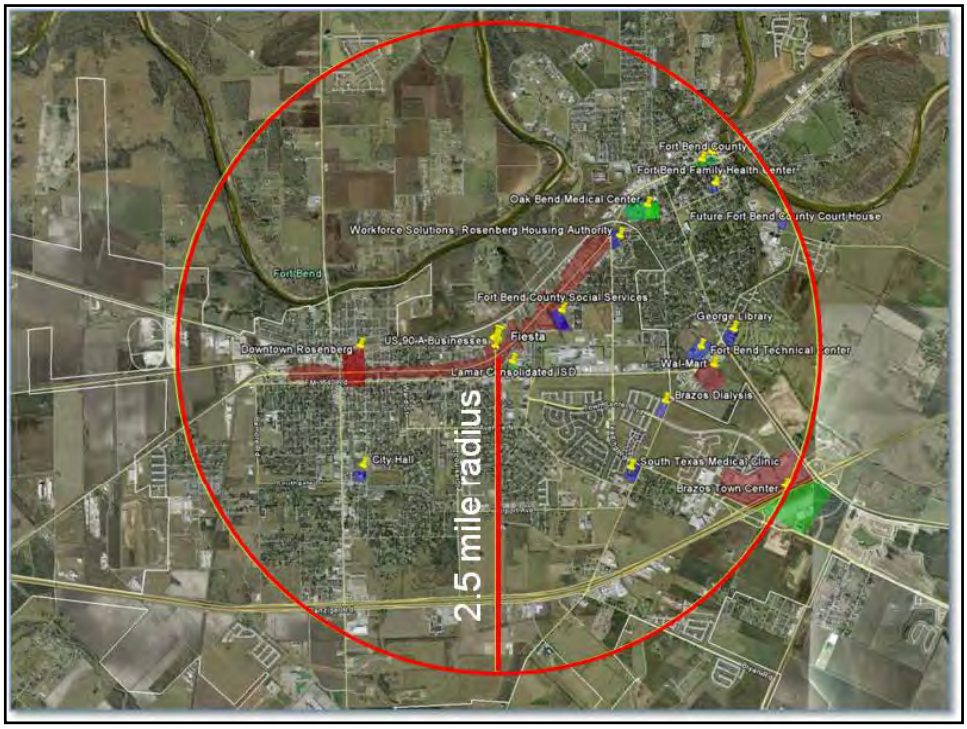
- ***Market Existing Services***
  - ***Cable Channel Advertising***
  - ***Purchase of Marketing Materials***

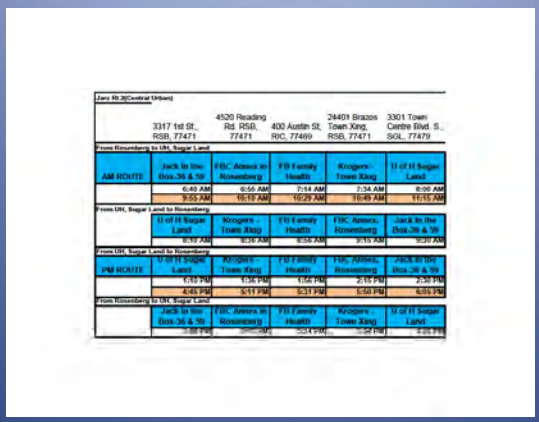
Phase 2: Develop the Transit Market

- ***Beginning in 2011, time point deviation services***
  - 1 Existing Point Deviation Route
  - 1 Additional Point Deviation Route in 2015

Phase 3: Establish the Transit Habit

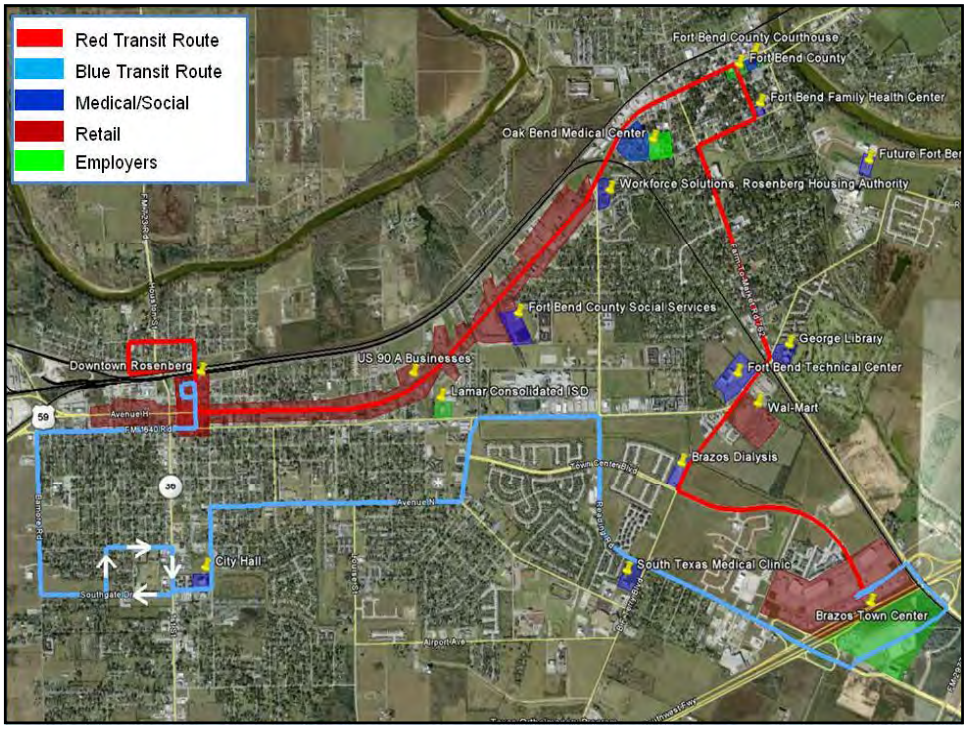
- ***Beginning in 2013, two circulator routes w/ADA paratransit***

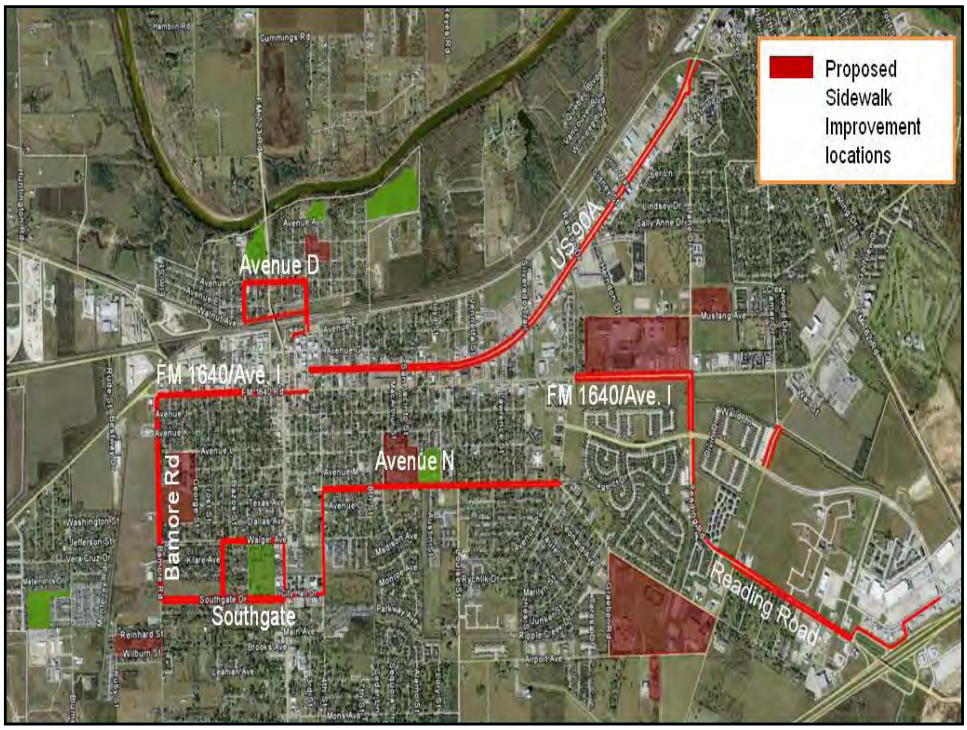




Zero Rt.3(Central Urban)

	3317 1st St., RSB, 77471	4526 Reading Rd. RSB, 77471	400 Austin St. RIC, 77469	24401 Brazos Town Xing, RSB, 77471	3301 Town Centre Blvd. S., SGL, 77479
From Rosenberg to UH, Sugar Land					
AM ROUTE	Jack In the Box,36 & 59	FBC Annex in Rosenberg	FB Family Health	Krogers - Town Xing	U of H Sugar Land
	6:40 AM	6:55 AM	7:14 AM	7:34 AM	8:00 AM
	9:55 AM	10:10 AM	10:29 AM	10:49 AM	11:15 AM
From UH, Sugar Land to Rosenberg					
	U of H Sugar Land	Krogers - Town Xing	FB Family Health	FBC Annex, Rosenberg	Jack In the Box,36 & 59
	8:10 AM	8:36 AM	8:56 AM	9:15 AM	9:30 AM
From UH, Sugar Land to Rosenberg					
PM ROUTE	U of H Sugar Land	Krogers - Town Xing	FB Family Health	FBC Annex, Rosenberg	Jack In the Box,36 & 59
	4:03 PM	4:36 PM	4:54 PM	5:15 PM	5:30 PM
	4:46 PM	5:11 PM	5:31 PM	5:50 PM	6:05 PM
From Rosenberg to UH, Sugar Land					
	Jack In the Box,36 & 59	FBC Annex in Rosenberg	FB Family Health	Krogers - Town Xing	U of H Sugar Land
	4:35 PM	[illegible]	5:34 PM	5:54 PM	6:25 PM


Red Transit Route
Blue Transit Route
Medical/Social
Retail
Employers
Fort Bend County Courthouse
Fort Bend County
Fort Bend Family Health Center
Oak Bend Medical Center
Future Fort Be
Workforce Solutions, Rosenberg Housing Authority
Fort Bend County Social Services
George Library
Fort Bend Technical Center
Downtown Rosenberg
US 90 A Businesses
Lamar Consolidated ISD
Wal-Mart
Brazos Dialysis
City Hall
South Texas Medical Clinic
Brazos Town Center


Proposed Sidewalk Improvement locations
Avenue D
FM 1640/Ave. I
FM 1640/Ave. I
Avenue N
Baimore Rd
Southgate
US 90A
Reading Road

Questions?

Fort Bend
TRANSIT
FORT BEND COUNTY
(281) 633-RIDE (7433)
(866) 751-TRIP (8747)
www.FBCTransit.org

THE STATE OF TEXAS
FORT BEND COUNTY

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
2	**Rosenberg Development Corporation (RDC) 2014 Strategic Plan**

ITEM/MOTION	
Review and discuss proposed 2014 RDC Strategic Plan, and take action as necessary.	
APPROVAL	**SUPPORTING DOCUMENTS**

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1. Proposed 2014 RDC Strategic Plan
2. RDC Meeting Minutes – 01-18-14

EXECUTIVE SUMMARY

On January 18, 2014, the RDC Board of Directors met in a Special Meeting to revise the existing Strategic Plan. Five goals were identified, and specific strategies were developed to accomplish each goal. Staff received the draft version from the Strategic Plan facilitator and reviewed the goals and strategies to ensure they reflected what was discussed. Staff finalized the plan by adding Action Items and an Executive Summary.

The Board advised during the Strategic Planning workshop that they would like to review the draft and prioritize the goals and objectives before adopting the plan. The plan is being presented for Board review and consideration.

2014

Rosenberg
Development
Corporation

[RDC STRATEGIC PLAN]

RDC Board Members: Chairman Bill Knesek, Mayor Vincent M. Morales, Jr., Counselor Dwayne Grigar, Counselor Jimmie Pena, Laurie Cook, Allen Scopel, Ted Garcia

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Mission Statement……5

Executive Summary……6

SWOT Analysis……8

Goals and Objectives……10

DRAFT

Planning Session

The Rosenberg Development Corporation (hereafter RDC) met on January 18, 2014, to update the Strategic Plan that they created previously in 2007. Also in attendance was RDC staff, Matt Fielder and Rachelle Kanak. The session was facilitated by Dr. Lauren Hamilton Edwards.

The RDC first analyzed strengths, weaknesses, opportunities, and threats (SWOT). Then they revised their current Strategic Plan based upon the analysis. The major revisions in the Strategic Plan were the addition of two (2) goals and several strategies. The RDC decided to keep the current three (3) goals (which have been slightly revised): improve image, improve infrastructure, and retain and develop businesses. Two (2) goals were added: maintain and improve quality of life and improve communication. Strategies that had been completed were discarded. The remaining strategies were revised to reflect the current situation and new strategies were added to account for the current environment. Action plans for each strategy will be created at a later date.

At the end of the session, Dr. Edwards encouraged the members and staff of RDC to keep meeting about the Strategic Plan's goals and strategies and to update the plan as necessary. The SWOT analysis and Strategic Plan follow.

DRAFT

Purpose Statement

The Corporation is organized exclusively for the purposes of benefiting and accomplishing public purposes of, and to act on behalf of, the City, by promoting, assisting and enhancing economic and industrial development activities and may issue bonds, and expend the proceeds of any sales and use tax levied for the benefit of the Corporation for the promotion and development of commercial, industrial and manufacturing enterprises to promote and encourage employment and the public welfare, and to promote or develop new or expanded business enterprises, including public facilities, as enumerated in the Act, pursuant to Sec. 4B of the Act with the exception of those projects the primary purpose of which is the financing of business through the granting of loans, which such projects the corporation is specifically prohibited from engaging in.

DRAFT

Mission Statement

To improve the quality of life within Rosenberg, to enhance the image of Rosenberg, and to facilitate the economic growth of Rosenberg.

DRAFT

Executive Summary

The Rosenberg Development Corporation (RDC) exists to recruit, to retain business to the City and to encourage existing businesses to expand within the City or the Extraterritorial Jurisdiction (ETJ). The RDC, a Type B Development Corporation, was created in 1995 by election, and is funded by a one-half (1/2) cent sales tax.

Development Corporation's are statutorily constrained in projects they may fund. State law authorizes the RDC to engage in projects related to primary job creation. Primary jobs are jobs that infuse new dollars into the local economy by creating or selling a product or service that is ultimately exported to regional, state, national, or international markets. Additionally, RDC may fund projects that improve quality of life such as sports facilities, tourism, entertainment facilities, parks, infrastructure, and parking.

The RDC has developed a Strategic Plan for the next five (5) years to encourage the recruitment, retention, and expansion of business to the City as well as better communicate the message that Rosenberg is primed for increased commercial development through the competitive advantages which exist. Further, the plan seeks to communicate the message that Rosenberg offers quality of life amenities and leisure activities both for residents and tourists alike. The plan establishes five (5) goals. Each goal has a strategy or set of strategies attached to attain the prescribed goal and a list of action items staff will complete to implement each strategy.

Goals:

- ✓ Improve the Image Of Rosenberg For Commercial Development
- ✓ Improve Business Related Infrastructure
- ✓ Retain New and Recruit New Businesses To Rosenberg
- ✓ Maintain and Improve Quality Of Life
- ✓ Improve Communication

Strategies:

- ✓ Public Area Improvements
- ✓ Code Enforcement Advocacy (for both parties)
- ✓ Improve Marketing/Public Awareness Of Economic Development's Role
- ✓ Expand Participation In City's Chapter 380 Grant Program
- ✓ Seek Opportunities to Improve Business Related Infrastructure (sewage, drainage, water, streets) to Retain and Recruit New Business
- ✓ Support West Fort Bend Management District
- ✓ Promote Water Reuse Program
- ✓ Review Current Incentive Structure
- ✓ Encourage Development of Full Service Hotel
- ✓ Engage Target Industry Study
- ✓ Implement Rosenberg Business Park
- ✓ Maintain Downtown Partnerships
- ✓ Implement Recommendations of Transit Study
- ✓ Expand Partnership With County For Expanded Services

DRAFT

- ✓ Enhance City Parks
- ✓ Identify Technical Training Partnership Programs
- ✓ Enhance Leisure Activities
- ✓ Recommend RDC Participate in Capital Improvement Planning Team
- ✓ Research Scrolling Marquee at City Hall
- ✓ Improve Communication With Industry/Developers
- ✓ RDC Meetings Online
- ✓ Improve Small Business Communications

The Strategic Plan is a working document, and once approved, will be amended and enhanced as goals are achieved and conditions are modified.

Relevant Indicators

2013 Population	34,127 (increase)
2013 Unemployment Rate	6.2 percent (decrease)
2013 Sales Tax Receipts	$13,778,104.00 (increase)
2013 Number of Homes Built (City and ETJ)	652 (increase)
2013 Number of Homes Platted (City and ETJ)	1080 (increase)
2013 Number of Hotels	14

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SWOT Analysis
Internal

Strengths

- Rosenberg and the RDC can rely on numerous resources
- There is a good incentive structure for businesses in the City
- The RDC enjoys good partnerships (City Council, staff, businesses)
- There is diversity of experience on the RDC
- Rosenberg is a livable community, including being a safe City, and is easy to market to new businesses
- Rosenberg is fiscally sound
- The RDC is open to new ideas

Weaknesses

- Communication suffers between the Board and stakeholders (citizens, City Council, and City staff)
- The Board must determine how to balance between regulation and being too aggressive
- There is an apathy among citizens
- Rosenberg lacks a niche
- Traffic management could improve
- Potentially an issue in knowing how to be a good stewardship of funding
- Lack of public transportation in Rosenberg
- The current image of Rosenberg
- Blighted and old neighborhoods may discourage new businesses

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SWOT Analysis
External

Opportunities

- There are potential educational opportunities both in terms of the City's proximity to existing opportunities and new opportunities
- Neighborhoods have the potential to be a draw to Rosenberg
- Location within Fort Bend County and proximity to Houston
- Highway construction is opening up west side of City
- Land is available for incoming businesses
- Rosenberg is a good product to sell to potential businesses
- The civic center and fairgrounds, as well as other locations, provides opportunities for tourism to Rosenberg
- Rosenberg is growing
- The downtown area is revitalizing and has potential

Threats

- There is potential for a hazardous situation, particularly with the train coming through the City
- Citizens appear to be apathetic
- The current image of Rosenberg
- Highway construction has the potential to hurt current businesses
- Current infrastructure is aging
- Growth is occurring very rapidly
- The growth presents challenges due to lack of infrastructure
- The current water issue
- Rosenberg has mobility issues
- Internet sales has the potential to disrupt current level of retail sales
- There is a perception of old vs. new in the City

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Goals and Strategies

Goal 1: Improve the Image of Rosenberg for Commercial Development

Strategy 1.1: Public Area Improvements

- Maintain City's Gateways
- Landscape Public Spaces
- Wayfinding Signage

Strategy 1.2: Code Enforcement Advocacy (for both parties)

- Liaise With Code Enforcement and Permitting Office, Be Aware of Areas of Concern on Projects
- Facilitate Communication Between Businesses and Permitting Office

Strategy 1.3: Improve Marketing/Public Awareness of Economic Development's Role

- Enhance City's Newsletter Content
- Improved PR/Media Campaign
- Improve Outreach to Civic and Business Organizations
- Expand Social Media Efforts
- Create Brochure(s) Highlighting Local Business Niches
- Identify and Coordinate Branding Strategy With the City (Partnership With Other City Departments)

Strategy 1.4: Expand Participation in City's Chapter 380 Grant Program

- Develop Program
- Identify and Implement Marketing Campaign to Area Businesses

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Goals and Strategies

Goal 2: Improve Business Related Infrastructure

Strategy 2.1: Seek Opportunities to Improve Business Related Infrastructure (sewage, drainage, water, streets) To Retain and Recruit New Business

- Identify Areas of the City Where Anticipated Commercial Development/Redevelopment Will Occur
- Work with City's Public Works Department to Coordinate Efforts and Funding
- Create A Plan Prioritizing Improvements and Funding

Strategy 2.2: Support West Fort Bend Management District

- Attend Monthly Meetings
- Serve On Committees
- Continue Funding

Strategy 2.3: Promote Water Reuse Program

- Rosenberg Business Park Irrigation
- Brazos Town Center Irrigation

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Goals and Strategies

Goal 3: Retain Existing and Recruit New Business to Rosenberg

Strategy 3.1: Review Current Incentive Structure

- Review and Revise New Business Incentive Guidelines
- Review and Revise Retention/Expansion Incentive Guidelines
- Review and Approve Every Two Years As Done With City's Abatement Policy

Strategy 3.2: Encourage Development of Full Service Hotel

Strategy 3.3: Engage Target Industry Study

- Review 2005 Study
- Update Study As Needed - Consultants
- Develop Recruitment Plan Based on Updated Study

Strategy 3.4: Implement Rosenberg Business Park

- Continue Development Process
- Market Through Greater Fort Bend Economic Development Council, Greater Houston Partnership, and Other Strategic Partners
- Advertising/Trade Show Efforts

Strategy 3.5: Maintain Downtown Partnerships

- Management Program (Main Street Or Others)
- Dedicated Staff to Downtown (Shared With City's Tourism Position)
- Market/Grow Rosenberg Cultural District

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Goals and Strategies

Goal 4: Maintain and Improve Quality of Life

Strategy 4.1: Implement Recommendations of Transit Study

- Develop Plan Prioritizing Recommendations and Dedicate Funding Appropriately
- Coordinate Livable Centers Study's Recommendations With Transit Study Recommendations

Strategy 4.2: Expand Partnership With County for Expanded Services

- Partner With Fort Bend County's Transportation Department For Increased Bus Service and Other Improvements
- Identify Potential Transportation Hub Opportunities With FBC Transportation Department
- Prioritize Recommendations and Dedicate Funding Appropriately

Strategy 4.3: Enhance City Parks

- Master Naturalists
- Develop a 5 Year Plan With The City's Parks Department and Prioritize Improvements

Strategy 4.4: Identify Technical Training Partnership Programs

- Coordinate with Lamar Consolidated Independent School District**,** Texas State Technical College, Wharton County Junior College to Develop Programs
- Review County-wide Studies and Prioritize Needs
- Identify Needs From Area Businesses
- Participate In a Work Force Development Initiative Between Local/Regional Resources and Area Businesses

Strategy 4.5: Enhance Leisure Activities

- Coordinate With City's Tourism Department
- Identify Needs/Challenges Through a Tourism Assessment (Funded Through City's Hotel Occupancy Tax Funds) and Formulate a Plan.

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Goals and Strategies

Goal 5: Improve Communication

Strategy 5.1: Recommend RDC Participate In Capital Improvement Planning Team

Strategy 5.2: Research Scrolling Marquee at City Hall

- Identify Value of Marquee
- Research Costs Versus Value
- Present to RDC

Strategy 5.3: Improve Communication With Industry/Developers

- Database of Available Inventory
- Database of Developers
- Database of Large Employers
- Retention Visits With Large Employers
- Annual Communication Piece (Facts, Figures, Growth Numbers, Etc.)

Strategy 5.4: RDC Meetings Online

- Identify Costs
- Research Impact
- Present to RDC

Strategy 5.5: Improve Small Business Communications

- Retention Visits With Small Employers
- Enhance Website Presence (Streaming of Social Media Posts)
- Enhance Social Media Presence
- Identify and Create Database of Small Businesses
- Research/Survey Small Businesses For Communications Preference
- Network/Liaise Through Community, Business, Social Organizations

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ROSENBERG DEVELOPMENT CORPORATION
SPECIAL MEETING MINUTES

On this the 18th day of January 2014, the Rosenberg Development Corporation (RDC) of the City of Rosenberg, Fort Bend County, Texas, met in a Special Session, at the Rosenberg Civic Center located at 3825 Highway 36 South, Rosenberg, Texas 77471.

DIRECTORS PRESENT

Bill Knesek	President
Allen Scopel	Vice President
Ted Garcia	Treasurer
Dwayne Grigar	Director
Jimmie Peña	Director

DIRECTORS ABSENT

Laurie Cook	Secretary
Vincent M. Morales, Jr.	Director

CITY OF ROSENBERG STAFF PRESENT

Matt Fielder	Economic Development Director
Rachelle Kanak	Assistant Economic Development Director

GUEST

Dr. Lauren Edwards, Sam Houston State University

CALL TO ORDER.

Director Knesek called the meeting to order at 9:00 a.m.

AGENDA

1. **HOLD STRATEGIC PLANNING WORKSHOP.**

Key discussion points:

- Overview of Strategic Planning Process by Dr. Lauren Edwards.
- Discussion about a vision statement. It was agreed a vision statement was unnecessary.
- Discussion regarding benefits of strategic planning process, elements of a strategic plan, the benefits of the planning process, and the barriers to completing and implementing the plan.
- Discussion as to what the vision is for Rosenberg for the next five years.
- Discussion as to what role RDC will play in the development of Rosenberg the next five years.
- Discussion of the strengths, weaknesses, opportunities, and strengths of the organization.
- Review of SWOT analysis and goal development. Discussion centered on five areas of emphasis: Quality of Life, Communication, Image, Business Related Infrastructure Needs, and Business Development and Retention.
- Strategies were identified to work toward the goals outlined.
- Discussion regarding prioritizing goals. It was agreed this would be a topic for an upcoming RDC meeting once the plan is complete.
- Discussion regarding a monthly update via the Director's Report on one area of emphasis.

No action was taken.

2. **ADJOURNMENT.**

There being no further business for the Board of Directors, the meeting was adjourned at 3:30 p.m.

Rachelle Kanak, Interim Economic
Development Director
City of Rosenberg

Bill Knesek, President
Rosenberg Development Corporation

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
3	**Road Names- Rosenberg Business Park**

ITEM/MOTION

Review and discuss potential names for the proposed road leading in to the Rosenberg Business Park generally located off of FM 2218, and take action as necessary.

APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) Kanak Memorandum – 02-25-14
2) Rosenberg Business Park Development Agreement – 03-01-13

EXECUTIVE SUMMARY

As part of the Rosenberg Business Park (Business Park) development, two roads must be constructed during Phase One of the development. The primary road begins at FM 2218 and is the entrance to the Business Park. Secondly, there is a road off the primary road, a cul-de-sac, which is to be constructed during Phase One as well. Please see the attached memorandum for additional information.

IDS Engineering Group will present the plans to the City's Planning Department. Before the plans can be presented, the two roads must be named. City staff has confirmed the availability of the proposed names. This item has been presented to offer the RDC Board an opportunity to consider the names and to act as necessary..

Primary Road: (Entrance to the Business Park off FM 2218), **Business Park Drive**
Cul-de-sac Road (off the primary road), **Innovation Court.**

MEMORANDUM

ECONOMIC DEVELOPMENT DEPARTMENT **February 24, 2014**

TO: **Robert Gracia, City Manager**

FROM: **Rachelle Kanak, Interim Economic Development Director**

RE: **Rosenberg Business Park Roads**

As part of the Rosenberg Business Park development, two roads must be constructed during Phase One of the development. The primary road begins at FM 2218 and is the entrance to the Business Park. Secondly, there is a road off the primary road, a cul-de-sac, which is to be constructed during Phase One as well. Please see attached map for your reference.

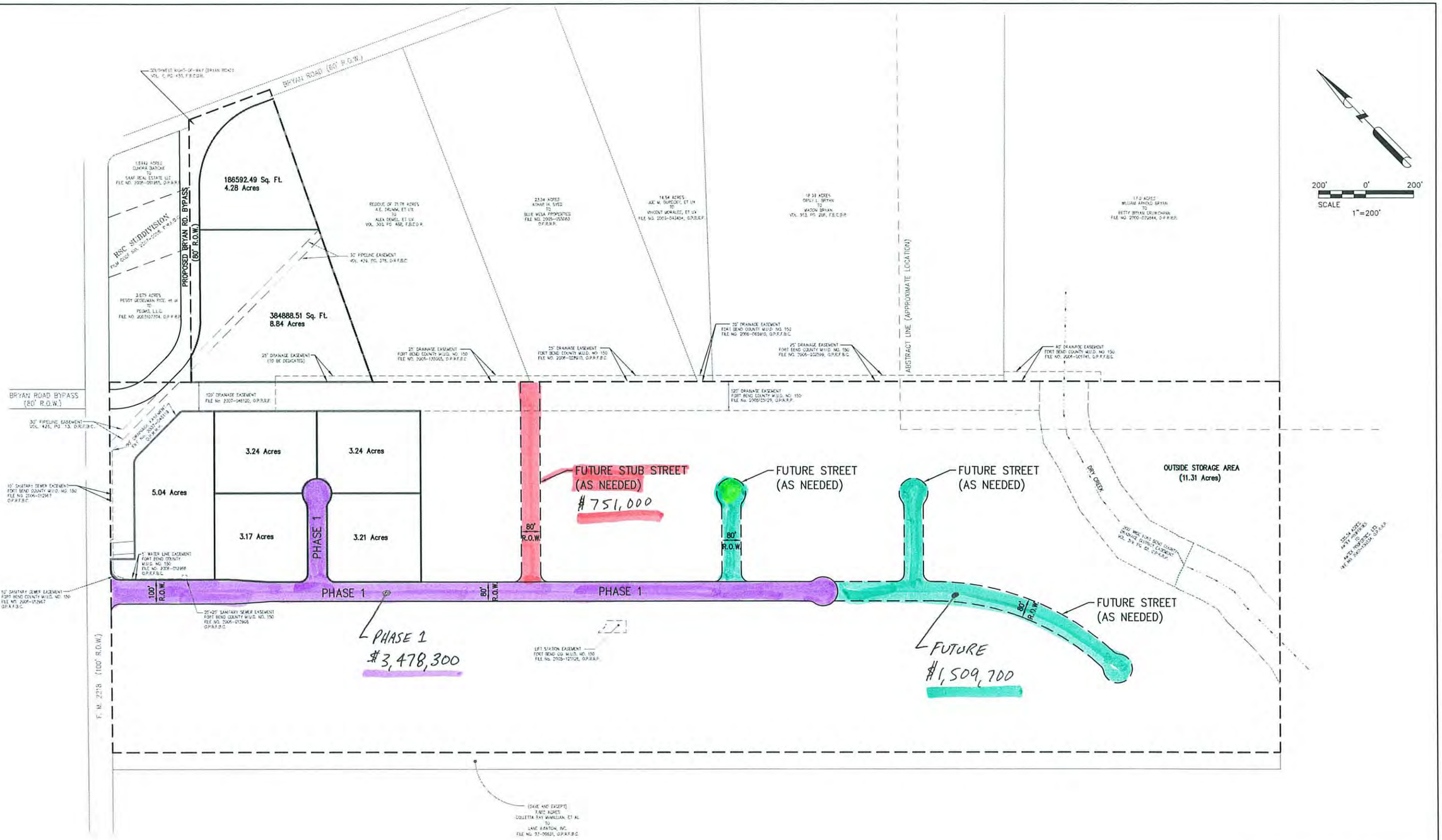
The engineers have begun designing the roads, and will submit plans to the City's Planning Department soon. The two new roads will need to be named, names, which the Rosenberg Development Company will approve. With your approval, we are submitting the following names to the RDC for their approval at their March 13, 2014 meeting:

Primary Road: Entrance off of FM 2218 -- **Business Park Drive**
Cul-de-sac Road: Off of the primary road -- **Innovation Court**

Once approved, those names will be included in the design and plans. The developer, Bill Smith with Fuller Realty, has already agreed to the name nominations.

Should you have any questions or require additional information, please do not hesitate to contact me.

Attach: Map



PATE ENGINEERS
TBPE F-002726
13333 N.W. Freeway, Suite 300 Houston, Tx. 77040
Phone: 713-462-3178

FULLER REALTY PARTNERS, L.L.C.
ROSENBERG BUSINESS PARK
(184.4 ACRES)

Scale: 1" = 200'
Date: 05/04/12

PATE ENGINEERS
\\VITO\Design\Data\108000100 (Old Windmeadows)\DWG\C-SPOVAL-PHASE.dwg-22X34 Plotted May 04, 2012 at 10:48am by ocooke | Last Saved by: ocooke

ROSENBERG BUSINESS PARK
DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT by and among THE CITY OF ROSENBERG, TEXAS, a Texas home-rule municipal corporation ("City"), the ROSENBERG DEVELOPMENT CORPORATION, a Type B economic development corporation (the "RDC"); and ROSENBERG BUSINESS PARK, LTD., a Texas limited partnership (referred to as the "Developer"), entered into on this 1 day of March, 2013 for the purpose of developing the Rosenberg Business Park, an industrial and distribution business park.

WHEREAS, Developer is the owner of approximately 184 acres of land in the corporate limits of the City of Rosenberg, Texas, more fully described by legal instrument marked as **Exhibit "A,"** attached hereto and incorporated herein for all purposes ("Property");

WHEREAS, in accordance with Article III, Section 52-a, Texas Constitution, and Chapter 380, Texas Local Gov't Code, the City may establish and provide for the administration of a program for making loans and grants of public money to promote state or local economic development and to stimulate business and commercial activity in the municipality;

WHEREAS, the City has agreed to construct certain drainage, utilities, and roads and cause the installation of natural gas and electrical service for the Property to encourage and promote the development of an industrial and distribution business park on the Property, thereby enhancing and stimulating business and commercial activity in the City;

WHEREAS, pursuant to the Development Corporation Act, Chapters 501 and 505, Texas Local Gov't Code, the City has created the RDC in order to assist with the development or operation of an economic development program;

WHEREAS, the RDC has agreed to provide financial assistance for certain infrastructure improvements including streets and roads, water and sewer utilities, drainage, and related public improvements on the Property, necessary to promote or develop new or expanded business enterprises, all in accordance with Section 501.103, Texas Local Gov't Code;

WHEREAS, the Developer has agreed, in exchange and as consideration for funding of the construction of certain infrastructure improvements to satisfy and comply with certain terms and conditions; and

WHEREAS, the City, the RDC, and the Developer agree that the provisions of this Agreement substantially advance a legitimate interest of the City and the RDC by expanding the tax base of the City, increasing employment and promoting economic development.

NOW, THEREFORE, for and in consideration of the promises and the mutual agreements set forth herein, the City, the RDC, and Developer hereby agree as follows:

1. **Dissolution of District.** The Property is currently located wholly within the boundaries of Fort Bend County Municipal Utility District No. 150 (the "District"). The parties agree that the District is no longer beneficial to the Property or necessary in order to provide utilities to the Property. The Developer will submit to the City for approval by July 1, 2013, a plan to settle all reimbursements and other financial obligations owed by the District so that the District will no longer have outstanding debts or liabilities at the time of dissolution of the District by the City. The dissolution plan may include exclusion of land from the District, annexation of land into another district, and/or releases of claims for payment from the District. As part of the dissolution plan, the Developer will (i) pay any administrative costs associated with such dissolution, including the District's outstanding legal fees, (ii) convey to the City for its ownership, operation and maintenance a drainage ditch on the northern boundary of the District as shown on the survey attached as **Exhibit "D"** (the "Ditch") free and clear of all liens and encumbrances. The dissolution plan shall not require the City to incur any costs. The City agrees to assist and cooperate with the Developer in the dissolution of the District upon approval of the dissolution plan, including all actions necessary to annex any District land, not including the Property, into another special district in the City. However, the City will not dissolve the District if dissolution would result in the assumption of any outstanding debts or liabilities of the District by the City. If the Developer and City are unable to agree upon a dissolution plan of the District, the Developer may terminate this Development Agreement without penalty and with no further obligations hereunder.

2. **The Project; Deed Restrictions.** The Developer intends to construct (or cause to be constructed) an industrial and distribution business park to be known as the Rosenberg Business Park (the "Project"). Developer will submit to the City for approval draft deed restrictions for the Property. Among other issues, the deed restrictions will restrict the 184 acres to an industrial and distribution business park, along with retail sales associated with industrial and distribution uses and will provide

other standards that address the quality of development in the business park. No residential or other retail uses will be allowed in the business park. The McCombs property (approximately 15.07 acres located on FM 2218) will not be included in the Project. The Developer agrees to create a mandatory property owners association ("POA") to maintain the common areas and enforce the restrictions. The City's approval and the subsequent recordation of the deed restrictions is a condition precedent to the City's construction of any Public Improvements, as described herein. The City must approve in writing any changes to the deed restrictions that affect the land uses allowed on the Property prior to recordation for such changes to be effective. The Developer is not liable to the City for any subsequent changes in deed restrictions that are made after the Developer no longer owns a majority interest in the Property.

3. **Public Improvements.** The City agrees to fund, design and construct the Public Improvements in accordance with this Agreement, which include the water distribution, sanitary sewer, storm water drainage, and paving improvements set forth in **Exhibit "A"** attached hereto as well as the installation natural gas lines and electrical service in the sizes and volts as set out on **Exhibit "E"** attached hereto. The Public Improvements do not include any private internal facilities to serve specific tracts within the Property. Costs of the Public Improvements to be funded by the City include the costs of design and construction of the Public Improvements as well as all costs incurred in connection with obtaining governmental approvals, certificates, and permits required in connection with the construction of the Public Improvements. The installation of natural gas and electrical service to the end users will occur contemporaneously with the construction of each phase of the Public Improvements as described herein. The Public Improvements depicted in purple on **Exhibit "B"** estimated in the amount of approximately $3,478,300 are referred to herein as the "Phase I Improvements." The Public Improvements depicted in blue estimated in the approximate amount of $1.7 million are referred to herein as the "Future Improvements."

   a. Phase I Improvements. The City will commence design of the Phase I Improvements when all the following have been accomplished:
      i. The Developer has recorded approved deed restrictions (described in Section 2 above) as a covenant running with the land that binds all future owners of the Property;
      ii. The Developer provides the City with a recorded plat for the portion of the Property to be served by the Phase I Improvements that includes all right-of-way needed for the Phase I Improvements;
      iii. The Ditch has been conveyed to the City; and

iv. The District has been dissolved.

The City agrees use its best efforts to complete the construction of the Phase I Improvements within eighteen (18) months of commencement of the design of the Phase I Improvements. The parties acknowledge that completion may be affected by construction delays beyond the control of the City or by events of force majeure.

b. City Construction of Future Improvements. The City will be obligated to design and construct the Future Improvements in accordance with this Section. The City will be obligated to begin design of the Future Improvements when either (i) the Developer has sold or entered into a long-term lease with an end user or builder/developer (not investor) of at least fifty percent (50%) of the Property served by the Phase I Improvements or (ii) the Developer has sold or entered into a long-term lease with an end user or builder/developer (not investor) for at least fifty percent (50%) of the Property which requires the Future Improvements ("Property Sale Threshold"). The purpose of the Property Sale Threshold is to assure that the City is not obligated to undertake Future Improvements until they are needed to serve an end user or builder/developer so that they will not be constructed but then remain unused for a significant period of time. Future Improvements will be constructed as needed and may be constructed in phases. The Developer must notify the City in writing of the Property Sale Threshold to trigger the City's obligation to construct any Future Improvements. If the Developer does not meet the Property Sale Threshold and the City is not required to construct the Future Improvements pursuant to this Section within ten years of the completion of the construction of the Phase I Improvements, the City will have the right to terminate this Development Agreement and have no further obligation to construct the Future Improvements.

c. Funding of Public Improvements. The City will construct the Public Improvements in accordance with all regulatory requirements. The City and the RDC will each fund fifty percent (50%) of the design, testing, and construction of the Project Improvements (the "Project Costs") from legally available funds. The RDC agrees to advance its share of the costs of the Public Improvements as the phases are designed and constructed. The City may make one or more requests for funds per phase, and the RDC agrees to advance such funds to the City within sixty (60) days of receipt of request.

d. Developer Construction of Future Phases. Prior to meeting the Property Sale Threshold described in subsection (b)(i) and (ii) above, the Developer has the right to fund and construct the Future

Improvements as more particularly described in **Exhibit "B"**. Once the Developer meets the Property Sale Threshold and provides the City with an accounting of the actual costs of the Future Improvements, the City and the RDC will reimburse the Developer the Project Costs for the Future Improvements within 60 days of submittal from the Developer. The RDC agrees to pay its share of such costs to the City within sixty (60) days of request by the City to allow the City to reimburse the Developer.

4. **Water, Wastewater and Drainage Service for the Project**.

   a. General. Upon completion of the infrastructure for water and wastewater service to the Project by the City, the City shall provide water and wastewater service to the Project and major outfall drainage service for the Project. Equivalent single family connection or ESFC means the daily measure of water and wastewater that is attributed to one single-family home as determined by the City. The City will provide up to 693 ESFC of water and wastewater service to the Property. Such water, wastewater and drainage service shall be provided by the City in accordance with the same policies and ordinances for similarly classified City water and wastewater customers, as may be amended from time to time.

   b. Impact Fees. The City will charge impact fees to the new development for the Project pursuant to its impact fee ordinances as amended from time to time, provided that no impact fees will be charged to the Property for the costs of the Public Improvements.

5. **Conveyance of Easements for Utilities and Public Roads**. The Developer shall timely convey and donate to the City all easements for the construction of the Public Improvements. Such easements shall be in form and content reasonably acceptable to the City and shall either (i) be reflected on a plat filed with the City, or (ii) evidenced by separate instrument from the Developer to the City. Additionally, the Developer agrees to convey and donate to the City the land described on the attached **Exhibit "C"** for the realignment of Bryan Road and the widening of FM 2218 within 180 days of receipt of written notice from the City.

6. **Additional Developer Obligations.**

   a. Promotion of Business Park. In order to promote the Project, the Developer agrees to erect a sign promoting the business park on FM 2218. In order to maintain an attractive appearance to the Project, the Developer agrees to landscape the entrance to the Project and cause

the POA to maintain the entrance to the Project, the highway right of way on FM 2218 adjacent to the Project, and common areas in the Project.

b. Performance Requirements. The parties agree that this Section 6(b) constitutes the requirements of a performance agreement under Section 501.158, Texas Local Government Code. In consideration of an expenditure made on behalf of the RDC, the Developer will:

   i. commence construction of a building of a minimum of 25,000 square feet in the Project within twenty-four (24) months of completion of the Phase I Improvements;

   ii. Assure the creation of at least five (5) new jobs in the Project and provide to the City access to any documentation to allow the City to determine compliance with this Section 6.B.;

   iii. convey the Ditch to the City and forego any rights to reimbursement; and

   iv. convey right of way necessary for emergency access to the Property as described in Section 6 (c) below; and

   If performance requirements of this Development Agreement are not met in accordance with Section 501.158(b)(2), Texas Local Government Code, the Developer shall reimburse all amounts advanced by the City and the RDC for the Public Improvements (the "Reimbursement Amount"). The City agrees to credit against the Reimbursement Amount the costs of the Ditch and the value of the right of way donated to the City; and the City agrees that the value of the Ditch and right of way is greater than or equal to the City's portion of the Reimbursement Amount and no further funds shall be due the City. Payment of the RDC's portion of the Reimbursement Amount shall be effected as follows. The Developer shall immediately remove any special appraisals of the Property applied for under Chapter 23 of the Texas Tax Code and going forward make payments of taxes on the land at market value. The City shall pay to the RDC all tax revenues attributable to the removal of the special appraisal until the full amount of the RDC's participation is repaid. The City and the RDC shall also have the right to terminate the Development Agreement and shall have no obligation to build the Future Improvements.

c. Alternate Emergency Access. The Developer agrees to donate and convey to the City its Property for right-of-way for alternate emergency access to the Property. Once the City has determined a

viable route for such alternate emergency access into the Project, the Developer agrees to dedicate necessary right of way on Property owned by the Developer within sixty days of written notification from the City. The Developer shall have no obligation to provide right-of-way on land outside the Property for such access. If the Developer fails to provide the right of way for the alternate emergency access from Property owned by the Developer within one hundred eighty (180) days of receipt of written request by the City, the City's sole remedy is to not construct the Public Improvements and to terminate the Agreement.

d. Removal of Special Appraisal. The Developer agrees to remove from the Property all special appraisals for agricultural use, open space, or any other special appraisals applied for under Chapter 23 the Texas Tax Code within five years of the completion of the construction of the Phase I Improvements. If after such time, the Developer is still claiming any agricultural, open space, or other special appraisal under Chapter 23 of the Texas Tax Code on any of the 184 acres of the Property, the Developer agrees to pay the City annually a payment in lieu of taxes in the amount of taxes that would have been paid to the City as if the land subject to the special appraisal had been taxed at market value. Such payment shall be due and payable to the City at the same time as City property taxes are due, and delinquencies shall accrue penalty and interest at the same rate and in the same manner as delinquent City property taxes. Payment shall be made by the Developer without the need for an invoice from the City and shall provide appropriate verifiable documentation from the Fort Bend Appraisal District as to the market value.

7. **Default of this Agreement.** An "Event of Default" under this Agreement shall occur upon the failure of either party hereto to timely and fully perform or comply with any of the terms and conditions of this Agreement. However, with respect to any breach of this Agreement, which may be cured by the payment of money, an Event of Default shall not occur (a) until the defaulting party has received written notice of such default and has not completely and fully cured such default within ten (10) working days after receipt of such written notice from any source, and (b) with respect to any other breach of this Agreement, an Event of Default shall not occur until the defaulting party has received written notice of such default and has not cured such default within thirty (30) calendar days (or, if such default is not susceptible of being cured within such thirty (30) day period, such additional period of time as may be reasonable to cure such default, provided that the defaulting party initiates the cure of such default in such thirty (30) calendar day

period and thereafter continuously and diligently, by using its commercially reasonable efforts, prosecutes the cure of such default to completion). If an Event of Default occurs, the non-defaulting party shall be entitled to pursue any and all remedies available at law or in equity, which remedies shall be cumulative and not exclusive. Failure to meet Property Thresholds under Section 3(b) or the failure to meet additional Developer obligations under Sections 6(b) (c) and (d) do not constitute an Event of Default, and the City's sole remedies under Section 3(b), and Sections 6(b), (c) and (d) being the remedies specified in each respective section.

8. **Separate Status**. None of the terms or provisions of this Agreement shall be deemed to create a partnership between or among the parties in their respective businesses or otherwise, nor shall it cause them to be considered joint ventures or members of any joint enterprise.

9. **Construction and Interpretation**.

   a. Whenever required by the context of this Agreement, (i) the singular shall include the plural, and vice versa, and the masculine shall include the feminine and neuter genders, and vice versa, and (ii) use of the words "including", "such as", or words of similar import, when following any general term, statement or matter, shall not be construed to limit such statement, term or matter to specific terms, whether or not language of non-limitation, such as "without limitation", or "but not limited to", are used with reference thereto, but rather shall be deemed to refer to all other items or matters that could reasonably fall within the broadest scope of such statement, term or matter.

   b. The captions preceding the text of each article and section of this Agreement are included only for convenience of reference. Captions shall be disregarded in the construction and interpretation of this Agreement. Capitalized terms are also selected only for convenience of reference and do not necessarily have any connection to the meaning that might otherwise be attached to such term in a context outside of this Agreement.

   c. This Agreement may be executed in several counterparts; each of which shall be deemed an original. The signatures to this Agreement may be executed and notarized on separate pages, and when attached to this Agreement shall constitute one (I) complete document.

10. **INDEMNIFICATION AND HOLD HARMLESS. TO THE MAXIMUM EXTENT PERMITTED BY LAW, DEVELOPER OBLIGATES ITSELF**

TO THE CITY AND THE RDC TO FULLY AND UNCONDITIONALLY PROTECT, INDEMNIFY AND DEFEND THE CITY OF ROSENBERG AND THE ROSENBERG DEVELOPMENT CORPORATION, THEIR OFFICERS, AGENTS AND EMPLOYEES, AND HOLD THEM HARMLESS FROM AND AGAINST ANY AND ALL COSTS, EXPENSES, REASONABLE ATTORNEY FEES, CLAIMS, SUITS, LOSSES OR LIABILITY FOR INJURIES TO PROPERTY, INJURIES TO PERSONS (INCLUDING DEVELOPER'S EMPLOYEES), INCLUDING DEATH, AND FROM ANY OTHER COSTS, EXPENSES, REASONABLE ATTORNEY FEES, CLAIMS, SUITS, LOSSES OR LIABILITIES OF ANY AND EVERY NATURE WHATSOEVER ARISING IN ANY MANNER, DIRECTLY OR INDIRECTLY, OUT OF OR IN CONNECTION WITH THIS AGREEMENT, REGARDLESS OF CAUSE OR OF THE SOLE, JOINT, COMPARATIVE OR CONCURRENT NEGLIGENCE OR GROSS NEGLIGENCE OF THE CITY, THE RDC OR THEIR OFFICERS, AGENTS OR EMPLOYEES. THIS INDEMNIFICATION AND SAVE HARMLESS SHALL APPLY TO ANY IMPUTED OR ACTUAL JOINT ENTERPRISE LIABILITY.

11. **Insurance**. The City agrees to require any contractor who constructs any phase of the Project Improvements to maintain insurance policies, with the minimum limits of insurance coverage, consistent with the City's general requirements for construction activities of comparable value to the particular phase of the Project Improvements that may be under construction. All insurance policies carried by such contractors shall name the Developer as additional insured (with respect to liability arising out of work performed by the contractors or subcontractors, as applicable) and shall contain a waiver of subrogation in favor of the Developer.

12. **Miscellaneous Provisions**.

    a. Actions Performable. The City, the RDC, and the Developer agree that all actions to be performed under this Agreement are performable solely in Fort Bend County, Texas.

    b. Assignability. Performance by Developer under the terms and conditions of this agreement are deemed personal and, as such, any attempt to convey, assign or transfer those duties and obligations without the prior written approval and consent by City are void; provided, however, Developer shall be authorized to assign or transfer its rights, duties and obligations under this Agreement to an affiliate of Developer under common ownership and control. Developer may assign its right to receive any payments under this Agreement, but not its duties or obligations, to Developer's financial

lenders of this Project without the consent of the City and the City agrees to execute estoppel certificates (in a form reasonably acceptable to the City) reasonably required by such financial lenders regarding the status of this Agreement.

c. Severability. If any provision hereof shall be finally declared void or illegal by any court or administrative agency having jurisdiction, the entire Agreement shall not be void; but the remaining provisions shall continue in effect as nearly as possible in accordance with the original intent of the parties.

d. Complete Agreement. This Agreement represents the complete agreement of the parties with respect to the subject matter hereof and supersedes all prior written and oral matters related to this Agreement. Any amendment to this Agreement must be in writing and signed by all parties hereto or permitted or approved assignees.

e. Exhibits. All exhibits attached to this Agreement are incorporated herein reference and expressly made part of this Agreement as if copied verbatim.

f. Notice. Any notice or demand which either the City, the RDC, or the Developer is required to or may desire to serve upon the other, must be in writing, and shall be sufficiently served if (i) personally delivered, (ii) sent by facsimile, (iii) sent by registered or certified mail, postage prepaid, or (iv) sent by commercial overnight carrier, and addressed to:

If to the City:

City of Rosenberg, Texas
P.O. Box 32
2110 Fourth Street
Rosenberg, Texas 77471
Attention: City Manager
Telephone: (832) 595-3400
Fax: (832) 595-3333

or any other address or addresses which the Developer may be notified of in writing by the City;

If to the RDC:

Rosenberg Development Corporation
2110 Fourth Street

Rosenberg, Texas 77471
Attention: Matt Fielder
Telephone: (832) 595-3400
Fax: (832) 595-3333

or any other address or addresses which the City or the Developer may be notified of in writing by the RDC;

If to the Developer:

Rosenberg Business Park, Ltd.
1800 Augusta, 4th Floor
Houston, Texas 77056
Telephone: (713) 850-8400
Fax: (713) 850-8405

Attn: William G. Smith, Jr.

or such other address or addresses which the City or RDC may be notified in writing by the Developer.

Such notice shall be deemed to have been served (a) four (4) business days after the date such notice is deposited and stamped by the U. S. Postal Service, except when lost, destroyed, improperly addressed or delayed by the U.S. Postal Service, or (b) upon receipt in the event of personal service or (c) the first business day after the date of deposit with an overnight courier, except when lost, destroyed, improperly addressed or delayed by the courier, or (d) the date of receipt by facsimile (as reflected by electronic confirmation); provided, however, that should such notice pertain to the change of address to either of the parties hereto, such notice shall be deemed to have been served upon receipt thereof by the party to whom such notice is given.

g. Force Majeure. Any delay or failure in the performance by a party under this Agreement shall be excused if and to the extent caused by the occurrence of a Force Majeure. For purposes of this Agreement, Force Majeure means acts of nature (including fire, flood, earthquake, storm, hurricane or other natural disaster), war, invasion, act of foreign enemies, hostilities (whether war is declared or not), civil war, rebellion, revolution, insurrection, military or usurped power or confiscation, terrorist activities, nationalization, government sanction,

blockage, embargo, labor dispute, strike, lockout or interruption or failure of electricity. Any party asserting Force Majeure as an excuse shall have the burden of proving that reasonable steps were taken (under the circumstances) to minimize delay or damages caused by foreseeable events, that all non-excused obligations were substantially fulfilled, and that the other parties were timely notified of the likelihood or actual occurrence which would justify such an assertion, so that other prudent precautions could be contemplated.

h. Forum Selection. This Agreement and the relationship between the City, the RDC, and Developer shall be governed and interpreted under the laws of Texas without regard to any conflict of laws provision. Venue for any suit arising out of any relationship between the City, the RDC, and Developer shall exclusively be the appropriate court in Fort Bend County, Texas. Developer specifically consents to and waives any objections to, in personam jurisdiction in Fort Bend County, Texas.

i. Appointment of Representatives. To further the commitment of the parties to cooperate in the implementation of this Agreement, the City and Developer each shall designate and appoint a representative to act as a liaison between the City and its various departments and the Developer. The initial representative for the City (the "City Representative") shall be Matt Fielder or his designee; the initial representative for the RDC shall be Matt Fielder; and the initial representative for Developer shall be William G. Smith, Jr. (the "Developer Representative"). The representatives shall be available at **all** reasonable times and places to discuss and review the performance of the parties to this Agreement and the development of the Property.

13. **Preamble.** The findings of fact, recitations and provisions set forth in the preamble to this Development Agreement are true and are adopted and made a part of the body of this agreement, biding the parties hereto, as if the same were fully set forth herein.

14. **Representation of Authority**. The City represents and warrants to the Developer that the City is duly authorized and empowered to enter into this Agreement and has the legal authority to reimburse the Developer as provided in this Agreement. The RDC represents and warrants to the Developer and the City that the RDC is duly authorized and empowered to enter into this Agreement and has the legal authority to reimburse the Developer as provided in this Agreement. The Developer represents and warrants to the City and the RDC that it has the requisite authority to enter into this Agreement and is a proper party to this Agreement.

15. **Signature Warranty Clause**. The signatories to this Agreement represent and warrant that they have the authority to execute this Agreement on behalf of the City, the RDC and Developer, respectively.

16. **Performance Agreement**. This Agreement constitutes a performance agreement under Section 501.158, Texas Local Gov't Code. The RDC finds that the creation and/or retainage of jobs and the capital investment made by the Developer, the conveyance of the drainage ditch and right of way for access to the Project are sufficient consideration for the expenditures made by the Corporation under this Agreement.

17. **Economic Incentives Constitute a Program**. This Agreement constitutes an economic development program to promote state or local economic development and to stimulate business and commercial activity in the City pursuant to Article III, Sec. 52-a, Texas Constitution, and Chapter 380, Texas Local Gov't Code.

18. **Employment of Undocumented Workers**. During the term of this Agreement the Developer agrees not to knowingly employ any undocumented workers and if convicted of a violation under 8 U.S.C. Section 1324a(1), the Developer shall repay any other funds received by the Developer from the City or the RDC under this Agreement, plus interest at the annual interest rate of 6% from the date of violation until paid. The Developer shall have the right to appeal any such violation through all available legal recourses and will repay any funds only when all appeals have been exhausted. The Developer is not liable for a violation of this section by a subsidiary, affiliate, or franchise of the Developer or by a person with whom the Developer contracts.

19. **Good Faith Representations**. The parties agree that they have entered into this Agreement in good faith, intend to deal with each other in good faith, and intend for this Development Agreement to be enforceable as to its terms under Texas law.

20. **Term.** This Agreement will remain in force and effect for a term of twenty-five (25) years or until earlier terminated by the City pursuant to Sections 3(b), 6(b) and/or 6(c) of this Agreement, or terminated by the Developer pursuant to Section 1 of this Agreement.

List of Exhibits
Exhibit "A": Description of Property
Exhibit "B": Description of the Public Improvements
Exhibit "C": Description of Land Dedication for Widening of Bryan Rd. and FM 2218
Exhibit "D": Survey of Property depicting Drainage Ditch
Exhibit "E": Natural Gas and Electric Service

CITY:

CITY OF ROSENBERG, a Texas home-rule municipal corporation

By: Jack S. Hamlett
Name: JACK S. HAMLETT
Title: CITY MANAGER

Attested:
Linda Cernosek
City Secretary

Date: February 5, 2013

CITY OF ROSENBERG • ROSENBERG, TEXAS •

DEVELOPER:

ROSENBERG BUSINESS PARK, LTD.

By its general partner, Rosenberg Business Park GP, LLC.

By: _____
Name: William G. Smith
Title: President

ROSENBERG DEVELOPMENT
CORPORATION

By: Jack S. Hamlett
Name: JACK S. HAMLETT
Title: EXECUTIVE DIRECTOR

Exhibit "A"

METES AND BOUNDS DESCRIPTION
OF 183.7 ACRES OF LAND
IN THE S.B. PENTECOST SURVEY, A-378
AND THE S.B. PENTECOST SURVEY, A-362
FORT BEND COUNTY, TEXAS

All that certain 184.4 acres of land, being a portion of the 158.5 acre tract described in the deed from 2218 Rosenberg, L.P. to Windmeadows Investors, Ltd., recorded under File No. 2005-095386, in the Official Public Records of Fort Bend County, Texas, the 7.2649 acre tract and the 7.2717 acre tract described as Tract II, the 28.06 acre tract described as Tract III, and 35.95 acre tract described as Tract I, in the deed from Rio Mortgage Company to Windmeadows Investors, Ltd., recorded under File No. 2009-00812, in the Official Public Records of Real Property of Fort Bend County, Texas, and the 11.37 acre tract described in the deed from WM Commercial, L.P. to Windmeadows Investors, Ltd., recorded under File No. 2008-108814, in the Official Public Records of Real Property of Fort Bend County, Texas, in the S.B. Pentecost Survey, A-378 and the S.B. Pentecost Survey, A-362, Fort Bend County, Texas, and more particularly described by metes and bounds as follows: (All bearings based on the record bearings of the east line of said 158.5 acre tract, as monumented.)

BEGINNING at a 5/8 inch iron rod found for the east corner of said 158.5 acre tract, common to the south corner of the 17.0 acre tract described in the deed from William Arnold Bryan to Betty Bryan Cruikchank, recorded under File No. 2000-079844, in the Official Public Records of Fort Bend County, Texas, common to the most southerly east corner of the herein described tract, in the northwest line of the 335.34 acre tract described in the deed from Amtex Properties to Amtex Properties, Ltd., recorded under File No. 2002-100334, in the Official Public Records of Real Property of Fort Bend County, Texas;

THENCE South 45° 00' 00" West - 1533.19 feet, along the southeast line of said 158.5 acre tract, common to the northwest line of said 335.34 acre tract, to a 1/2 inch iron rod found for the east corner of the 7.802 acre tract described in the deed from Colletta Ray McMillian, et al. to Lane Aviation, Inc., recorded under File No. 97-09631, in the Official Public Records of Real Property of Fort Bend County, Texas, common to the south corner of said 158.5 acre tract;

THENCE North 45° 03' 23" West – 4823.44 feet, along the northeast line of said 7.802 acre tract, common to the southwest line of said 158.5 acre tract, the southwest line of aforesaid 35.95 acre tract, the southwest line of aforesaid 28.06 acre tract, and the southwest line of aforesaid 11.37 acre tract, to a 5/8 inch iron rod found for the west corner of said 11.37 acre tract, common to the north corner of said 7.802 acre tract, and the west corner of the herein described tract, in the southeast right-of-way line of F.M. 2218 (100' R.O.W.);

THENCE North 44° 43' 46" East – 1532.10 feet, along the northwest line of said 11.37 acre tract, common to said southeast right-of-way line, to a 5/8 inch iron rod found for the north corner of

said 11.37 acre tract, common to an angle corner of the herein described tract;

THENCE South 45° 04' 10" East – 339.74 feet, along the northeast line of said 11.37 acre tract, to an angle corner of the herein described tract, in the northeast line of aforesaid 28.06 acre tract, common to the west corner of aforesaid 7.2649 acre tract, from which a found 1 inch iron pipe, bears North 38° 47' 40" East – 0.40 feet;

THENCE North 44° 33' 55" East - 1083.82 feet, along the southeast line of the 3.879 acre tract described in the deed from Peggy Geiselman Rice, et al. to PEGMO, L.L.C., recorded under File No. 2003-107704, in the Official Public Records of Real Property of Fort Bend County, Texas, the southeast line of RSC SUBDIVISION, according to the plat thereof recorded under Film Code No. 2007-0058, in the Plat Records of Fort Bend County, Texas, and the southeast line of the 1.9442 acre tract described in the deed from Elnora Barcak to SAAF Real Estate, LLC., recorded under File No. 2006-081965, in the Official Public Records of Real Property of Fort Bend County, Texas (at 1053.82 feet passing a 1 inch iron rod found for the east corner of said 1.9442 acre tract, in the southwest right-of-way line of Bryan Road (60' R.O.W.)) to the north corner of the herein described tract;

THENCE South 65° 26' 05" East - 357.20 feet, with said Bryan Road, to the east corner of aforesaid 7.2717 acre tract, common to the most northerly east corner of the herein described tract;

THENCE South 25° 47' 19" West - 1278.81 feet, along the southeast line of said 7.2717 acre tract, (at 28.20' passing a found 5/8 inch iron rod in the southwest right-of-way line of said Bryan Road) to the south corner of aforesaid 7.2717 acre tract, common to an angle corner of the herein described tract, in the northeast line of aforesaid 28.06 acre tract, from which a found 1 inch iron pipe, bears North 33° 04' 20" East – 0.30 feet;

THENCE South 45° 04' 10" East - 3743.63 feet along the northeast line of said 28.06 acre tract, the northeast line of aforesaid 35.95 acre tract, and the northeast line of aforesaid 158.5 acre tract, to the **POINT OF BEGINNING** of the herein described tract and containing 184.4 acres of land.

<u>SAVE AND EXCEPT</u> - "DIRECTOR'S LOTS 1-5" - 0.7310 ACRE

All that certain 0.7310 acre of land, known as Fort Bend County Municipal Utility District No. 150 Director's Lots, 1 thru 5, recorded respectively under File Nos. 2006-124336, 2009-110293, 2009-110294, 2010-055401, and 2010-055402, in the Official Public Records of Fort Bend County, Texas, the S.B. Pentecost Survey, A-378, Fort Bend County, Texas, and more particularly described by metes and bounds as follows: (All bearings based on the record bearings of the east line of said 158.5 acre tract, as monumented.)

COMMENCING at a 1/2 inch iron rod found for the south corner of said 158.5 acre tract, common to the east corner of said 7.802 acre tract;

THENCE North 45° 03' 23" West – 215.17 feet, along the northeast line of said 7.802 acre tract, common to the southwest line of said 158.5 acre tract, to the south corner of said Director's Lot 5, common to the **POINT OF BEGINNING** of the herein described tract;

THENCE North 45° 03' 23" West – 265.35 feet, to the west corner of said Director's Lot 1;

THENCE North 44° 56' 37" East – 120.00 feet, along the northwest line of said Director's Lot 1, to the north corner of aforesaid Director's Lot 1;

THENCE South 45° 03' 23" East – 265.35 feet, to the east corner of said Director's Lot 5;

THENCE South 44° 56' 37" West – 120.00 feet, along the southeast line of said Director's Lot 5, to the **POINT OF BEGINNING** of the herein described tract and containing 0.7310 acre of land.

184.4 Acres (GROSS), SAVE AND EXCEPT 0.7310 ACRE
FOR A NET AREA OF 183.7 ACRES

Prepared by:
IDS Engineering Group
Job No. 1880-001-00-530

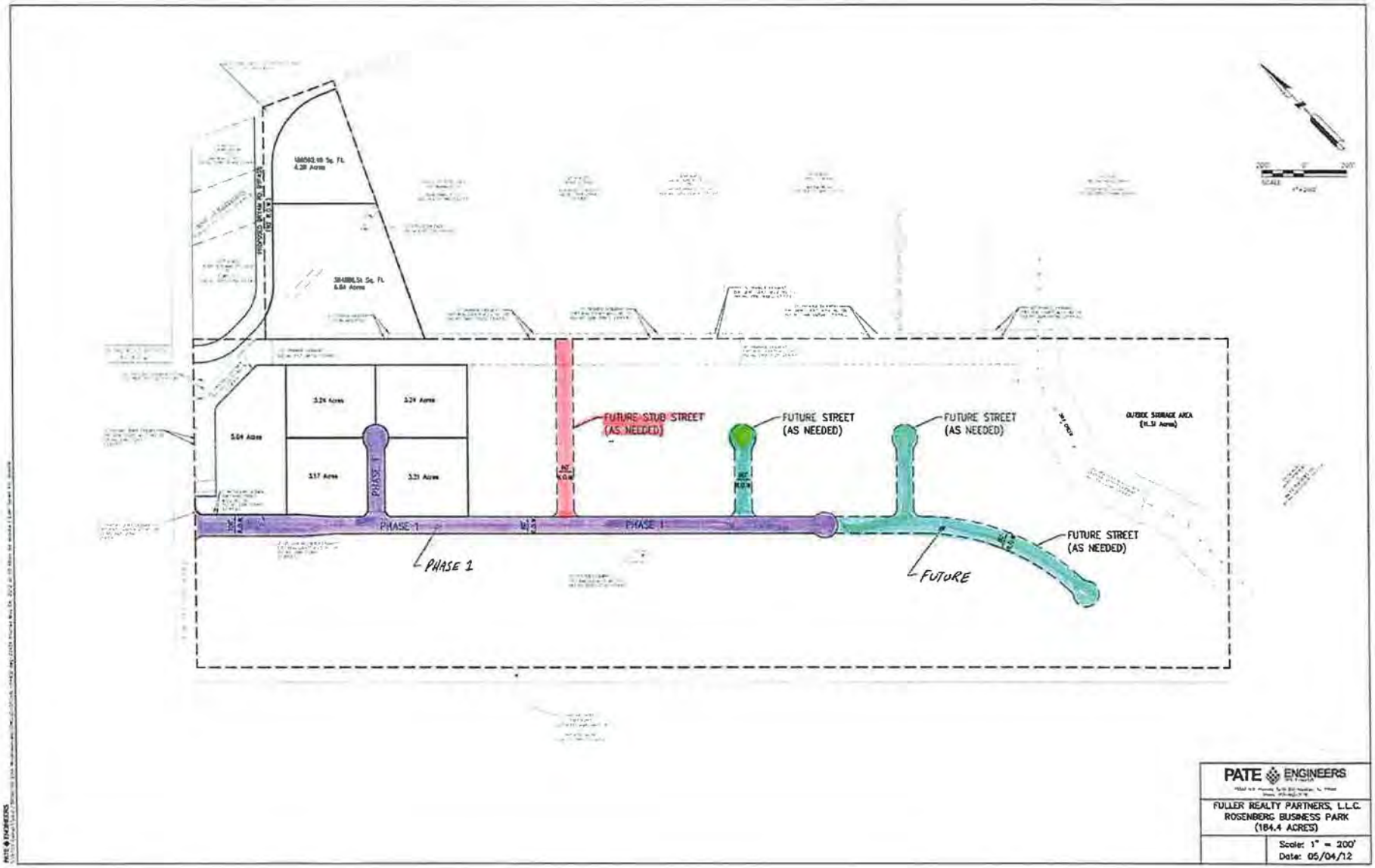
Certified: August 22, 2012
Issued: October 16, 2012

Douglas W. Turner
Registered Professional Land Surveyor
Texas Registration Number 3988

STATE OF TEXAS
REGISTERED
DOUGLAS W. TURNER
3988
PROFESSIONAL
LAND SURVEYOR

THIS LEGAL DESCRIPTION IS ISSUED AS "PART TWO", IN CONJUNCTION WITH THE LAND TITLE SURVEY BY IDS ENGINEERING GROUP LAST CERTIFIED AUGUST 22, 2012. REFERENCE IS HEREBY MADE TO THE SURVEY AS "PART ONE".

Exhibit "B"


FUTURE STUB STREET
(AS NEEDED)
FUTURE STREET
(AS NEEDED)
FUTURE STREET
(AS NEEDED)
FUTURE STREET
(AS NEEDED)
OUTDOOR STORAGE AREA
PHASE 1
PHASE 1
PHASE 1
PHASE 1
PHASE 1
FUTURE
PATE ENGINEERS
FULLER REALTY PARTNERS, L.L.C.
ROSENBERG BUSINESS PARK
(184.4 ACRES)
Scale: 1" = 200'
Date: 05/04/12

PATE ENGINEERS

TBPE F-002726

ROSENBERG BUSINESS PARK (184.4 ACRES)
PHASE 1 INFRASTRUCTURE

SUMMARY OF CONCEPTUAL CONSTRUCTION COST ESTIMATE FOR WATER DISTRIBUTION, SANITARY SEWER, DRAINAGE AND PAVING FACILITIES

April 23, 2012

		Phase 1 Total Cost
Water Distribution System		$181,400
Sanitary Sewer Collection System		$170,700
Sanitary Sewer Lift Station & Force Main		$550,900
Storm Sewer System		$1,036,100
Stormwater Drainage & Detention (See Note 5)		$0
Paving		$775,500
SWPPP, Erosion Control, and Pollution Prevention		$35,000
SUBTOTAL CONSTRUCTION ITEMS		**$2,749,600**
CONTINGENCIES	**10%**	**$275,000**
ENGINEERING, SURVEYING, TESTING, ETC.	**15%**	**$453,700**
TOTAL ESTIMATED CONSTRUCTION COSTS		**$3,478,300**

Notes:

(1) Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

(2) This estimate is based on conceptual land plan dated April 11, 2012, prepared by Pate Engineers, Inc.

(3) This estimate assumes all excess dirt will be placed onsite with no hauling of excess dirt to offsite location.

(4) This estimate includes only site grading costs associated with grading of the Right-of-Way

(5) This estimate does not include any costs for stormwater detention facilities. Detention capacity is assumed to be provided in the existing basin at the site or in a regional detention basin located offsite.

(6) This estimate assumes a single drainage outfall for the site, based on the current land plan and phasing.

(7) This estimate does not include any costs related to the Bryan Road Bypass project

PATE ENGINEERS

TBPE F-002726

ROSENBERG BUSINESS PARK (184.4 ACRES)
PHASE 1 INFRASTRUCTURE

CONCEPTUAL CONSTRUCTION COST ESTIMATE FOR
WATER DISTRIBUTION, SANITARY SEWER, DRAINAGE AND PAVING FACILITIES

April 23, 2012

Item:	Quantity	Unit	Unit Cost	Total
Water Distribution System				
12-inch PVC Water Line	3,000	LF	$32	$96,000
12-inch PVC Water Line, Steel Cased under FM 2218	100	LF	$125	$12,500
Fire Hydrant	13	EA	$3,000	$39,000
8-inch Gate Valve	1	EA	$1,100	$1,100
12-inch Gate Valve	3	EA	$1,900	$5,700
12-inch x 12-inch Tapping Sleeve and Valve	1	EA	$5,000	$5,000
Appurtenances, Staking, Bonds, etc.	15%			$22,125
Water Distribution Total				***$181,400***
Sanitary Sewer Collection System				
8-Inch PVC Sanitary Sewer, All Depths	1,400	LF	$27	$37,800
10-Inch PVC Sanitary Sewer, All Depths	2,100	LF	$33	$69,300
Sanitary Sewer Manholes	8	EA	$2,600	$20,800
Service Leads	300	LF	$35	$10,500
Allowance for Wet Sand	1	LS	$10,000	$10,000
Appurtenances, Staking, Bonds, etc.	15%			$22,260
Sanitary Sewer Collection System Total				***$170,700***
Sanitary Sewer Lift Station & Force Main				
Lift Station	1	LS	$375,000	$375,000
8-Inch PVC Force Main	2,800	LF	$30	$84,000
8-Inch PVC Force Main, Steel Cased under FM 2218	100	LF	$100	$10,000
Air Release Manhole	2	EA	$5,000	$10,000
Appurtenances, Staking, Bonds, etc.	15%			$71,850
Sanitary Sewer Lift Station & Force Main Total				***$550,900***

PATE ENGINEERS

TBPE F-002726

ROSENBERG BUSINESS PARK (184.4 ACRES)
PHASE 1 INFRASTRUCTURE

CONCEPTUAL CONSTRUCTION COST ESTIMATE FOR
WATER DISTRIBUTION, SANITARY SEWER, DRAINAGE AND PAVING FACILITIES

April 23, 2012

Item:	Quantity	Unit	Unit Cost	Total
Storm Sewer System				
24-Inch RCP Leads	400	LF	$50	$20,000
36-Inch RCP Storm Sewer	600	LF	$85	$51,000
60-inch RCP Storm Sewer	400	LF	$205	$82,000
66-inch RCP Storm Sewer	400	LF	$235	$94,000
72-inch RCP Storm Sewer	400	LF	$250	$100,000
6-foot x 6-foot RCB Storm Sewer	400	LF	$260	$104,000
7-foot x 7-foot RCB Storm Sewer	400	LF	$270	$108,000
8-foot x 8-foot RCB Storm Sewer	800	LF	$280	$224,000
120-inch Polymer-Coated CMP Storm Sewer	100	LF	$350	$35,000
Inlets	18	EA	$1,500	$27,000
Storm Sewer Manholes, 24"-42"	2	EA	$1,500	$3,000
Storm Sewer Manholes, 48"-72"	3	EA	$2,100	$6,300
Storm Sewer Manholes, on RCB	5	EA	$1,800	$9,000
Storm Sewer Junction Box	1	EA	$6,000	$6,000
Sheet Flow Swale Paving	500	SY	$45	$22,500
Slope Paving	140	SY	$65	$9,100
Appurtenances, Staking, Bonds, etc.	15%			$135,135
Storm Sewer System Total				***$1,036,100***
Paving				
7-Inch Conc. Pavement, Subgrade, Curbs, etc. (40' B-B)	16,300	SY	$45	$733,500
Site Grading	1	LS	$5,000	$5,000
Appurtenances, Staking, Bonds, etc.	5%			$36,925
Paving Total				***$775,500***
SWPPP, Erosion Control, and Pollution Prevention				
SWPPP, Erosion Control, and Pollution Prevention	1	LS	$35,000	$35,000
SWPPP, Erosion Control, and Pollution Prevention Total				***$35,000***

PATE ENGINEERS

TBPE F-002726

ROSENBERG BUSINESS PARK (184.4 ACRES)
FUTURE INFRASTRUCTURE (AS NEEDED)

SUMMARY OF CONCEPTUAL CONSTRUCTION COST ESTIMATE FOR WATER DISTRIBUTION, SANITARY SEWER, DRAINAGE AND PAVING FACILITIES

April 23, 2012

		Future Total Cost
Water Distribution System		$144,000
Sanitary Sewer Collection System		$140,300
Storm Sewer System		$371,100
Stormwater Drainage & Detention (See Note 5)		$0
Paving		$657,300
SWPPP, Erosion Control, and Pollution Prevention		$35,000
SUBTOTAL CONSTRUCTION ITEMS		**$1,347,700**
CONTINGENCIES	**10%**	**$134,800**
ENGINEERING, SURVEYING, TESTING, ETC.	**15%**	**$222,400**
TOTAL ESTIMATED CONSTRUCTION COSTS		**$1,704,900**

Notes:

(1) Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

(2) This estimate is based on conceptual land plan dated April 11, 2012, prepared by Pate Engineers, Inc.

(3) This estimate assumes all excess dirt will be placed onsite with no hauling of excess dirt to offsite location.

(4) This estimate includes only site grading costs associated with grading of the Right-of-Way

(5) This estimate does not include any costs for stormwater detention facilities. Detention capacity is assumed to be provided in the existing basin at the site or in a regional detention basin located offsite.

(6) This estimate assumes a single drainage outfall for the site, based on the current land plan and phasing.

(7) This estimate does not include any costs related to the Bryan Road Bypass project

PATE ENGINEERS

TBPE F-002726

ROSENBERG BUSINESS PARK (184.4 ACRES)
FUTURE INFRASTRUCTURE (AS NEEDED)

CONCEPTUAL CONSTRUCTION COST ESTIMATE FOR
WATER DISTRIBUTION, SANITARY SEWER, DRAINAGE AND PAVING FACILITIES

April 23, 2012

Item:	Quantity	Unit	Unit Cost	Total
Water Distribution System				
8-inch PVC Water Line	2,800	LF	$22	$61,600
12-inch PVC Water Line	500	LF	$32	$16,000
Fire Hydrant	10	EA	$3,000	$30,000
8-inch Gate Valve	3	EA	$1,100	$3,300
12-inch Gate Valve	2	EA	$1,900	$3,800
12-inch x 8-inch Tapping Sleeve and Valve	3	EA	$3,500	$10,500
Appurtenances, Staking, Bonds, etc.	15%			$18,780
Water Distribution Total				***$144,000***
Sanitary Sewer Collection System				
8-Inch PVC Sanitary Sewer, All Depths	2,500	LF	$27	$67,500
10-Inch PVC Sanitary Sewer, All Depths	400	LF	$33	$13,200
Sanitary Sewer Manholes	8	EA	$2,600	$20,800
Service Leads	300	LF	$35	$10,500
Allowance for Wet Sand	1	LS	$10,000	$10,000
Appurtenances, Staking, Bonds, etc.	15%			$18,300
Sanitary Sewer Collection System Total				***$140,300***
Storm Sewer System				
24-Inch RCP Leads	500	LF	$50	$25,000
30-Inch RCP Storm Sewer	1,300	LF	$60	$78,000
36-Inch RCP Storm Sewer	400	LF	$85	$34,000
42-inch RCP Storm Sewer	500	LF	$105	$52,500
54-inch RCP Storm Sewer	500	LF	$180	$90,000
Inlets	12	EA	$1,500	$18,000
Storm Sewer Manholes, 24"-42"	5	EA	$1,500	$7,500
Storm Sewer Manholes, 48"-72"	2	EA	$2,100	$4,200
Appurtenances, Staking, Bonds, etc.	20%			$61,840
Storm Sewer System Total				***$371,100***
Paving				
7-Inch Conc. Pavement, Subgrade, Curbs, etc. (40' B-B)	13,800	SY	$45	$621,000
Site Grading	1	LS	$5,000	$5,000
Appurtenances, Staking, Bonds, etc.	5%			$31,300
Paving Total				***$657,300***
SWPPP, Erosion Control, and Pollution Prevention				
SWPPP, Erosion Control, and Pollution Prevention	1	LS	$35,000	$35,000
SWPPP, Erosion Control, and Pollution Prevention Total				***$35,000***

Exhibit "C"

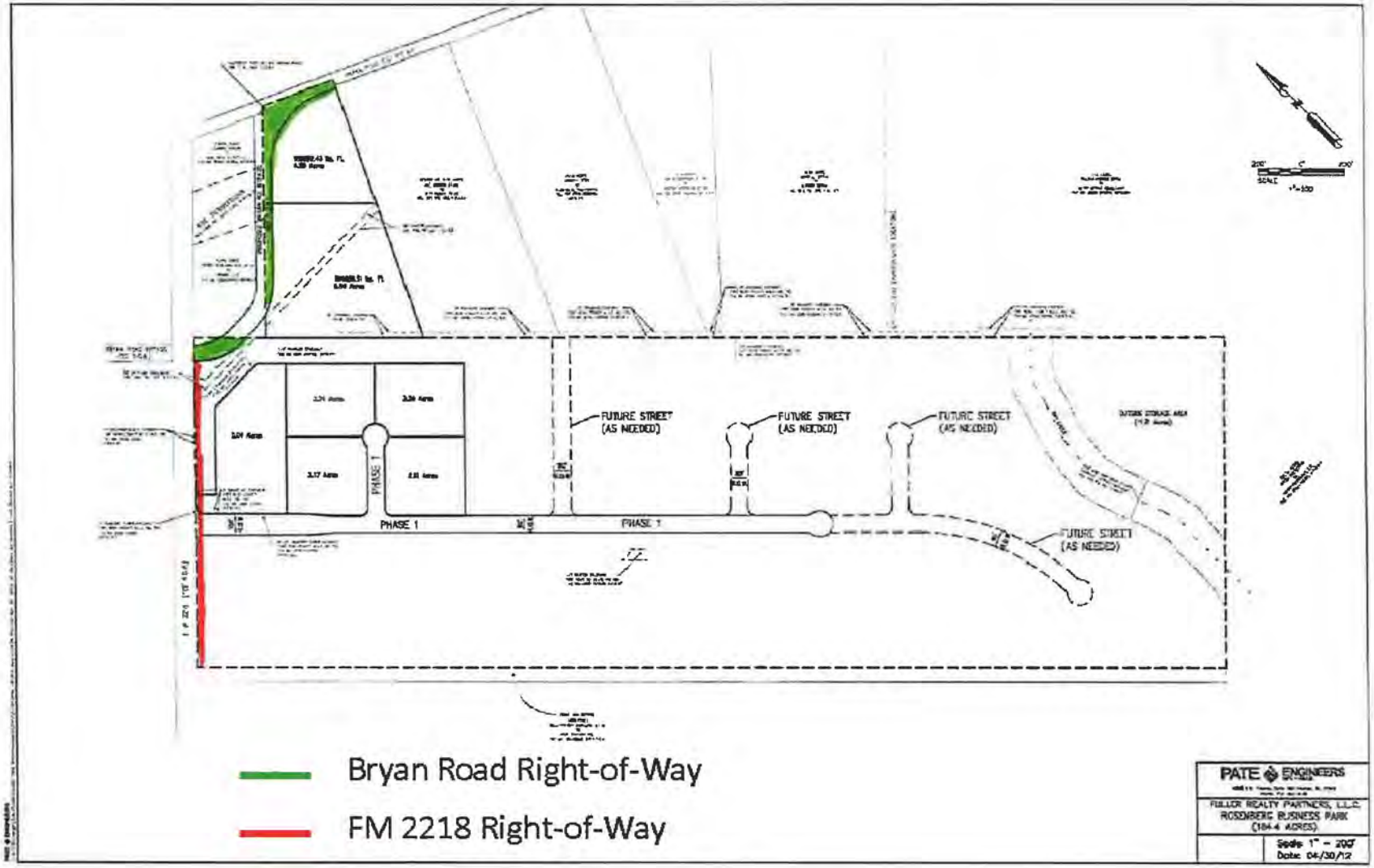

FUTURE STREET (AS NEEDED)
FUTURE STREET (AS NEEDED)
FUTURE STREET (AS NEEDED)
FUTURE STREET (AS NEEDED)
PHASE 1
PHASE 1
PHASE 1
Bryan Road Right-of-Way
FM 2218 Right-of-Way
PATE ENGINEERS
FULLER REALTY PARTNERS, L.L.C.
ROSENBERG BUSINESS PARK
(184.4 ACRES)
Scale 1" = 200'
Date: 04/30/12

Exhibit "D"

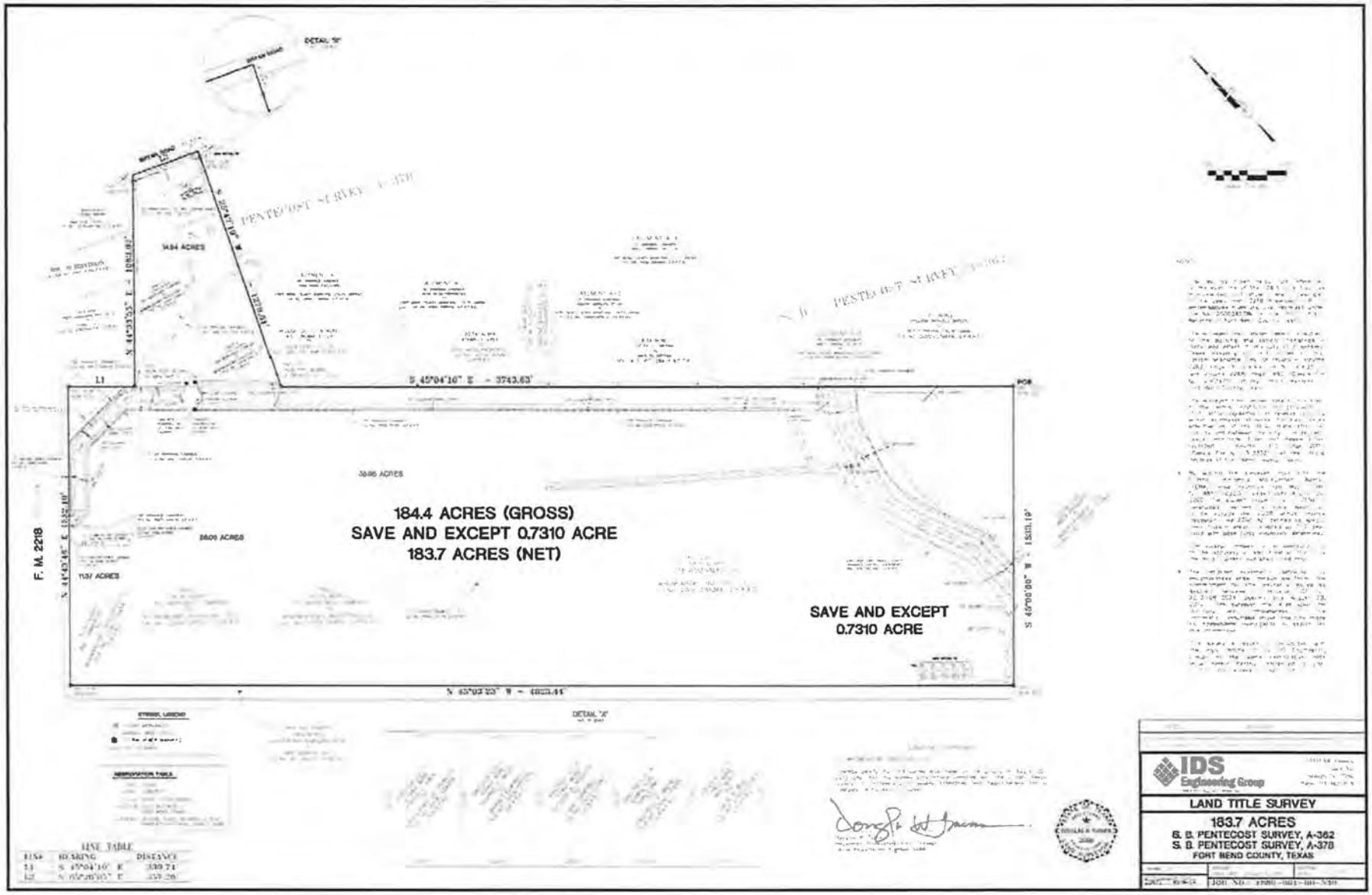
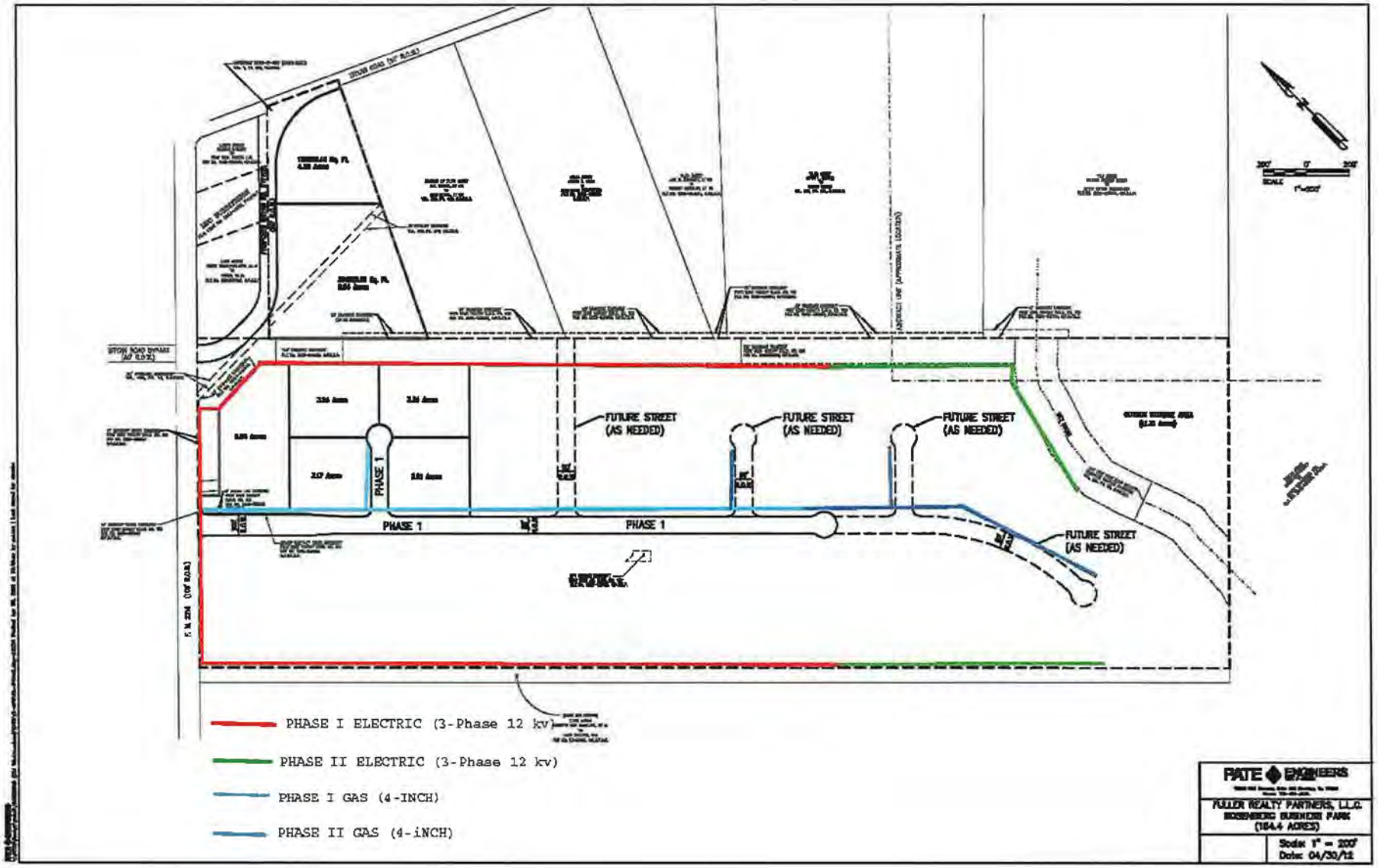

184.4 ACRES (GROSS)
SAVE AND EXCEPT 0.7310 ACRE
183.7 ACRES (NET)
SAVE AND EXCEPT
0.7310 ACRE
F. M. 2218
S 45°04'10" E - 3743.63'
N 45°03'23" W - 4823.41'
S 45°06'06" W - 1533.19'
PENTECOST SURVEY
DETAIL "A"
DETAIL "B"
IDS Engineering Group
LAND TITLE SURVEY
183.7 ACRES
S. B. PENTECOST SURVEY, A-362
S. B. PENTECOST SURVEY, A-378
FORT BEND COUNTY, TEXAS

Exhibit "E"


FUTURE STREET (AS NEEDED)
FUTURE STREET (AS NEEDED)
FUTURE STREET (AS NEEDED)
FUTURE STREET (AS NEEDED)
PHASE 1
PHASE 1
PHASE 1
PHASE I ELECTRIC (3-Phase 12 kv)
PHASE II ELECTRIC (3-Phase 12 kv)
PHASE I GAS (4-INCH)
PHASE II GAS (4-INCH)
FULLER REALTY PARTNERS, LLC.
ROSENBERG BUSINESS PARK
(164.4 ACRES)
Scale: 1" = 200'
Date: 04/30/12

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
4	**Resolution No. RDC-88 Budget Amendment To Fund Rosenberg Business Park**

ITEM/MOTION

Consideration of and action on Resolution No. RDC-88, a Resolution of Board of Directors of the Rosenberg Development Corporation amending the Fiscal Year 2013-14 Annual Budget in the amount of $1,700,000.00 for the Rosenberg Business Park Project.

APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) RDC Resolution No. RDC-88

EXECUTIVE SUMMARY

At the February 13, 2014 Meeting of the Rosenberg Development Corporation (RDC), the Board approved Resolution No. RDC-86, which approved the funding agreement between the City of Rosenberg and the RDC for infrastructure improvements to the Rosenberg Business Park. Resolution No. RDC-86 stated that the RDC would advance the City's portion of the funding for the Rosenberg Business Park and the City would reduce the debt due to the City by the same amount. This Resolution is presented as a budget adjustment amending the Fiscal Year 2013-2014 Annual Budget in the amount of $1,700,000 to fund the $1,700,000.00 from the RDC unrestricted fund balance.

RESOLUTION NO. RDC-88

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSENBERG DEVELOPMENT CORPORATION AMENDING THE FISCAL YEAR 2013-14 ANNUAL BUDGET IN THE AMOUNT OF $1,700,000.00 FOR THE ROSENBERG BUSINESS PARK.

* * * * *

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE ROSENBERG DEVELOPMENT CORPORATION:

Section 1. The Rosenberg Development Corporation (RDC) does hereby approve the amendment of its Fiscal Year 2013-14 Annual Budget by allocating $1,700,000.00 from Unrestricted Fund Balance to the RDC Projects Fund for the Rosenberg Business Park, and further authorizing the expenditure of said funds for the aforementioned project.

PASSED, APPROVED, AND RESOLVED on this _____day of _____ 2014.

ATTEST:

_____
Linda Cernosek**, City Secretary**

Rosenberg Development Corporation

_____
Bill Knesek, **President**

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
5	**RDC Alternate Meeting Date Consideration**

ITEM/MOTION	
Consideration of and action on an alternate meeting date for the April Rosenberg Development Corporation regular Board meeting.	
APPROVAL	**SUPPORTING DOCUMENTS**

SUBMITTED BY :

N/A

Rachelle Kanak
Interim Economic Development Director

EXECUTIVE SUMMARY
This item has been included to offer the Board an opportunity to consider an alternate date to hold the April Board Meeting.

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
6	**RDC Annual Audit Report**

ITEM/MOTION

Consideration of and action on draft Comprehensive Annual Financial Report, for the Rosenberg Development Corporation for Fiscal Year Ended September 30, 2013, submitted by Pattillo, Brown and Hill L.L.P

APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) RDC Comprehensive Annual Financial Report (CAFR) - Draft

EXECUTIVE SUMMARY

The Finance Committee (Committee) met on Tuesday, March 04, 2014, to review the draft Comprehensive Annual Financial Report (CAFR). The Committee recommended several amendments for clarification, and subsequently unanimously recommended the acceptance of the document as revised. You will find the draft CAFR attached for your review and consideration.

A representative of Pattillo, Brown and Hill L.L.P., will be in attendance at the Board Meeting to provide an overview of the CAFR and answer any questions the Board may have.

DRAFT

ROSENBERG DEVELOPMENT CORPORATION

FINANCIAL REPORT

Fiscal Year Ended
September 30, 2013

ROSENBERG DEVELOPMENT CORPORATION

SEPTEMBER 30, 2013

	Page Number
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Statement of Net Position and Governmental Fund Balance Sheet	9
Statement of Activities and Governmental Fund Revenues, Expenditures and Changes in Fund Balance	10
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PB&H
PATTILLO, BROWN & HILL, L.L.P.
CERTIFIED PUBLIC ACCOUNTANTS ■ BUSINESS CONSULTANTS

INDEPENDENT AUDITORS' REPORT

Board of Directors
Rosenberg Development Corporation
Rosenberg, Texas

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities and the major fund of Rosenberg Development Corporation (the "Corporation"), a component unit of the City of Rosenberg, Texas, as of and for the year ended September 30, 2013, which collectively comprise the Corporation's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

401 WEST HIGHWAY 6 ■ P. O. BOX 20725 ■ WACO, TX 76702-0725 ■ (254) 772-4901 ■ FAX: (254) 772-4920 ■ www.pbhcpa.com
AFFILIATE OFFICES: BROWNSVILLE, TX (956) 544-7778 ■ HILLSBORO, TX (254) 582-2583
TEMPLE, TX (254) 791-3460 ■ ALBUQUERQUE, NM (505) 266-5904

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and the major fund of Rosenberg Development Corporation as of September 30, 2013, and the respective changes in financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and budgetary comparison information on pages 3 through 8 and 19 – 20, respectively, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historic context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Waco, Texas
April 4, 2014

MANAGEMENT'S DISCUSSION AND ANALYSIS

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Management's Discussion and Analysis

As management of Rosenberg Development Corporation (the "Corporation"), we offer readers of the Corporation's financial statements this narrative overview and analysis of the financial activities of the Corporation for the year ended September 30, 2013.

FINANCIAL HIGHLIGHTS

- As of September 30, 2013, the Corporation had net position (government-wide) of $(2,388,259) and a governmental fund balance (fund level) of $4,982,451.
- The Corporation's cash, cash equivalents and investments balance at September 30, 2013, was $5,189,285, representing an increase of $1,250,926 from September 30, 2012.
- The Corporation had total revenues, for government-wide and fund level purposes, of $3,503,074 for the year ended September 30, 2013.

OVERVIEW OF THE FINANCIAL STATEMENTS

The discussion and analysis is intended to serve as an introduction to the Corporation's basic financial statements. The Corporation's basic financial statements include three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

The *government-wide financial statements* are designed to provide readers with a broad overview of the Corporation's finances, in a manner similar to a private-sector business.

The *statement of net position* presents information on all of the Corporation's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Corporation is improving or deteriorating.

The *statement of activities* presents information showing how the Corporation's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods (e.g., depreciation).

The government-wide financial statements present functions of the Corporation that are provided from funding sources (governmental activities). The government-wide financial statements can be found on pages 9 – 10 of this report.

FUND FINANCIAL STATEMENTS

A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Corporation, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The funds of the Corporation consist of governmental and proprietary funds.

Governmental Funds – Governmental funds are used to account for essentially the same function reported as *governmental activities* in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources (modified accrual basis), as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of the governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented in the governmental funds with similar information presented for *governmental activities* in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financial decisions. Both the governmental funds balance sheet and the governmental funds statement of revenues, expenditures, and changes in fund balances provide an adjustments column to facilitate this comparison between the governmental funds and *governmental activities*. The basic governmental fund financial statements can be found on pages 9 – 10 of this report.

NOTES TO THE FINANCIAL STATEMENTS

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 11 – 18 of this report.

OTHER INFORMATION

In addition to the basic financial statements and accompanying notes, this report also presents certain required supplementary information concerning the Corporation's General Fund budget. Required supplementary information can be found on pages 19 – 20 of this report.

GOVERNMENT-WIDE FINANCIAL STATEMENTS

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the Corporation, liabilities exceeded assets by $(2,388,259) as of September 30, 2013. The Corporation does not own any capital assets. Once capital asset acquisitions occur, the assets are transferred/assigned to the City of Rosenberg (the "City"). However, the Corporation has guaranteed to repay certain debt issued by the City of Rosenberg. With this liability not being offset with capital assets, the Corporation is in a negative net position.

All of the Corporation's net position represent unrestricted financial resources available for future operations.

Summary of Statement of Net Position
As of September 30, 2013 and 2012

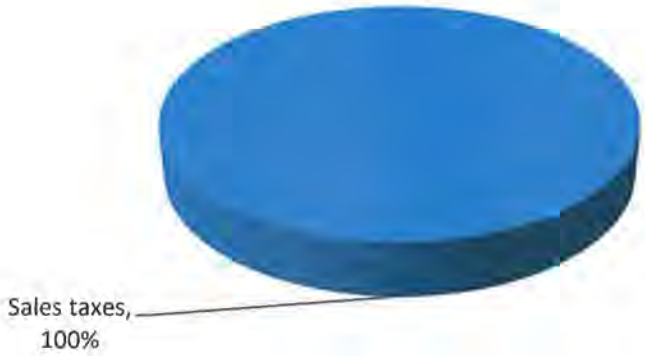
	Governmental Activities		
	2013	2012	Variance
Current and other assets	$ 5,807,009	$ 4,491,617	$ 1,315,392
Total assets	5,807,009	4,491,617	$ 1,315,392
Current and other liabilities	824,558	254,620	(569,938)
Noncurrent liabilities:			
Due within one year	779,700	747,655	(32,045)
Due within more than one year	6,591,010	7,370,720	779,710
Total liabilities	8,195,268	8,372,995	177,727
Net position:			
Unrestricted	(2,388,259)	(3,881,378)	1,493,119
Total net position	$(2,388,259)	$(3,881,378)	$ 1,493,119

Net position of the Corporation, all of which relate to governmental activities, increased by $1,493,119. The increase can be attributed to a large increase in sales taxes allocated to the Corporation. The increase in sales tax was $329,687 over FY 2012. The increase also stemmed from staying under budget with Corporation expenses.

Changes in Net Position
For the Fiscal Years Ended September 30, 2013 and 2012

	Governmental Activities		
	2013	2012	Variance
Revenues			
General revenues:			
Sales taxes	$ 3,497,250	$ 3,167,563	$ 329,687
Donations and other	-	3,150	(3,150)
Investment earnings	5,824	5,862	(38)
Total revenues	3,503,074	3,176,575	326,499
Expenses			
Administration	245,344	243,232	(2,112)
Marketing	113,587	102,683	(10,904)
Strategic planning	51,256	47,595	(3,661)
Project funding	1,278,468	1,025,552	(252,916)
Interest and fiscal charges	262,158	284,960	22,802
Total expenses	1,950,813	1,704,022	(246,791)
Change in net position	1,552,261	1,472,553	
Net position, beginning	(3,881,378)	3,496,574	
Prior period adjustment	(59,142)	(8,850,505)	
Net position, ending	$(2,388,259)	$(3,881,378)	

Governmental Revenues



FINANCIAL ANALYSIS OF THE CORPORATION'S FUNDS

As previously noted, the Corporation uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The Corporation's governmental fund is discussed below:

Governmental Fund – The focus of the Corporation's governmental fund is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Corporation's financing requirements. In particular, fund balances may serve as a useful measure of a government's net resources available for spending for program purposes at the end of the fiscal year.

As of September 30, 2013, the Corporation's governmental fund, which consists of the General Fund, reported an ending fund balance of $4,982,451, which is an increase of $745,454 from last year's total of $4,236,997. As a measure of the General Fund's liquidity, it may be useful to compare unassigned fund balance to total fund expenditures. Unassigned fund balance represents 185% of total General Fund expenditures of $2,698,478.

The Corporation's governmental fund transfers monies for designated projects to a separate projects fund, administered by the City of Rosenberg. The ending fund balance in this fund at September 30, 2013, is $1,786,278. The projects being administered in this fund as of September 30, 2013, are as follows:

Projects	Cumulative Expenditures as of September 30, 2013
Parks Improvements	$ 555,842
Transportation Gateways	511,557
Seatex Expansion Project	281,913
	$ 1,349,312

CAPITAL ASSETS

The Corporation had no capital assets as of September 30, 2013.

DEBT ADMINISTRATION

The Corporation does not issue debt under its own credit backing. The City has an understanding with the Corporation that the Corporation will pay $7,370,710 of the City's outstanding bonded debt backed by the full faith and credit of the City. The following is a list of projects funded by the Corporation:

Outstanding Debt Commitments

City Debt Issue	Project	Total
Tax Anticipation Notes, Series 2008	Reimbursement of developer infrastructure agreement	$ 310,000
Certificates of Obligation, Series 2008	Reimbursement of developer infrastructure agreement	2,095,000
Certificates of Obligation, Series 2009	Reimbursement of developer infrastructure agreement	685,000
Certificates of Obligation, Series 2010A	Reimbursement of developer infrastructure agreement	270,710
Certificates of Obligation, Series 2010C	Reimbursement of developer infrastructure agreement	2,040,000
General Obligation Refunding Bonds, Series 2011	Reimbursement of developer infrastructure agreement	945,000
General Obligation Refunding Bonds, Series 2012	Reimbursement of developer infrastructure agreement	1,025,000
Total outstanding debt commitments		$ 7,370,710

GENERAL FUND HIGHLIGHTS

- Total fund balance in the General Fund increased to $4,982,451. The Corporation has budgeted operating revenues of $3,450,000 and operating expenses of $4,096,987 for the 2014 fiscal year. It was estimated that the Corporation will have an ending fund balance of $4,004,124 at the end of the 2014 fiscal year.

- The Corporation is a recipient of a one-half cent sales tax from the City of Rosenberg for ongoing operations. As such, general economic conditions regarding sales tax receipt trends will have a direct impact on operations.

REQUESTS FOR INFORMATION

The financial report is designed to provide a general overview of Rosenberg Development Corporation's finances for all those with an interest in the Corporation's finances. Questions concerning any of the information provided in this report or requests for additional information should be addressed to Rosenberg Development Corporation: Joyce Vasut, Director of Finance, City of Rosenberg, P. O. Box 32, Rosenberg, Texas 77471.

BASIC
FINANCIAL STATEMENTS

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ROSENBERG DEVELOPMENT CORPORATION
STATEMENT OF NET POSITION AND GOVERNMENTAL FUNDS BALANCE SHEET
SEPTEMBER 30, 2013

	Governmental Fund Type		
	General	Adjustments/ Reclasses	Statement of Net Position
ASSETS			
Cash and investments	$ 5,189,285	$ -	$ 5,189,285
Receivables:			
Accounts	310	-	310
Sales tax	614,582	-	614,582
Prepaids	2,832	-	2,832
Total assets	5,807,009	-	5,807,009
LIABILITIES AND FUND BALANCES/NET POSITION			
Liabilities:			
Accounts payable	824,558	-	824,558
Noncurrent liabilities:			
Due within one year	-	779,700	779,700
Due in more than one year	-	6,591,010	6,591,010
Total liabilities	824,558	7,370,710	8,195,268
Fund balance:			
Nonspendable	2,832	(2,832)	-
Restricted for economic development	4,979,619	(4,979,619)	-
Total fund balance	4,982,451	(4,982,451)	-
Total liabilities and fund balance	$ 5,807,009		
NET POSITION			
Unrestricted		(2,388,259)	(2,388,259)
Total net position		$(2,388,259)	$(2,388,259)

The accompanying notes are an integral part of these financial statements.

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ROSENBERG DEVELOPMENT CORPORATION
STATEMENT OF ACTIVITIES AND GOVERNMENTAL FUND REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2013

	General	Adjustments/ Reclasses	Statement of Activities
REVENUES			
Sales taxes	$ 3,497,250	$ -	$ 3,497,250
Investment earning	5,824	-	5,824
Total revenue	3,503,074	-	3,503,074
EXPENDITURES/EXPENSES			
Current:			
Administration	245,344	-	245,344
Marketing	113,587	-	113,587
Strategic planning	51,256	-	51,256
Project funding	1,278,468	-	1,278,468
Debt service:			
Principal retirement	747,665	(747,665)	-
Interest and fiscal charges	262,158	-	262,158
Total expenditures/expenses	2,698,478	(747,665)	1,950,813
EXCESS (DEFICENCY)OF REVENUES OVER (UNDER) EXPENDITURES	804,596	(804,596)	-
CHANGE IN NET POSITION	-	1,552,261	1,552,261
FUND BALANCE/NET POSITION, BEGINNING	4,236,997	(8,118,375)	(3,881,378)
PRIOR PERIOD ADJUSTMENT	(59,142)	-	(59,142)
FUND BALANCE/NET POSITION, ENDING	$ 4,982,451	$(7,370,710)	$(2,388,259)

The accompanying notes are an integral part of these financial statements.

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I. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of Rosenberg Development Corporation (the "Corporation") have been prepared in accordance with generally accepted accounting principles. The following is a summary of the most significant policies:

The Corporation is a not-for-profit industrial development corporation within the City of Rosenberg, Texas (the "City"), organized pursuant to the provisions of Article 5190.6 of the Texas Revised Civil Statute (the Development Corporation Act of 1979) and governed by Section 4B of the Act. The Corporation was created to promote and expand commerce in the City and to finance development projects of public purpose, which are approved by City Council. State law allows the City to collect sales tax to assist in the promoting and developing activities within the City. The Corporation has been included as a discretely presented component unit in the City's financial statements. The City Council approves all actions of the Corporation and appoints the seven members of the Board of Directors. Directors are appointed for two-year terms, and four of the Directors cannot be members of the City Council. The issuance of debt by the Corporation is subject to review and approval by City Council. The Corporation employs, through a contract with the City, a manager who functions as the administrator of the Corporation. The City's Director of Finance serves to support the Treasurer of the Corporation, and the City Secretary serves to support the Secretary of the Corporation.

A. Reporting Entity

The Corporation's financial statements include all the accounts and activities of the Corporation. Based on considerations prescribed by generally accepted accounting principles, the Corporation is considered a component unit of the City. The City issues its own annual financial report for all the City's activities including the Corporation.

Considerations regarding the potential for inclusion of other entities, organizations, or functions in the Corporation's financial reporting entity are based on criteria prescribed by generally accepted accounting principles. These same criteria are evaluated in considering whether the Corporation is a part of any other governmental or other type of reporting entity. The overriding elements associated with prescribed criteria considered if determining that the Corporation's financial reporting entity status is that of a primary government are that it has a separately elected governing body; it is legally separate; and it is fiscally independent of other state and local governments. Although not considered significant in the Corporation's reporting entity evaluation, other prescribed criteria under generally accepted accounting principles include considerations pertaining to organizations for which the primary government is financially accountable; and considerations pertaining to other organizations for which the nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete. Based on these considerations, no other entities, organizations or functions have been included in the Corporation's financial reporting entity.

B. Financial Statement Presentation

In June 1999, GASB issued Statement No. 34, *Basic Financial Statements—and Management's Discussion and Analysis—for State and Local Governments.* This statement, known as the "Reporting Model" statement, affects the way governments prepare and present financial information. State and local governments traditionally have used a financial reporting model substantially different from the one used to prepare private-sector financial information.

These financial statements include implementation of GASB Statement No. 34, which established new requirements and a new reporting model for the annual financial reports of state and local governments. The statement was developed to make annual reports easier to understand and more useful to the people who use governmental financial information to make decisions.

Some of the significant changes of GASB Statement No. 34 include the following:

Management's Discussion and Analysis

GASB Statement No. 34 requires that financial statements be accompanied by a narrative introduction and analytical overview of the government's financial activities in the form of "management's discussion and analysis" (MD&A). This analysis is similar to the analysis that private sector companies provide in their annual reports.

Government-wide Financial Statements

The reporting model includes financial statements prepared using full accrual accounting for all of the government's activities. This approach includes not just current assets and liabilities, but also capital assets and long-term liabilities (such as buildings and infrastructure and general obligation debt), as applicable. Accrual accounting reports all of the revenues and costs of providing services each year, not just those received or paid in the current or soon thereafter, as is the case with the modified accrual basis of accounting. Governments report all capital assets, including infrastructure, in the government-wide statement of net position and report related depreciation expense, the cost of "using up" capital assets, in the Statement of Activities. The net position of a government is broken down into three categories: 1) invested in capital assets, net of related debt; 2) restricted; and 3) unrestricted.

Fund Financial Statements

These statements focus on the Corporation's major funds and are prepared using the modified accrual basis of accounting.

C. Government-wide and Fund Financial Statements

The government-wide financial statements (i.e. the statement of net position and the statement of activities) report information on all the nonfiduciary activities of the primary government and its component units, as applicable. The effect of interfund activity has been removed from these statements. *Governmental activities,* which normally are supported by taxes and intergovernmental revenues, are reported separately from *business-type activities,* which rely to a significant extent on fees and charges for support. Likewise, the *primary government* is reported separately from certain legally separate *component units* for which the primary government is financially accountable. The Corporation had no business-type activities or component units as of and for the year ended September 30, 2013.

The governmental funds financial statements consist of the balance sheet and statement of revenues, expenditures and changes in fund balance. These financial statements have been adjusted to arrive at the government-wide financial statement balances (statement of net position and statement activities). Major individual governmental funds are reported as separate columns in the fund financial statements.

D. Measurement Focus, Basis of Accounting and Financial Statement Presentation

The government-wide financial statements are reported using the *economic resources measurement focus* and the *accrual basis of accounting.* Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Governmental funds financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting.* Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be *available* when they are collectible within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the government considers revenue to be available if they are collected within 60 days of the end of the current fiscal period. Revenues accrued include interest earned on investments and income from Corporation operations. Expenditures generally are recorded when a liability is incurred, as under accrual accounting. However, debt service requirements, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due.

The accounting system is organized on a fund basis. A fund is defined as a fiscal and accounting entity with a self-balancing set of accountings, which comprise its assets, liabilities, fund equity or deficit, revenues and expenditures.

The Corporation reports the following governmental fund:

General Fund – The General Fund is used to account for all financial transactions of the Corporation. The principal sources of revenue are assessments to taxing authorities and interest earned on investments. Expenditures include all costs associated with the daily operations of the Corporation.

E. Cash and Cash Equivalents

The Corporation classifies investments, which have a remaining maturity of one year or less, at the date of purchase as "money market investments" in accordance with Governmental Accounting Standards Board Statement No. 31 (GASB 31). GASB 31 defines "money market investments" as short-term, highly liquid debt instruments including commercial paper, banker's acceptances and U. S. Treasury and agency obligations. The Corporation values its "money market investments" at fair value.

F. Date of Management's Review

In preparing the financial statements, the Corporation has evaluated events and transactions for potential recognition or disclosure through _____, 2014, the date that the financial statements were available to be issued.

G. Estimates

The preparation of financial statements in conformity with U. S. generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the reporting period. Actual results could differ from those estimates.

H. Federal Income Tax Status

As an Economic Development Corporation formed in accordance with Texas state statute, the Corporation's income is derived from essential government function under the general definitions of a public agency of the state, a political subdivision thereof, or a municipality as provided for in Sec. 115(1) of the Internal Revenue Code and as such is excludable from gross income. Therefore, no provision for income taxes is made in the financial statements.

II. DETAILED NOTE ON ALL FUNDS

A. Deposits and Investments

Cash and cash equivalents consist of a checking account, certificate of deposit and TexPool. The carrying amounts for cash and cash equivalents balances, which approximate fair values, at September 30, 2013, are as follows:

	Fair Value	Weighted Average Maturty (Days)
Texpool	$ 4,890,760	60

The Corporation considers the holdings in TexPool to have a one-day weighted average maturity due to the fact that the share position can usually be redeemed each day at the discretion of the shareholder, unless there has been a significant change in value.

The State of Texas exercises oversight responsibility over TexPool in accordance with state laws and the Public Funds Investment Act. These external pools operate in a manner consistent with SEC Rule 2a7 of the Investment Company Act of 1940. Net position are reported using amortized cost rather than market value in computing share price. In accordance with TexPool management policies, the net asset value will always be between .9965 and 1.0035. Accordingly, the fair value of the Corporation's position in the pool is the same as the value of the shares in the pool.

Custodial Credit Risk – Deposits

For deposits, this is the risk that in the event of bank failure, the Corporation's deposits may not be returned to it. Collateral is required for all bank deposits at 100% of deposits not covered by federal depository insurance. Obligations that may be pledged as collateral are obligations of the United States and its agencies and obligations of the state and its municipalities and school districts. Collateral pledged to cover the Corporation's deposits is required to be held in the Corporation's name by the trust department of a bank other than the pledging bank (the Corporation's agent). Collateral securities must bear a Baa-1 or better rating to qualify for use in securing uninsured depository balances. Deposits at year-end are representative of the types of deposits maintained by the Corporation during the year.

The Corporation's deposit balance of $300,539 in banks at year-end was entirely covered by federal depository insurance or by acceptable collateral held by the Corporation's agent in the Corporation's name. The book balance of those deposits at September 30, 2013 was $298,525.

Investment Policies

Applicable state laws and regulations allow the Corporation to invest its funds in direct or indirect obligations of the United States, the state, or any county, city, school, corporation, or other political subdivision of the state. Funds may also be placed in certificates of deposit of state or national banks or savings and loan associations (depository institutions) domiciled within the state. Related state statutes and provisions included in the Corporation's bond resolutions require that all funds invested in depository institutions be guaranteed by federal depository insurance and/or be secured in the manner provided by law for the security of public funds.

Interest Rate Risk

In accordance with its investment policy, the Corporation manages its exposure to declines in fair values by limiting the weighted average maturity of its investment portfolio to less than 180 days to meet cash requirements for ongoing operation.

Credit Risk – Investments

In accordance with its investment policy, the Corporation minimized credit risk losses due to default of a security issuer or backer, by limiting investments to the safest types of securities. The Corporation's investment pools, TexPool, was rated AAAm, by Standard & Poor's Investors Service.

B. Sales Taxes

The Corporation's revenues consist principally of a ½ cent sales tax, which was approved by voters for the purpose of economic development activities and costs associated with promoting and enhancing economic and industrial development. For the year ended September 30, 2013, the Corporation earned $3,497,250 in sales tax.

C. Monies Deposited With Primary Government

A special fund was created in fiscal year 2007 into which the Corporation deposits monies to fund all Corporation projects in advance. The City of Rosenberg administers these funds and receives a 5 percent management fee. As of September 30, 2013, this fund has ending balance of $1,786,278.

D. Fund Balances

The Governmental Accounting Standards Board has issued Statement No. 54, *Fund Balance Reporting and Governmental Fund Type Definitions* (GASB 54). This must use for financial reporting purposes. GASB 54 requires the fund balance amounts to be properly reported within one of the following five fund balance categories:

Nonspendable: To indicate fund balance associated with inventories, prepaids, long-term loans and notes receivable and property held for resale (unless the proceeds are restricted, committed or assigned).

Restricted: To indicate fund balance that can be spent only for the specific purposes stipulated by constitution, external resource providers or through enabling legislation.

Committed: To indicate fund balance that can be used only for the specific purposes determined by a formal action of the Board (the Board's highest level of decision-making authority). The Board must place an item on the Board's agenda, followed by a formal action to approve such, in order to establish, modify or rescind a fund balance commitment.

Assigned: To indicate fund balance to be used for specific purposes but do meet the criteria to be classified as restricted or committed. Currently, only Board has the authority to assign fund balances.

Unassigned: To indicate the residual classification of fund balance in the General Fund and includes all spendable amounts not contained in the other classifications.

In circumstances where an expenditure is made for a purpose for which amounts are available in multiple fund balance classifications, fund balance is generally depleted in the order of restricted, committed, assigned and unassigned.

Fund balance for the major governmental fund as of September 30, 2013, was distributed as follows:

	General	Total
Nonspendable:		
Prepaids	$ 2,832	$ 2,832
Restricted for:		
Economic development	4,979,619	4,979,619
Total	$ 4,982,451	$ 4,982,451

GASB 54 requires disclosure of any formally adopted minimum fund balance policies. The Corporation does not currently have any such policies.

E. Risk Management

The Corporation is exposed to various risks of loss related to torts; theft of, damage to and destruction of assets, errors and omissions; and natural disasters for which the Corporation is covered under the City's participation in the Texas Municipal League's General Liability Fund. In addition, the City participates in the Texas Municipal League's Workers' Compensation Fund to insure the City for workers' compensation claims. The City has not significantly reduced insurance coverage or had settlements that exceeded coverage amounts for the past three fiscal years.

F. Long-term Debt

Notes Payable

Portions of the 2008, 2009, 2010A and 2010C certificates of obligation are payable by forming the Rosenberg Development Corporation in the amounts of $2,095,000, $685,000, $270,710, and $2,040,000, respectively. A portion of the 2011 and 2012 general obligation refunding bonds are also being paid from the Rosenberg Development Corporation in the amounts of $945,000 and $1,025,000. Lastly, the Corporation is also responsible for paying $310,000 of the 2008 tax notes. These amounts are being shown as liabilities in the Rosenberg Development Corporation as these amounts have been guaranteed by the Corporation. The amounts are also shown as liabilities in the governmental activities of the City as the actual debt is in the name of the City of Rosenberg, Texas and the City is ultimately responsible for the repayment of the debt. The debt in the governmental activities is being offset by a note receivable from the Rosenberg Development Corporation.

The annual requirements to amortize the Rosenberg Development Corporation's portion of these liabilities outstanding as of September 30, 2013, are as follows:

Year Ending September 30,	Rosenberg Development Corporation Principal	Rosenberg Development Corporation Interest
2014	$ 779,700	$ 219,695
2015	802,235	197,708
2016	652,770	177,221
2017	657,305	160,476
2018	672,840	147,958
2019-2023	2,446,580	447,465
2024-2028	1,264,875	147,615
2029-2030	94,405	3,110
Totals	$ 7,370,710	$ 1,501,248

G. Prior Period Adjustments

The Rosenberg Development Corporation makes four quarterly payments to the City of Rosenberg for administration services. During fiscal year 2012 the fourth quarter payment for the period ending September 30, 2012 was not booked as a liability or as a receivable by the City.

As a result of this the RDC had a prior period adjustment in the amount of $59,142. The adjustment resulted in a decrease to beginning net position of $59,142 for the RDC.

H. Subsequent Event

In February of 2014, the Rosenberg Development Corporation and the City of Rosenberg passed resolutions to decrease the Corporation's share of debt owed to the City by $1.7 million in exchange for RDC funding $1.7 million for the City's portion of the Rosenberg Business Park Phase 1 improvements.

REQUIRED
SUPPLEMENTARY INFORMATION

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ROSENBERG DEVELOPMENT CORPORATION
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES - BUDGET AND ACTUAL
GENERAL FUND
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2013

	Original Budget	Final Budget	Actual	Variance With Final Budget - Positive (Negative)
REVENUES				
Sales taxes	$ 2,970,000	$ 2,970,000	$ 3,497,250	$ 527,250
Investment earnings	5,000	5,000	5,824	824
Total revenues	2,975,000	2,975,000	3,503,074	528,074
EXPENDITURES				
Current:				
Administration	251,252	251,252	245,344	5,908
Marketing	126,642	126,642	113,587	13,055
Strategic planning	60,000	60,000	51,256	8,744
Project funding	1,527,283	1,527,283	1,278,468	248,815
Debt service:				
Principal retirement	747,665	747,665	747,665	-
Interest and fiscal charges	262,158	262,158	262,158	-
Total expenditures	2,975,000	2,975,000	2,698,478	276,522
EXCESS (DEFICIENCY) OF REVENUES OVER (UNDER) EXPENDITURES	-	-	804,596	804,596
FUND BALANCE, BEGINNING	4,236,997	4,236,997	4,236,997	-
PRIOR PERIOD ADJUSTMENT	-	-	(59,142)	(59,142)
FUND BALANCE, ENDING	$ 4,236,997	$ 4,236,997	$ 4,982,451	$ 745,454

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BUDGETS AND BUDGETARY ACCOUNTING

Annual budgets are adopted by the Corporation and approved by Rosenberg City Council using the same basis of accounting as for financial reporting purposes. Encumbrance accounting is utilized.

Expenditures may not legally exceed budget appropriations. The Corporation's Board and City Council must approve expenditure requests, which would require an increase in budget appropriations, through a formal budget amendment.

The budget is typically adopted in the summer and is later amended as appropriate by the Board.

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COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
7	**Proposed Parks Improvement – Purchase Trees**

ITEM/MOTION
Consideration of and action on the request from the City of Rosenberg Parks and Recreation Department to consider a revised plan to purchase trees and lease equipment for area parks.

APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) McCarthy Memorandum – 03-03-14

EXECUTIVE SUMMARY
Rosenberg Parks and Recreation Director Darren McCarthy will make a presentation on the proposed parks improvement plan to purchase trees for area parks and to lease equipment to relocate the trees.

From the desk of

Darren McCarthy, CPRP
Parks and Recreation Director

Memo

To: Rosenberg Development Corporation

Date: March 3, 2014

Re: Change To Tree Request

At the previous Rosenberg Development Corporation (RDC)) Meeting, the RDC unanimously recommended a proposal to use $9,750 in RDC Park Improvement funds to move up to fifty (50) trees from a tree farm that was scheduled to be destroyed due to a TxDOT widening project. Unfortunately, TxDOT has already cleared the Right of Way and destroyed the proposed trees.

After discussing this unfortunate circumstance with the tree farm owners, they are proposing the following:

26 live oaks and 6 crepe myrtles:	$2,000.00
Moving each tree @$235	$7,520.00
New total:	$9,520.00

The new proposal would allow the City to purchase thirty-two (32) trees total with an estimated retail value of $16,000.00 ($500.00 each tree). It is anticipated that six (6) trees will go to Travis Park for the former pool area, six (6) trees will go to Brazos Park for the former pool area and twenty (20) trees will go to Seabourne Creek Regional Sports Complex.

Staff brought this recommendation to Parks and Recreation Board on February 27th and it was approved unanimously. If approved by the RDC, the plan would go to City Council for consideration on March 18, 2014.

Cc: Amanda Bolf, City Council
Jeff Trinker, Executive Director of Support Services
Rachelle Kanak, Interim Economic Development Director

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
8	City of Rosenberg Sidewalk Projects Discussion
ITEM/MOTION	
Review and discuss City of Rosenberg sidewalk projects, and take action as necessary.	
APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

N/A

Rachelle Kanak
Interim Economic Development Director

EXECUTIVE SUMMARY
This item has been added to the agenda to offer the Board an opportunity to discuss sidewalk projects in the City of Rosenberg, and to act if necessary.

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
9	**Interim Economic Development Director's Report**

ITEM/MOTION
Consideration of and action on a report from the Interim Economic Development Director regarding the previous month's economic development activities and contacts.

APPROVAL	SUPPORTING DOCUMENTS

SUBMITTED BY :

Rachelle Kanak
Interim Economic Development Director

1) Director's Report – February 2014
2) Imperial Performing Arts (IPA) Report – February 2014

EXECUTIVE SUMMARY
This item has been included to provide the Interim Economic Development Director the opportunity to update the Board on the previous month's activities, contacts, and projects.

Rosenberg Development Corporation
Interim Economic Development Director's Update
February 2014

New and Expanded Business Update

Reading Road Office Park	New Development
Old Main Street Bakery	New Business

New Prospect Update

140201 Heavy Manufacturing
140204 Light Manufacturing
140205 Industrial Complex

New Home Update

City Housing Starts in 2014:	45
City Housing Starts in February:	30
ETJ Housing Starts in 2014:	43
ETJ Housing Starts in February:	21
City Lots Platted through 2014:	64
ETJ Lots Platted through 2014:	166

Economic Indicators:

Unemployment for January 2013:	Not available
Non-Adjusted Employment for January 2013:	Not available
February Sales Tax Receipts (December 2013 sales):	$1,806,237.92
Percentage Change From Previous Year:	+ 27%
Annual Sales Tax Receipts for 2014 (December 2013 sales):	$3,046,070.11
Percentage Change From Previous Year:	+ 28

Business Retention Visits

Focus This Month- Small Business Retention

The Burger Barn (new)
Downtown Rosenberg Business District
- BR Vino
- Vogelsang's Antique Emporium
- Janice Vyoral State Farm
- Red Queen's Attic
- Southern Sister Designs

Downtown Studios
Rustic Kuts
Reese Real Estate
The Barn Door (new business not yet open)
Once Again
Old Main Street Bakery (new)
Another Time Soda Fountain
D&S Antiques
D&S Trucks
Ray's Glass

Department Activity

- Attended West Fort Bend Management District Monthly Meeting.
- Attended Central Fort Bend Chamber/Fort Bend Chamber's State of the County Luncheon.
- Met with organizers of Downtown Rosenberg's Farmers Market.
- Presented revised ordinance for consumption of alcohol in downtown during special events to City Council.
- Finalized and presented to staff the Economic Development Department's Strategic Plan.
- Finalized RDC's Strategic Plan.
- Met with Eric Johnson and John Herzog, IDS Engineering Group, for Rosenberg Business Park.
- Met with both the CenterPoint Energy Natural Gas Team and Electricity Team for Rosenberg Business Park
- Attended CFBCA Downtown Division meeting
- Attended and agreed to serve on Rosenberg Arts Alliance steering committee to support the Rosenberg Cultural District.
- Met with Ana Villaronga-Roman of the Katy Contemporary Art Museum and Fort Bend Arts Alliance.
- Presented revised Business Assistance Grant Program to expand to all of Rosenberg to City Council. Developed marketing strategy to encourage businesses to invest in the program.
- Met with Commissioner Morrison, Mayor Morales, City Manager Gracia, and a team from an industrial prospect to tour Rosenberg's available property.
- Met with potential prospect for the Old City Hall building and discussed options. Will present update to City Council in Executive Session.

- Met with Marco Ruiz and Jeff Linder with the University of Houston. Small Business Development Center to discuss potential projects to partner on regarding training and services.
- Met with Friends of North Rosenberg.
- Met with Mike Flory of the Greater Fort Bend EDC.
- Met with Co-Star, a Commercial Real Estate database company.
- Attended Texas Economic Development Council ED Training

Strategic Plan Update:

The Strategic Plan has been presented to the Board, complete with Action Items. Staff is waiting on Board approval and direction in terms of priorities.

Projects Update:

Old City Hall –Staff has met with a prospect to occupy the building. Additional meetings are scheduled as is a report to City Council in Executive Session.

Rosenberg Business Park – Deed Restrictions to be presented to City Council on March 18th.

Walsh Road Business Park – Final Deed Restrictions recorded.

Downtown Parking – Met with Paulette Shelton to consider partnering with Fort Bend County Transportation Services.

Aldi Distribution Center – Building construction plans were submitted in February and are in the review process.

Economic Development Department Strategic Plan – Plan was completed and submitted for review. Staff is preparing a presentation for City Council as part of the City's Strategic Plan.

Livable Centers Study – HGAC has identified Rosenberg as a participant for a Livable Centers Study, for which the RDC has committed to fund the local match. An interlocal agreement, which will include specifying the scope, will be presented to the RDC this spring. Staff has met with

representatives from West Fort Bend Management District and H-GAC to begin the scoping process.

Imperial Performing Arts

Activity Report

Our Sixth Season (September 2013 - August 2014)

rev. 02/28/2014

All events held at the Center for the Arts and/or in Downtown Rosenberg, unless otherwise noted (see below).
Events in other locations have been included when Imperial Arts was host and/or sponsor.

Event Details			Event Type						Traffic Count			
Month	Dates	Description	TE	CH	CP	PE	O	Total	Audience	Hosted	Other	Total
Sept	3, 10, 17, 24	Rosenberg Symphonic Band					4	4		75		75
	13	Season Launch (Red Carpet Event)		1				1	200			200
	15	Houston Chamber Choir, "Musica Divina" *	1					1	153	29	5	187
	21	Tour the Arts Day (HDRD, CFBCA)			1			1	3000		4	3004
Oct	1, 8, 15, 22, 29	Imperial Arts Academy - Children's Art Class	5					5	10			10
	1, 8, 15, 22, 29	Rosenberg Symphonic Band Rehearsals					5	5		105		105
	10	Houston Symphony Chamber Concert	1					1	73	11		84
	12	Queen Theatre Audition Workshop	1					1	30			30
	13, 20	Rosenberg Symphonic Band Dress Rehearsals					2	2			42	42
	14, 21, 28	Queen Theatre Acting Classes	3					3	15			15
	16, 23, 30	Queen Theatre Film Classes	3					3	24			24
	24	GEMS Event (absolutely! Focus Media)				1		1		6	200	206
	27	Rosenberg Symphonic Band Fall Concert	1					1	53	24		77
Nov	5, 12, 19, 26	Imperial Arts Academy - Children's Art Class	4					4	15			15
	5, 12, 19, 26	Rosenberg Symphonic Band Rehearsals					4	4		88		88
	4, 11, 18	Queen Theatre Acting Classes	3					3	18			18
	6, 13, 20	Queen Theatre Film Classes	3					3	24			24
	8	Artist Sarah Beth Baca - Gallery Opening	1					1	156			156
Dec	2, 9	Queen Theatre Acting Classes	2					2	24			24
	4, 11	Queen Theatre Film Classes	2					2	12			12
	9, 11	Queen Theatre Final Class Performances	2					2	65	21		86
	3, 10, 15	Rosenberg Symphonic Band Rehearsals					3	3		63		63
	3, 10	Imperial Arts Academy - Children's Art Class	2					2	14			14
	6	Marvin Gaspard New CD Release Concert	1					1	124	5		129
	7	Christmas in Rosenberg (Live Performances)			1			1	1200			1200
	13	Texana/Imperial Academy Gallery Opening	1					1	175	23		198
	15	Rosenberg Symphonic Band Winter Concert	1					1	74	25		99
	21	Film - THE POLAR EXPRESS	3					3	244		26	270
Jan	17	LCISD Masterclass with HS Brass			1			1	30	8		38
	17	Houston Symphony Chamber Concert - Brass	1					1	75	9		84
	18	Private Event - Birthday Painting Class				1		1		12		12
	21, 28	Rosenberg Symphonic Band Rehearsals					2	2		57		57
Feb	4, 11, 18, 25	Rosenberg Symphonic Band Rehearsals					4	4		124		124
	4, 11, 18, 25	Imperial Arts Academy - Children's Art Class	4					4	24	8		32
	7	Artist Allan Rodewald Opening Reception	1					1	150	5		155
	14	"amore..." Valentine's Concert	1					1	126	7		133
	21	"Cheek to Cheek" BCCM Concert	1					1	89	18		107
		Totals *(to date)*	48	1	3	2	24	**78**	6,197	723	277	**7,197**

Event Types

TE *Ticketed Event (Shows, Classes)*
CH *Community Event - Hosted by IPA*
CP *Community Event - IPA as Participant*
PE *Private Event*
O *Other - rehearsals, workshops, private events that are internal, other*

Traffic Count

Audience *Persons in audience for show or class*
Hosted *Imperial artists, staff, technical support, and volunteers in attendance*
Other *Other persons impacted (via Private Events and Community Events)*
Total *Total persons impacted by event*

** Holy Rosary Catholic Church, Rosenberg*

COMMUNICATION FORM

March 13, 2014

ITEM #	ITEM TITLE
10	**Future Agenda Items**
ITEM/MOTION	
Consideration and action on requests for future agenda items.	
APPROVAL	**SUPPORTING DOCUMENTS**

SUBMITTED BY :

N/A

Rachelle Kanak
Interim Economic Development Director

EXECUTIVE SUMMARY
This item provides the RDC Board the opportunity to request future agenda items.

ITEM 11

Announcements.

ITEM 12

Adjournment.