



TAX INCREMENT REINVESTMENT ZONE NO. 1 & NO. 2 BOARD REGULAR MEETING

City of Dripping Springs

Council Chambers, 511 Mercer St, Dripping Springs, TX

Monday, June 14, 2021 at 4:00 PM

Agenda

CALL TO ORDER AND ROLL CALL

Board Members

Dave Edwards, Chair

Taline Manassian, Vice Chair

Missy Atwood

John McIntosh

Walt Smith

Bob Richardson (Advisory Board Member)

Staff, Consultants & Appointed/Elected Officials

City Administrator Michelle Fischer

City Attorney Laura Mueller

City Secretary Andrea Cunningham

TIRZ Project Manager Keenan Smith

TIRZ Project Consultant Aldo Fritz, TJKM

TIRZ Project Consultant Cory Peterson, TJKM

PRESENTATION OF CITIZENS

A member of the public who desires to address the Board regarding any item on an agenda for an open meeting may do so at presentation of citizens before an item or at a public hearing for an item during the Board's consideration of that item. Citizens wishing to discuss matters not contained within the current agenda may do so, but only during the time allotted for presentation of citizens. Speakers are allowed two (2) minutes to speak during presentation of citizens or during each public hearing. Speakers may not cede or pool time. Members of the public requiring assistance of a translator will be given twice the amount of time as a member of the public who does not require the assistance of a translator to address the Board. It is the request of the Board that members of the public wishing to speak on item(s) on the agenda with a noticed Public Hearing hold their comments until the item(s) are presented for consideration. Speakers are encouraged to sign in. Anyone may request a copy of the City's policy on presentation of citizens for the City Secretary. By law no action may be taken during Presentation of Citizens.

BUSINESS

- 1. Discuss and consider possible action regarding TIRZ Priority Projects related to the Old Fitzhugh Road Project.**
- 2. Report on vacancies on member seats on the TIRZ No. 1 & No. 2 Board.**
- 3. Discuss and consider possible action regarding the Town Center Project.**

EXECUTIVE SESSION

The TIRZ No. 1 & No. 2 Board for the City of Dripping Springs has the right to adjourn into executive session at any time during the course of this meeting to discuss any matter as authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.073 (Deliberations about Gifts and Donations), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and 551.086 (Economic Development). The TIRZ No. 1 & No. 2 Board for the City of Drippings Springs may act upon any item listed in Executive Session in Open Session or move any item from Executive Session to Open Session for action.

- 4. Consultation with City Attorney and Deliberation of Real Property regarding legal issues related to Real Property for the Tax Increment Reinvestment Zone including the Town Center Project and uses.** *Consultation with City Attorney, 551.071; Deliberation of Real Property, 551.072*

UPCOMING MEETINGS

TIRZ No. 1 & No. 2 Board Meetings

July 12, 2021 at 4:00 p.m.

August 9, 2021 at 4:00 p.m.

September 13, 2021 at 4:00 p.m.

City Council Meetings

June 15, 2021 at 6:00 p.m.

July 6, 2021 at 6:00 p.m.

July, 2021 at 6:00 p.m.

ADJOURN

TEXAS OPEN MEETINGS ACT PUBLIC NOTIFICATION & POSTING OF MEETING

All agenda items listed above are eligible for discussion and action unless otherwise specifically noted. This notice of meeting is posted in accordance with Chapter 551, Government Code, Vernon's Texas Codes. Annotated. In addition, the Board may consider a vote to excuse the absence of any Board Member for absence from this meeting.

*I certify that this notice of meeting was posted at the City of Dripping Springs City Hall and website, www.cityofdrippingsprings.com, on **June 12, 2021 at 1:30 p.m.***

City Secretary

This facility is wheelchair accessible. Accessible parking spaces are available. Requests for auxiliary aids and services must be made 48 hours prior to this meeting by calling (512) 858-4725.



City of Dripping Springs

Post Office Box 384
511 Mercer Street
Dripping Springs, Texas 78620

Agenda Item Report from: TIRZ Project Manager / Keenan Smith

TIRZ Board Meeting Date:	June 14, 2021												
Agenda Item Wording:	Old Fitzhugh Rd.- 2021 Preliminary Cost Estimate Update												
Agenda Item Requestor:	TIRZ Project Manager												
Board Member Sponsor:	Dave Edwards / Chair												
Summary/Background:													
<p>The Old Fitzhugh Road Concept Plan developed by TIRZ Project Team was approved by City Council August 21, 2018.</p> <p>The work included a “Preliminary Estimate” prepared by the Project Engineer (HDR) dated 6/20/18 (attached). At that time, the “Total Project Estimated Cost” (including all Alternative Bid Items) stood at \$4,822,653.</p> <p>Since its development, the Preliminary Cost Estimate has served as a benchmark, and has facilitated discussions about project funding, TIRZ budget priorities and implementation strategies (including as basis for the Hays County POSAC application). However, given the passage of (3 years) time, regular annual escalation trends, plus the extraordinary inflation conditions being experienced currently in regional and national construction costs, an update was needed. The purpose was to refresh the estimate & establish current project costs, while providing a more accurate “funding target” to guide the parallel OFR Grant Writing efforts.</p> <p>The approved OFR Concept Plan remains the working basis. HDR was directed to update the Preliminary Estimate to “bring the costs current.” Refinements include removing “percentage” soft cost fee allocations (to be covered and more accurately defined in a separate, pending RFP for Plans Specifications and Estimates- PSE’s). Certain cost headings were also re-grouped and re-categorized to facilitate allocations by potential funding types and sources (i.e., Roadway, Pedestrian Elements, Drainage, etc.). Clarification and differentiation between “Quantified” (hard construction) and “Unquantified” (the associated, allocated) costs was also improved. Recap is as follows:</p> <p style="text-align: center;">“Old Fitzhugh Road Cost Estimate- Preliminary Opinion of Probable Construction Costs” (HDR- 6/9/21)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Sum of Quantified Costs:</td> <td style="text-align: right;">\$3,287,000 (Hard Costs)</td> </tr> <tr> <td>Sum of Unquantified Costs:</td> <td style="text-align: right;">\$1,872,000 (incl. 30% Contingency)</td> </tr> <tr> <td></td> <td style="text-align: right;">-----</td> </tr> <tr> <td>Construction Subtotal:</td> <td style="text-align: right;">\$5,159,000</td> </tr> <tr> <td></td> <td style="text-align: right;">-----</td> </tr> <tr> <td>Total 2021 Project Costs (including Related Project Costs*):</td> <td style="text-align: right;">\$6,242,000 (incl. 13% Inflation)</td> </tr> </table> <p>*Engineering & Design (PSE) fees to be defined by separate Scope of Work & RFP Proposal</p>		Sum of Quantified Costs:	\$3,287,000 (Hard Costs)	Sum of Unquantified Costs:	\$1,872,000 (incl. 30% Contingency)		-----	Construction Subtotal:	\$5,159,000		-----	Total 2021 Project Costs (including Related Project Costs*):	\$6,242,000 (incl. 13% Inflation)
Sum of Quantified Costs:	\$3,287,000 (Hard Costs)												
Sum of Unquantified Costs:	\$1,872,000 (incl. 30% Contingency)												

Construction Subtotal:	\$5,159,000												

Total 2021 Project Costs (including Related Project Costs*):	\$6,242,000 (incl. 13% Inflation)												

Cost Estimator Notes & TIRZ PM Comments:

1. **Estimator's Design Information:** "Old Fitzhugh Road Final Concept Plan (2018) as approved by City Council.
2. **Estimator's Cost Basis:** TxDOT April 2021 Bid Prices on Quantified Cost items and Engineering Judgement.
3. **Construction Contingency:** 30% was added due to the conceptual nature of the design. This contingency will be tightened & reduced once PSE's work can be advanced and provide more accurate design information.
4. **Utility Relocations and Adjustments:** 8% of Construction Subtotal was allocated, based on preliminary utility conflicts analysis. Further definition & resolution will occur during PSE's which could impact overall costs.
5. **Construction Cost Inflation:** 13% added to "Related Project Costs" due to extraordinary spikes and volatility in materials, supply chains, and labor shortages post-COVID. See attached "AGC 2021 Inflation Alert."
6. **Engineering & Design Costs:** RFP for PSE's Scope of Work and Fees will be issued separately and accounted for in the "Total Project Cost" with more accuracy once detailed proposals are received and negotiated.

* * *

Respectfully Submitted:

Keenan E. Smith, AIA
TIRZ Project Manager

June 9, 2021 / 1740 hrs.



**OLD FITZHUGH ROAD COST ESTIMATE
PRELIMINARY OPINION OF
PROBABLE CONSTRUCTION COSTS**

Item 1.

Date: 06/09/21
Location: Dripping Springs, TX

ITEM	DESCRIPTION	UNIT	UNIT PRICE ¹		OLD FITZHUGH ROAD	
			QTY	PRICE	QTY	PRICE
REMOVAL						
100	PREPARING ROW	STA	\$	2,500.00	33	\$ 82,500
REMOVAL SUBTOTAL						\$83,000
ROADWAY						
110	EXCAVATION (ROADWAY)	CY	\$	25.00	5,882	\$ 147,050
132	EMBANKMENT	CY	\$	25.00	509	\$ 12,725
247	FL BS (CMP IN PLC)(TYA GR1-2)(FNAL POS)	CY	\$	70.00	3,168	\$ 221,760
310	PRIME COAT(MC-30 OR AE-P)	GAL	\$	5.00	2,281	\$ 11,405
340	D-GR HMA(SQ) TY-B PG64-22	TON	\$	140.00	2,006	\$ 280,840
340	D-GR HMA(SQ) TY-D PG76-22	TON	\$	140.00	1,003	\$ 140,420
340	TACK COAT	GA	\$	5.00	1,459	\$ 7,295
529	CONC CURB (TY II)	LF	\$	25.00	2,895	\$ 72,375
529	CONC CURB & GUTTER (TY II)	LF	\$	30.00	3,229	\$ 96,870
530	DRIVEWAYS (ACP)	SY	\$	70.00	1,301	\$ 91,070
TCM-001	TRAFFIC CALMING MEASURES	EA	\$	20,000.00	5	\$ 100,000
ROADWAY SUBTOTAL						\$1,182,000
PEDESTRIAN ELEMENTS						
531	CURB RAMPS (TY 7)	EA	\$	2,500.00	13	\$ 32,500
531	8' WIDE SHARED USE PATH OR SIDEWALK (INCLUDES GRADING, EXP AGG CONCRETE FOR NEW, WIDENED OR REPAIRED PATHS)	SY	\$	110.00	2,884	\$ 317,240
DS-001	FLAGSTONE SIDEWALK	SY	\$	120.00	333	\$ 39,960
DS-002	PATH/SIDEWALK FURNISHINGS ALLOWANCE (ALLOWANCE FOR BENCHES, DRINKING FOUNTAINS, PET STATIONS, WASTE BINS PER I MILE)	LS	\$	20,000.00	1	\$ 20,000
PEDESTRIAN ELEMENTS SUBTOTAL						\$410,000
DRAINAGE						
110	CHANNEL EXCAVATION	CY	\$	60.00	500	\$ 30,000
420	STORM DRAIN OUTFALLS	EA	\$	17,000.00	4	\$ 68,000
432	12" ROCK RIPRAP	SY	\$	150.00	1,300	\$ 195,000
464	18" RCP STORM DRAIN	LF	\$	150.00	810	\$ 121,500
464	24" RCP STORM DRAIN	LF	\$	160.00	1,570	\$ 251,200
464	30" RCP STORM DRAIN	LF	\$	180.00	450	\$ 81,000
465	STORM DRAIN INLETS	EA	\$	7,000.00	5	\$ 35,000
DRAINAGE SUBTOTAL						\$782,000



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Item 1.

Date: 06/09/21
Location: Dripping Springs, TX

ITEM	DESCRIPTION	UNIT	UNIT PRICE ¹		OLD FITZHUGH ROAD	
			QTY	PRICE	QTY	PRICE
ILLUMINATION						
416	DRILL SHAFT (RDWY ILL POLE) (30 IN)	LF	\$ 300.00	96	\$	28,800
618	CONDT (PVC) (SCH 40) (2")	LF	\$ 15.00	3,150	\$	47,250
618	CONDT (PVC) (SCH 40) (2") (BORE)	LF	\$ 35.00	350	\$	12,250
620	ELEC CONDR (NO.6) BARE	LF	\$ 3.00	3,500	\$	10,500
620	ELEC CONDR (NO.6) INSULATED	LF	\$ 3.50	7,320	\$	25,620
624	GROUND BOX TY C (162911)W/APRON	EA	\$ 1,500.00	16	\$	24,000
628	ELC SRV TY D 120/240 070(NS)SS(E)SP(U)	EA	\$ 8,000.00	7	\$	56,000
DS-004	DECORATIVE POLE LIGHTING ASSEMBLY	EA	\$ 3,200.00	16	\$	51,200
DS-005	PATHWAY LIGHTING	EA	\$ 600.00	325	\$	195,000
ILLUMINATION SUBTOTAL						\$451,000
LANDSCAPING						
180	NATIVE GRASSLAND SEEDING AND PLANTING (FOR RAIN GARDENS)	SY	\$ 15.00	1,250	\$	18,750
192	RAIN GARDENS	SF	\$ 90.00	2,000	\$	180,000
DS-003	3" CALIPER TREES (SPECIES CLASS 1 TYPES, PER COA HERITAGE TREE ORDINANCE TIF 419 SOD FOR INFORMAL, "OPEN PLAY" RECREATIONAL AREAS	EA	\$ 2,500.00	60	\$	150,000
DS-006	IRRIGATION SYSTEM	EA	\$ 30,000.00	1	\$	30,000
LANDSCAPING SUBTOTAL						\$379,000
SUM OF QUANTIFIED COSTS						\$3,287,000



**OLD FITZHUGH ROAD COST ESTIMATE
PRELIMINARY OPINION OF
PROBABLE CONSTRUCTION COSTS**

Item 1.

Date: 06/09/21
Location: Dripping Springs, TX

ITEM	DESCRIPTION	UNIT	UNIT PRICE ¹		OLD FITZHUGH ROAD	
			QTY	PRICE	QTY	PRICE
UNQUANTIFIED COSTS²						
	Construction Traffic Control	MO	\$	8,000.00	8	\$ 64,000
	Temporary and Permanent Erosion Control			3.0%	1	\$ 98,610
	Signing and Pavement Markings			2.0%	1	\$ 65,740
	Utility Relocations and Adjustments			10.0%	1	\$ 328,700
	Mobilization & Demobilization			10.0%	1	\$ 328,700
	Construction Contingency ³			30.0%	1	\$ 986,100
SUM OF UNQUANTIFIED COSTS						\$1,872,000
CONSTRUCTION SUBTOTAL						\$5,159,000
RELATED PROJECT COSTS^{4,5}						
	Right of Way (Construction Easements)			4.0%	1	\$ 206,360
	Indirect Costs			4.0%	1	\$ 206,360
	Inflation			13.0%	1	\$ 670,670
TOTAL OPTION COST						2021 \$6,242,000
ADD ALTERNATIVES						
	529 CURB (DECORATIVE STONE)	LF	\$	90.00	2,895	\$ 260,550
ADD ALTERNATIVES TOTAL						\$261,000

1. Based on TxDOT unit prices and Engineering Judgement: April 2021.

2. Percentage calculated from SUM OF QUANTIFIED COSTS.

3. Contingency is included to account for conceptual level of detail.

4. Percentage calculated from CONSTRUCTION SUBTOTAL.

5. Engineering, Design, and Construction Engineering and Inspection (CE&I) have been removed from this submittal.

This estimate represents our engineering judgment as professionals knowledgeable with the construction of similar projects. This estimate is for planning and programming purposes only and does not guarantee what actual construction costs will be.



AGC
THE CONSTRUCTION
ASSOCIATION

CONSTRUCTION INFLATION ALERT

The construction industry is currently experiencing an unprecedented mix of steeply rising materials prices, snarled supply chains, and staffing difficulties, combined with slumping demand that is keeping many contractors from passing on their added costs. This combination threatens to push some firms out of business and add to the industry's nearly double-digit unemployment rate.

The situation calls for immediate action by federal trade officials to end tariffs and quotas that are adding to price increases and supply shortages. Officials at all levels of government need to identify and remove or lessen any unnecessary or excessive impediments to the importation, domestic production, transport, and delivery of construction materials and products. Project owners need to recognize how much conditions have changed for projects begun or awarded in the early days of the pandemic or before and to consider providing greater flexibility and cost-sharing. Contractors should become even more vigilant about changes in materials costs and expected delivery dates and should communicate the information promptly to current and prospective clients.

This report is intended to provide all parties with better understanding of the current situation, the impact on construction firms and projects, its likely course in the next several months, and possible steps to mitigate the damage. The document will be revised to keep it timely as conditions change. Please send comments and feedback to AGC of America's chief economist, Ken Simonson, ken.simonson@agc.org.

2021

Rising costs, flat project pricing

Figure 1 illustrates the threat to contractors from fast and steeply rising prices for materials, both for projects that have already been bid or started and for preparing -price or guaranteed-maximum-price bids. The red line shows the change since April 2020 in the price of all materials and services used in

nonresidential construction, while the blue line measures the change—or lack of change—in what contractors say they would charge to erect a set of nonresidential buildings. This blue line, essentially a measure of bid prices, has remained virtually stable, rising only 0.5% from April 2020 to February 2021. In contrast, the red line, measuring the cost of contractors' purchases, has soared nearly 13% over the same 10 months.

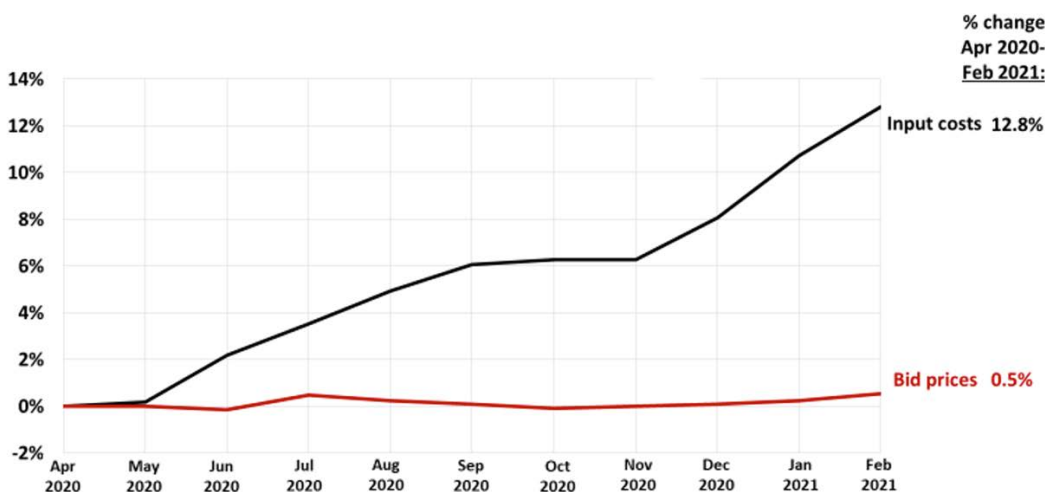
In other words, if a contractor or subcontractor submitted a fixed-price bid in April 2020 based on materials costs at that time but did not buy the materials until February 2021, its cost for the materials would have risen an average of nearly 13%. Given that materials often represent half or more of the cost of a contract, such an increase could easily wipe out the profit from a project and create severe financial hardship for the contractor.

12.8%

Input costs for general contractors have soared nearly 13% from April 2020 to February 2021

FIGURE 1

Change in construction input costs and bid prices
April 2020-February 2021



Source: Bureau of Labor Statistics, producer price indexes (PPIs) for new nonresidential building construction (bid prices) and inputs to nonresidential construction (input costs), not seasonally adjusted

In fact, Figure 1 understates the severity of the current situation for many contractors, in three respects. First, the two lines are calculated from producer price indexes (PPIs) posted monthly by the Bureau of Labor Statistics (BLS). The most recent PPIs are based on prices BLS collected around February 11.

Since then, numerous materials have risen even more steeply in price. For instance, the national average retail price of on-highway diesel fuel climbed from \$2.80 per gallon on February 8 to \$3.19 on March 22, a rise of 14% in just six weeks, according to a weekly truckstop survey posted by the Energy Information Administration. Private price-tracking services have reported similarly steep increases for a variety of steel, lumber, and engineered wood products.

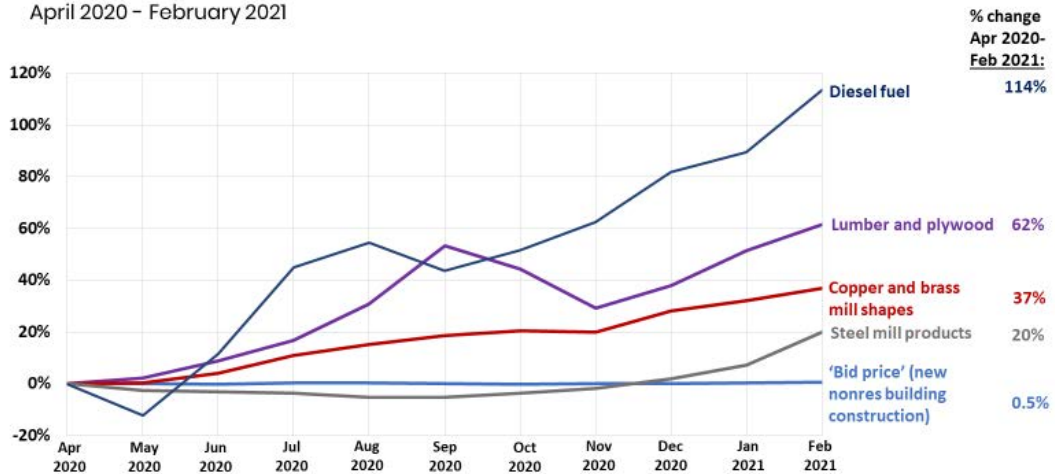
Second, contractors are incurring costs not captured by this measure. Delayed deliveries, higher expenditures for personal protective equipment and other sanitation measures, and shortages of employees or subcontractors' workers on jobsites due to coronavirus impacts are all driving up contractors' costs. In some cases, project completions are being delayed, meaning contractors receive needed payments later and may incur penalties for missed deadlines.

Third, many projects or subcontractors' packages are heavily weighted toward materials that have risen much more in price than the overall PPI for inputs. As Figure 2 shows, the PPI for diesel fuel (at the fuel terminal, not retail) increased 114% between April 2020 and February 2021. The PPI for lumber and plywood jumped 62%. The index for copper and brass mill shapes climbed 37% and the PPI for steel mill products rose 20%.

114%
 Diesel fuel PPI (Producer Price Index) has increased more than 114% between April 2020 to February 2021

FIGURE 2

Price changes for construction and selected materials
 April 2020 - February 2021



Source: Bureau of Labor Statistics, producer price indexes (PPIs) for new nonresidential building construction (bid prices), diesel fuel, wood, and metal products, not seasonally adjusted

270%
 Due to extreme weather conditions and general demand, PVC prices have increased over 270% from March 2020 to March 2021

Some broad categories of products have not gone up dramatically, but narrower classes of products within those categories have. For instance, the PPI for plastic construction products rose “only” 6% from March 2020 to January. But an AGC member reported on March 5 that for polyvinyl chloride (PVC) “used in electric utility work the price from [March 2020] to January 2021 had a general increase of 85%.” Following extreme winter weather in Texas that knocked out production facilities and created a surge in demand for pipe to replace broken lines, “Now that increase is 270% from March 2020” to March 4, 2021.

In recent weeks, producers and distributors of many additional materials have announced large price increases. Some have already been imposed, while others are scheduled to take effect in the next few weeks.

For example, a leading producer of spray polyurethane products, used for building sealants and insulation, announced on March 12 that it would increase prices 12-15%, “effective for all new and existing orders shipping after April 12.” On March 4 another supplier

notified customers of two price increases of 10% each, effective on April 5 and May 1. On March 10, a major building-products distributor announced 19 broad categories of price increases, ranging as high as a 20% increase effective on April 5 for “all wallboard and glass mat products.”

In addition to sudden price increases, contractors are experiencing delivery times that have stretched or become completely unreliable. A producer of building mesh told customers on March 15, “Volatility in the costs associated with producing and shipping standard welded wire reinforcement has made it necessary for us to withdraw all previously issued price lists. The availability of SWWR has been negatively impacted by the shortage of raw materials; therefore, lead times previously quoted will require review.”

Not a short-term problem

Some might assume contractors will simply raise their prices to cover the added costs. But current conditions in the industry, as well as the record from previous episodes of escalating materials costs, suggest that the mismatch between materials costs and contractors’ prices is likely to persist for an extended period.

The pandemic has caused current production and delivery of many materials to fall short of demand. Initially, a wide range of factories, mills, and fabrication facilities were shut down on their owners’ initiative or because government orders deemed them to not be “essential.” In some cases, contractors—particularly homebuilders—canceled orders because they no longer saw demand for construction. Once production facilities were allowed to re-open, many of them had trouble getting up to full capacity because their own workers or those of their suppliers and freight haulers may have been ill, quarantined, or required to care for family members at home.

Imported products and components also were subject to production and shipping shutdowns in the early months of the pandemic. This particularly affected many products from China and northern Italy, ranging from kitchen cabinets and appliances to tile flooring to elevators. In recent months, production has increased but containers, ships, port space, and trucking capacity have all experienced bottlenecks that have slowed deliveries.

Dramatic shifts in demand triggered, at least in part, by the pandemic have added to price pressures and shortages of goods. Housing starts have increased between 15% and 20% from year-earlier levels, creating huge additional demand for wood products and other items that are also used in nonresidential construction. Restaurants that added decks and railings for outdoor dining, along with offices and other buildings undergoing remodeling, added to demand for these products.

A more recent source of price increases and extended lead times was the extreme winter weather that struck Texas in February. Widespread, unanticipated power failures and unusual freezing temperatures shut down petrochemical plants that normally operate around the clock. Frozen pipes burst, adding to the damage. Repairing the damage and getting complex facilities back to full operating rates is likely to take several months in some cases.

Loss of this production affects plastic resins and other “building blocks” for a wide range of construction products, including: PVC pipe and other hard plastic products like plumbing fittings

15-20%

Housing starting costs have increased between 15% to 20% from year-earlier levels

and fixtures; vinyl siding and vapor barriers; binders or "glue" for the particles and layers of plywood and oriented strand board (OSB), and adhesives for backing/facing for wallboard. Various types of cardboard, paper, and plastic packaging, tapes, and fasteners, including ones for shipping and protecting construction materials, also depend on resins. The freeze also added to demand for plastic pipe and fittings to replace broken water lines, adding to the demand-supply imbalance.

Yet another cause of higher prices and tighter supply is trade policy actions imposed in 2018-2020. Tariffs or quotas on steel and aluminum from many countries, along with tariffs on hundreds of parts and materials from China, drove up the cost of many construction products and limited the number of suppliers, which has led to longer delivery times. Failure to renew a longstanding softwood lumber agreement with Canada has added to lumber costs.

Although the ostensible purpose of some of the trade actions was to protect and create jobs in the U.S. manufacturing sector, steel in particular, very little capacity has been added so far. Many manufacturers merely raised their prices in tandem with the imposition of tariffs.

PAST EPISODES

12.9%

In the past price inflation, materials costs experienced an annual growth rate increase of 12.9% in September 2008

The construction industry has endured previous spells of rapid cost escalation. For instance, the PPI for goods used in new nonresidential construction accelerated from a 3.6% year-over-year rate of increase in January 2004 to 10.0% by October of that year and remained above a 5% annual rate for a total of 31 months, before subsiding to a 3.2% rate in October 2006.

Less than a year later, materials costs soared again, rising from a 1.6% annual growth rate in August 2007 to 12.9% in September 2008. The financial crisis that fall brought rates down rapidly but, again, only for about a year. The growth rate spiked from 0.4% year-over-year in December 2009 to 5.8% the following April and remained above or close to 5% until early 2012.

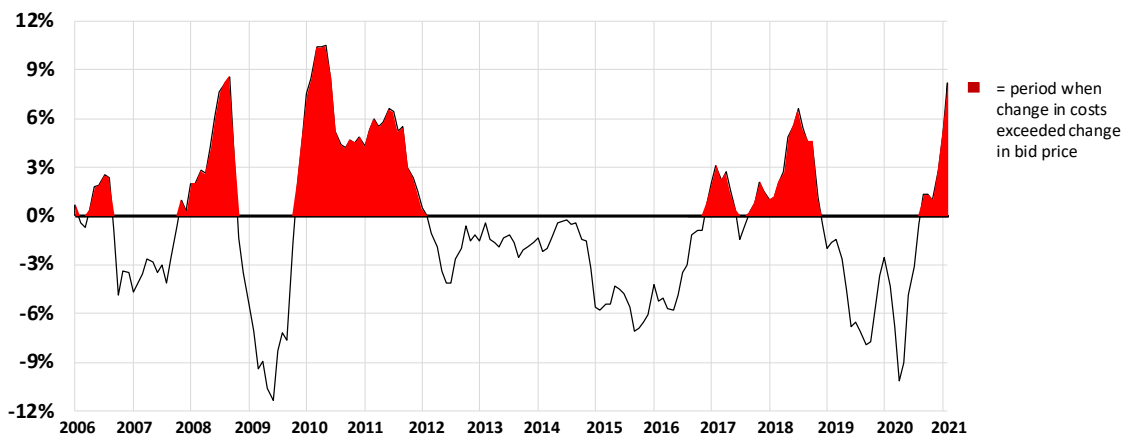
The most recent episode of high materials cost increases was from November 2018 through November 2019, when the year-over-year price change ranged from 4.9% to 9.2%.

While each of these price spikes eventually subsided, they caused enormous harm to contractors, who generally were not able to pass along the increases for an extended period. Not only were firms that had already signed contracts to deliver a project at a fixed price caught by the increases, but competition kept contractors from raising bids to match for a year or longer. A comparison of the year-over-year change in the PPI for materials with the PPIs for five types of new nonresidential buildings shows there were periods as long as 28 consecutive months with such price disparities. That is, contractors' bid prices rose less—or decreased—relative to the cost of the goods they purchased. For the most part, these months coincided with periods in which the value of nonresidential construction was stagnating or shrinking.

Figure 3 shows this comparison for one building type, new warehouse building construction. Periods in which the PPI for goods used in nonresidential construction exceeded the PPI for warehouse contractors' bid prices appear in red. The longer these intervals last and the higher the peak—i.e. the larger the gap between costs and bid prices—the more likely it is that some contractors will have financial difficulties. The current period already has one of the highest peaks.

FIGURE 3

Change in material costs vs. change in warehouse bid prices Jan. 2006 -Feb. 2021
Difference between year-over-year change in costs vs. bid prices



Source: Bureau of Labor Statistics, producer price indexes for goods inputs to nonresidential construction (material costs) and new warehouse construction (bid prices)

CURRENT DEMAND FOR CONSTRUCTION

The construction market currently is marked by a huge disparity. Residential construction spending—comprising new single- and multifamily structures along with additions and renovations to owner-occupied housing—jumped 21% from January 2020 to January 2021. Over the same 12 months, private nonresidential construction spending tumbled 10%.

Employment data show a similar story. Both residential and nonresidential construction employment plunged by 14-15% from February to April 2020. But over the next nine months, through January 2021, employment among residential building and specialty trade contractors rebounded to the same level as in February 2020, immediately before the pandemic struck. In contrast, in those nine months nonresidential building, specialty trade and heavy and civil engineering contractors added back little more than half of the employees they lost between February and April 2020.

AGC has surveyed its members repeatedly since March 2020 to gauge the impact of the pandemic on their businesses. Consistently, and as recently as March 2021, only about one-third of firms reported the volume of their business had matched or exceeded the levels of one year before, while an equal share predicted they would not return to that level for more than six months. The remainder either thought it would take 1-6 months to reach year-ago levels or didn't know. These results, like the spending and employment data, point to a large amount of downward pressure on contractors' ability to pass along material cost increases. (Full survey results are available here: <https://www.agc.org/news/2021/03/11/march-2021-agc-coronavirus-survey-results>.)

21%
Residential construction spending jumped 21% from January 2020 to January 2021

What can contractors and owners do?

While contractors cannot unplug ports or rescind tariffs, they can provide project owners with timely and credible third-party information about changes in relevant material costs and supply-chain snarls that may impact the cost and completion time for a project that is underway or for which a bid has already been submitted.

Owners can authorize appropriate adjustments to design, completion date, and payments to accommodate or work around these impediments. Nobody welcomes a higher bill, but the alternative of having a contractor stuck with impossible costs or timing is likely to be worse for many owners.

For projects that have not been awarded or started, owners should start with realistic expectations about current costs and the likelihood of increases. They should provide potential bidders with accurate and complete design information to enable bidders to prepare bids that minimize the likelihood of unpleasant surprises for either party.

Owners and bidders may want to consider price-adjustment clauses that would protect both parties from unanticipated swings in materials prices. Such contract terms can enable the contractor to build in a smaller contingency to its bid, while providing the owner an opportunity to share in any savings from downward price movements (which are likely at some point, particularly for long-duration projects). The ConsensusDocs suite of contract documents (www.ConsensusDocs.org) is one source of industry-standard model language for such terms. The ConsensusDocs 200.1 Materials Price Escalation Addendum offers the only standard contract document that addresses price escalation.

The parties may also want to discuss the best timing for ordering materials and components. Buying items earlier than usual can provide protection against cost increases but it comes with the need to pay sooner for the items and potentially paying for storage, security against theft and damage, and the possibility of design changes that make early purchase unwise.

Conclusion

The construction industry is in the midst of a period of exceptionally steep and fast-rising costs for a variety of materials, compounded by major supply-chain disruptions and stagnant or falling demand for projects—a combination that threatens the financial health of many contractors. No single or simple solution will resolve the situation, but there are steps that government officials, owners, and contractors can take to lessen the pain.

Federal trade policy officials can act immediately to end tariffs and quotas on imported products and materials. With many U.S. mills and factories already at capacity, bringing in more imports at competitive prices will cool the overheated price spiral and enable many users of products that are in short supply to avoid layoffs and shutdowns.

Officials at all levels of government should review all regulations, policies, and enforcement actions that may be unnecessarily driving up costs and slowing importation, domestic production, transport, and delivery of raw materials, components, and finished goods.

Owners need to recognize that significant adjustments are probably appropriate regarding the price or delivery date of projects that were awarded or commenced early in the pandemic or before, when conditions at suppliers were far different. For new and planned projects, owners should expect quite different pricing and may want to consider building in more flexibility regarding design, timing, or cost-sharing.

Contractors need, more than ever, to closely monitor costs and delivery schedules for materials and to communicate information with owners, both before submitting bids and throughout the construction process.

Materials prices do eventually reverse course. Owners and contractors alike will benefit when that happens. Until then, cooperation and communication can help reduce the damage.

No single or simple solution will resolve the situation, but there are steps that government officials, owners, and contractors can take to lessen the pain

Old Fitzhugh Road Grants Update

June 14, 2021
TIRZ Project committee

Schedule Recap

- Project Awarded/Contract Approved: February 24
- Project Kickoff: March 9th
- Grant Research began: March 15th
 - interaction:
 - Non-profit organizations: (Abbvie, HEB, UPS Foundation, Robert Wood Johnson, International Mountain Bicycling Association, Lola Wright Foundation)
 - Government: EPA, CAMPO, TXDOT, EDA
- Grant Research:
 - 47 Grants
 - 6 Grants: highest eligibility
- Grant Barriers: Slum & Blight, OFR is a local road, Income limitations

OFR Project Budget

Original OFR	
Trail, Lighting, Pedestrian Improvements	\$600,000.00
Preliminary Engineering & Design	\$630,000.00
Construction	\$1,191,879.83
Contingency (30%)	\$ 726,563.95
Right of Way Easements (3%)	\$ 94,453.31
Preliminary Engineering & Design (12%)	\$ 377,813.25
Landscape/Hardscape Design (8%)	\$ 251,875.50
Construction Engineering & Inspection (CE&I) 10%	\$ 314,844.38
Indirect (4%)	\$ 125,937.75
Alternative Bid Costs	\$ 509,285
Total Project Estimated Cost	\$4,822,652.97
Posac Reserved	\$1,305,000.00 (27% of Budget)
City Match	\$261,000.00 (20% of POSAC)
Overall GAP	\$3,517,652.97

2021 Estimates		
Total Project Estimated Cost	\$6,341,456.00	
Posac Reserved	\$ 1,305,000.00	(20% of Budget)
City Match	\$261,000.00	(20% of POSAC)
Overall GAP	\$5,036,456.00	

Overall Gap Increase 43%

Grant Research (recommended)

47 grants found. 5 grants recommended

OPEN/ CLOSED	Funding Level	Agency	Grant Name	Funding Amount	Type	Due Date	Grant Application Difficulty Level	Grant Info	Additional Comments	Money Needed
OPEN	Federal	US DOT	FY 2021 National Infrastructure Investment -RAISE	\$1.0 b.	Multi-modal	July 12, 2021	High (YEARLY)	Possibly needs to have started NEPA process; may need to be included in regional TIP or STIP. Utility Coordination not included (\$100k, currently budgeted)	2-4 weeks to register via website	\$1,268,291 (20% of total budget)
CLOSED	Private	Keep Texas Beautiful	Governor's Community Achievement Awards	\$100,000 to 130,000	Landscaping	March 4, 2021	Medium	Used for landscaping improvements	Possible for next year Possible for extra amenity	\$0
OPEN	Private	PeopleForBikes	Community Grant Program	up to \$10,000	Bike/Ped	October 15, 2021	Medium	Funds bicycle infrastructure projects		
OPEN	Private	T-Mobile	T-Mobile Hometown Grants program	up to \$50,000	Revitalization	End of each quarter	Medium	Grant funds projects to build, rebuild, or refresh community spaces that help foster local connections in the town	Fall: Applications open July – Sept., Towns announced in Oct.	
OPEN	OPEN	Private	Community Heart and Soul Grant	\$10,000	Seed Grant Program	Rolling	Low		Provides up to \$10k seed grants to implement Community Heart & Soul model.	
OPEN	State	TxDOT	Highway Safety Improvement Program - Systemic Improvements	Varies	Safety	Opens in June 2021; close in October	High	One of the systemic work code options (doesn't require crash history or SII), is roadway widening. It requires 11' lanes, 3' shoulders on each side, and rumble strips.		

Grant Research (recommended)

Budget Summary	Year 2021	Year 2022	Year 2023	Year 2024	Year 2025	Notes
Total Project Budget	\$ 6,341,456	\$ 6,341,456	\$ 5,271,456	\$ 3,275,456	\$ 3,275,456	
Total Reserved (Posac)		\$ 705,000	\$ 600,000	\$ -		
Grants	\$ -	\$ 190,000	\$ 1,310,000	\$ -	\$ -	
City Match (TIRZ funded)		\$ 175,000	\$ 86,000	\$ -	\$ -	
Additional City Funds Provided						
Balance Remaining	\$ 6,341,456	\$ 5,271,456	\$ 3,275,456	\$ 3,275,456	\$ 3,275,456	

Keep Texas Beautiful	Governor's Community Achievement Awards	\$100,000 to 130,000	2022
PeopleForBikes	Community Grant Program	up to \$10,000	2022
T-Mobile	T-Mobile Hometown Grants program	up to \$50,000	2022
Private	Community Heart and Soul Grant	\$10,000	2023
TxDOT	Highway Safety Improvement Program - Systemic Improvements	\$1,300,000 (varies)	2023

Additional Grant Funding

Funding	Funding Available	Comments
TxDOT: TASA funding: Selection in October (every 2 years) (Bike and Pedestrian Projects)	\$500-\$1.3M	Dripping Springs submitted preliminary grant.will be asked to continue with full grant. Due June 14th
Surface Transportation Block Group Grant	Still waiting for clarification	OFR project may not qualify because it is a local road: still waiting on clarification (OFR may not qualify, call will be in 2022)
Texas Commission on Environmental Quality	varies	60% federal/ 40% local match (opens early June)
Highway Safety Improvement Program (TXDOT)	\$1.3-\$3M for Austin District (per year)	10% match; rumble strips will be required; cant use Posac; only road improvements-no sidewalks; (does not fund ROW or Utility relocation)

Questions?



DANIEL O'BRIEN LAW, PC
CIVIL LITIGATION | MEDIATION

Item 2.

June 3, 2021

Via Email: bfoulds@cityofdrippingsprings.com

The Honorable Bill Foulds
Mayor, City of Dripping Springs
511 Mercer Street
Dripping Springs, Texas 78620

Re: Resignation from Board of Directors (TIRZ Nos. 1 and 2).

Dear Mayor Foulds:

It is with mixed emotions that I tender my resignation as a board member of the Dripping Springs Tax Incremental Reinvestment Zones No. 1 and 2 effective immediately. Because I was appointed to fill a judicial vacancy in Hays County, I am unable to continue to serve in my current role on the board. It has been my privilege to represent Hays County on the TIRZ boards since last year. Although my tenure was short, it was filled with many challenges and rewards. Although my hopes that the Town Center would move forward as originally planned did not materialize, I am grateful for the opportunity to work with so many dedicated servants of the community that give so willingly of their time and talents. If my limited time on the board has earned me a brief audience of its members and its partners, I would encourage each and all that have and continue to participate in the redevelopment of Dripping Springs to set aside past frustrations and impediments and find new ways to work together to achieve this community's collective goals. We are stronger as a united community. Thank you for the privilege of serving with each and every one of you.

Sincerely,

Daniel O'Brien

cc: walt.smith@co.hays.tx.us
Walt Smith, Hays County Commissioner, Precinct 4

tmanassian@cityofdrippingsprings.com
Taline Manassian, Mayor Pro Tem

david0158@sbcglobal.net
Dave Edwards, Chair

acunningham@cityofdrippingsprings.com
Andrea Cunningham, City Secretary

FOR IMMEDIATE RELEASE



Contact: Andrea Cunningham,
City Secretary
City of Dripping Springs
512-858-4725

Accepting Appointment Applications for Tax Increment Reinvestment Zone (TIRZ) No. 1 & No. 2 Board Place 4

The City of Dripping Springs, Texas, is currently accepting applications for the Tax Increment Reinvestment Zone (TIRZ) No.1 & No. 2 Board Place 4. Applications can be downloaded from the City's website and emailed (acunningham@cityofdrippingsprings.com), mailed (PO Box 384, Dripping Springs, TX 78620) or hand delivered (City Hall – 511 Mercer Street, Dripping Springs, TX 78620) to the attention of the City Secretary. Applications are due June 30, 2021. A description of the Board can be found on the City website, cityofdrippingsprings.com.