



# 2023 General Obligation Bond Proposal

## Frequently Asked Questions

**1. Where can we review the final design plans for the proposed fire stations?**

Architectural and engineering design plans have not been created. Design costs for all three stations could easily be near \$2 million and take over a year to complete. It would be improper to spend taxpayer monies to fully design a project that had not been approved by the voters. City staff must develop their best estimates for the costs for each bond proposal without the benefit of having every aspect of the project fully identified and designed.

**2. What are the proposed costs for each new fire station and how were they derived?**

A very preliminary study by an architect, who specializes in fire station designs, was funded by the City to specifically gain a probable opinion of cost and building size information to use in a bond proposal. The actual final design could vary greatly from the study as we evaluate our needs versus cost.

	Size (SF)	Cost/SF	Building Cost	Land	Site Prep.	FF&E	A&E Fees	Project Cost for Bond
Merge Station 2 & Station 5	18,000	\$420	\$7,560,000	\$250,000	\$100,000	\$75,000	\$1,134,000	\$9,119,000
New Station 1	7,500	\$420	\$3,150,000	\$50,000	\$15,000	\$50,000	\$473,000	\$3,738,000
New Station 3	7,500	\$420	\$3,150,000	\$100,000	\$100,000	\$50,000	\$473,000	\$3,873,000
Renovate Sta. 4 (\$975,000 cash)								
TOTAL			\$13,860,000	\$400,000	\$215,000	\$175,000	\$2,080,000	<b>\$16,730,000</b>

**3. Did the preliminary fire station study look at renovation costs as well as new construction?**

Yes, the costs for improving the existing stations as well as new construction were evaluated by the architect. In general, several of the stations needed larger spaces to meet current standards for safety and operations. These needs will require additions to the existing buildings as well as a complete remodel to interior spaces. Two of the stations would require additional land to construct building additions. The estimated costs for the renovations and building additions were approximately the same price as building a new more efficient station at a different site.

The logistics of making significant renovations to the existing buildings while occupied is very difficult, if not impossible. Each fire station must remain fully operational 24/7 during construction which means that even electrical and plumbing services could not be interrupted. Significant building additions, structural repairs, electrical and plumbing upgrades, and interior construction with demolition, was deemed to not be a very feasible or safe alternative.

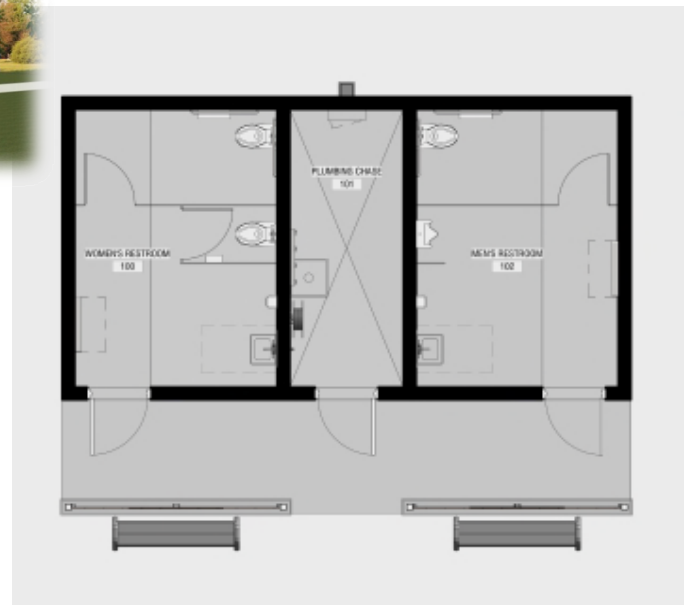
**4. What are the floor plan details for each proposed fire station?**

Architectural and Engineering plans for each facility have not been created. Early concept programming used in the cost analysis for the bond proposal assumed the following:

STATION	BLDG SIZE (SF)	EQUIP BAYS	SLEEPING QTRS	OTHER FEATURES
Central	18,000	4	12	Shop, exercise, storage, conference room, 6 offices, museum, training room, copy room, storage, dining, kitchen, bathrooms
Station 1	7,500	3	8	Shop, exercise, storage, office, dining, kitchen, shop, bathrooms
Station 3	7,500	3	8	Shop, exercise, storage, office, dining, kitchen, shop, bathrooms

**5. Where can we review the construction plans for the park restrooms?**

A full set of plans may be reviewed at the Engineering Department. The restroom buildings have already been designed by a local architect. Several locations are currently under construction and were funded in the 2022-2023 budget. This restroom plan will also be used for the facilities proposed in the bond.



**6. What are the estimated costs for the restrooms proposed in the bond package?**

Banita Park (Pearl Street)	\$260,000
Ritchie Park (Ritchie Street)	\$260,000
Pioneer Park (Lenwood Drive)	\$260,000
Mill Pond Park (John Street)	\$260,000
McCrimmon Park (Woden Road)	\$260,000

*(The locations and costs shown for restrooms are subject to change)*

**7. Why are the cost estimates for the park restrooms so high?**

The cost figures used for the restrooms are based on actual competitive bidding for the same structure at other City parks. Bidding a project under a City contract has additional requirements that are not normally found in private projects including Payment Bonds, Performance Bonds, Maintenance Bonds, and labor costs that must meet minimum Federal wage requirements which can be significantly higher than local wages.

The interior fixtures are very expensive and are made from stainless steel or other indestructible materials. Additional costs can also be attributed to designs that make it easy for staff to clean and maintain the facility, but require additional construction efforts.

**8. Where can we review the plans for the proposed playgrounds?**

The playgrounds have not yet been designed. Cost estimates used in the bond proposal were derived from recent bids for similar playground equipment at other City parks.

**9. What are the cost estimates for the playgrounds proposed in the bond proposition?**

Mill Pond Park (John Street)	\$240,000
McCrimmon Park (Woden Road)	\$240,000
Lake Nacogdoches (West)	\$230,000

*(The locations and costs shown for playgrounds are subject to change)*

**10. What other improvements are being considered in the parks proposition?**

Improvements for Pickleball courts at Maroney Park are also included in the bond package with an estimated budget of \$100,000, and approximately \$90,000 to fund accessible walkways or parking for the restrooms or playgrounds.

**11. What improvements are proposed for the airport proposition?**

Depending on the availability of specific matching grants from private funds, the FAA or TxDOT, airport improvements may include a new terminal building, new fueling facilities, a new aircraft apron, runway repairs, taxiways, and a new entrance road from SH 7. If matching money allows, additional City-owned hangers and taxiway extensions may also be constructed.

<b>Airport Project Cost Summary</b>		
<b>Project Description</b>		<b>Total Cost</b>
<b>Phase I</b>	Construct new airport entrance road (2,015' x 35')	\$1,125,000
	Construct new General Aviation terminal w/ auto parking	\$750,000
	Construct new fuel tanker road (450' x 35')	\$300,000
	Install new aboveground fuel facility (one 12,500 gallon Jet-A and one 12,500 gallon 100LL) with self-serve dispenser	\$850,000
	Construct new partial taxiway with connectors (approximately 35' x 1,600')	\$1,100,000
	Construct new terminal aircraft parking apron (approximately 200' x 950')	\$3,500,000
	Expand perimeter fencing with security access gate(s)	\$200,000
	<b>Total Phase I</b>	<b>\$7,825,000</b>
<b>Phase II</b>	Construct new partial aircraft parking apron (approximately 220' x 740')	\$3,000,000
	Construct new 100' x 100' box hangar (each)	\$1,500,000
	<b>Total Phase II</b>	<b>\$4,500,000</b>
<b>PHASE III</b>	Construct new hangar access taxi-lane (approximately 35' x 840')	\$600,000
	Demolish existing pavement for new access taxi-lane (approximately 35' x 500')	\$400,000
	Extend access road for hangar development expansion (approximately 728' x 35')	\$450,000
	Construct access road for commercial development	\$800,000
	<b>Total Phase III</b>	<b>\$2,250,000</b>
	<b>TOTALS</b>	<b>\$14,575,000</b>

*Specific Projects and phasing may change as specialized grants become available. Cost figures shown are current estimates and are subject to change.*

City Council passes a Resolution that requires a dollar-for-dollar match from grants or other sources to sell and use bond proceeds for the Airport.

**12. What happens if actual construction costs exceed the amounts proposed in the bond?**

The first step with any project that becomes over budget is to go through a process called Value Engineering where the contractor, architect, engineer, and owner look for ways to reduce the design and construction costs with little sacrifice to function. Council can also use regular budgeted funds or excess reserves to supplement a project.

**13. How will the streets that are funded in the bond proposition be chosen?**

Every few years, the Engineering Department staff drives and records pavement conditions on all 144 miles of City streets. Each street is videoed and a condition analysis is prepared using an artificial intelligence system. This system helps rank the streets with a condition grade based on visible distresses. Using this ranked list, City staff prepares recommendations for the repair or rehabilitation of each street and estimates the repair costs. The lowest ranking or worst streets identified in this process will be the primary candidates for repairs using the bond funds.

**14. Where will the new sidewalks be constructed?**

The exact locations for new sidewalks or sidewalk repairs have not yet been determined. We will receive public input to help determine new sidewalk locations if the bond proposition is successful. A portion of the funds has also been dedicated to sidewalk improvements in the Downtown area to help improve accessibility and safety.