



Texas Department of Transportation[®]

Public Transportation Division

**ANNUAL PUBLIC TRANSPORTATION
COORDINATED CALL FOR
PROJECTS FOR VARIOUS
PROGRAMS**

**Fort Bend County Public Transportation
Submission
February 3, 2015**

Table of Contents

Section A - Applicant Information	3
Section B - Project Summary	4
Section C - Obligation Certification.....	5
Section D – Evaluation Criteria	6
Section E - Service Area Map(s), if applicable	10
Section F - Letters of Endorsement.....	12
Section G - Letters of Commitment	13
Section H - Project Budget	14
Section I - Intercity Bus Operating Assistance Route Report.....	15
Section J - Attachments	17
Letter of Endorsement: Rosenberg Development Corporation.....	18
Letter of Endorsement: City of Richmond	19
Letter of Endorsement: Greater Fort Bend Economic Development Council	20
Letter of Commitment: Fort Bend County.....	Error! Bookmark not defined.

Section A - Applicant Information

1. Legal Name of Applicant: Fort Bend County	
2. Name of Parent Company, if applicable:	
3. Applicant Physical Address Information (must include all the following information):	
Physical Address:	301 Jackson, Ste 710
Street:	
City:	Richmond
County:	Fort Bend
State:	Texas
Zip Code:	77469-3109
4. Applicant Mailing Address Information if different:	
Mailing Address:	
Street:	
City:	
County:	
State:	
Zip Code:	
5. Website URL, if available: www.fbctransit.org	
6. Payee Identification (PIN) Number (14 digits): 17460019692031	
7. D-U-N-S Number (9 digits) : 08-149-7075	
8. Type of Organization (Mark all that are applicable):	
<input checked="" type="checkbox"/> Rural Transit District	<input type="checkbox"/> Private Non-Profit Organization
<input type="checkbox"/> Urban Transit District	<input type="checkbox"/> Private For-Profit Organization
<input type="checkbox"/> Metropolitan Planning Organization	<input type="checkbox"/> State Transit Association
<input type="checkbox"/> Metropolitan Transit Authority	<input type="checkbox"/> University
<input checked="" type="checkbox"/> Governmental Entity	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Native American Tribe / Indian Tribal Organization	
1. Primary Contact	2. Financial Officer
Name: Paulette Shelton	Name: Ed Sturdivant
Title: Transit Director	Title: County Auditor
Phone: 281-633-7433	Phone: 281-341-3769
Fax: 281-243-6710	Fax: 281-341-3774
Email: Paulette.Shelton@fortbendcountytexas.gov	Email: Ed.Sturdivant@fortbendcountytexas.gov
3. Signature Authority	
Name: Robert E. Hebert	
Title: County Judge	
Phone: 281-341-8608	
Fax: 281-341-8609	
Email: Robert.Hebert@fortbendcountytexas.gov	
4. Services to be procured competitively. List all services which you plan to procure competitively. Pre-Construction, Construction and Construction Management work.	
13. Partnering Entities Please list any and all entities that are considered partners in this application.	
N/A	

Section B - Project Summary

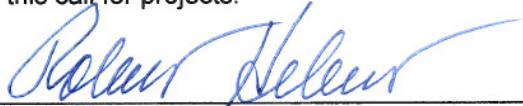
1. Indicate below all requested sources of funding: <div style="display: flex; justify-content: space-around; align-items: center;"> <input type="checkbox"/> PLN <input type="checkbox"/> RTAP <input type="checkbox"/> ICB <input checked="" type="checkbox"/> RD </div>		
2. Project Name with Brief Project Description: <p><i>Fort Bend County Administration & Operations Facility Project</i></p> <p>Project includes an Administration, Operations and Traffic Management facility, employee and bus parking, bus fueling, bus wash facility, maintenance facility for bus and service vehicle repair. Will also include a fuel site to accommodate unleaded and diesel fuels with consideration for using alternative fuels in the future. The facility will be located on a tract of land near the Fort Bend County Fairgrounds already owned by the County.</p>		
3. Type of Project: (Capital, Marketing, Facility, Operating Assistance, Planning, Training, Technical Assistance, Research, State Administrative, Project Administration or Other): <p>Construction Costs</p>		
4. List all Counties Served by this Project: <p>Fort Bend County</p> <p>The new facility would be available for use by public providers in the following counties: Harris County Austin County Colorado County Waller County Wharton County</p>		
5. This project serves approximately what percentage of urbanized and rural areas?		
Urbanized: <u>95%</u>	Rural: <u>5%</u>	Total: <u>100 % must equal 100%</u>

Section C - Obligation Certification

As an authorized official of the Fort Bend County
(Organization Name)

I certify to the following:

1. The information presented in the application is true and accurate to the best of my knowledge.
2. I have not intentionally made any misstatements or misrepresented the facts.
3. The organization has the resources and technical capacity to support the project.
4. The organization has the resources to provide the required match.
5. The organization uses generally accepted accounting standards for its financial recordkeeping functions.
6. The organization will participate in a continuous, comprehensive dialogue throughout the life of the project including but not limited to:
 - ◆ On-site monitoring by TxDOT personnel
 - ◆ Timely submission of required reports
 - ◆ Timely written notification of events that will affect the outcome of the project.
7. The organization will comply with all applicable federal, state and local laws and regulations. This includes but is not limited to:
 - ◆ FTA Certification and Assurances
 - ◆ Master grant agreements
 - ◆ Project grant agreements
 - ◆ Applicable federal program circulars and similar federal and state guidance
8. **Applicant Affirmation:** Compensation has not been received for participation in the preparation of the specifications for this call for projects.

Signed: 

Printed/Typed Name: Robert E. Hebert

Title: County Judge

Date: February 3, 2015

Section D – Evaluation Criteria

Since 2005, Fort Bend County Public Transportation (FBCPT) has continued to provide much needed public transportation services to its growing community. FBCPT provides a variety of transportation options for residents and visitors as well as those with transportation disadvantages. County Wide Demand Response services are complimented by New Freedom and Job Access Reverse Commute services. We also provide commuter services going into the Texas Medical Center, Galleria and Greenway Plaza areas of Houston.

FBCPT bus depot is currently at capacity and struggling to accommodate the current fleet. In order for the County to consider further growth with its transportation program, we must insure we have the needed infrastructure to house additional fleet and personnel. We are seeking funds for the construction of a Transit Facility to continue to provide more transportation choices to our ever growing community. This proposed project would allow us to consolidate all modes, equipment and staff into one location; providing a gain in efficiency and effectiveness. In addition, the facility will be designed to accommodate doubling of our fleet initially and room for future growth.

Fort Bend County voters passed a bond referendum in November 2013 for road and transit projects which included funds for a Transit Facility. Based on our split between Urban and Rural and using our 2010 census boundaries we are seeking 5% of the funds needed for construction costs for FY2016 from Rural Discretionary Funding.

Project Description:

As envisioned, the project will include an Administrative, Operations and Traffic Management facility of approximately 19,000 square feet which includes accommodations for administrative activities, reservations, scheduling, customer service, dispatch, fare sales and collections, traffic management and driver work/ break area; approximately 250,000 square feet for employee and bus parking; a bus wash facility of approximately 4,000 square feet; a maintenance facility for bus and service vehicle repair of approximately 26,000 square feet; a fuel site to accommodate unleaded and diesel fuels with consideration for using alternative fuels in the future. The facility will be located on a tract of land near the Fort Bend County Fairgrounds already owned by the County.

The new Transportation bus maintenance service site will be designed with the safety of the staff at the forefront of our considerations. The flow of vehicles in and out of the site will be carefully thought through to minimize pedestrian and vehicular interaction. The location of pumps and wash down bays will occur with the flow of vehicle traffic in mind so movement on and around the site is clear and well-defined, eliminating the need for pedestrian staff to cross driving lanes as much as possible. The occupied interior spaces will exceed building code standards for Life Safety Exiting requirements providing staff multiple options to evacuate the facility in the event of an emergency. All new facilities constructed by Fort Bend County are fully equipped with monitored smoke and fire alarm systems. The floor finishes in the service areas will utilize a high performance, non-slip coating for safe walking in wet conditions, and all entries into the building will have non-slip walk-off areas to improve floor conditions during rain events. The lighting in the service bay areas will generously exceed industry standards to provide lighting levels to not only improve working conditions, but to enhance safety through better visibility, as well.

The facility perimeter will be fenced, a video monitoring system will be installed around the facility, inside facility buildings, at key points of entry/exit, and key activity centers (fare collection center, ticket sales center, parts storage/counters, etc.). Entrance to the complex will include a gate controlled entrance and buildings/staff offices will require badged entry. An emergency generator system will be included to insure operations during power outages or other emergency events.

Planning and/or Coordination of Efforts:

The planning elements of this project are included in HGAC's 2014 Unified Planning Work Program, as amended 4-25-14 (page 3-7). This project was also included in the region's long range transit plan, the 2035 RTP, and is currently included in the short range plan, the 2013-2016 TIP, under MPOID#11540. Fort Bend County has completed all site selection activities and on July 22, 2014, Commissioners Court approved of the highest ranking site selected which is located near the Fort Bend County Fairgrounds. Fort Bend County is now in the final stages of environmental review for this site. Further, a preliminary scoping meeting with TxDOT was held on July 24, 2014. TxDOT representatives reviewed the site selection and project scope, discussed and determined environmental categorization, and subsequently provided a plan review estimate.

Texas Transportation Institutes' (TTI) research on Fort Bend County's Downtown Commute Study, conducted in July 2013, noted shared infrastructure is one of the 4 key elements to successful implementation of regionally coordinated transit service. The report states that a "Good Neighbor Policy", an agreement between two or more providers to use each other's transit stops or stations, is a widely used tool to maximize infrastructure and resources among agencies coordinating regional transit services. Fort Bend County has long discussed coordination efforts with Colorado Valley Transit, the transit service provider for neighboring Austin, Colorado, Waller and Wharton Counties. Colorado Valley Transit has expressed high interest in coordinating with Fort Bend County for not only service provisions, but also for the possibility of shared maintenance, fueling, and temporary bus storage needs. (Please see Letters of Endorsement under Attachments).

Need:

At its formation in 2005, FBCPT staff was placed in an office within an existing County department. FBCPT has since moved 3 times to accommodate growth and is currently at capacity with no space for growth. The County's transit operations are currently carried out in four different locations: one for administration, reservations and scheduling, another for dispatch bus operators and fleet, a third for maintenance and a fourth for fueling. Transit operations from multiple locations present several factors which affect daily costs of operations and prevent efficient use of equipment for all staff.

Operations staff does not have a dedicated space and drivers have to pass thru the Dispatch area to get to managers and supervisors. The building has two small restrooms for a staff of over 60 employees. Due to the lack of room for employee parking at the Eldridge location, ambassador employees must park at the Emily Court (administration) offices. Consequently, buses must drive 2 miles out of the way to pick up and drop off the ambassador assigned to the route.

The Eldridge location is used to store buses and is the fleets pull out. This location is too small to handle parking for the fleet, drivers and operations staff. At the end of each day several staff members are dedicated to the task of moving buses around to allow room and to make scheduled pullouts each morning.

Bus maintenance is currently being performed in two rented warehouse bays, adjacent to the bus storage facility, in a location that is inefficient for daily operations. Although adjacent to one another, street travel is required to get from one location to the other and buses returning to the lot must drive one mile through a residential neighborhood behind the bus facility. Moreover, the fueling station is 2.5 miles from where the buses are housed. This facility was not designed to meet the needs of a transit fleet and buses are often queued up awaiting repairs. Combined with the need to shuffle buses to get in and out of the parking lot, mechanics time is spent moving buses instead of performing repairs.

Currently Fort Bend County dispatchers are not able to access views from regional and jurisdictional traffic monitoring cameras. This affects daily operations of both commuter and demand response services. TranStar currently only has images of the TxDOT freeway system cameras.

TTI's research on Fort Bend County's Downtown Commute Study indicates a huge demand for commuter services from Fort Bend County into the Downtown Houston area. Potential ridership is estimated at 1,700 trips per day. As we are already at capacity, this need will remain unmet unless FBC is able to establish the needed infrastructure to support the demand for growth. Therefore, this project serves as the precursor to the realization of this growth. These additional trips combined with our average daily trips of 1,500 would provide over 3,200 trips per day in Fort Bend County.

Benefits:

The proposed facility will consolidate all of our transit operations into one primary facility specifically designed to accommodate transit fleets, more efficient and effective monitoring, oversight and repairs. The facility will include space to accommodate administrative, operational, traffic management activities, bus maintenance, and fuel and bus storage. This project will eliminate a multitude of daily issues, improve our ability to more efficiently manage our fleet, and will be designed specifically to maintain a transit fleet including the necessary equipment and infrastructure to accommodate larger vehicles.

Location of the facility allows reconfiguration of commuter services from the Fairgrounds Park & Ride. Currently, there is limited express service into the Texas Medical Center from this site. Commuters wishing to access services to the Greenway Plaza and Galleria areas of Houston must catch a shuttle run from the Fairgrounds Park & Ride to our Sugar Land AMC Theatre lot and transfer to the desired route. With all commuter buses initiating trips from the depot only 1/2 mile away from the Fairgrounds lot, express and 1 seat rides to all commuter destinations can be offered. The project provides the infrastructure necessary to expand services in order to meet the needs of Fort Bend County residents. The new facility will accommodate all current operations and be built to accommodate doubling of the fleet initially, with sufficient property to allow future expansion. This will insure the unmet needs for additional transportation services in the region can be accommodated.

Facility design includes space to accommodate traffic management activities. In addition, Fort Bend County will begin deploying ITS management systems on roadways under the County's jurisdiction. The County will be working in partnership with TranStar, Missouri City, Sugar Land and other jurisdictions to create a traffic management node in Fort Bend County. The node is will be designed to receive and transmit feeds to and from jurisdictions so all jurisdictions will have access to the feeds available in Fort Bend County. This facility will provide TranStar with images of arterial streets and improve both Freeway and arterial street operations. Fort Bend County motorists and commuters utilizing the County's public transportation service will benefit from use of the images as the system will allow dispatchers and traffic managers to re-route bus routes when congestion is occurring and adjust signal times to aide traffic flows.

Construction of an Administration and Operations facility will also provide immediate opportunities for construction jobs and create more transit related job opportunities in the area. This facility is expected to house 100 employees upon opening and future growth in services will create additional jobs in the community. Services to downtown Houston will require approximately 40 additional staff, bringing the near term total jobs at the site to approximately 150 people. This will have a substantial economic impact on Rosenberg and serve as a catalyst for development of services nearby to accommodate the daily needs of these employees.

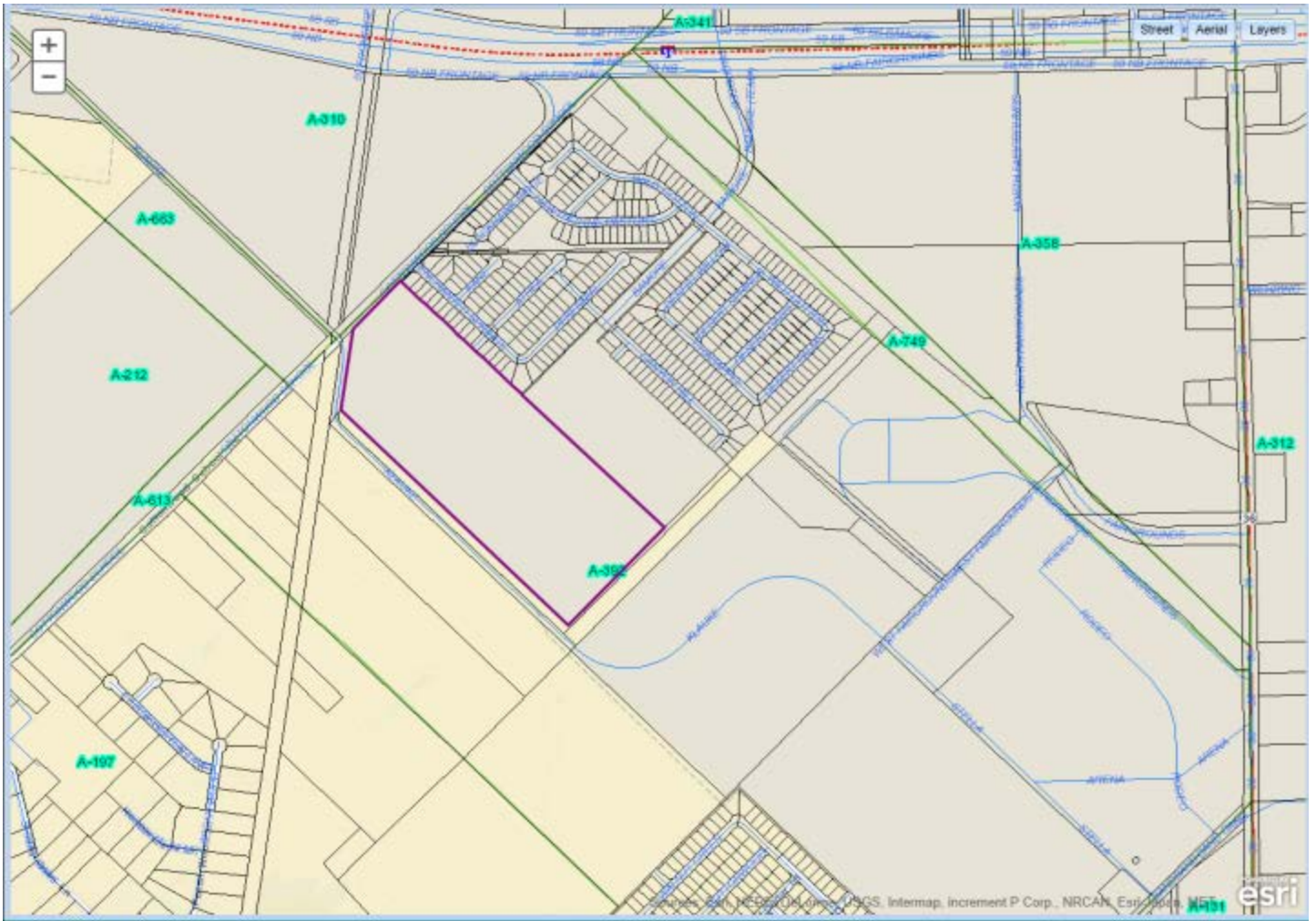
Evaluation Process Including Timeline

Fort Bend County has evaluated several alternative options for solving the logistical and capacity related issues. The site selection analysis included consideration of two shared use facilities with TxDOT, other County facilities, and leases from the private sector. The TxDOT facility located on SH6 and Voss Road was initially available, but during the course of the review, TxDOT reconfigured use of the site for their needs. TxDOT also

has a facility in Rosenberg that had previously been used for maintenance activities. Utility access, substantial building improvements and no room for additional growth eliminated this facility. The County's Rosenberg Annex and Rosenberg Drainage facility had adequate bus storage needs for the current fleet, but no room for growth and no accommodations for vehicle maintenance (maintenance bays) or staff. Several private properties available for lease were also considered. Monthly lease costs started at \$18,000/month and most needed some level of remodeling to accommodate transit operation and maintenance activities.

Description	Date
Contract for Preliminary Engineering and Environmental	April 1, 2014
Commissioners Court approved Site selection for Transit Facility	July 22, 2014
Begin Engineering and Final Design	January 30, 2015
County Construction Bid Process	August 1, 2015
Completion of Final Design	August 27, 2015
Construction Begins	February 5, 2016
Construction Complete	December 1, 2016
Move In Complete	December 20, 2016

Section E - Service Area Map(s), if applicable





Section F - Letters of Endorsement

Under the Attachment section are letters of support from the Rosenberg Development Corporation, City of Richmond, and Greater Fort Bend Economic Development Council. These entities acknowledge FBCPT's immediate need for a transit facility due to capacity, logistical and operational issues. Moreover, they acknowledge the growing need for transportation services in Fort Bend County and look forward to the resulting economic development advantages that would arise for their individual communities when transportation services in the area are given the opportunity to expand.

Section G - Letters of Commitment

Under the Attachment section is a letter of commitment from Fort Bend County.

Section H - Project Budget

Below is a detailed line item budget. A copy of the TxDOT budget will be uploaded separately in drop box.

Fort Bend County Public Transportation Administration/Operations Facility Line Item Budget Details

ALI	Project Expenditures ('000s)	Fiscal Year (Sept 1 - Aug 31)			Project Total
		2014	2015	2016	
11.42.20	Acquisition - Misc. Equipment				
	Furniture, Fixtures & Equipment			1,000,000	1,000,000
11.43.01	Construction Admin Building*				
	Bus Wash			3,000,000	3,000,000
	Fueling Station			2,000,000	2,000,000
	Planning/Environmental	261,900			261,900
	Design		675,296		675,296
	Geotechnical Services		50,000		50,000
	Construction			10,200,000	10,200,000
	Construction Materials Testing			270,000	270,000
	Contingency			1,020,000	1,020,000
11.79.00	Program Administration				
	Construction Management			912,000	912,000
	TxDOT Plan Review		60,000		60,000
Total Expenditures		261,900	785,296	18,402,000	\$19,449,196

*Property/ROW Acquisition - This project will use County owned and donated land with an estimated value of \$1,600,000.

Project Funding ('000s)				
Local - Bond	---	12,000	2,944,320	2,956,320
Local - General Revenue	46,839	7,253		54,092
Local - Private Contributions	---			---
TxDOT - FY14 State (51412F7016)	27,708			27,708
TxDOT - FY13 Fed (51312F7187)	4,428	29,012		33,440
FTA FY11 5307 (TX-90-X968)	182,925			182,925
FTA FY14 5307 (TX-90-Y120)		689,031		689,031

REQUESTED (FY15 TxDOT Call for Projects)*			736,080	736,080
REQUESTED (H-GAC/TxDOT)		48,000	14,721,600	14,769,600
Total Funding	261,900	785,296	18,402,000	\$19,449,196

*Based on our split between Urban and Rural and using our 2010 census boundaries we are seeking 5% of the funds needed for FY2016 expenses.

Section I - Intercity Bus Operating Assistance Route Report

(If applicable, complete for each route)

Organization Name: Fort Bend County Public Transportation

Date: 1-26-2015

Route: N/A

Information for segments of route in Texas only:

Is this a new or existing route? _____

Is this a Feeder Service Route? If so, who does it feed into? _____

Ranking Order, if multiple routes submitted: _____

Does route travel outside of Texas? _____

Total route mileage within Texas (one way): _____

Total Interstate Highway route mileage within Texas (one way): _____

State FY 2013 Granted Amount (50% of the net operating expense) _____

State FY 2014 Granted Amount (50% of the net operating expense) _____

State FY 2015 Granted Amount (50% of the net operating expense) _____

State FY 2016 Requested Amount (50% of the net operating expense) _____

How many times has this route received operating assistance from TxDOT? _____

If this route has received Operating Assistance (more than twice before), describe **in detail** in what ways this route has shown improvement?

If you answered the above question, when do you forecast this route not needing assistance?

Section I - Intercity Bus Operating Assistance Route Report (Con't)

Actual Ridership Data for Last 3 Years for existing route

Year 1 (most recent Year) - Beginning date: _____ Ending date: _____

1. Average daily passenger count: _____
 2. Total passengers (yearly): _____
 3. Total miles (yearly): _____
 4. Number of scheduled stops (one way): _____
 5. All Admin. / Operating / Other (expenses) for year: _____
 6. All Fares / Donations / Other (revenues) for year: _____
-

Year 2 (previous year) - Beginning date: _____ Ending date: _____

1. Average daily passenger count: _____
 2. Total passengers (yearly): _____
 3. Total miles (yearly): _____
 4. Number of scheduled stops (one way): _____
 5. All Admin. / Operating / Other (expenses) for year: _____
 6. All Fares / Donations / Other (revenues) for year: _____
-

Year 3 (next previous year) - Beginning date: _____ Ending date: _____

1. Average daily passenger count: _____
2. Total passengers (yearly): _____
3. Total miles (yearly): _____
4. Number of scheduled stops (one way): _____
5. All Admin. / Operating / Other (expenses) for year: _____
6. All Fares / Donations / Other (revenues) for year: _____

Section J - Attachments



Paulette Shelton, Director
Fort Bend County Public Transportation
12550 Emily Court, Suite 400
Sugarland, Texas 77478

Ms. Shelton,

Fort Bend County's proposal to build a comprehensive transportation facility has my enthusiastic support. With a projected population growth of over 10,000 during the next 5 years, the City of Rosenberg, being in the center of the county, will be an integral part of the growth of mass transportation services in Fort Bend County. We look forward to having a comprehensive transportation facility that can logistically coordinate the increases in traffic and population in Rosenberg.

The building of the transportation facility will provide opportunities for immediate jobs in construction to the residents of Rosenberg. When the facility is completed and the employees move in, Rosenberg will have the potential for additional employment of residents in the administrative, operational, and maintenance staffs or as contract workers.

In conclusion, I fully support the efforts of Fort Bend County Public Transportation as they seek the funding for this project. I look forward to the economic development that a long term relationship with the transportation department will bring to our city and to the surrounding community.

Regards,

A handwritten signature in blue ink, appearing to read "R Malik", is written over the typed name.

Randall Malik
Executive Director
Rosenberg Development Corporation

EVALYN W. MOORE
MAYOR

GLEN GILMORE
JESSE TORRES
COMMISSIONERS

City of Richmond

402 Morton Street
Richmond, TX 77469
(281) 342-5456



July 31, 2014

Ms. Paulette Shelton, Director
Fort Bend County Public Transportation
12550 Emily Court, Suite 400
Sugarland, Texas 77478

Dear Ms. Shelton,

On behalf of the City of Richmond, I strongly support the Fort Bend County's plan to construct a Transportation Facility that will better serve our residents and community, as our City and County continue to realize significant growth and the shortage of centralized public transportation options. All public investments that would help expand and increase the scope and quality of transportation services provided by the County and/or make it more efficient, is a benefit to Richmond residents, businesses, and the surrounding community. As you know, there is a large percentage of residents that need affordable and reliable transportation services, such as those being planned by Fort Bend County.

The City of Richmond encourages residents to shop at local stores, as it keeps our economy going by dollars staying in our community. The transportation services provided by Fort Bend County Public Transportation will help to support our economy, because more residents will be able to use public transportation to shop locally, rather than ordering from out-of-area internet sites. Also, good public transportation makes it easy to get to work in the City and to nearby communities, while continuing to live here.

Therefore, we highly recommend the approval of the grant for Fort Bend County Public Transportation. If you have any questions or would like to visit about the importance of this public investment further, please advise.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert M. Tobias, Jr.", is written over a blue circular stamp or seal.

Robert M. Tobias, Jr.
Economic Development



GREATER FORT BEND
ECONOMIC DEVELOPMENT
COUNCIL

Ms. Paulette Shelton
Fort Bend County Transit
12550 Emily Ct., Suite 400
Sugar Land, TX 77478

August 1, 2014

Re: Letter of Support for Fort Bend County's Transportation Facility

Dear Ms. Shelton,

The Greater Fort Bend Economic Development Council's fully supports Fort Bend County's grant application for federal assistance towards the construction of a transit facility.

We recognize that a new transit facility will alleviate significant logistical and operational issues, allowing Fort Bend County to provide more efficient service to the community. Moreover, we also recognize that having a facility specifically designed to service and maintain transit vehicles plays a considerable role in extending the useful life of these FTA-funded assets.

Again, I am pleased to express our support for this project and am confident that this facility will open opportunities for transportation improvement which may otherwise be unattainable for Fort Bend County.

Sincerely,

Rachel Steele
Public Policy Director
Greater Fort Bend Economic Development Council



COUNTY JUDGE
Fort Bend County, Texas

Robert E. Hebert
County Judge

(281) 341-8608
Fax (281) 341-8609

February 3, 2015

Attn: Sharon Lewis
Texas Department of Transportation

RE: Fort Bend County
FY15 Rural Discretionary Grant Application
Mobility Bond Documentation Letter

To Whom It May Concern:

Fort Bend County voters passed a bond referendum in November 2013 for road and transit projects which included up to \$6,000,000 in funds for a Transit Facility. Should Fort Bend County be awarded funding under the enclosed application, the County will provide the bond funds needed to match federal funding for the project. This funding will be available for use during the related contracting period.

Should you have any questions regarding the enclosed application or transportation services, please contact Paulette Shelton, Transportation Director, at 281-243-6701. Fort Bend County appreciates consideration of our application by the Texas Department of Transportation and we look forward to working together to continue the County's public transportation efforts.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert E. Hebert", is written over a light blue horizontal line.

Robert E. Hebert
County Judge

401 Jackson Street • Richmond, TX 77469