

PUBLIC NOTICE
AGENDA
LOCKHART CITY COUNCIL

July 18, 2023

CLARK LIBRARY ANNEX-COUNCIL CHAMBERS
217 SOUTH MAIN STREET, 3RD FLOOR
LOCKHART, TEXAS

6:30 P.M. WORK SESSION (No Action)

Work session will be held to receive briefings and to initially discuss all items contained on the Agenda posted for 7:30 p.m. Generally, this work session is to simplify issues as it relates to the agenda items. No vote will be taken on any issues discussed or reviewed during the work session except to the extent specifically authorized under the Texas Open Meetings Act.

DISCUSSION ONLY

- A. Presentation by the Lockhart Chamber of Commerce regarding an update on tourism and visitor center activities. 4-5
- B. Presentation and discussion regarding the interlocal agreement request from Capital Area Rural Transportation System (CARTS). 6-48
- C. Discuss funding allocations for Non-Profit Organizations requesting funding for Fiscal Year 2023-2024. 49-51
- D. Discuss Work Authorization #4 for Halff Associates under the Master General Services Agreement to provide Aquatic Consulting & Visioning and Feasibility Study for building a new Aquatics Facility. 52-59
- E. Discuss Resolution No. 2023-12 granting consent to the creation of Caldwell County Emergency Services District No. 5. 60-67
- F. Discuss a legislative update by the City Attorney's office regarding the 2023 Texas Legislative Regular Session. 68-74
- G. Discuss Resolution 2023-11 of the City of Lockhart, Texas adopting a Target Industry Strategy (TIS) Report Refresh; providing an effective date. 75-156
- H. Discussion of City Ordinance Sec. 56-280 through Sec. 56-286, Operating Golf Carts on City Streets. 157-170

7:30 P.M. REGULAR MEETING

- 1. **CALL TO ORDER**
Mayor Lew White
- 2. **INVOCATION, PLEDGE OF ALLEGIANCE**
Invocation. Pledge of Allegiance to the United States and Texas flags.

3. PUBLIC COMMENT

The purpose of this item is to allow the public an opportunity to address the City Council on issues that are or are not on the agenda. No discussion can be carried out on the citizen/visitor comment about items not on the agenda. Comments are limited to three minutes per speaker.

4. DISCUSSION/ACTION ITEMS

- A. Discussion and/or action regarding the presentation and interlocal agreement request from Capital Area Rural Transportation System (CARTS). 171-213
- B. Discussion and/or action regarding funding allocations for Non-Profit Organizations requesting funding for Fiscal Year 2023-2024. 214-216
- C. Discussion and/or action to consider Work Authorization #4 for Halff Associates under the Master General Services Agreement to provide Aquatic Consulting & Visioning and Feasibility Study for building a new Aquatics Facility. 217-224
- D. Consideration and action on adopting Resolution No. 2023-12 granting consent to the creation of Caldwell County Emergency Services District No. 5. 225-232
- E. Discussion and/or action to consider a legislative update by the City Attorney's office regarding the 2023 Texas Legislative Regular Session. 233-239
- F. Discussion and/or action regarding Resolution 2023-11 of the City of Lockhart, Texas adopting a Target Industry Strategy (TIS) Report Refresh; providing an effective date. 240-321
- G. Discussion of City Ordinance Sec. 56-280 through Sec. 56-286, Operating Golf Carts on City Streets. 322-335

5. CITY MANAGER'S REPORT, PRESENTATION AND POSSIBLE ACTION

- Courthouse Nights will be held July 21, 2023.
- Public opinion survey for the Parks Master Plan Update opened in early July.
- The City has been awarded the maximum grant amount of \$25,000 from CAPCOG for the purchase of a replacement baler for the Lockhart Recycling Center.
- Update regarding a SH 142 corridor study for future roadway improvements.
- Update regarding the City water conservation requirements.

6. COUNCIL AND STAFF COMMENTS - ITEMS OF COMMUNITY INTEREST

7. ADJOURNMENT

City Council shall have the right at anytime to seek legal advice in Executive Session from its Attorney on any agenda item, whether posted for Executive Session or not.

Posted on the bulletin board in the Municipal Building, 308 West San Antonio Street, Lockhart, Texas, on the 14th day of July, 2023 at 4:00 p.m.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Presentation by the Lockhart Chamber of Commerce regarding an update on tourism and visitor center activities.

ORIGINATING DEPARTMENT AND CONTACT: Administration -

ACTION REQUESTED: Other

BACKGROUND/SUMMARY/DISCUSSION: During the current fiscal year, the Lockhart Chamber of Commerce entered into an agreement with the City to maintain the operation of the Lockhart Visitors Center at 104 W. Market Street. The Chamber provides paid and volunteer staffing and is open to the public from 8 a.m. - 5 p.m., Monday - Friday, excluding holidays. The Visitor Information Center also provides tourism materials, visitor guides, local hotel information, points of interest, brochures, etc.

The Chamber also conducts a continuing program of advertising and promotions for attracting visitors and tourists to the area.

Finally, the Chamber recently managed the Chisholm Trail Roundup - 50th Anniversary which included promotional activities and musical entertainment.

The purpose of the agenda item is to receive a presentation from Chamber representatives relative to their efforts in attracting and promoting tourism.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable): N/A

PREVIOUS COUNCIL ACTION: N/A

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION: Receive the presentation.

City of Lockhart, Texas

**Council Agenda Item
Cover Sheet**

LIST OF SUPPORTING DOCUMENTS:

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Presentation and discussion regarding the interlocal agreement request from Capital Area Rural Transportation System (CARTS).

ORIGINATING DEPARTMENT AND CONTACT: Finance - Pam Larison

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: On April 21st, General Manager, Dave Marsh from CARTS contacted Mr. Lewis to request that for the fiscal year 2023-2024 funding be by way of an interlocal agreement. Historically, CARTS has received funding from the City Council through the Non-Profit and Human Services Organizational line item in the General Fund.

In 2022, CARTS introduced their CARTS Now service. The added costs for this type of service necessitates a new and higher level of funding. CARTS is requesting \$40,000 to be approved by City Council for the upcoming fiscal year to continue providing safe, reliable transportation in the city.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$40,000

Account Number: 100-5101-711-00

Funds Available:

Account Name: CARTS

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: CARTS-City of Lockhart-Interlocal Agreement Microtransit Service with attachments, CARTS Transit Presentation



July 7, 2023

Mayor Lew White
Mayor – City of Lockhart
P.O. Box 239
Lockhart TX 78644

Dear Mayor White:

THE CARTS DISTRICT

5300 Tucker Hill Ln
Cedar Creek, TX 78612

PO Box 6050
Austin, TX 78762

512/481 1011
f 512/478 1110

RideCARTS.com

Regional transportation for the
non-urbanized areas of Bastrop,
Blanco, Burnet, Caldwell,
Fayette, Hays, Lee, Travis and
Williamson counties.

The Capital Area Rural Transportation System (CARTS) formally submits this letter as a request for \$40,000.00 to be included in the city budget for the upcoming fiscal year. These funds will be used to support transportation services in the City of Lockhart. CARTS, with your continued support, will continue its mission to provide safe, reliable transportation in the city.

You will note an increase in this year's request as your city participates in the CARTS *Now* service and the added costs for that type of service necessitates we request a higher level of local funding.

A CARTS representative will attend and present at the July 18th meeting of the city council. We have prepared an Interlocal Agreement (attached) for your consideration to memorialize our understanding.

On behalf of CARTS, and the people we serve in your city, thanks for your past assistance and for your consideration of this request.

Please feel free to contact me for any questions or concerns at (512) 505-5678 or Dave@RideCARTS.com.

Sincerely,

David L. Marsh
General Manager

cc: Commissioner Rusty Horne
cc: Pam Larison – Director of Finance
cc: Steven Lewis, City Manager

**INTERLOCAL AGREEMENT BETWEEN THE CITY OF LOCKHART
AND CAPITAL AREA RURAL TRANSPORTATION SYSTEM**

This **INTERLOCAL AGREEMENT** (this “Agreement”) is made and entered by and between the CAPITAL AREA RURAL TRANSPORTATION SYSTEM (“CARTS”), a rural transit district and political subdivision organized under Chapter 458 of the Texas Transportation Code, and the CITY OF LOCKHART, TEXAS (the “City”), a home-rule municipality and political subdivision of the State of Texas.

RECITALS

WHEREAS, this Agreement is an interlocal agreement authorized and governed by Chapter 791 of the Texas Government Code; and

WHEREAS, CARTS and City are entities with statutory authority to enter into this Agreement, and have each entered into this Agreement by the action of their respective governing bodies in the appropriate manner prescribed by law; and

WHEREAS, CARTS and City have determined that it is in their mutual best interest and in the best interest of the public for the parties to provide certain affordable public transportation services, and further find that this Agreement will increase the efficiency and effectiveness of the parties’ provision of those certain public transportation services; and

WHEREAS, CARTS and City desire to continue to participate in the funding for and provision of those certain public transportation services.

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

I. FINDINGS

- 1.1 Recitals Incorporated.** The recitals set forth above and herein are true and correct, and such recitals are incorporated herein for all purposes.
- 1.2 Effective Date.** This Agreement will be effective on the latest date of execution by the parties hereto (the “Effective Date”).
- 1.3 Current Revenue Provision.** All monies paid by the parties under this Agreement shall be paid from current revenues available to the paying party.
- 1.4 Allowable Public Purpose.** CARTS and the City agree that CARTS, through its services, accomplishes a public purpose that benefits the city.

II. TERM

The term of this Agreement shall be for the period commencing on the Effective Date and ending on September 30, 2024, unless terminated earlier in accordance with applicable provisions herein. After September 30, 2024, this Agreement may continue in full force and effect on a month-to-month basis, on the same terms and conditions as are set forth herein, only upon the express written mutual agreement of the parties.

III. SERVICES TO BE PROVIDED BY CARTS

CARTS agrees to continue to provide its existing services to City as described on **Exhibit “A”** attached hereto and made a part hereof, being general public transportation for residents of City per its published schedule for the City of Lockhart.

IV. PAYMENT BY CITY FOR SERVICES

For CARTS’ performance of services under this Agreement, City agrees to pay CARTS the lump sum amount of Forty Thousand and No/100 Dollars (\$40,000.00). The schedule for City’s payment of the lump sum amount under this Agreement shall be mutually agreed to by CARTS and City.

V. TERMINATION

Either party may terminate this Agreement without cause upon thirty (30) days’ prior written notice to the other party. If one party determines that the other party is in default under this Agreement, the non-defaulting party will notify the defaulting party in writing of such default, and if the default is not cured within thirty (30) days from the date of such notice, then the non-defaulting party may, in addition to any other remedies available to such party at law or in equity, terminate this Agreement upon written notice. Any failure by the non-defaulting party to enforce this Agreement with respect to one or more defaults by the defaulting party will not waive the non-defaulting party’s ability to enforce this Agreement after that time. Upon termination of this Agreement pursuant to this Article V, all obligations of the parties under this Agreement shall cease and City shall only be required to pay for those services provided by CARTS up to the date of such termination.

VI. MISCELLANEOUS

- 6.1 Amendment.** This Agreement shall not be altered, waived, amended, or extended without the parties’ prior written agreement.
- 6.2 Assignment.** All provisions of this Agreement shall be binding upon the parties and each of their respective successors and assigns. Neither party shall assign its rights and obligations under this Agreement to any other party without the express prior written consent of the other party.
- 6.3 Notice.** All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered upon deposit in the U.S. mail, with postage prepaid, certified mail, return receipt requested, addressed to the recipient’s address as stated herein. Notice given in any other manner shall be deemed effective only if and when received by the party to be notified.

CITY:

City of Lockhart, Texas
308 W. San
Antonio
PO Box 239
Lockhart, Texas 78644
Attn: Steven Lewis, City Manager

CARTS:

Capital Area Rural Transportation
System Post Office Box 6050
Austin, TX 78762
Attn: David Marsh, General Manager

A party may change its address for notice by written notice to the other party as herein provided.

6.4 Applicable Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas.

6.5 Prior Written Agreements. This Agreement is without regard to any and all prior written contracts or agreements between City and CARTS regarding any other subject or matter, and does not modify, amend, ratify, confirm or renew any such other prior contract or agreement between the parties.

6.6 Entire Agreement. This Agreement, and all appended documents, constitutes the entire agreement between the parties hereto regarding the subject matter hereof.

6.7 Parties Independent Contractors. City and CARTS are independent contractors. Except as expressly provided herein, no partnership or joint venture is intended to be created by this Agreement, nor any principal-agent or employer-employee relationship.

Except to the extent expressly provided herein, neither party has and neither party shall attempt to assert the authority to make commitments for or to bind the other party to any obligation.

6.8 No Waiver. The parties to this Agreement are governmental entities under state law and nothing in this Agreement waives or relinquishes the right of the parties to claim any exemptions, privileges and immunities as may be provided by law.

6.9 Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision or provisions, and the rights and obligation of the parties shall be construed and enforced in accordance therewith. The parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

6.10 Headings. The headings and section numbers are for convenience only and shall not be considered in interpreting or construing this Agreement.

6.11 Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date above first written, when all parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

6.12 Insurance. CARTS agrees to maintain in full force and effect all forms of insurance required by applicable local, state and federal regulatory authorities in at least the minimum amounts prescribed by those authorities. CARTS shall furnish written certificates of such coverage to the City upon request. The City shall be named as an additional insured under all policies for such required insurance.

6.13 Indemnification. To the extent allowed by law, a party will defend, indemnify, and hold harmless the other party for all claims and damages arising from the alleged acts or omissions of the party's employees or contractors. However, nothing in this Agreement shall require a party to establish an interest and sinking fund in connection with its indemnity obligations hereunder.

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective undersigned duly authorized officers on the dates set forth below, to be effective as of the Effective Date.

CITY:

CITY OF LOCKHART, TEXAS

By: _____ Name: _____ Title: _____

Date Signed: _____

FOR CITY, ATTEST:

FOR CITY, APPROVED AS TO FORM:

By: _____
_____, City Secretary

By: _____
_____, City Attorney

CARTS:

CAPITAL AREA RURAL TRANSPORTATION SYSTEM

By: _____
David L. Marsh, General Manager

Date Signed: _____

EXHIBIT “A”

CARTS *Now* Microtransit Service

CARTS Country Bus Service

CARTS Interurban Coach service



Simply download the App. Ride on-demand.

LIMITED TIME!

FREE

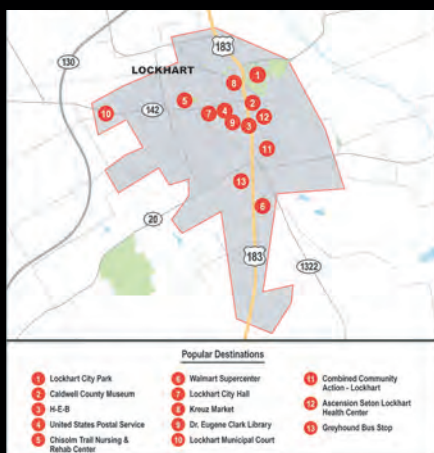
REFER A FRIEND — RIDE FOR FREE!*

*Earn free rides by inviting friends to sign up and ride with CARTS Now. To find your invite code, tap FREE RIDES in the app menu. When a friend signs up with your invite code, they'll receive a free first ride. After they've completed a first ride, your next ride will be free. This offer may be revoked or altered at any time by CARTS Now.

SERVICE INFO

CARTS Now is in Lockhart Mon – Fri, 7 a.m. – 7 p.m.

Ride anywhere within the Lockhart Zone Map.



HOW TO RIDE

1. Download the App

Get CARTS Now from the App Store or Google Play on your smart phone.

Follow the simple steps to set up your account. *If you do not have a smart phone call 512-505-5666.

2. Set Your Pickup

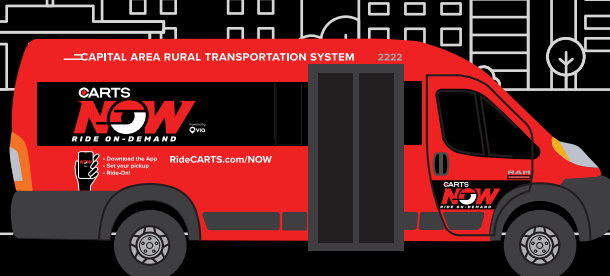
Enter your pickup and dropoff addresses and choose your ride option.

3. Ride-On!

Check the app and walk a short distance to your pickup spot. Call 512-505-5666 if you have questions.



Scan to download the
CARTS Now app



RideCARTS.com/NOW

512-505-5666



Simplemente descarge el App. Ride-on demand.

TIEMPO LIMITADO!

GRATIS

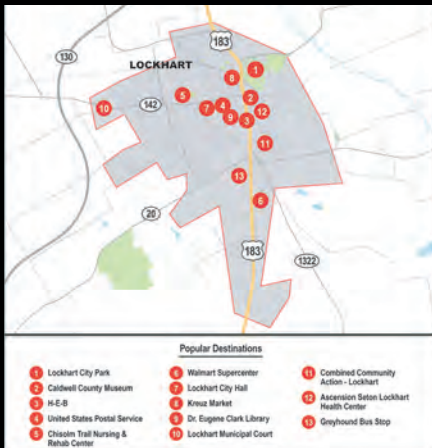
RECOMIENDE A UN AMIGO — VIAJE GRATIS!*

*Usted puede ganar viajes gratuitos cuando invite amigos y registren su viaje con CARTS Now. Para ver su código de invitación, presione FREE RIDES en el menú de la app. Cuando sus amigos registren usando el código que usted les envíe, ellos recibirán su primer viaje gratis. Después que completen ese viaje, su próximo viaje será gratis. Esta oferta puede ser cancelada o alterada en cualquier momento por CARTS Now.

INFORMACION DE SERVICIO

CARTS Now se encuentra en Lockhart de Lunes a Viernes, 7am-7pm.

Viaje a cualquier lugar dentro de la zona Lockhart.



COMO VIAJAR

1. Descarge el App

Consiga CARTS Now desde el App Store o Google Play en su teléfono, smart phone. Siga los pasos para establecer su cuenta. *Si no tiene un smart phone, llame a 512.505.5666.

2. Decida su Recogida

Ingrese las direcciones de su recogida y destino, y escoja su opción de viaje.

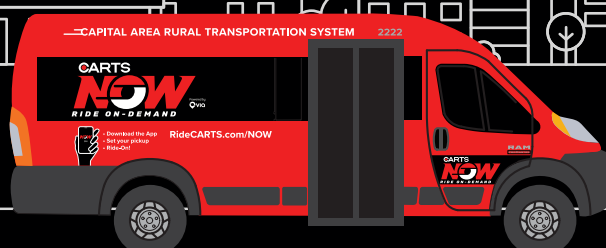
3. Listo!

Revise el app y camine una corta distancia a su lugar de recogida. Si tiene preguntas llame a 512.505.5666.



Escanee para
descargar el app

Powered by
VIA



RideCARTS.com/NOW

512-505-5666



Your new way to get
around *lickety-split*.

Su nueva manera
de viajar *rapidísimo*.



RideCARTS.com/NOW

Ride today:

- 1 Download the App
- 2 Set your pickup
- 3 Ride-On!



Como viajar:

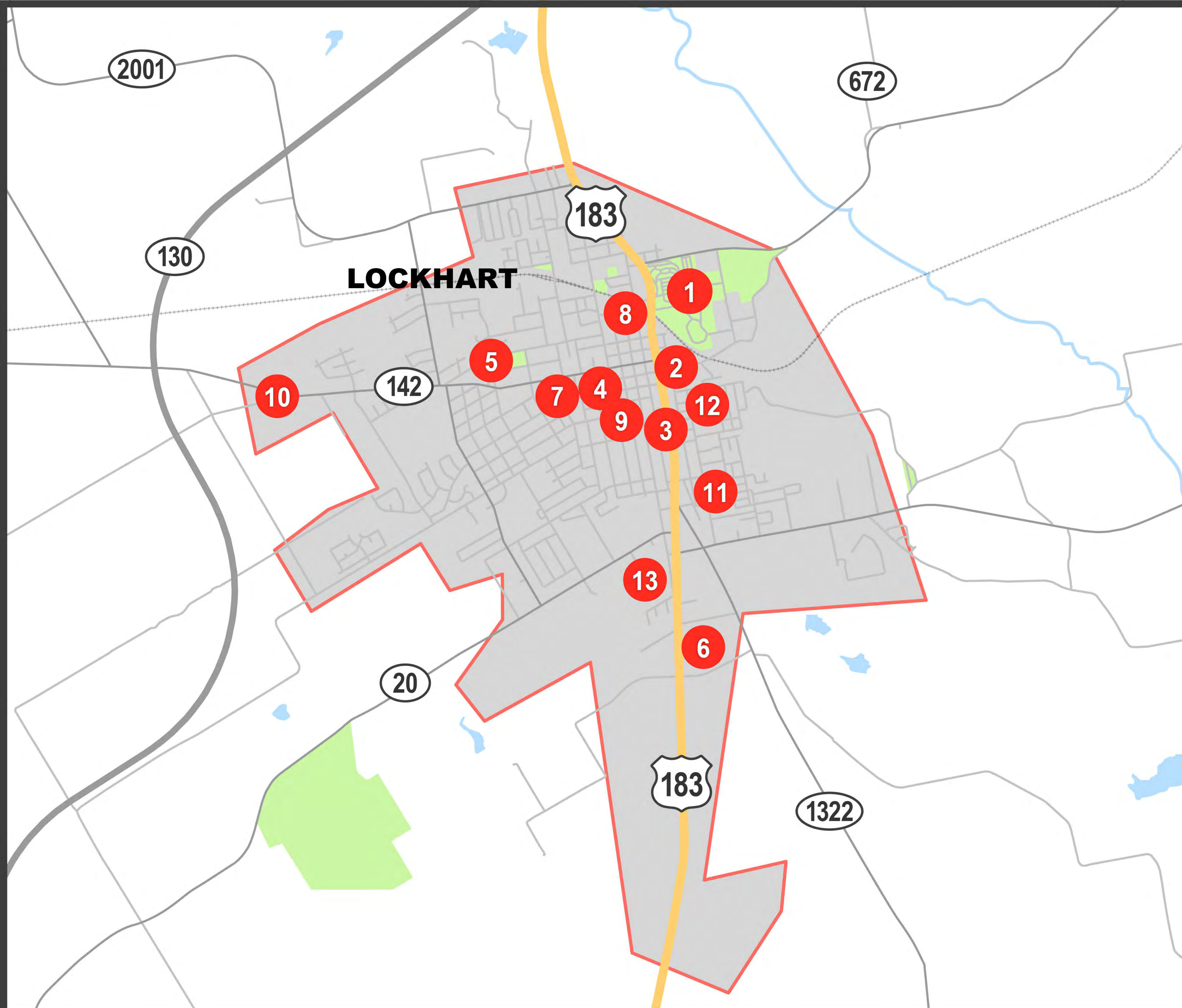
- 1 Descargue el app
- 2 Decida su recogida
- 3 ¡Listo!



◀ *Scan to download*
Escanee para
descargar

Or call to schedule
O llame para programar

512-505-5666 Page 16 of 350



Popular Destinations

- | | | |
|--|-----------------------------|---|
| 1 Lockhart City Park | 6 Walmart Supercenter | 11 Combined Community Action - Lockhart |
| 2 Caldwell County Museum | 7 Lockhart City Hall | 12 Ascension Seton Lockhart Health Center |
| 3 H-E-B | 8 Kreuz Market | 13 Greyhound Bus Stop |
| 4 United States Postal Service | 9 Dr. Eugene Clark Library | |
| 5 Chisolm Trail Nursing & Rehab Center | 10 Lockhart Municipal Court | |



Capital Area Rural Transportation System

CARTS RIDE LINE 1 (512) 478-RIDE (7433)

Regional Transportation for the non-urbanized areas of Bastrop, Blanco, Burnet, Caldwell Fayette, Hays, Lee, Travis and Williamson counties & the San Marcos urbanized area.

CARTS delivers transportation tailored specifically for each of the one hundred and sixty-nine communities it serves. The service frequency in or to the various communities range from many times a day to once a month. Be sure to visit the CARTS web site at RideCARTS.com for updates and further route information for each community. Persons traveling out of town can use the Interurban Coach service. Most Country Bus schedules make connections to Interurban Coach services.

Rides are scheduled Monday thru Friday from 8am to 4pm / 24 hours advance notice required. Local vehicles serve neighboring towns so local ride times may vary.

CURB-TO-CURB SERVICES RESERVED BY PHONE

Enjoy the convenience of having a CARTS bus pick you up at your home, take you to your destination, and then back home again. We will set up a time for pickup within our time slots of general availability. On your first call we will request information to enter into your customer profile, and after that we will know you when you call.

CARTS can help you or someone you know who needs a ride to go shopping, city businesses, medical appointments, work, senior centers or for any other purpose.

Vehicles serve neighboring towns so local ride times may vary.

COUNTRY BUS FARES

Fares are set by zones. A CARTS customer service agent will inform you of ride costs when booking the trip. All fares are based on a one-way trip.

Zone 1 -City \$2.00 *\$1.00
Trips wholly within a town or city

Zone 2 - Intra-county \$4.00 *\$2.00
Trips originating and ending within the same county

Zone 3 - Inter-county \$6.00 *\$3.00
Trips with destinations outside the county of origin

HOPTHRU

CARTS bus passes are now available on your phone. **HOPTHRU** is a streamlined mobile ticketing app for use on public transportation. Text "**hopthru**" to **43506** and download a link. After creating an account, tap "**Buy Passes**" on the main screen, select your preferred CARTS service from the list of agencies, and then select your desired pass type. Just before boarding the bus, tap on your pass to activate it. Present your pass to the driver while boarding and your off!

NATIONAL CONNECTIONS

Bus and Train Services: CARTS operates intercity bus terminals for Greyhound and makes connections to Greyhound stations. Which can take care of your shipping or travel needs nationwide. At our San Marcos Station, AMTRAK rail service is also available. Visit the CARTS web site at RideCARTS.com for station address and further information.



Capital Area Rural Transportation System



COUNTRY BUS SCHEDULES



CALDWELL
COUNTY

RideCARTS.COM

*Reduced Fare: Registered CARTS Customers, Seniors 65 and older, Persons with Disabilities, and Children Under 12.



Community Served	Destination	Route Day	Departure	Return	One-Way	Reduced
Dale	To: San Marcos	Mon & Fri	7:30a	12:00p	\$6.00	\$3.00
	To: Lockhart	Mon & Fri	7:30a	12:00p	\$4.00	\$2.00
City of Lockhart	Local Service	Mon thru Fri	8:00a to 4:30p		\$2.00	\$1.00
	To: Austin	Mon, Wed & Fri	8:45a	3:15p	Interurban Coach 	
	To: San Marcos	Mon, Wed & Fri	8:00a & 2:30p	12:30p & 3:30p	\$6.00	\$3.00
	To: Kyle/Seton Med	Mon, Wed & Fri	8:00a	3:00p	\$6.00	\$3.00
	To: Luling	Tue & Thurs	9:00a	2:30p	\$4.00	\$2.00
City of Luling	Local Service	Mon thru Fri	8:00a to 4:30p		\$2.00	\$1.00
	To: Austin/Lockhart	Mon, Wed & Fri	8:00a	3:15p	Interurban Coach 	
	To: Lockhart	Tue & Thurs	8:00a	2:00p	\$4.00	\$2.00
	To: San Marcos	Thursday	9:00a	12:00p	\$6.00	\$3.00
Lytton Springs Mendoza	To: Lockhart	2nd & 4th Thursday	8:45a	1:00p	\$4.00	\$2.00
Martindale Reedville	To: San Marcos	Mon, Wed & Fri	9:15a	3:00p	\$6.00	\$3.00
Maxwell	To: San Marcos	Mon, Wed & Fri	9:30a	3:15p	\$6.00	\$3.00
Niederwald Uhland	To: San Marcos	Tue & Thurs	9:00a	12:00p	\$6.00	\$3.00
	To: Lockhart	2nd & 4th Thursday	8:30a	1:00p	\$4.00	\$2.00
Stairtown Fentress Prairie Lea	To: Luling	Friday	9:00a	12:00p	\$4.00	\$2.00
	To: Lockhart	Monday	9:00a	12:00p	\$4.00	\$2.00
	To: San Marcos	Thursday	9:00a	12:00p	\$6.00	\$3.00

CARTS RIDE LINE (512) 478-RIDE (7433)

CARTS CAPITAL AREA RURAL TRANSPORTATION SYSTEM



Capital Area Rural Transportation System

COUNTIES SERVED

BASTROP
BLANCO
BURNET
CALDWELL
FAYETTE
HAYS
LEE
TRAVIS
WILLIAMSON

RIDECARTS.COM

FULL TICKETING BUS STATIONS

AUSTIN GREYHOUND STATION
363 Shady Ln., Austin, TX 78702

BASTROP CARTS STATION
310 Hospital Dr., Bastrop, TX 78602

ELGIN CARTS STATION
200 Central Ave., Elgin, TX 78621

GEORGETOWN CARTS STATION
3620 S. Austin Ave., Georgetown, TX 78626

GEORGETOWN LIBRARY
402 W 8th St, Georgetown, TX 78626

RICHARD A. MOYA EASTSIDE BUS PLAZA
363 Shady Ln., Austin, TX 78702

ROUND ROCK TRANSIT CENTER
300 West Bagdad Ave., Round Rock, TX 78664

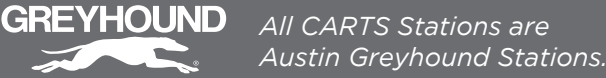
SAN MARCOS CARTS STATION
338 S. Guadalupe, San Marcos, TX 78666

SMITHVILLE CARTS STATION
300 Northeast Loop 230, Smithville, TX 78957

TAYLOR CARTS STATION
1103 W. 2nd St., Taylor, TX 76574

MARBLE FALLS CARTS STATION
801 North US 281, Marble Falls, TX 78654

LEE DILDY OPERATIONS COMPLEX
5300 Tucker Hill Ln., Cedar Creek, TX 78612



CONNECTS TO CAPITAL METRO AT THESE LOCATIONS

Eastside Bus Plaza
363 Shady Lane
Austin, 78702

Lakeline Station
13625 Lyndhurst Blvd.
Austin, TX 78717

Manor Park and Ride
101 W Carrie Manor St.
Manor, TX 78653

Metro Downtown Station
209 E. 4th St.
Austin, TX 78701

Southpark Meadows
Northeast Corner of
Turk & Cullen
Austin, TX 78748

Tech Ridge Park & Ride
900 Center Ridge Dr.
Austin, TX 78753



capmetro.org
(512) 474-1200

METRO

INTERURBAN COACH ROUTES

- 1510 Interurban Coach IH 35
- 1511 Interurban Coach IH 35
- 1512 Interurban Coach HWY 183
- 1515 Interurban Coach HWY 71
- 1516 Interurban Coach HWY 183
- 1517 Interurban Coach Tx State Exp. IH 35
- 1518 Interurban Coach HWY 71
- 1519 Interurban Coach HWY 71
- 1520 Interurban Coach HWY 290

- CARTS Stations
- Other Stops
- Metro Stations
- Greyhound Station

CARTS Now is a low-cost, on-demand ride service that will allow citizens to get from point A to point B on their own time. CARTS Now has no predetermined routes or schedules, and rides are available within 15 minutes of scheduling.

For More Information
RideCARTS.com
512/478 RIDE (7433)

Zone 1 – Local/Intra-County \$2.00*
Trips wholly within one county
Zone 2 – Regional/Inter-County \$4.00*
Trips anywhere in the CARTS district
Regional/All Day Pass \$6.00 (all day)
Ride all day on any Interurban Coach Route
Monthly passes available **\$88.00**

MUST HAVE EXACT FARE OR TICKET

*Zone 1 and Zone 2 fares quoted are one-way fares.

Zona 1 – Local/Intra-County \$2.00*
Viajes dentro de un condado
Zona 2 – Regional/Inter-County \$4.00*
Viajes en cualquier parte de el distrito de CARTS
Regional/All Day Pass \$6.00 (todo el día)
Viaje todo el día en cualquier Ruta de Interurban Coach
Pases mensuales disponible por \$88.00 el pase con ilimitado numero de viajes por mes

DEBE TENER DINERO EXACTO O BOLETO

*Tarifas de Zona 1 y Zona 2 son de una sola direccion.

FARES / TARIFAS

BIKES / BICICLETAS

BRING YOUR BIKE

CARTS vehicles are equipped with easy to use front-mounted bike racks. For instructions visit **RideCARTS.com** or ask the driver.

GRASSHOPPER SERVICE CARTS customers who use the Interurban into Austin can schedule a connecting ride from the CARTS Station to medical appointments or other business in Austin. Grasshopper Service must be booked in advance and passenger must meet certain eligibility requirements (registered CARTS customer of age 65 or older, persons pre-approved under the reduced Fare program, CARTS ADA Eligibility Guidelines or Veterans travelling to a VA Center).

Connecting rides subject to availability, and are offered at all CARTS stations.

TRAE TU BICICLETA

Los vehículos de CARTS están equipados con racks para bicicletas. Instrucciones en **RideCARTS.com** o pregunte al chofer.

SERVICIO GRASSHOPPER Clientes de CARTS que usan el Interurban hacia Austin pueden programar conexiones de la estación de CARTS a citas medicas u otros negocios en Austin. El servicio Grashopper debe ser reservado con anticipación y los pasajero deben cumplir con ciertos requisitos de elegibilidad. (Clientes registrados con CARTS de edad 65 o mayor, personas pre-aprovadas bajo el programa de tarifas reducidas, Guías de elegibilidad de CARTS ADA o Veteranos que viajan a un centro de VA).



Capital Area Rural Transportation System

INTERURBAN COACH ROUTES

Serving:

AUSTIN INTERNATIONAL AIRPORT
AUSTIN
AUSTIN GREYHOUND
BASTROP
BERTRAM
BURNET
CAPITAL METRO
ELGIN
GEORGETOWN
GIDDINGS
LA GRANGE
LIBERTY HILL
LOCKHART
LULING
MARBLE FALLS
PAIGE
ROUND ROCK
SAN MARCOS
SMITHVILLE
TEXAS STATE UNIVERSITY

All bus stop locations and addresses
are located on our website:

RideCARTS.com/schedule

Effective May 31, 2022

RideCARTS.com
512/478 RIDE (7433)

YELLOW ROUTE

MONDAY - FRIDAY

*Drop Off Only

1510

INTERURBAN COACH SOUTH IH 35

IH35 SOUTHBOUND & NORTHBOUND						
Northbound: San Marcos to Austin						
CARTS San Marcos	8:00a	10:15a	-	2:00p	4:15p	-
San Marcos Outlet	8:10a	-	-	2:10p	4:25p	-
Southpark Meadows	8:40a	10:45a	-	2:40p	4:55p	-
Trinity and 4th	9:00a	11:05a	-	3:00p	5:15p	-
7th and Comal	Flag stop	Flag stop	-	Flag stop	Flag stop	-
Eastside Bus Plaza	9:10a	11:15a	-	3:10p	5:25p	-
Southbound: Austin to San Marcos						
Eastside Bus Plaza	9:15a	11:20a	-	3:15p	5:30p	-
Southpark Meadows	9:35a	11:40a	-	3:35p	5:50p	-
Woods and LBJ	10:05a	12:10p	1:50p	4:05p	6:20p*	-
CARTS San Marcos	10:10a	12:15p	1:55p	4:10p	6:25p*	-

RED ROUTE

MONDAY - FRIDAY

1511

INTERURBAN COACH NORTH IH 35

IH35 SOUTHBOUND & NORTHBOUND				
Southbound: Georgetown to Austin				
CARTS Georgetown Station	7:50a	-	1:50p	-
Georgetown Library	8:00a	10:30a	2:00p	4:30p
CARTS Georgetown Station	8:10a	10:40a	2:10p	4:40p
IKEA	8:20a	10:50a	2:20p	4:50p
Round Rock Transit Center	8:35a	11:05a	2:35p	5:05p
Metro Techridge	8:50a	11:20a	2:50p	-
Eastside Bus Plaza	9:10a	11:40a	3:10p	-
Northbound: Austin to Georgetown				
Eastside Bus Plaza	9:15a	11:45a	3:15p	-
Metro Techridge	9:40a	12:10p	3:40p	-
Round Rock Transit Center	9:50a	12:20p	3:50p	-
IKEA	10:00a	12:30p	4:00p	-
Georgetown Library	10:20a	12:50p	4:20p	-

BLUE ROUTE

FRIDAYS

*Drop Off Only

1519

INTERURBAN COACH HWY 71

HWY 71 WESTBOUND & EASTBOUND					
Westbound: La Grange to Bastrop					
La Grange Downtown	7:25a	10:15a	1:25p	3:25p	-
La Grange Wal-Mart	7:30a	10:30a	1:30p	3:30p	-
CARTS Smithville	7:50a	10:50a	1:50p	3:50p	-
CARTS Bastrop	8:10a	11:10a	2:10p	4:10p	-
Eastbound: Bastrop to La Grange					
CARTS Bastrop	8:15a	11:15a	2:15p	4:15p	-
CARTS Smithville	8:35a	11:35a	2:35p	4:35p	-
La Grange Wal-Mart	8:55a	11:55a*	2:55p	4:55p*	-
La Grange Downtown	9:00a	12:00p*	3:00p	5:00p*	-

GREEN ROUTE

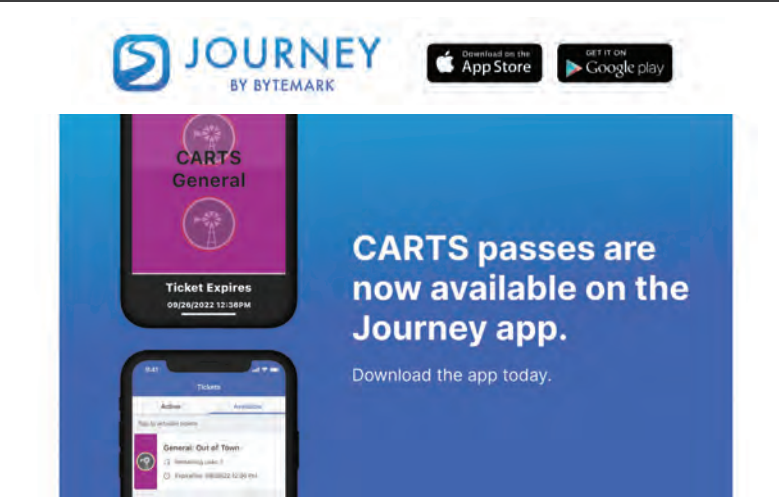
THURSDAYS

*Drop Off Only

1512

INTERURBAN COACH HWY 183

HWY 183 EASTBOUND & WESTBOUND			
Eastbound: Marble Falls to Austin			
CARTS Marble Falls	7:05a	12:55p	
Marble Falls City Hall	7:10a	1:02p	
Marble Falls HEB	7:17a	1:12p	
Marble Falls Wal-Mart	7:26a	1:22p	
Burnet	7:43a	1:38p	
Bertram	7:57a	1:52p	
Liberty Hill	8:16a	2:12p	
Metro Lakeline	8:42a	2:40p	
Eastside Bus Plaza	9:10a	3:10p	
Westbound: Austin to Marble Falls			
Eastside Bus Plaza	9:15a	3:15p	
Metro Lakeline	9:45a	3:45p	
Liberty Hill	10:07a	4:05p	
Bertram	10:21a	4:22p	
Burnet	10:36a	4:36p	
Marble Falls Wal-Mart	10:53a	4:52p*	
Marble Falls HEB	11:00a	5:04p*	
Marble Falls City Hall	11:06a	5:10p*	
CARTS Marble Falls	11:10a	5:18p*	



PURPLE ROUTE

MONDAY - FRIDAY

1518

INTERURBAN COACH HWY 71

HWY 71 WESTBOUND & EASTBOUND				
Westbound: Bastrop to Austin				
CARTS Bastrop	8:15a	10:15a	2:15p	4:15p
Tucker Hill Park and Ride	8:35a	10:35a	2:35p	4:35p
ABIA Hilton	8:54a	10:54a	2:54p	4:54p
ABIA Terminal	8:55a	10:55a	2:55p	4:55p
Eastside Bus Plaza	9:10a	11:10a	3:10p	5:10p
Eastbound: Austin to Bastrop				
Eastside Bus Plaza	9:15a	11:15a	3:15p	5:15p
ABIA Hilton	9:30a	11:30a	3:30p	5:30p
ABIA Terminal	9:31a	11:31a	3:31p	5:31p
Tucker Hill Park and Ride	9:51a	11:51a	3:51p	5:51p
CARTS Bastrop	10:11a	12:11p	4:11p	6:11p

PURPLE ROUTE

MONDAY - FRIDAY

1515 EXPRESS

INTERURBAN COACH HWY 71

HWY 71 WESTBOUND & EASTBOUND		*All times are approximate & can fluctuate depending on traffic
CARTS Smithville	5:55a	
CARTS Bastrop	6:15a	
CARTS Park and Ride	6:35a	4:00p**
Eastside Bus Plaza  	6:55a**	-
Lavaca & 4th St 	7:09a**	4:38p**
Lavaca & 7th St 	7:10a**	4:40p**
Lavaca & 15th St 	7:14a**	4:42p**
17th St & Colorado	7:15a**	4:45p Time Point
San Jacinto & 14th St 	-	4:52p**
San Jacinto & 11th St 	-	4:53p**
San Jacinto & 8th St 	7:20a**	4:55p**
Eastside Bus Plaza  	-	5:05p**
CARTS Park and Ride	-	5:25p**
CARTS Bastrop	-	5:50p**
CARTS Smithville	-	6:10p*

All routes connect with Cap Metro Greyhound. All stops make Greyhound connection and all CARTS stations are Greyhound Stations.

CARTS passengers can make direct connections to Capital Metropolitan Transportation Authority (CapMetro), Flixbus and Greyhound routes from the Richard A. Moya Eastside Bus Plaza.

ORANGE ROUTE

MONDAY & WEDNESDAY & FRIDAY

1516

INTERURBAN COACH HWY 183

Hwy 183 Westbound: Luling to Austin				
Luling American Legion	8:05a	10:30a	2:05p	4:30p
Luling Visitor's Center	8:10a	10:35a	2:10p	4:35p
Lockhart Wal-Mart	8:30a	10:55a	2:30p	4:55p
Lockhart HEB	8:35a	11:00a	2:35p	5:00p
VA Clinic Plaza	9:00a	11:25a	3:00p	5:25p
Eastside Bus Plaza	9:10a	11:35a	3:10p	5:35p
Hwy 183 Eastbound: Austin to Luling				
Eastside Bus Plaza	9:15a	11:40a	3:15p	5:40p
VA Clinic	9:25a	11:50a	3:25p	5:50p
Lockhart HEB	9:50a	12:15p	3:50p	6:15p
Lockhart Wal-Mart	9:55a	12:20p	3:55p	6:20p
Luling Visitor's Center	10:15a	12:40p	4:15p	6:40p
Luling American Legion	10:20a	12:45p	4:20p	6:45p

PINK ROUTE

TUESDAY & THURSDAY

*Drop Off Only

1520

INTERURBAN COACH HWY 290

HWY 71 WESTBOUND & EASTBOUND		
Westbound: La Grange, Giddings to Austin		
La Grange Downtown	7:00a	1:00p
La Grange Wal-Mart	7:05a	1:05p
Giddings Library	7:35a	1:35p
Paige Chevron	7:50a	1:50p
Elgin CARTS Station	8:15a	2:15p
Elgin ACC	8:30a	2:30p
Manor Park and Ride	8:50a	2:50p
Eastside Bus Plaza	9:10a	3:10p
Eastbound: Austin to Giddings, La Grange		
Eastside Bus Plaza	9:15a	3:15p
Manor Park and Ride	9:35a	3:35p
Elgin ACC	10:00a	4:00p
Elgin CARTS Station	10:25a	4:25p
Paige Chevron	10:50a	4:50p
Giddings Library	11:05a	5:05p
La Grange Wal-Mart	11:35a*	5:35p*
La Grange Downtown	11:40a*	5:40p*

REDUCED SERVICE SCHEDULE

GOLD ROUTE

MONDAY - FRIDAY

*Drop Off Only

1517 EXPRESS

INTERURBAN COACH IH 35

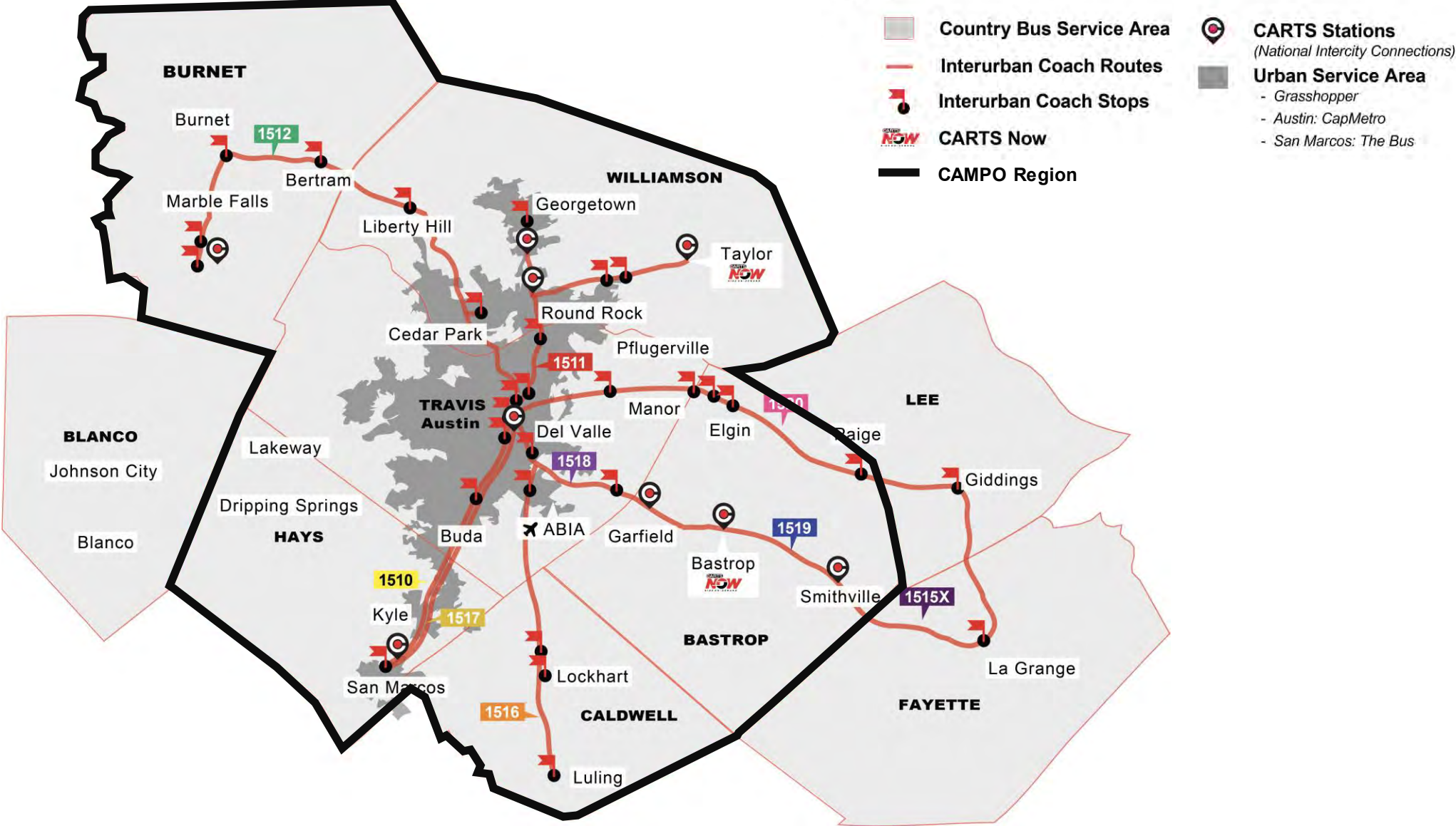
IH35 SOUTHBOUND & NORTHBOUND					
Southbound: Austin to San Marcos					
Eastside Bus Plaza	6:45a	9:00a	-	4:15p	6:40p
Cesar Chavez & Robert Martinez	Flagstop	-	-	-	-
Trinity and 4th St	7:00a	-	-	-	-
Southpark Meadows	7:20a	9:20a	-	4:35p	7:00p
Woods and LBJ	7:50a	9:50a*	2:55p	5:15p	7:30p*
CARTS San Marcos	7:55a	9:55a*	3:00p	5:20p	7:35p*
Northbound: San Marcos to Austin					
CARTS San Marcos	8:05a	-	3:10p	5:35p	-
Southpark Meadows	-	-	3:40p	6:05p	-
Trinity and 4th St	8:45a	-	4:00p	6:25p	-
7th and Comal St	Flagstop	-	Flagstop	Flagstop	-
Eastside Bus Plaza	8:55a	-	4:10p	6:35p	-

CARTS Rural Transportation in Lockhart

July 2023



CARTS Service Area



Meet the Fleet



Interurban Coach

Fixed-schedule rides for commutes into urban areas or trips between rural areas



Grasshopper

Call-ahead connections in Austin for Interurban Coach riders who are 65 & older or ADA eligible

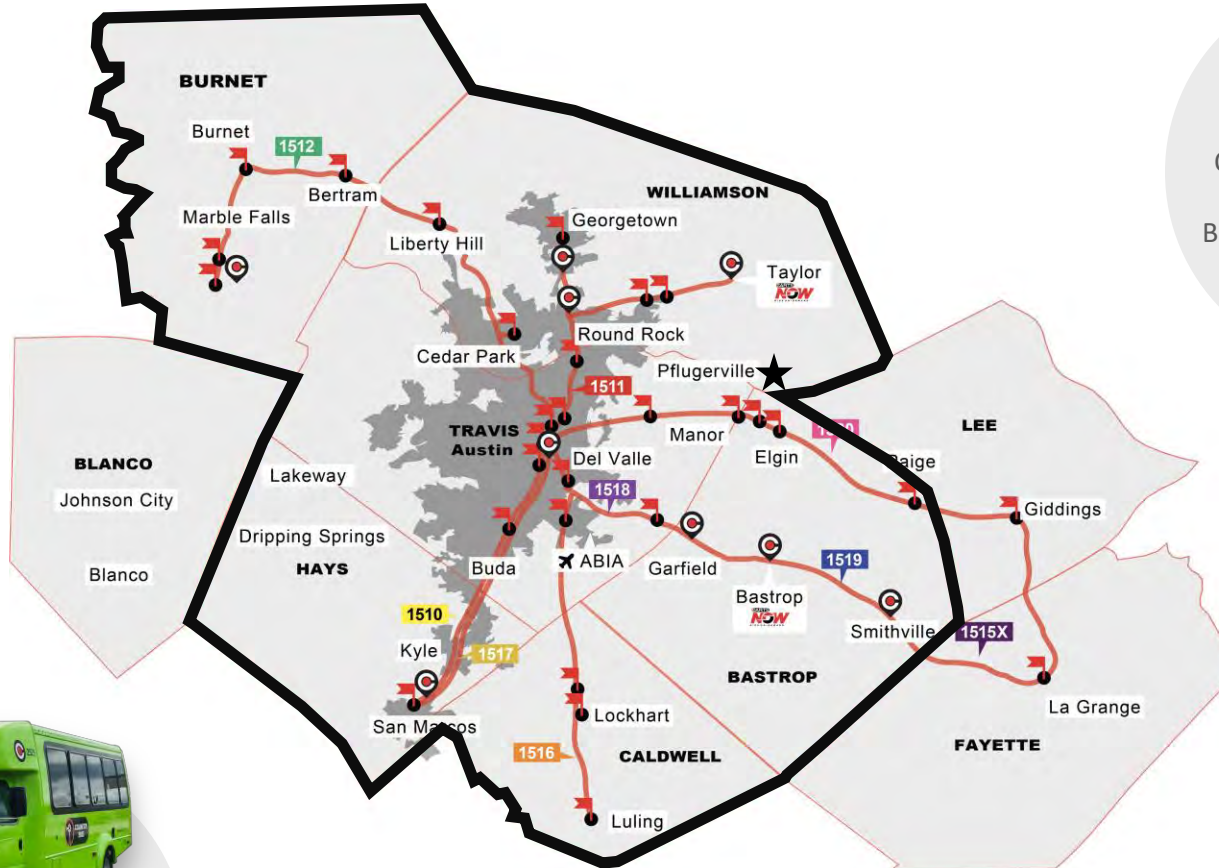


Country Bus

Call-ahead rides to and from anywhere in the CARTS district



Scan to sign up for CARTS updates



Legend

- Country Bus Service Area
- Interurban Coach Routes
- Interurban Coach Stops
- CARTS Now
- CAMPO Region

- CARTS Stations
(National Intercity Connections)
- Urban Service Area
 - Grasshopper
 - Austin: CapMetro
 - San Marcos: The Bus



CARTS Now

On-demand rides to and from anywhere within Bastrop and Taylor – more cities coming soon!



National Intercity

Fixed-schedule connections and passenger & freight ticket to Greyhound lines. Direct connections to AMTRAK at San Marcos Station



CapMetro Stations

Fixed-schedule stops at CapMetro stations in the Austin area



Country Bus

Lockhart - local service Monday through Friday from 8a to 4:30p

- Call-ahead rides to and from destinations in CARTS district
 - Available in specific areas on designated days
 - Example - Service from *Lockhart to Luling on Tuesdays and Thursdays. Lockhart to San Marcos Mondays, Wednesdays and Fridays*
- 24-hour call-ahead reservation is recommended **512-478-RIDE (7433)**



Caldwell County Country Bus also serves – Dale, Lytton Springs, Mendoza, Martindale, Reedville, Maxwell, Niederwald, Uhland, Stairtown, Fentress, Prairie Lea



City of Lockhart

Local Service	Mon thru Fri	8:00a to 4:30p		\$2.00	\$1.00
To: Austin	Mon, Wed & Fri	8:45a	3:15p	Interurban Coach 	
To: San Marcos	Mon, Wed & Fri	8:00a & 2:30p	12:30p & 3:30p	\$6.00	\$3.00
To: Kyle/Seton Med	Mon, Wed & Fri	8:00a	3:00p	\$6.00	\$3.00
To: Luling	Tue & Thurs	9:00a	2:30p	\$4.00	\$2.00





COUNTRY BUS

This flexible service provides rides locally and to nearby destinations, but requires a ride reservation be made in advance. Ideal for seniors, disabled individuals or others requiring special assistance, this community transit service provides Curb-to-Curb transportation throughout the CARTS district, and connects to the regional intercity bus network for extending access beyond local destinations.

You can reserve your ride by calling 512-478-7433. Same day reservations may be made based on availability.	Full Fare	Half-Fare	Half Fares are available for registered CARTS customers, seniors 65 and older, persons with disabilities and children under the age of 12.
Zone 1	\$2.00	\$1.00	Trips wholly within a town or city
Zone 2	\$4.00	\$2.00	Trips originating and ending within the same county
Zone 3	\$6.00	\$3.00	Trips with destinations outside of the county of origin

Interurban Coach/Express

- Fixed-schedule rides for commutes into urban areas or trips between rural areas
- Interurban Coach lines travel along major highways to service:

- | | | |
|----------------|--------------------------|--------------|
| • Austin | • Luling | • La Grange |
| • Bastrop | • Marble Falls | • Giddings |
| • Bertram | • Round Rock | • Paige |
| • Burnet | • San Marcos | • Smithville |
| • Georgetown | • Taylor | • Elgin |
| • Liberty Hill | • Texas State University | |
| • Lockhart | | |



GRASSHOPPER provides call-ahead connections in Austin for Interurban Coach riders who are **65 + years of age or ADA eligible**



1516 Orange Route

Luling ⇄ Lockhart ⇄ Austin

▼ TO AUSTIN (WESTBOUND)

MONDAY & WEDNESDAY & FRIDAY

Luling to Austin; with stops in Lockhart, the Austin VA Outpatient Clinic as requested and Austin Greyhound.

Stop	Departure Times			
Luling American Legion	8:05 am	10:30 am	2:05 pm	4:30 pm
Luling Visitor Center	8:10 am	10:35 am	2:10 pm	4:35 pm
Lockhart Wal-Mart	8:30 am	10:55 am	2:30 pm	4:55 pm
Lockhart HEB	8:35 am	11:00 am	2:35 pm	5:00 pm
Austin VA Clinic	9:00 am	11:25 am	3:00 pm	5:25 pm
Eastside Bus Plaza	9:10 am	11:35 am	3:10 pm	5:35 pm

▼ TO LULING (EASTBOUND)

MONDAY & WEDNESDAY & FRIDAY

Austin to Luling; with stops at the Austin VA Outpatient Clinic and Lockhart.

Stop	Departure Times			
Eastside Bus Plaza	9:15 am	11:40 am	3:15 pm	5:40 pm
Austin VA Clinic	9:25 am	11:50 am	3:25 pm	5:50 pm
Lockhart HEB	9:50 am	12:15 pm	3:50 pm	6:15 pm
Lockhart Wal-Mart	9:55 am	12:20 pm	3:55 pm	6:20 pm
Luling Visitor Center	10:15 am	12:40 pm	4:15 pm	6:40 pm
Luling American Legion	10:20 am	12:45 pm	4:20 pm	6:45 pm



INTERURBAN

AUSTIN • BASTROP • SAN MARCOS • ROUND ROCK • GEORGETOWN • LULING
 BURNET • BERTRAM • LIBERTY HILL • MARBLE FALLS • LOCKHART • ELGIN

The Interurban Coach is a regional intercity route providing connections between Austin International Airport, Austin, Bastrop, Bertram, Burnet, Georgetown, Liberty Hill, Lockhart, Luling, Marble Falls, Round Rock, San Marcos, Texas State University, LaGrange, Giddings, Paige, Smithville and Elgin and makes connections to Greyhound, Capital Metro and Amtrak.

Fare

Zone 1

\$2.00

Trips wholly within a town or city

Zone 2

\$4.00

Trips anywhere in the CARTS District.

Regional All Day Pass

\$6.00

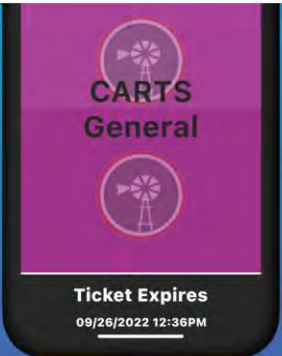
Ride All Day on any Interurban or Metro Connector Route.

Monthly Pass

\$88.00

Ride all month on all Interurban Coach Routes.





CARTS passes are now available on the Journey app.

Download the app today.



How to ride CARTS using Journey by Bytemark



Download the Journey App

Download Journey from the App Store or the Google Play Store



Purchase a Pass

After creating an account, tap "Buy Passes" on the main screen, select CARTS from the list of agencies, and then select your desired pass type.



Activate your Pass and Ride

Just before boarding, tap on your pass to activate it. Present your pass to the operator while boarding, and you're off!



Scan the QR code or visit bytemark.co/journey

Our Newest Service – CARTS NOW

On-demand microtransit

- Curb to curb rides within 15 minutes
- Monday-Friday, 7am-7pm

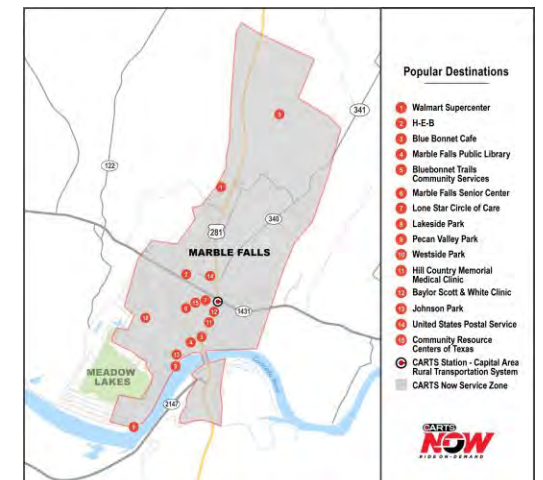
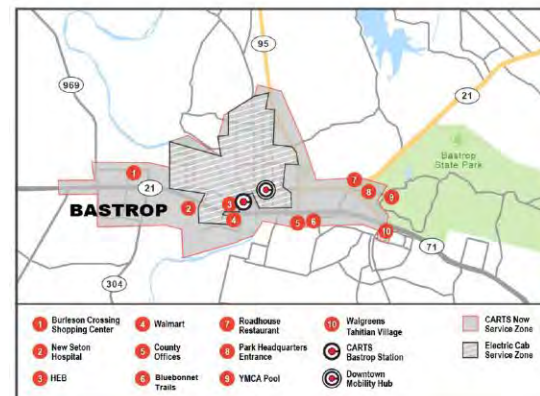
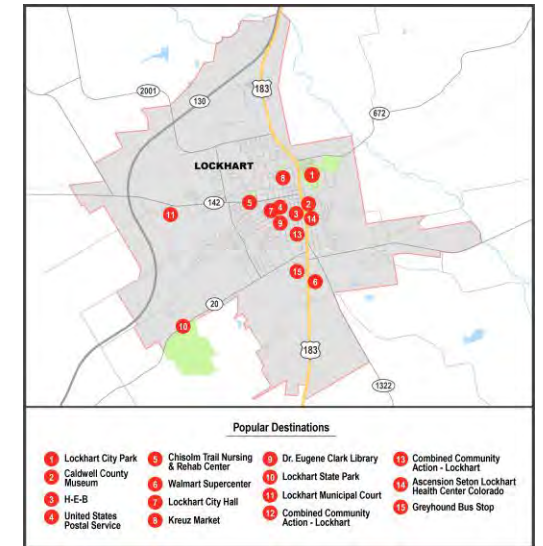
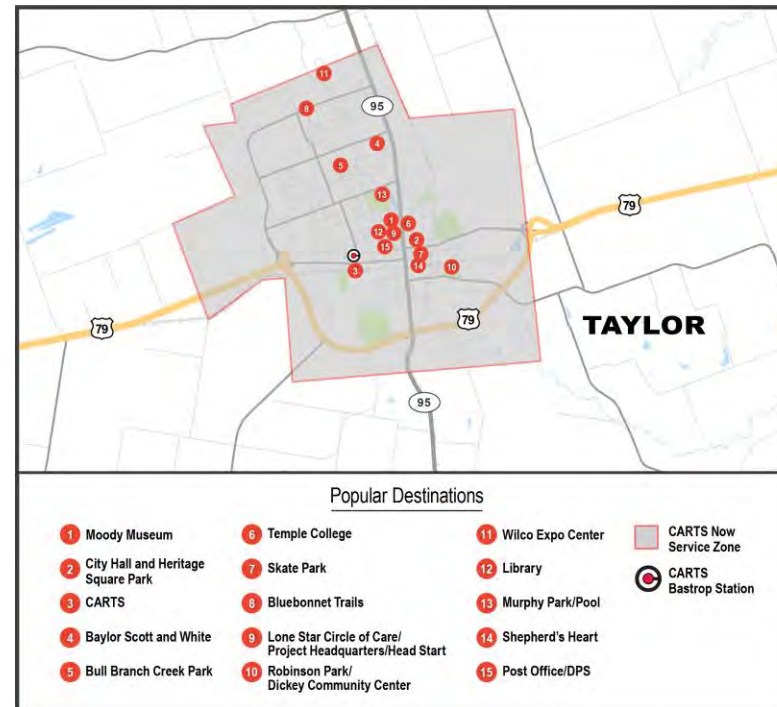
How to Book:

- Set pickup and dropoff locations in CARTS Now app
- Call CARTS Now service line (512)505-5666



Where does it operate?

- The service is currently operating in Bastrop, Lockhart, Taylor and Marble Falls. See right for each exact service area.



CARTS NOW FARES



One Way: \$2

All Day Pass: \$6

Monthly Pass: \$88

Half Price Fares

Seniors over 65

Persons with disabilities

Children under 12 (with an adult)

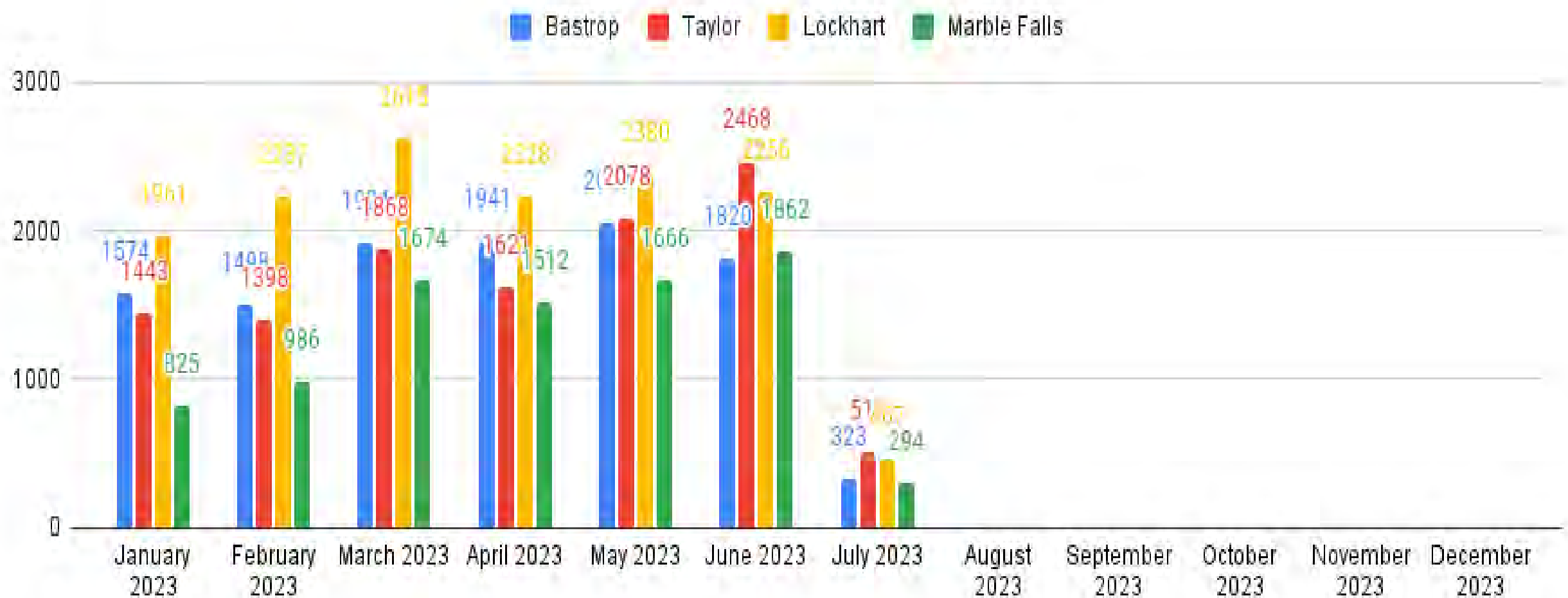
One Way: \$1 | All Day Pass: \$3

Monthly Pass: \$44

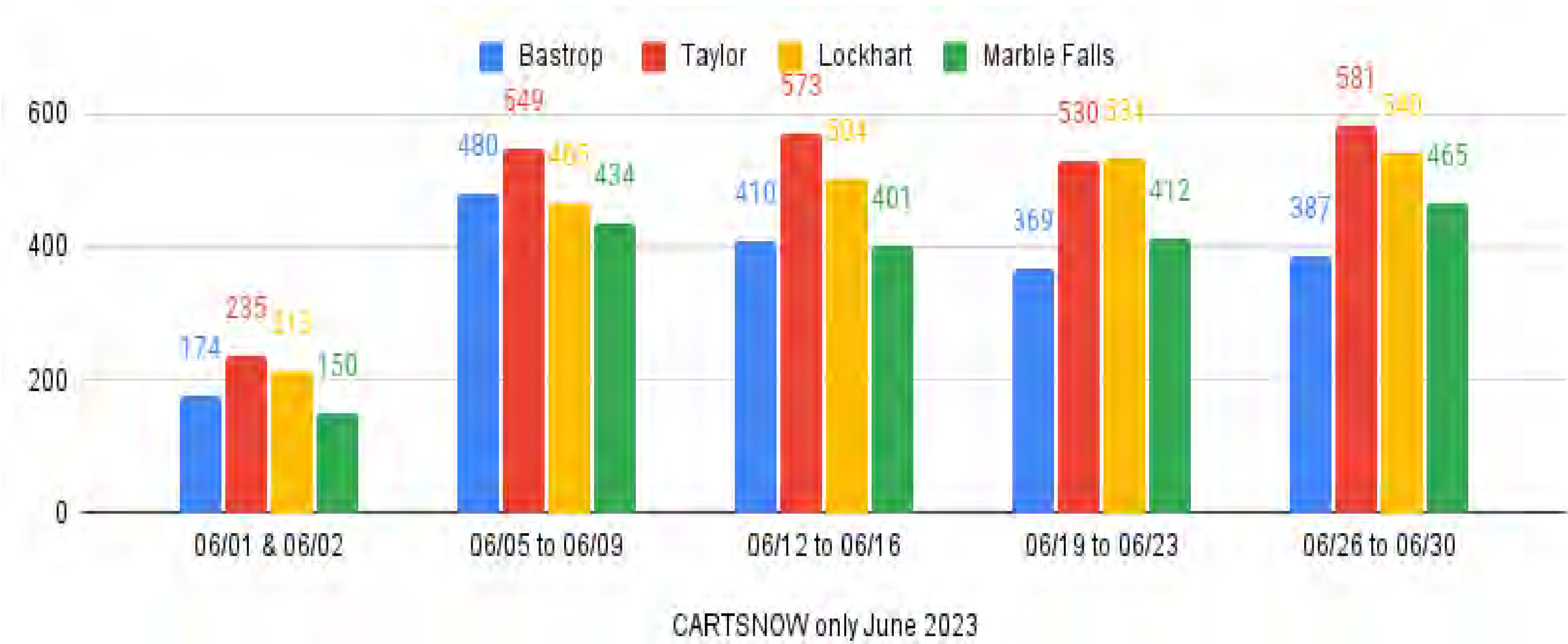
www.ridecarts.com

[@RideCARTS](https://www.instagram.com/RideCARTS)   

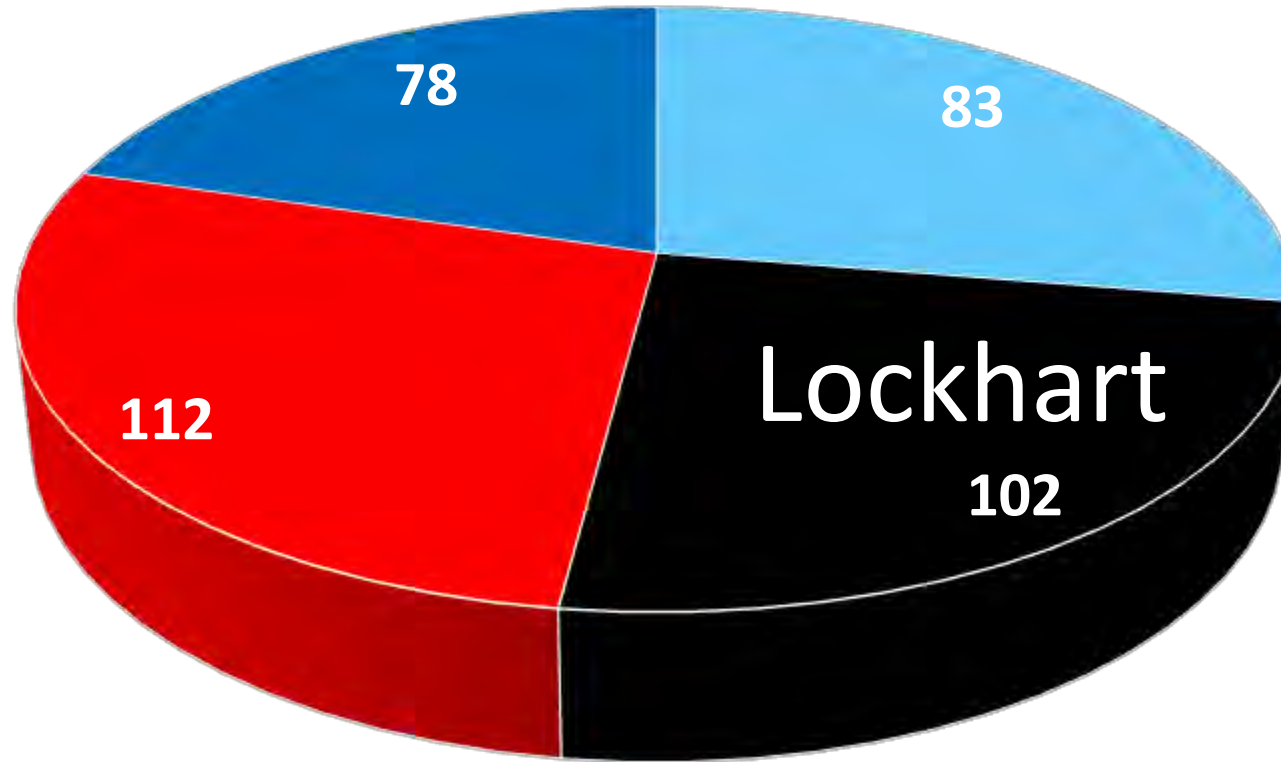
CARTS *NOW* Ridership Year to Date



CARTS *NOW* June Ridership



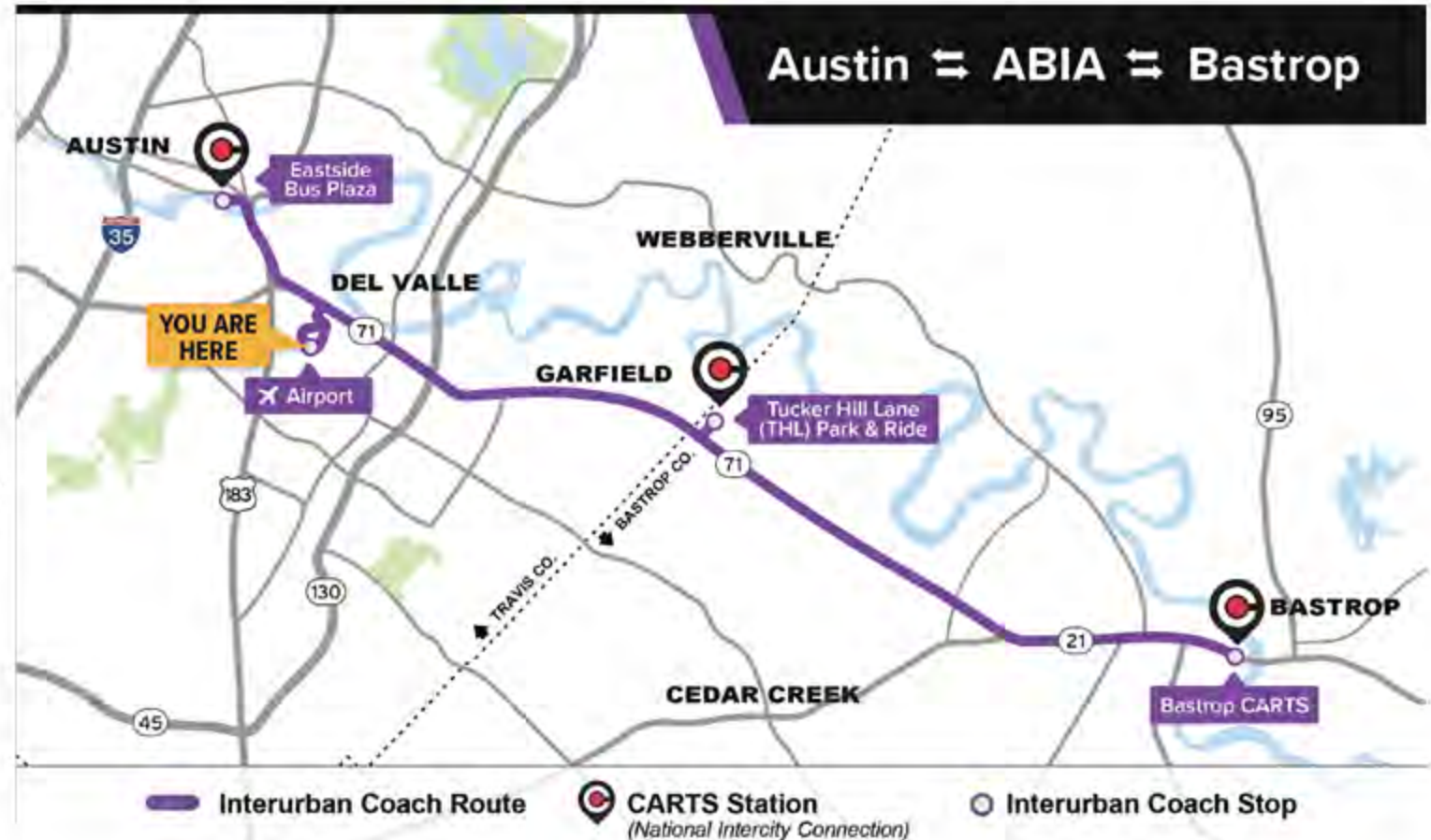
Average daily ridership June



■ Bastrop ■ Lockhart ■ Taylor ■ Marble Falls

Service to ABIA

- Interurban Coach route to the Austin-Bergstrom International Airport
- Fixed-schedule rides **available Monday – Friday** at:
 - Bastrop Station
 - Tucker Hill Park & Ride
 - Eastside Bus Plaza



Veterans Services

VA



U.S. Department
of Veterans Affairs

FREE rides to and from
medical appointments for
veterans

To Austin VA Clinic:

- **1516 Orange Route:**
Luling ⇌ Lockhart ⇌ Austin
 - Stops at Austin VA
 - Monday, Wednesday, Friday
- Interurban Coach + Grasshopper
- Country Bus



ADA Services

- All CARTS vehicles are **wheelchair accessible** and accommodate **service dogs**
- ADA eligible? Try the **Grasshopper** to connect to Austin destinations from Interurban Coach stops



Help us plan for the Future!



Since 1978, CARTS (Capital Area Rural Transportation System) has been providing service to the rural areas in Central Texas. It is open to everyone. Going shopping, to the doctor or to the recreation center? CARTS can get you there!

IT'S EASY TO GET A RIDE! **(512)478-7433**
RIDECARTS.COM

TRANSPORTATION DEVELOPMENT PLAN



CARTS has developed a transportation development plan (TDP) identifying solutions for improved transportation access, efficiency, and reliability in rural communities in Bastrop, Blanco, Burnet, Caldwell, Hays, Fayette, Lee, Travis, and Williamson counties.

CARTS tailors service to each of the communities it serves, providing predictable connections between rural areas, national and local transit systems, and the region's metropolitan center.

CARTS WANTS YOUR INPUT!

CARTS has released the draft TDP for community review. Please comment before July 14th.



CARTS FACT SHEET TRANSIT DEVELOPMENT PLAN

The Capital Area Rural Transportation System (CARTS) is working on a Transit Development Plan (TDP) to identify solutions for improved transportation access, efficiency, and reliability in rural communities across Central Texas.

CARTS delivers transportation across 9 counties for communities with fewer than 50,000 population, which means that the CARTS service area and mobility needs evolve with each census. CARTS tailors services to each of the communities it serves, providing predictable connections between rural areas, to national and local transit systems, and to the metropolitan center of the region.

ABOUT THE TDP

CARTS worked with community partners and planning agencies to understand current and future needs, developing a vision for services and stations to be developed by the year 2045. The TDP process will help reassess and update long-term goals, prioritize specific improvements, and develop service strategies to help CARTS fulfill this vision.

The TDP will recommend adjustments to existing services, potential new services or amenities, and emerging technologies and best practices to integrate with the CARTS system. Potential solutions may include:

- Additional routes, more frequent service, and on-demand (CARTS Now) service areas
- Station and vehicle upgrades
- Technological integrations, such as app-based fare collection and smart trip planning
- Innovative service models such as rapid bus transit, on-demand services, or vanpooling
- Integrations with local and regional transit services, such as Capital Metro and San Antonio Metro



distribute services equitably across the region.

This plan will balance considerations such as:



PROCESS & TIMELINE

Local communities and leadership will be engaged throughout this process to help develop a plan that reflects community needs and values. CARTS will build from input collected from fall 2021 to early 2022 through a district-wide survey to assess existing services, routes, stations, and the system as a whole. This analysis will help inform improvement strategies and alternatives that will be included in the TDP.

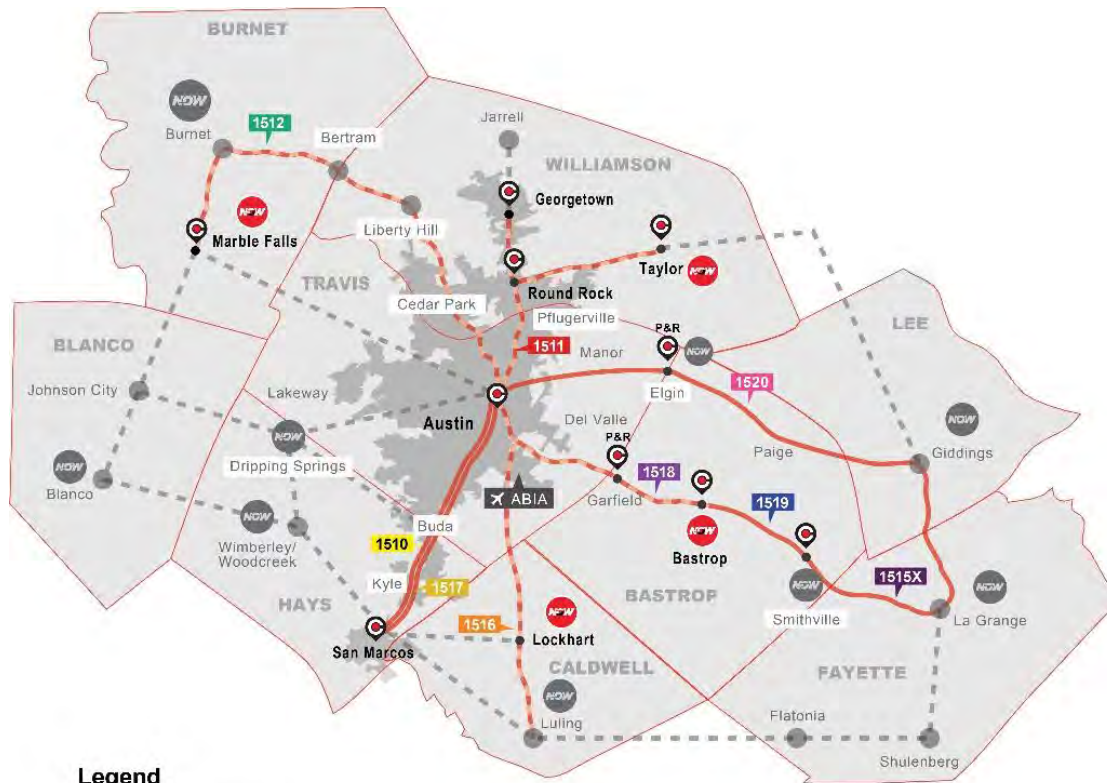


Some improvements in the TDP may be implemented over the next 5 years, while longer-term solutions may be implemented 10 or more years in the future. Putting these solutions in place will require additional funding and coordination with local and regional planning partners.

PLAN THE FUTURE WITH US

Community events and input opportunities will be announced throughout the process. To stay up to date on activities and ways to share your input, visit <https://bit.ly/CARTSTDP>, follow us on social media, or email Outreach@RideCARTS.com to sign up for updates.

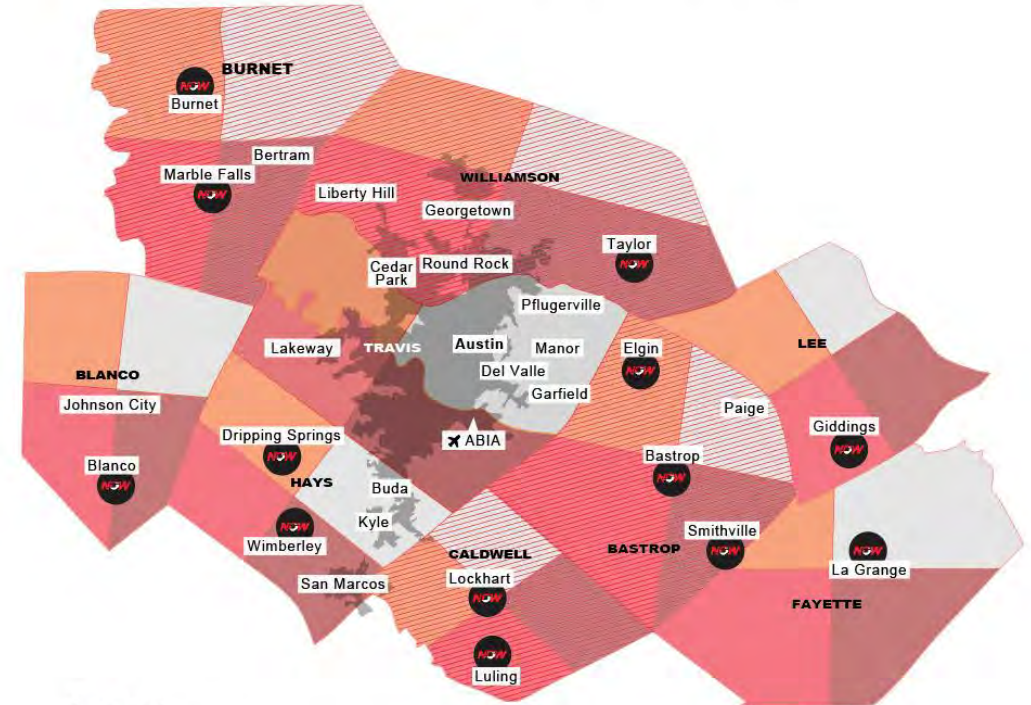
512-478-7433 | RideCARTS.com | [f](#) [i](#) [t](#) [t](#) [@RideCARTS](#)



Legend

-  **CARTS Stations**
(National Intercity Connections)
-  **P&R** Planned park & ride improvements
-  **Existing Routes**
-  Planned express bus service
-  Existing stops
-  **Existing CARTS Now Service**
-  **Planned CARTS Now Service**
-  **Planned CARTS Stations**
-  **Planned Express Bus Routes**

CARTS District Microtransit & Country Bus Conceptual Plan



Legend

-  **Country Bus Service Area**
-  **Country Bus Service Area**
-  **Country Bus Service Area**
-  **Country Bus Service Area**
-  **2022 Coordinated Call Candidate Location**
-  **CARTS Now Service**
(National Intercity Connections)
-  **Urban Service Area**
(Grasshopper, Austin CapMetro, San Marcos The Bus)

Caldwell County

There are two Country Buses serving the County in addition to the two vehicles in Lockhart NOW service and one Interurban route. The population centers are shown in Figure 4-7. Four buses in total typically serve the county.

The Lockhart NOW service has been a big success while most of the other services have seen ridership drop during the pandemic, but many of them have not come back. Consequently, the Country Bus service should be revised to focus on expanded ridership.

Summary of Strategies

Figure 4-7 illustrates the county's population centers. These population centers in large part determine the type of service to be provided. Based on that and the detailed analysis, the strategies include (in no specific order of priority):

1. **Expanded Lockhart NOW service** – While the coverage area for Lockhart is currently relatively expansive, Lockhart is growing rapidly and in the out years of the plan this community may need a third microtransit service
2. **Luling NOW service** – This should include surrounding areas. This is a one bus service that could double in serving the southern part of the county.
3. **Connector service** should be modified to allow for early morning, mid-day and evening round trips or expanding the time in each community and moving some trips to the afternoon.
4. **Country NOW service** – Countywide, zonal wide or on specific days and times.

The Luling NOW service will be the expansion of service. All other service levels will remain the same as present.



Table 4-4: Cost Projections for Services in Caldwell County

Service Scenario	# of Vehicles	# Hours (Weekday Service)	Annual Hours	Projected One-Way Trips per Hour per Vehicle	Estimated Annual Ridership	Estimated Annual Operating Cost
New NOW Service						
Luling	1	11	2,750	2	5,500	\$236,500
Caldwell Country NOW and Connector Service						
Luling/Lockhart to San Marcos and Kyle						No additional costs

Expanding the Caldwell CARTS NOW Service

Over time, CARTS should seek to expand the Lockhart service area when needed. Currently, the city limits are expansive and encompass an area well beyond current development (Figure 4-8). Virtually the entire greater Lockhart area is covered by the NOW zone so expansion can happen over time and is not an immediate/short term issue. What should be watched closely is the need for a peak hour bus if service goes consistently beyond 20 minutes response times.

New NOW Service

Luling, like Smithville, can support limited NOW service using one bus on a 7:00 a.m. to 6:00 p.m. schedule, this bus can also serve as the mid-day connector for the Luling to Lockhart service. This would be an expansion of service and vehicle needs, being the fifth bus in service.

Ridership, Revenue Hours and Cost Projections

As shown in Table 4-4, annual hours, ridership and costs for Luling would include an 11 hour day with one vehicle – 2,750 hours with a potential annual ridership of 5,500 one way trips – far more than the current level at a cost of \$236,500.

Caldwell Country NOW Service and Caldwell Connector Service

About fifty percent of the county's population are more than 5 miles from the outer edge of the population centers. These residents are spread across the vast majority of the service area. It is suggested that these areas have access to NOW service albeit using a longer response time. Currently two buses serve the rural areas and provide the current connector service between Luling/Lockhart/San

Future Facilities

In addition to these facility needs CARTS would like to build multimodal facilities in Lockhart and Flatonia.

Connectivity

It is clear that connectivity is the primary focus of CARTS services. Whether connecting rural residents to local goods and services or transporting customers across the nine-county region, connectivity is clearly the name of the game for CARTS. This section examines CARTS connectivity at all scales looking at local connections at a pedestrian and bicycle scale all the way to connection with national intercity bus and rail networks.

Figure 4-8: CARTS-Caldwell County Alternatives

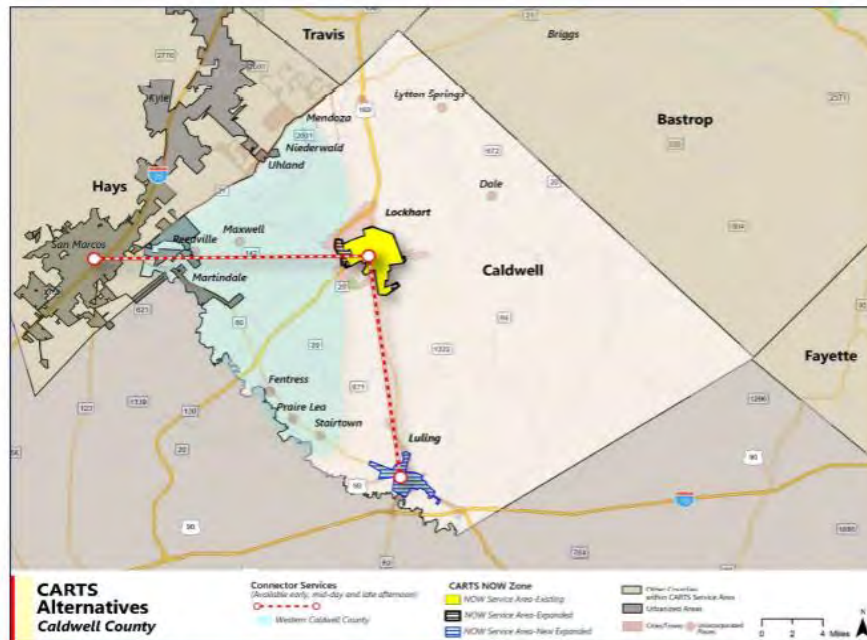
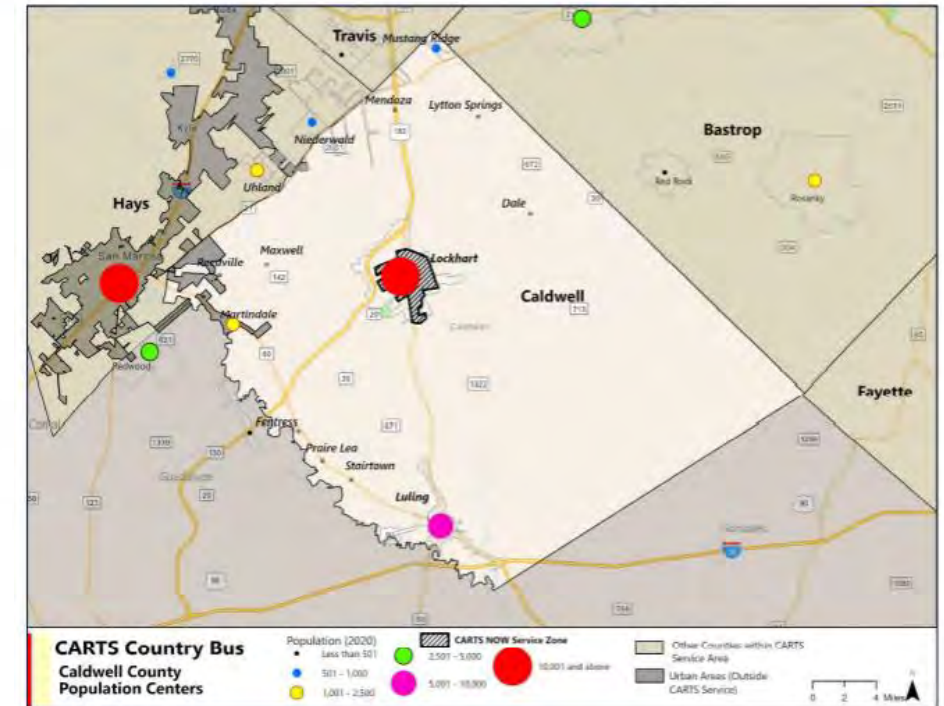


Figure 4-7: Caldwell County Service Area Population Centers



Help us spread the word

Let us know if you can help share information through:

- Email distribution
- Social media
- Website
- Newsletters
- Events & presentations



Follow us on social media: @RideCARTS



Stay in Touch

- Email us: Dana@RideCARTS.com
- Phone: 512-801-5670
- Follow us on social media: @RideCARTS f @ Instagram Twitter

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discuss funding allocations for Non-Profit Organizations requesting funding for Fiscal Year 2023-2024.

ORIGINATING DEPARTMENT AND CONTACT: Finance - Pam Larison

ACTION REQUESTED: Direction

BACKGROUND/SUMMARY/DISCUSSION: On June 20, 2023, the following Non-Profit Organizations presented to the City Council their funding requests for the fiscal year of 2023-2024:

1. Hays-Caldwell Women's Center
2. Combined Community Action - Senior Nutrition
3. Lockhart Area Senior Citizens Center
4. CASA of Central Texas
5. Caldwell County Food Bank

After the presentations, it was the desire of the City Council to bring the allocation of funding back at a future meeting.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$43,362

Account Number: 100-5101-700's

Funds Available:

Account Name: Non-Profit Organizations

FISCAL NOTE (if applicable): Historically, the City has set the budget at approximately \$37,000/yr for the Non-Profit/Special Services Organizations. In previous years, CARTS has been included in the Non-Profit requests. However, this year, CARTS will be considered separately.

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Staff requests direction from City Council to allocate funds for Non-Profit Organizations for fiscal year 2023-2024.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

LIST OF SUPPORTING DOCUMENTS: Contribution History and Funding Requests for Fiscal
Year 2023-2024

City of Lockhart
Historical Summary of Contributions to Special Interest Organizations

	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	2023-24 Request	FY 23-24 Council Allocation
CARTS	6,103.68	6,287.00	6,915.70	7,261.49	6,000.00	no request	
Hays-Caldwell Women's Center	4,288.68	4,417.00	4,858.70	5,101.64	5,255.00	8,900.00	
Cenikor Foundation	2,473.68	2,548.00	2,802.80	2,942.94	2,000.00	no request	
Combined Community Action-Sr. Nutrition	6,708.68	6,910.00	7,601.00	7,981.05	8,221.00	8,000.00	
Lockhart Area Senior Citizen Center	3,641.94	3,751.00	4,126.10	4,332.41	4,462.00	4,462.00	
CASA of Central Texas, Inc.	3,683.68	3,794.00	4,173.40	4,382.07	4,517.00	12,000.00	
Caldwell County Christian Ministries	3,683.68	3,794.00	4,173.40	4,382.07	6,587.00	10,000.00	
Totals	\$ 30,584.02	\$ 31,501.00	\$ 34,651.10	\$ 36,383.67	\$ 37,042.00	\$ 43,362.00	\$ -

\$ -

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discuss Work Authorization #4 for Halff Associates under the Master General Services Agreement to provide Aquatic Consulting & Visioning and Feasibility Study for building a new Aquatics Facility.

ORIGINATING DEPARTMENT AND CONTACT: Parks & Recreation - Travis Hughes

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: This is the 4th Work Authorization for Halff Associates under the Master General Services Agreement approved by Council in February. It has been the general consensus for some time that the City Park Pool is nearing the end of its service life (built 1973). The pool has settled (and continues to settle) unevenly over the years and has developed leaks in the suction lines and skimmer/drain connections below the pool deck. We have made repairs that are allowing us to continue to operate, but these types of repairs will continue to be an issue annually. In January 2023 we determined to form an Aquatics Committee to explore our options for building a new Aquatics Facility. This committee consists of members from Lockhart ISD, Caldwell County Commission, and the Lockhart Parks Board. The group is charged with identifying potential facility sites, types of activities supported by the facility, funding sources, and possible collaborations between the city, school district, and county. The Aquatics Committee is at the stage of the process that requires professional services to provide consulting & visioning, as well as program development, and feasibility/operations study. This will allow the Aquatics Committee and City Council to make a judicious decision moving forward with real-world data and pricing.

PROJECT SCHEDULE (if applicable): Work to begin immediately upon approval.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable): Funds are available for this Work Authorization in account 100-5422-999-00

PREVIOUS COUNCIL ACTION: Council previously approved the Master General Services Agreement with Halff Associates in February 2023.

COMMITTEE/BOARD/COMMISSION ACTION: An aquatics committee has been formed with members from Lockhart ISD, Caldwell County Commission and Lockhart Parks Board.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

STAFF RECOMMENDATION/REQUESTED MOTION: Recommend approval of Work Authorization #4

LIST OF SUPPORTING DOCUMENTS: Work Authorization 4_Lockhart_rev_7_13_23

WORK AUTHORIZATION NUMBER 4

This Work Authorization is made as of this 18 day of July, 2023, under the terms and

conditions established in the Master Agreement for Professional Services (Lockhart Parks & Recreation General Services), dated March 7th, 2023 (the Agreement), between Lockhart, Texas (City) and Halff Associates, Inc. (HALFF). This Work Authorization is made for the following purpose, consistent with the Project defined in the Agreement:

The City has retained HALFF to provide professional preliminary planning, feasibility and concepts for a proposed aquatic facility, (the "Project")

Section A. - Scope of Services

A.1. HALFF shall perform the following Services:

Per Exhibit A - Scope of Work

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the City:

Per Exhibit A – Scope of Work

A.3. In conjunction with the performance of the foregoing Services, HALFF shall provide the following submittals/deliverables (Documents) to City:

Per Exhibit A – Scope of Work

Section B. - Applicable Period and Schedule

This Work Authorization shall be effective as of July 18, 2023 and continue until complete. HALFF shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, City shall pay to HALFF on a lump sum basis in the amount of \$34,870.00. The overall fee total shown will not be exceeded without prior written authorization by the CITY.

C.2. Reimbursable Expenses of \$0.00 shall include expenses for supplies, equipment, transportation and travel, printing of plans, presentation boards, graphic boards and similar incidentals. Proof of reimbursable expenses shall be provided to the City with the respective invoice.

C.3. Payment for total services as described in 'EXHIBIT A' will be invoiced to the CITY on a monthly basis, based upon a percentage of completed tasks.

Section D. - City's Responsibilities

City shall perform and/or provide the following in a timely manner so as not to delay the Services of HALFF. Unless otherwise provided in this Work Authorization, City shall bear all costs incident to compliance with the following:

D.1. The City will provide any available data and supporting information that the City has in its possession relevant to the work and necessary for use by HALFF to complete this work authorization.

D.2. The City will render decisions expeditiously for the orderly progress of HALFF's services, including placing items on agendas to be considered by the City Council as necessary.

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization:

E.1. Not applicable.

IN WITNESS WHEREOF, the City and HALFF have executed this Work Authorization.

Lockhart, Texas
(City)

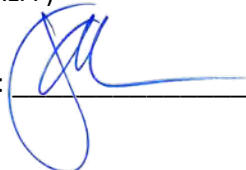
By: _____

Name: _____

Title: _____

Date: _____, 20__

Halff Associates, Inc.
(HALFF)

By:  _____

Name: James Hemenes

Title: Director of Landscape Architecture

Date: July 13, 2023

EXHIBIT A
SCOPE OF SERVICES TO BE PROVIDED
HALFF ASSOCIATES, INC

PURPOSE

The purpose of the services proposed herein is for Halff Associates, Inc. (HALFF), in association with Water Technology, Inc (WTI), to provide professional planning and conceptual design services for the City of Lockhart (CITY) by completing preliminary planning, feasibility and concepts for a proposed aquatic facility.

PROJECT UNDERSTANDING

The CITY currently has one aquatic facility that consists of a 25-meter competition/lap area and a diving well that is no longer used for slides or boards. The facility is in need of significant repair and/or renovation with the most pressing issue being water loss.

CITY staff have formed an Aquatics Committee to discuss needs, options for development and make recommendations to City Management and City Council on the direction forward for Lockhart aquatic programs and facilities.

Halff and WTI will consult with City Staff and the Aquatics Committee to develop preliminary planning, feasibility and conceptual plans for a proposed facility in a two-step process (Phase One and Phase Two).

PROJECT ASSUMPTIONS

The scope of services for this proposal has been prepared using the following assumptions as a basis for its preparation:

An aquatic masterplan or program has not yet been finalized for a proposed facility. The following proposal is based on these preliminary design criteria:

- Outdoor Competition Facility with a possible recreational component, size is not confirmed and is part of this scope of work.
- Indoor Competition Pool with possible shallow water area for Learn to Swim Program. The number of lanes and pool size has not been determined.
- No site has been identified and no project budget has been established for either facility.

Given the above stated purpose and project assumptions, HALFF will provide the following basic services per project phases listed below once the CITY has issued an executed work authorization:

BASIC SERVICES

Phase One: Aquatic Consulting & Visioning

The HALFF and WTI team will consult with CITY staff and the Aquatics Committee to identify and refine the aquatic goals and objectives along with intended activities and uses of the aquatic spaces and features under consideration. HALFF and WTI will perform the following tasks:

- Participate in a virtual listening discussion with Aquatic Committee to Identify Aquatic Goals, Objectives, Activities and Uses for a Proposed Facility. (One, 1-hour virtual meeting)
- Based on the listening session, HALFF and WTI will develop and present a presentation on trends, like-sized projects, possible partnerships, and associated construction costs for future City Council consideration. (One, in-person meeting)
- *Meetings/Presentations (2): 1 Virtual Teams Meeting for the Listening Session and 1 in-person City Council Work Session*
- *Deliverables: Aquatic Program Presentation materials including written Narrative on Similar Facilities, Trends and Construction Cost Opinion.*

Phase Two: Program Development, Feasibility & Operations Study

HALFF and WTI will further consult with CITY to develop an aquatic program and perform the following tasks:

- Discuss and Confirm Aquatic Goals, Objectives, Activities and Uses
- Develop Aquatic Program and Capacities
- Discuss Number of Pools, Pool Zones, and Depths
- Identify Preliminary Water Activities and Features
- Develop 2D Aquatic Concept Plan (2)
- Develop Rough Order of Magnitude (ROM) Aquatic Cost Opinion and Conduct Demographic Research and Analysis
- Provide Revenue and Expense Forecasting
- Conduct Operational Evaluation and Analysis
- Conduct Facility and Market Research
- Establish site evaluation criteria (size, access, utility availability, adjacencies)

Trips (WTI) (2): WTI will make one in-person trip to facilitate an aquatic program meeting and conduct site visit. WTI will make an additional in-person trip to present the deliverables to City Council.

Deliverables: Preliminary Aquatic Concept Plans Based on Identified Priorities (Limit 2), Concept Narrative, ROM Cost Opinions for Each Concept Plan (Limit 2), Demographic Research and Analysis, Revenue and Expense Forecasting, Operational Evaluation and Analysis, and Facility and Market Research

ADDITIONAL SERVICES

The following are supplementary scopes of work for consideration that are not included in the Basic Services:

- Alternate 1: Additional Site Visits (WTI) \$ 2,000.00 USD

- o If additional site visits are requested of WTI, HALFF will charge an additional fee per trip assuming one WTI professional for one overnight stay, including expenses.
- Alternate 2: Creative Studio Services (WTI) \$3,500.00 USD
 - o WTI will provide an additional 3D model, sketch-up presentation model, themed rendering, and perspective sketch.

The following services are not included in the proposed basic services. HALFF can provide any services listed at the request of the CITY. Compensation will be based upon a mutually agreed lump sum fee or an hourly rate as needed. Items that are considered additional services include:

1. Graphics and marketing material other than indicated in basic services.
2. Topographical and design surveys.
3. Construction documents, permitting, bidding and/or construction phase services.
4. Environmental analysis and permitting, or hydraulic/hydrology study and analysis
5. Design of areas outside the limits of the project site.
6. Additions to the project scope or budget that causes additional work.
7. Additional meetings or workshops not identified in the project scope.
8. Revisions to the concepts requested by CITY after the final concepts are presented and report is complete and adopted by the CITY.
9. Permit fees, filing fees, pro-rated fees, impact fees, taxes, federal and/or state regulatory agency review fees.
10. Design of gas, telephone, or other utility improvements.
11. Printing of drawings or maps, except as noted herein.
12. Negotiations/agreements with property owners.
13. Any additional work not specifically included in the basic services of this proposal.

SCHEDULE

Upon receipt of a fully executed contract, HALFF shall perform its services and discharge the obligations imposed upon us in a prompt and timely manner and as expeditiously as is consistent with professional skill and care and the orderly progress of the work. We also acknowledge that the CLIENT is to be regularly and routinely consulted in connection with the performance hereunder.

Phase One: Aquatic Consulting & Visioning

Aquatic Committee Listening Session via Teams Call: 2 weeks' notice to WTI

WTI Presentation to City Council and Aquatics Committee at an in-person Work Session: To be mutually scheduled after listening session.

Phase Two: Program Development, Feasibility & Operations Study

Staff and Aquatic Committee On-Site Visit and Follow-up presentation to be scheduled after notice to proceed. Allow 6-8 Weeks from NTP to receive draft Final Report for staff review.

An in-person Final Report Presentation to City Council mutually scheduled after staff review.

**EXHIBIT B
BASIS OF COMPENSATION
HALFF ASSOCIATES, INC**

Basic Services as described in 'EXHIBIT A' will be provided for a total lump sum fee of \$34,870.00. The overall fee total shown will not be exceeded without prior written authorization by the CITY.

Project-related reimbursable expenses for HALFF are covered under Work Authorization #2. Those for WTI such as travel, shipping and printing are already included in the proposed fee.

Payment for total services as described in 'EXHIBIT A' will be invoiced to the CITY on a monthly basis, based upon a percentage of completed tasks. Below is a cost breakdown of the Basic Services:

BASIC SERVICES

Phase One: Aquatic Consulting & Visioning	\$ 7,720.00
Phase Two: Program Development, Feasibility & Operations Study	\$ 27,150.00
Total	\$ 34,870.00

OPTIONAL ADDITIONAL SERVICES

Alternate One: Additional WTI in-person visits (each)	\$ 2,000.00
Alternate Two: Creative Studio Services	\$ 3,500.00

Should the City request any additional services to be performed on an hourly basis, HALFF will use the rates in effect for the Master Service Agreement. Any additional services performed on an hourly basis by WTI will be charged at the following rates:

Principal/Director	\$250.00
Project Manager/Engineer	\$185.00
Creative Studio	\$160.00
Project Design	\$145.00
Mechanical Design	\$170.00
Technical Design	\$105.00
Administrative	\$75.00

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discuss Resolution No. 2023-12 granting consent to the creation of Caldwell County Emergency Services District No. 5.

ORIGINATING DEPARTMENT AND CONTACT: Administration - Steven Lewis

ACTION REQUESTED: Resolution

BACKGROUND/SUMMARY/DISCUSSION: Caldwell County has been petitioned for the creation of an emergency services district to provide EMS services in the county. The City Council of Lockhart must consent to its creation in writing in order for the City and its ETJ to be included in the new district. A public hearing on the creation has been scheduled by the County for July 25, 2023, Mayor anticipates attending.

PROJECT SCHEDULE (if applicable): The County has asked for consent by no later than July 28, 2023, in order to meet deadlines to place this matter on the ballot for the November 2023 election.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable): N/A

PREVIOUS COUNCIL ACTION: Discussion at the Council meeting of June 20, 2023.

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: Draft of Resolution 2023-12, Exhibit "A": Final Signed Petition

RESOLUTION NO. 2023-12

**A RESOLUTION GRANTING THE CONSENT OF THE CITY OF
LOCKHART OF CALDWELL COUNTY, TEXAS, TO THE CREATION OF
CALDWELL COUNTY EMERGENCY SERVICES DISTRICT NO. 5**

WHEREAS, the City of Lockhart, Texas (the “City”), has received the petition attached as **Exhibit “A”**, and a letter requesting the City’s consent to the creation of an emergency services district (“District”), proposed to be known as Caldwell County Emergency Services District No. 5, which includes the city limits and extraterritorial jurisdiction of the City within Caldwell County, and

WHEREAS, the City desires to grant its written consent to the creation of the District;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS that the City gives its written consent to the creation of the District, proposed to be known as Caldwell County Emergency Services District No. 5, and to the inclusion of the city limits and extraterritorial jurisdiction of the City within the boundaries of the District as more particularly described in the petition attached as **Exhibit A**. This consent is valid for a period of six months from the date of its adoption.

PASSED AND APPROVED on the 18th day of July, 2023

CITY OF LOCKHART

Lew White, Mayor

ATTEST:

Julie Bowerman, Deputy City Secretary

Exhibit "A"

PETITION FOR CREATION OF AN EMERGENCY SERVICES DISTRICT

THE STATE OF TEXAS	§	IN THE COMMISSIONERS COURT
	§	
	§	OF
	§	
COUNTY OF CALDWELL	§	CALDWELL COUNTY TEXAS

TO THE HONORABLE COUNTY JUDGE AND COMMISSIONERS OF THE COURT:

NOW COME 100 or more qualified voters who own taxable real property in Caldwell County, Texas, pursuant to Texas Health & Safety Code, Section 775.011(a), requesting the creation of an Emergency Services District and would respectfully show the following:

I. CREATION AND OPERATION

The proposed new Caldwell County Emergency Services District No. 5 ("District") will be created and operated under the provisions of Article III, Section 48-e of the Constitution of Texas and Chapter 775 of the Health & Safety Code ("Code") of the State of Texas.

II. NAME AND NUMBER

The name of the proposed District is "CALDWELL COUNTY EMERGENCY SERVICES DISTRICT NO. 5," which is the next consecutive emergency services district number available in Caldwell County. *See* Tex. Health & Safety Code §775.011(b).

III. AREA OF OVERLAY DISTRICT

The area of the new District will overlap Caldwell County Emergency Services District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency Services District No. 4, and will partially overlap Caldwell-Hays County Emergency Services District No. 1 and will generally include all of the city limits and extraterritorial jurisdiction of the City Lockhart,

portions of the city limits and portions of the extraterritorial jurisdiction of the City of Luling, all of the City of Martindale and portions of its extraterritorial jurisdiction, portions of the city limits and portions of the extraterritorial jurisdiction of the City of Mustang Ridge, portions of the city limits and portions of the extraterritorial jurisdiction of the City of Niederwald, portions of the city limits and portions of the extraterritorial jurisdiction of the City of San Marcos, portions of the city limits and portions of the extraterritorial jurisdiction of the City of Uhland, and portions of the extraterritorial jurisdiction of the City of Staples. The boundaries of the District are more particularly described by the description attached as Exhibit "A", which is attached hereto and incorporated herein for all purposes, and generally shown on the attached map in Exhibit "B".

IV. SERVICES TO BE PROVIDED

The District will provide emergency medical services in response to any emergency situation in accordance with the authority granted to emergency services districts under Chapter 775 of the Texas Health & Safety Code, but the District will not provide any services provided by the existing Caldwell County Emergency Services District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency Services District No. 4, or Caldwell-Hays County Emergency Services District No. 1, as set forth in the statement of services to be provided by each of the named Emergency Services Districts in accordance with Section 775.018(g) of the Texas Health & Safety Code.

V. COMPLIANCE WITH CODE

The creation of the new District complies with Section 775.0205 of the Code. (Section 775.020 does not apply to Caldwell County.) The Petitioners request that the County deliver a copy of this petition to the Board of Commissioners of Caldwell County Emergency Services District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency

Services District No. 4, and Caldwell-Hays County Emergency Services District No. 1, and request a statement of services from each Emergency Services District in accordance with Section 775.018(g) of the Code.

VI. PETITIONERS

Two Petitioners present this petition. The Petitioners are: Dorothy Driver, who resides at 8725 FM 672, Dale, Texas 78616; and Fiona Kanemeier, who resides at 2500 Highcloud Drive, Lockhart, Texas 78644. Petitioners hereby agree and obligate themselves to pay not more than one hundred fifty dollars (\$150.00) in costs incident to the formation of the new District, including the costs of publishing notices, election costs, and other necessary and incidental expenses, as required by Section 775.013(b) of the Code.

VII. CITIES AFFECTED

The cities of Lockhart, Luling, Martindale, Mustang Ridge, Niederwald, San Marcos, Uhland, and Staples are the only municipalities whose consent must be obtained under Section 775.014 of the Code. The portions of the city limits and extraterritorial jurisdictions of the cities of Lockhart, Luling, Martindale, Mustang Ridge, Niederwald, San Marcos, Uhland, and Staples that are currently within Caldwell County will be within the territory of the new District.

VIII. SIGNATURES REQUIRED

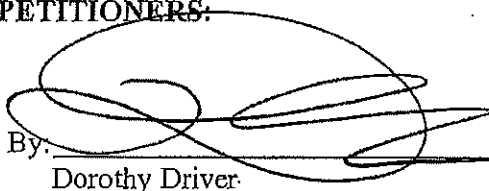
The signatures required by Section 775.011(a) of the Code for the creation of the District are attached hereto as Exhibit "C" and are incorporated herein by reference.

WHEREFORE, PREMISES CONSIDERED, Petitioners pray that such notices be issued by the County Clerk of Caldwell County as required by law; that a public hearing be held on this petition in the county; that a copy of this petition be sent to Caldwell County Emergency Services

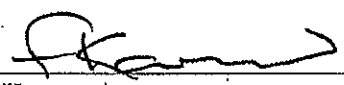
District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency Services District No. 4, and Caldwell-Hays County Emergency Services District No. 1 together with a request for a statement of services from each Emergency Services District; and, that after the hearing, the Commissioners Court of Caldwell County grant this petition and call a special election regarding the creation of the new District.

RESPECTFULLY SUBMITTED this 24 day of May 2023.

PETITIONERS:

By: 

Dorothy Driver

By: 

Fiona Kanemeier

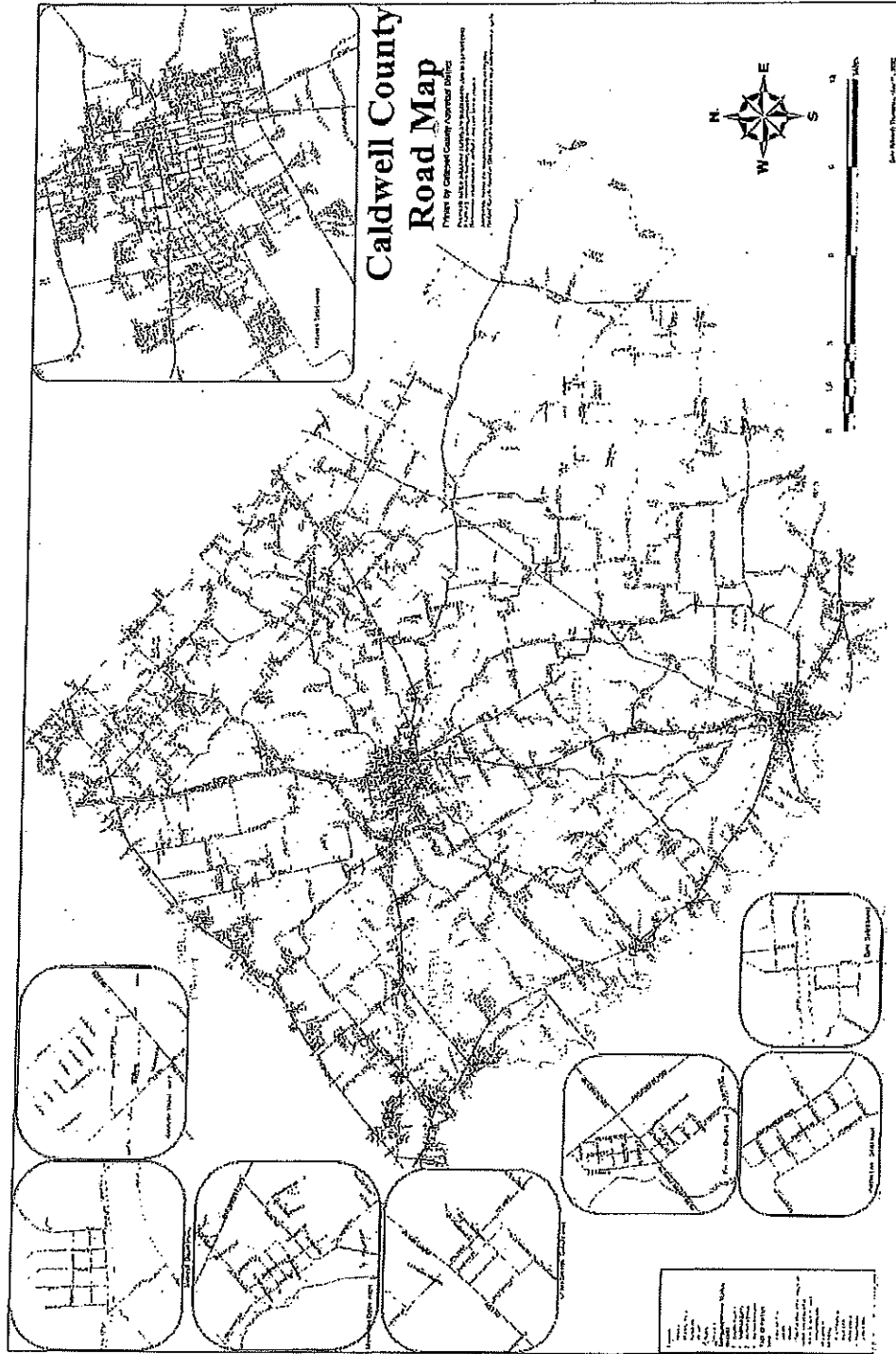
Exhibit "A"

Description of Proposed Caldwell County Emergency Services District No. 5

Boundary Description

The boundaries of the proposed Caldwell County Emergency Services District No. 5 are coterminous with the boundaries of Caldwell County.

Exhibit "B"
Map of Proposed
Caldwell County Emergency Services District No. 5



City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discuss a legislative update by the City Attorney's office regarding the 2023 Texas Legislative Regular Session.

ORIGINATING DEPARTMENT AND CONTACT: City Attorney - Monte Akers

ACTION REQUESTED: Other

BACKGROUND/SUMMARY/DISCUSSION:

The 2023 (88th) regular legislative session concluded on May 29, 2023, and the governor's vetoes were finished by June 18. 8344 bills were filed, 1238 were enacted, and 77 were vetoed. TML tracked 1880 bills as potentially affecting cities, of which 230 were enacted and 10 were vetoed. A summary of city-related bills most likely to affect Lockhart will be discussed by the City Attorney.

A summary of all city-related bills from the regular session is available on the TML website's "Legislative Update" for June 9, 2023, and a list of the city-related bills that were vetoed is in the Update for June 23, 2023.

PROJECT SCHEDULE (if applicable): Most new laws take effect September 1, 2023.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: N/A

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION: N/A

LIST OF SUPPORTING DOCUMENTS: Memo titled "Legislative Update, 2023 (88th) Regular Session"

MEMORANDUM

TO: Mayor, City Council, City Manager, City of Lockhart

FROM: Monte Akers, City Attorney

DATE: July 18, 2023

RE: Legislative Update, 2023 (88th) Regular Session

Sine die for the regular session of the 88th Texas Legislature occurred on May 29, 2023, after which the governor issued a call for a special session that convened the same day and concluded on June 27, 2023, after which a second called session was convened and which is still ongoing. The principal topics of the two called sessions are property tax relief and border security.

The number of bills filed during the regular session was an all-time record number of 8344. Of those, 1238 were enacted, 77 of which were vetoed by Governor Abbott. TML identified and tracked 1880 bills in the regular session as affecting cities, of which 230 were enacted and of which 10 were vetoed.

Following is a brief summary of selected bills likely to affect Lockhart. These are only summaries of key issues and are certainly not the only such new laws the city may encounter. For more information and detail, readers are encouraged to review TML's summary of all city-related bills is available at the TML website (www.tml.org) in its "Legislative Update" of June 9, 2023. Those vetoed are listed in the Update of June 23, 2023. Full texts of all bills are available online at Texas Legislature Online.

1. HB 2127, the "Super Preemption Bill," Probably the most controversial city-related bill, at least for Home Rule Cities, HB 2127 becomes effective September 1, 2023, but has already been challenged as unconstitutional in a lawsuit filed by the City of Houston. As written, the bill does three things: (1) expressly preempts certain city regulations in the Labor, Property, and Local Government Codes, while exempting specific city regulations from preemption in certain circumstances; (2) prohibits a city from adopting or enforcing an ordinance in a field of regulation occupied by state law in eight specific codes; and (3) allows a person or a trade association, after providing a city with at least three months' notice, to sue the city for adopting or enforcing an ordinance preempted under H.B. 2127. (Effective September 1, 2023)
2. H.B. 1819, Juvenile Curfew Ban, prohibits a political subdivision from adopting or enforcing an ordinance or other measure that imposes a curfew to regulate the movements

or actions of persons younger than 18 years of age, except for purposes of emergency management. Lockhart's juvenile curfew is located at Sec. 36-12, et seq, of the City Code, and will no longer be effective when HB 1819 takes effect on September 1, 2023.

3. HB 14, Third Party Inspections and Review of Development Applications: with regard to development documents, permits, and inspections, allows for third-party review if the City fails to approve or disapprove within 15 days of the time prescribed for the review or inspection. The third-party inspection must be an engineer, certified building inspector, or a qualified person approved by the city. (Effective September 1, 2023)
4. H.B. 586 Annexation of Roadways provides that, with certain restrictions and procedures, a city may annex a road right-of-way (ROW) that is contiguous to the city's boundary or to an area being simultaneously annexed by the city. (Effective immediately)
5. H.B. 1661 Police Maximum Hiring Age: repeals the provision that prohibits a person who is 45 years of age or older from being certified for a beginning position in a police department. (Effective September 1, 2023)
6. H.B. 3699 Platting Shot Clock this bill, among other things, removes plans from 30-day shot clock, allows a city to delegate plat review to staff, allows city submittal calendars, requires all plat application materials to be published, prohibits a city or P&Z from requiring an analysis, study, document, agreement, or similar requirement to be included as part of a plat application, development permit, or subdivision of land if not explicitly allowed by state law. (Effective September 1, 2023)
7. S.B. 543 Real Property for Economic Development: this bill, provides that a city that has entered into an economic development agreement authorized by Chapter 380 of the Local Government Code with an entity may transfer to the entity real property or an interest in real property for consideration if certain conditions are met (Effective immediately)
8. S.B. 929 Nonconforming Use Compensation: provides that in addition to other notices, a city shall provide written notice regarding any proposed zoning change that could result in the creation of a nonconforming use and allows the owner of the NCF property to continue the use unless stopped by the City and the City is paid a calculated amount in damages to the landowner (Effective immediately)
9. S.B. 2038. Extraterritorial Jurisdiction Release: provides, among other things that the owner or owners of the majority in value of an area consisting of one or more parcels of land in a city's extraterritorial jurisdiction may file a written petition with the city to be released from the ETJ; the release provisions don't apply to certain limited areas, and annexations after January 1, 2023 do not expand the ETJ unless would-be residents of the ETJ request inclusion. If an area is released from ETJ, any city/county interlocal

agreements giving city authority to regulate subdivisions is terminated as to the area and county is granted that authority.

10. H.B. 5. Economic Development: this bill provides a replacement economic development program for the former school property tax limitation program located in Chapter 313 of the Tax Code and is intended to boost the Texas economy by creating more jobs, investments, and tax revenue- making the state attractive for businesses to relocate or expand. Additionally, taxpayers will have access to information on how the state incentive dollars are used, the number of jobs created, and the overall economic impact on the community. (Effective January 1, 2024)
11. HB 5174 and HB 30. CHIPS Act funding: This bill creates the Texas Semiconductor Innovation Consortium as an advisory panel to the governor and the legislature to help continue to develop Texas' semiconductor industry. The Supplemental Appropriations Bill, HB30, gives \$698,300,000 to the Texas Semiconductor Innovation Fund, which is transferred to the Governor's Office to administer according to the CHIPS Act. The Fund can be used to provide matching funding to state entities, including institutions of higher education, for semiconductor manufacturing and design projects; award grants to business entities with an established presence in this state to encourage economic development related to semiconductor manufacturing and design; and pay for staff support. The Austin region is one of the largest semiconductor clusters in the country and this should help ensure funding from the Federal CHIPS Act legislation makes its way to our region (Effective immediately)
12. S.B. 29 COVID-19 Preventative Measures: provides that a governmental entity may not impose a mandate requiring a person to wear a mask to prevent the spread of COVID-19; (require a person to be vaccinated against COVID-19; or to close a private business, public school, open-enrollment charter school, or private school to prevent the spread of COVID-19. (Effective September 1, 2023)
13. S.B. 1397 Texas Commission on Environmental Quality: this is the TCEQ sunset bill which continues the agency until 2035 and, among other things, (1) requires TCEQ to establish an enforcement diversion program for small businesses and local governments that includes compliance assistance training and on-site technical assistance and training by TCEQ staff; (2) provides that before TCEQ initiates an enforcement action for a violation committed by a small business or local government, it may enroll the business or government into the enforcement diversion program; (2) provides that TCEQ may not initiate against a small business or local government an enforcement action for a violation that prompted enrollment in the enforcement diversion program after the business or government has successfully completed the program; and (3) provides that a small business or local government is not eligible to enroll in the enforcement diversion program if the small business or local government: (a) committed a violation that: (i) resulted in an imminent threat to public health; or (ii) was a major violation; or (b) was enrolled in the

program in the two years preceding the date of the violation. (Effective September 1, 2023)

14. H.B. 1922 Reauthorization of Building Permit Fees: abolishes a city fee charged as a condition to constructing, renovating, or remodeling a structure on the 10th anniversary after the date the fee is adopted or most recently reauthorized unless the governing body of the city holds a public hearing and reauthorizes the fee by a vote of the governing body. (Effective January 1, 2024)
15. H.B. 3492 Value-Based Fees: among other things, this bill prohibits cities from imposing a fee for improving public infrastructure for a subdivision, lot, or related property development on anything other than the city's actual costs to review and process construction plans and/or to inspect the public infrastructure improvement. (Effective September 1, 2023)
16. H.B. 3727 Hotel Occupancy Tax: this bill amends certain definitions, changes the date on which a city's annual hotel occupancy tax report is due to the comptroller from February 20 to March 1, adds several reporting requirements, allows a city to use HOT revenue for the costs of that report, prohibits a city from using hotel occupancy tax revenue on a visitor information center that is not exclusively used to distribute tourism-related information to tourists; requires a city with a population of less than 200,000 to allocate for advertising at least the amount of revenue received from the hotel occupancy tax at a rate of one percent of the cost of a room; repeals the authority of a city to adopt an ordinance to allocate 15 percent of its hotel occupancy tax revenue to historical restoration and preservation projects, provides a grandfather clause for cities with existing ordinances; (10) provides a recapture provision for a city to remit to the comptroller certain lost state sales and use tax and hotel occupancy tax revenue that a city is entitled to receive in association with a qualified hotel or convention center project; and (11) requires the comptroller to prepare a report on qualified hotel and convention center projects. (Effective immediately)
17. S.B. 1093 Electricity Supply Chain: among other things, this bill requires each electric utility, transmission and distribution utility, electric cooperative, and municipally owned utility to provide the utility's service area boundary map, using good faith efforts, in a geographic information system format to the Public Utility Commission; (Effective immediately)
18. S.B. 1893 TikTok Ban: this bill, among other things, requires a city to adopt a policy prohibiting the installation or use and requiring the removal of TikTok or any successor application, or any other social media application specified by the Department of Information Resources and Department of Public Safety, on any city-owned or leased electronic device, subject to certain exceptions for law enforcement or information security purposes. (Effective immediately)

19. H.B. 1817 Contract Disclosure: provides that a governmental entity or state agency contract that requires an action or vote by the governing body before the contract may be signed, has a value of at least \$1 million, or is for services that would require a person to register as a lobbyist is voidable for failure to provide the required disclosure of interested parties if: (1) the governmental entity or state agency submits to the business entity written notice of the business entity's failure to provide the required disclosure; and (2) the business entity fails to submit the required disclosure on or before the 10th business day after the date the business entity receives the written notice in (1), above. (Effective September 1, 2023)
20. S.B. 784 Greenhouse Gas: this bill preempts a city or other political subdivision from enacting or enforcing an ordinance or other measure that directly or indirectly regulates greenhouse gas emissions. (Effective September 1, 2023)
21. H.B. 1750/H.J.R. 126 Ag operations in a city: Prohibits a city from imposing a requirement applicable to agricultural operations located in the city limits unless (1) the city health officer or consultant makes findings identifying evidence of health hazards; and the governing body adopts a resolution establishing there is clear and convincing evidence that the requirement is necessary to protect residents in vicinity of agricultural operation from certain dangers. No city requirements may directly or indirectly prohibit generally accepted agricultural practices, prohibit the use of pesticides or other measures to control vermin or disease-bearing insects, or require an agricultural operation to receive certain state designations. A City may impose 12-inch maximum height for vegetation related to an agricultural operation if operation located near ROW or property boundary. (Effective September 1, 2023)
22. S.B. 1017 Engine and Energy Source Regulations: Among other things this bill prohibits a political subdivision from adopting an ordinance that limits access to or the use of a specific energy source, or which prohibits or restricts the use, sale, or lease of an engine based on its fuel source. (Effective September 1, 2023)

City-related bills that were vetoed: Rather than a statement regarding specific subject matter reasons for the governor's veto of a bill, most vetoes were accompanied by the following message:

"While (bill number) is important, it is simply not as important as cutting property taxes. At this time, the legislature must concentrate on delivering property tax cuts to Texans. This bill can be reconsidered at a future special session only after property tax relief is passed."

The ten bills vetoed and their subject matter, were:
H.B. 2956 Annexation Across Railway Right-of-Way
H.B. 4759 Dangerous Dogs
S.B. 267 Law Enforcement Agency Accreditation
S.B. 1399 Renewal of Air Quality Permits

S.B. 1439 Business Personal Property Tax Exemption
S.B. 1916 Public Improvement Districts procedures
S.B. 1998 Property Tax Rate Calculation
S.B. 2035 Local Debt
S.B. 2453 Exceptions to Building Material Preemption
S.B. 2493 Landlord Repairs

Subject matter of bills filed but not enacted but likely to be filed next session:

Local Preemption of regulation of state license holders or requiring City occupational licenses	
Number of chickens and rabbits allowed	5% appraisal cap for property taxes
Disannexation	Destination sales tax sourcing
Minimum lot size and small lot preemption	Street maintenance sales tax reforms
Accessory dwelling units by right	Ballot language restrictions
HUD code manufactured housing by right	of parkland without election
Building height restrictions	Mandatory homeless camping bans
Density in the ETJ	Firefighter investigation procedure
Required services and ordinance enforcement in ETJ	Online public notices for purchasing
STRs and residential amenity preemption	Higher competitive bidding threshold
380 agreement limitations	Lower speed limits w/o a traffic study
Prohibiting transfer of utility fund revenue to general fund	Billboard relocation
Exempting streaming services from franchise fees	Debt service fund use limitations
Certificate of obligation restrictions	Civil service for cities over 10,000

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discuss Resolution 2023-11 of the City of Lockhart, Texas adopting a Target Industry Strategy (TIS) Report Refresh; providing an effective date.

ORIGINATING DEPARTMENT AND CONTACT: Economic Development - Michael Kamerlander

ACTION REQUESTED: Resolution

BACKGROUND/SUMMARY/DISCUSSION: In 2020, LEDC contracted with Garner Economics to develop a 5-year economic development strategy. This plan was prepared for the City and LEDC to guide the City's economic development programs, policies, and allocation of resources for the next 5 yrs. Jay Garner and his team spent 5 months interviewing residents and collecting data to provide a Target Industry Strategy (TIS) which was adopted by both the LEDC and City Council in 2020. LEDC has been operating from this plan for the last 3 years.

Given the accelerated pace of development in Lockhart, staff recommended, and the Board approved, an expenditure in the FY 2022-23 LEDC budget to complete an update of the strategy. Lockhart has seen an incredible increase in housing starts over the past 2 years to levels never before seen. The emergence of new housing units, including multifamily, is due, in part, to Tesla locating 25 miles north of Lockhart as well as the affordability and desirability of Lockhart. Garner Economics began its work on the revisions in February 2023 and Mr. Garner presented those changes to City Council on June 20, 2023. Items in the original strategy such as an industrial park have been completed and the emergence of a viable megasite nearby have all occurred since 2020. 2 new targets are being recommended for implementation over the next 3 years to evolve the strategy with the real world economic shifts occurring in Lockhart's immediate area.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: Council heard a presentation by the consultant on June 20, 2023.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COMMITTEE/BOARD/COMMISSION ACTION: LEDC Board unanimously passed its resolution adopting the strategy on July 10, 2023

STAFF RECOMMENDATION/REQUESTED MOTION: Adopt Council Resolution 2023-11

LIST OF SUPPORTING DOCUMENTS: Target Industry Refresh City Resolution 7.7.23, TIS Refresh, LEDC Resolution 2023-01 Signed

Resolution 2023-11

**A RESOLUTION OF THE CITY COUNCIL OF LOCKHART, TEXAS
ADOPTING A TARGET INDUSTRY STRATEGY REPORT REFRESH;
PROVIDING AN EFFECTIVE DATE**

WHEREAS, in February, 2023, the City of Lockhart (“City”) and the Lockhart Economic Development Corporation (“LEDC”) retained Garner Economics, LLC to assist in preparing a “Targeted Business Strategy Refresh” in order to assist the City and the LEDC to focus its economic development priorities to help create jobs in the Community by focusing efforts that leverage the community’s assets and strengths.; and

WHEREAS, the TIS Refresh prepared by Garner Economics, LLC is complete and has been reviewed by the Board and staff of the LEDC; and

WHEREAS, it is the desire of the City Council of Lockhart, Texas to approve and adopt the TIS Refresh;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LOCKHART, TEXAS, that:

1. The foregoing recitals are adopted and incorporated herein for all purposes.
2. The report titled “Lockhart’s Next Chapter: A Targeted Business Strategy Refresh” prepared by Garner Economics, LLC, a copy of which is attached hereto, is hereby approved and adopted as the Target Industry Strategy for the LEDC.

ADOPTED AND APPROVED effective on this, the 18th day of July 2023.

City of Lockhart:

Lew White, Mayor

ATTEST:

APPROVED AS TO FORM:

Julie Bowermon, City Secretary

Monte Akers, City Attorney



Lockhart's Next Chapter: A Targeted Business Strategy Refresh

Prepared for the City of Lockhart & the Lockhart Economic Development Corporation
April 2023 (edited May 2023)

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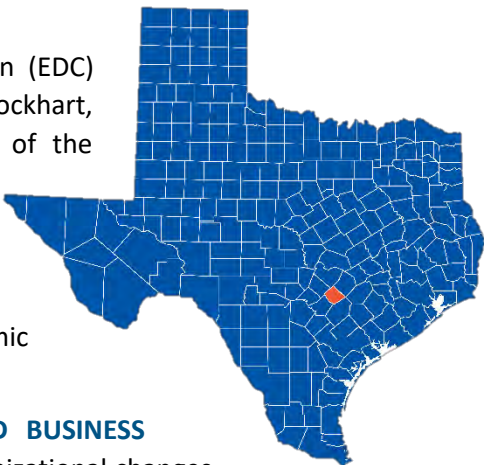
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Executive Summary

In February 2023, the City of Lockhart Economic Development Corporation (EDC) retained Garner Economics, LLC to update the Target Industry Strategy for Lockhart, Texas. In 2020, Garner Economics conducted the City’s first assessment of the community’s economic development competitiveness and service delivery. This resulted in a road map to enhance economic development efforts detailed in an action plan published in August of that year. Three years after the original report, Garner Economics was asked by the City to refresh and recalibrate this economic development action plan based on its recent economic development successes.



This updated strategy, titled **LOCKHART’S NEXT CHAPTER: A TARGETED BUSINESS STRATEGY REFRESH**, provides renewed focus on asset development and organizational changes Lockhart and its economic development partners should take to keep the City on a trajectory of success. This strategy will help Lockhart attract and retain businesses, create jobs, and nurture opportunities to attract talent.



The 2023 Lockhart study effort included:

- An **ASSETS & CHALLENGES ASSESSMENT** of Lockhart compared to the 2020 review, all from the perspective of a site-location consultant that facilitates investment decisions;
- A thorough update and assessment of key forces driving the economy and its shifting dynamics;
- Validation and recommendations for business targets suitable for the City and its partners to pursue, based on our research and analysis; and finally,
- A review of recommendations from the previous, 2020 plan and a recalibration of strategy resulting in a set of implementable recommendations that the City of Lockhart can use to enhance the economic well-being of the area.

Lockhart Progress Report Card

Garner Economics created a roadmap for the City of Lockhart to generate economic opportunities in 2020. These actionable recommendations helped ensure Lockhart and its partners could attain the goal of increasing its competitive advantage in business development and economic growth. Since 2020, the Lockhart EDC has been working to move the city forward toward this goal and has made evident progress with a majority of the recommendations. The table below summarizes progress with additional details in chapter 2 of this report.

# of 2020 Recommendations	Status Indicator	Status
5		Started/In progress
1		On-going
1		Not Started

Assets & Challenges Assessment

The **ASSETS & CHALLENGES ASSESSMENT** (A&C) is an important part of Garner Economics’ approach to the evaluation of a community. The A&C includes both an objective and subjective appraisal of the area obtained through a windshield tour and reviewing the area from a site-selection perspective. For this report, Garner Economics once again visited and assessed Lockhart based on the qualities, elements, and infrastructure that a business will look for when considering the city as a place for its operations. A comparison of 2020 and 2023 showed that Lockhart improved in the number of positive ratings as well as fewer challenges since 2020.

Chapter 3 outlines the specific items evaluated and the full comparison.

Economic & Community Assessment

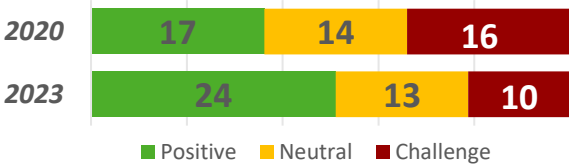
Additionally, Lockhart’s economic position and competitiveness were reassessed with the same analytical and data-driven rigor as the original strategy. The City of Lockhart and Caldwell County were assessed by measuring the change and comparing it to itself over time as well as to the benchmarks of the Austin Metro, Texas, and the United States.

As a complement to the Assets & Challenges Assessment work, the team examined data sets that reveal the area’s relative position and were rated showing positive, neutral, or negative indicators. As some indicators and measures change to reflect access to new data sets or emerging trends, comparisons between 2020 and 2023 are reflected as a percentage of the total number of ratings. Lockhart has fewer challenges in 2023 (14% compared to 17%), but a higher percentage of neutral indicators and fewer positive indicators.

The ratings presented below are included in further detail in chapters 4-5 with a complete industry analysis in chapter 6.

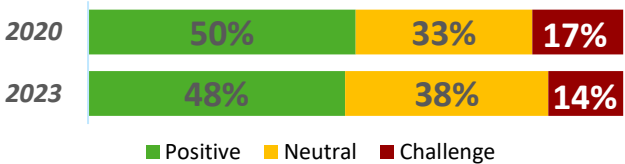
Comparison Summary

Assets & Challenges Rating Comparison 2020-2023



Details on the Assets & Challenges Assessment and comparison can be found in chapter 3.

Economic & Community Comparison 2020-2023



A comprehensive report on the Economic & Community analysis can be found in chapters 4-5.

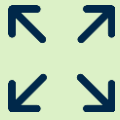
Target Business Sectors

Driven by desirability and feasibility screening, four target business families are recommended as a good fit for Lockhart based on the current economic and business climate conditions. Garner Economics worked to validate existing targets, look for new opportunities, and group business sectors in target families that are thematically similar or leverage the same assets in the area.

Together, the targets will help the City continue to grow and diversify its economic base, as well as mitigate identified challenges across the various indicators reviewed in the **ASSETS & CHALLENGES ASSESSMENT**. The target families are recommended given Lockhart’s attributes, assets, and proximity to other economic drivers.

Each target group is outlined in chapter 7 of this report with a target profile containing valuable data and a narrative outlining the rationale. The target families are *All Things Mega*, *Industry 4.0 (Manufacturing)*, *Food Processing*, and *Experience Lockhart*.

Optimal Business Sectors for Lockhart

All Things Mega	Industry 4.0	Food Processing	Experience Lockhart
			
Ideal Large-Scale Manufacturers	Auto Parts, Metal & Electronic Mfg.	Food & Beverage Manufacturing	Experiential Tourism & Hospitality

Recommendations

In conducting this analysis, the Garner Economics team found that Lockhart has been successful with actionable improvement since the first Garner Economics strategic plan in 2020. The City is well poised to further set itself apart and continue to grow; however, actions must be taken to be proactive in driving the community's economic future and setting it apart from peers and competitors.

Chapter 8 offers a set of implementable recommendations that will help Lockhart and the EDC focus efforts to attract high-quality companies *and* talent. These recommendations call on Lockhart to enhance its economic development service delivery and advocate for initiatives that will build upon and improve available product offerings and the overall business climate. By highlighting its unique advantages and existing assets, Lockhart can shape its economic future and encourage the business and talent growth the community desires.

Summary of Recommendations for Lockhart in 2023

Category		Action
	Asset Development <i>Product Improvement</i>	1. Continue the City's efforts to grow its industrial land inventory to accommodate the needs of the targeted industry sectors. 2. Enhance Lockhart's Quality of Place by developing assets needed to enhance the City's quality of life (hotel recruitment).
	Execute Effectively <i>Organizational</i>	1. Create a Convention and Visitor's Bureau (CVB) in Lockhart focused on visitor recruitment and hospitality product.

Chapter 2: Lockhart Progress Report

Garner Economics had the privilege of working with the Lockhart Economic Development (Lockhart EDC) in 2020 to help create a roadmap for the organization to generate economic opportunities for its citizens. The end goal of the **TARGET INDUSTRY STRATEGY** was to understand where the City of Lockhart stood, what economic development opportunities were available, and to create a set of actionable recommendations to ensure the Lockhart EDC and its partners could attain its goal of increasing its competitive advantage in business development and economic growth by recruiting the recommended targeted industry sectors.

In addition to conducting an Assets and Challenges assessment to quantify the improvement in Lockhart's competitiveness, Garner Economics reviewed the implementation of the original strategy recommendations with the Lockhart EDC. Since 2020, the City has made marked progress in working on the majority of the recommendations. The tables below illustrate the progress Lockhart has made in implementing the 2020 strategy recommendations.

2020 Recommendations

Asset Development/Execute Effectively

1. Develop the City's sites and buildings inventory.
2. Create a culture of "yes" within the City's permitting and regulatory process.
3. Develop and sustain a coordinated effort for workforce training.

Table 2.1 Lockhart Progress Report for 2020 Recommendations

I. Asset Development/Execute Effectively		
Develop the City's sites and building inventory for the recommended target industry sectors		
Recommendation	Status	Notes from the EDC
Acquire a site of 100+ acres to develop the next publicly held industrial park.		In 2021 LEDC closed on a 75-acre parcel and began development of an industrial park. To date, the park has 1 operational tenant on 10 acres and has 167,000 SF under construction due to be completed in 2023. Infrastructure construction is ongoing and is slated to be completed in May 2023. Although the size of 100+ acres was not met, the part and effort still satisfy this goal.
Develop a 50,000 sq. ft. industrial shell/spec building, expandable to 100,000 sq. ft.		Once the infrastructure is done in the industrial park, all parcels should close with purchasers ranging from a 100,000 SF food manufacturer, a 50,000 SF speculative building, and a plastics recycler/fuel producer.



Not Started



Started/In progress



Partially Complete



Complete



On-going

I. Asset Development/Execute Effectively *(continued)*

Create a culture of “yes” within the City’s permitting and regulatory process

Recommendation	Status	Notes from the EDC
Perform regulatory introspection for real or perceived challenges		Since the 2020 strategic plan, the City of Lockhart has hired a new planning Director and a new building inspector. Both individuals bring fresh eyes to the organization and are in process of modernizing the department for better and faster processes.
If challenges are perceived, better communicate Lockhart’s regulatory system or if challenges are real, conduct a deep dive into processes and focus on continuous process improvement.		

Workforce Training

Recommendation	Status	Notes from the EDC
Explore a joint venture to offer postsecondary vocational training at an ISD facility, either in partnership with Austin Community College or Texas State Technical College.		This has started but only in a very limited way. LEDC is working with Lockhart ISD on its 5-year strategic planning process which has vocational/CTE/ACC aspects to the plan. Additionally, members of the community have begun to look at what it would take to bring Lockhart into ACC’s district.



Not Started



Started/In progress



Partially Complete



Complete



On-going

Communicate the Brand

1. Conduct an external outreach to companies and consultants.
2. Create a lead-generation program.

II. Communicate the Brand

Recommendation	Status	Notes from the EDC
Call on location advisors and companies within the identified Target Industries		LEDC has completed the setup for marketing and efforts are ongoing.
Engage a marketing firm to provide lead-generation services		LEDC still works with Opportunity Austin and the Greater San Marcos Partnership to generate leads and provide outreach and has done so for 19 and 12 years respectively. LEDC has not done anything to create a lead-generation program for its own use.



Not Started



Started/In progress



Partially Complete



Complete



On-going

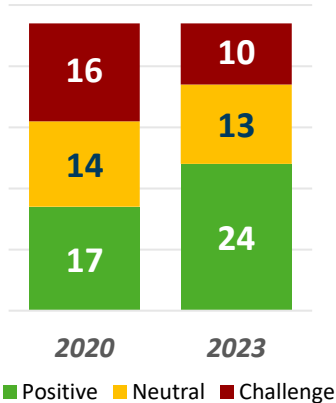
Chapter 3: Assets & Challenges

The **ASSETS & CHALLENGES ASSESSMENT** (A&C) is an important part of Garner Economics’ approach to the evaluation of a community. The A&C includes both an objective and subjective appraisal of the area obtained through a windshield tour and reviewing the area from a site-selection perspective. The City had previously gone through a detailed, predetermined list of 47 evaluation criteria and a community tour during the 2020 study, and again during a prospect site visit by Garner Economics in 2021.

For this report, Garner Economics once again visited and assessed the city based on the qualities, elements, and infrastructure that a business will look for when considering the city as a place for its operations. A comparison of 2020 and 2023 showed that Lockhart improved in the number of positive ratings as well as fewer challenges since the 2020 report.

This assessment allows us to document challenges that exist in the city that constitute potential barriers to successful economic development to occur. By knowing what challenges or gaps exist, the City, the EDC and its partners can take the steps necessary to mitigate the situation, strengthen its overall “product,” and be a more attractive business location. In the tables below, a  indicates a change from the previous assessment.

Assets & Challenges
Rating Comparison
2020-2023



REPORT DASHBOARD



- Indicates the city is better (more positive) compared to the benchmarked geographies or points to a positive trend or asset within the area.
- Indicates the city is neutral or normal, neither positive nor negative. Indicator may represent an observation or be in the middle of the benchmarked geographies.
- Indicates the city performs worse compared to the benchmarked geographies or points to a negative trend or challenge within the area.

Table 3.1 Lockhart Assets & Challenges Comparison

Category	Attribute	2020 Rank	2023 Rank
Access to Markets	Centrally located for major regional market	↑	↑
	Centrally located for national market	↑	↑
	Well-positioned to serve international markets	↑	↑
	Interstate highways accessibility	→	→
	Rail service	→	→
	Within 1 hour of commercial air passenger service	↑	↑
	General aviation airport capable of handling corporate aircraft	→	→
	Broadband availability and speeds	→	→
Labor	Availability of skilled production workers	→	→
	Availability of skilled administrative workers	↓	↓
	Availability of computer and mathematical specialists	↓	↓
	Availability of managerial personnel	↑	↑
	Cost of labor (Caldwell County)	↑	↑
	Availability of post-secondary vocational training	↓	↓
	Within 1/2 hour of major university/college	↑	↑

Category	Attribute	2020 Rank	2023 Rank
City Economic Development Program	Adequate level of professional staff	→	→
	Involvement of both public and private sectors	↓	↓
	Local economic development organization has a strategic plan ★	↓	↑
	Level of cooperation between various organizations involved in economic development activity ★	↓	→
	Level of funding for local economic development program	↑	↑
Access to Space	Availability of fully served and attractive flex sites ★	→	↑
	Availability of fully served and attractive office sites	↓	↓
	Availability of suitable flex space (buildings.) ★	↓	↑
	Availability of suitable office space (Class A and B space)	↓	↓
Access to Capital	Availability of tax-exempt financing for new industrial facilities	↑	↑
	Availability of low-interest loans for small business	↑	↑
	Availability of funding for business startups or early-stage funding	↑	↑
	Any other type of financing available through the City for business activity growth and retention?	↑	↑
Government Impact on Business	Availability/capacity of water and wastewater treatment	↑	↑
	Availability of adequate water and sewer lines to commercial sites	→	→
	Condition and maintenance of local streets	↓	↓
	Availability and type of local incentives	↑	↑
	Secondary school performance (SAT/ACT scores)	↓	↓
	Business permitting procedures and costs ★	↓	↑
	Median property taxes by county (Caldwell)	↑	↑
Quality of Place	Availability of executive-level housing	↓	↓
	Availability of moderate-cost housing ★	→	↑
	Availability of apartments ★	↓	↑
	Cost of living index	↑	↑
	Level of crime	↑	↑
	Level of cultural activity	→	→
	Availability of recreational opportunities	→	→
	General appearance of the community	→	→
	Availability of adequate medical facilities ★	↓	↑
	Availability of first-class hotels, motels, and resorts	↓	↓
	Variety of local restaurants	→	→
	Appearance of the Central Business District(s)	→	→

★ Changed ratings

Chapter 4: Demographics & Community Trends

The following analysis examines the economic position and competitiveness of Lockhart, Texas, located south of Austin. Lockhart is within Caldwell County and is a part of the Austin-Round Rock Metropolitan Statistical Area (Austin Metro). For context, this report uses the following geographies to benchmark statistics:

- ★ City of Lockhart

★ Caldwell County

★ Austin Metro
- ★ Texas

★ United States

This analysis relies heavily on raw, objective data collected by governmental or impartial third-party agencies. In all cases, the original and most currently available data for all geographies (as of March 2023) is used. Garner Economics conducted all unique calculations and computations from the original data. For several data points, city-level data were not available and either Caldwell County or Austin Metro were used for those indicators.

Measurements included

- Population Trends
- Age
- Diversity
- Migration/Geographic Mobility
- Educational Attainment
- Secondary School Graduation Rate
- Test Scores
- Household Income
- Poverty
- Crime Rate
- Cost of Living
- Broadband Access & Speed
- Walk & Bike Scores

↑→↓ Similar to the Assets & Challenges Assessment, metrics analyzed in chapters 4 and 5 were graded showing positive, neutral, or negative indicators. These graphic markers relay the analysis of the measure compared to the benchmarks, change over time, or both. Neutral grades generally resulted when there were both negative and positive aspects of these factors.



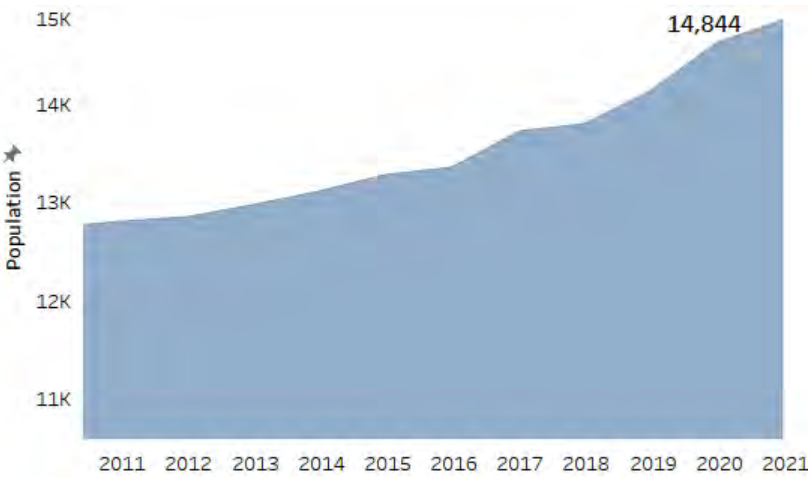
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Population Trends

Table 4.1 Population, 2011-2021

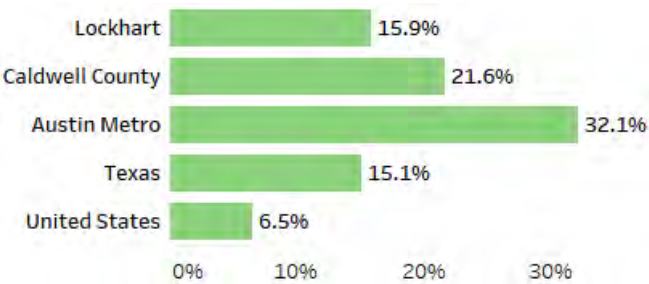
Geography	2021	2011-2021 Change	2011-2021 % Change
Lockhart	14,844	2,036	15.9%
Caldwell County	46,791	8,321	21.6%
Austin Metro	2,352,426	571,891	32.1%
Texas	29,527,941	3,882,312	15.1%
United States	331,893,745	20,336,871	6.5%

Figure 4.2 Lockhart Population Growth, 2011-2021



Source: US Census Bureau Population Estimates, Garner Economics

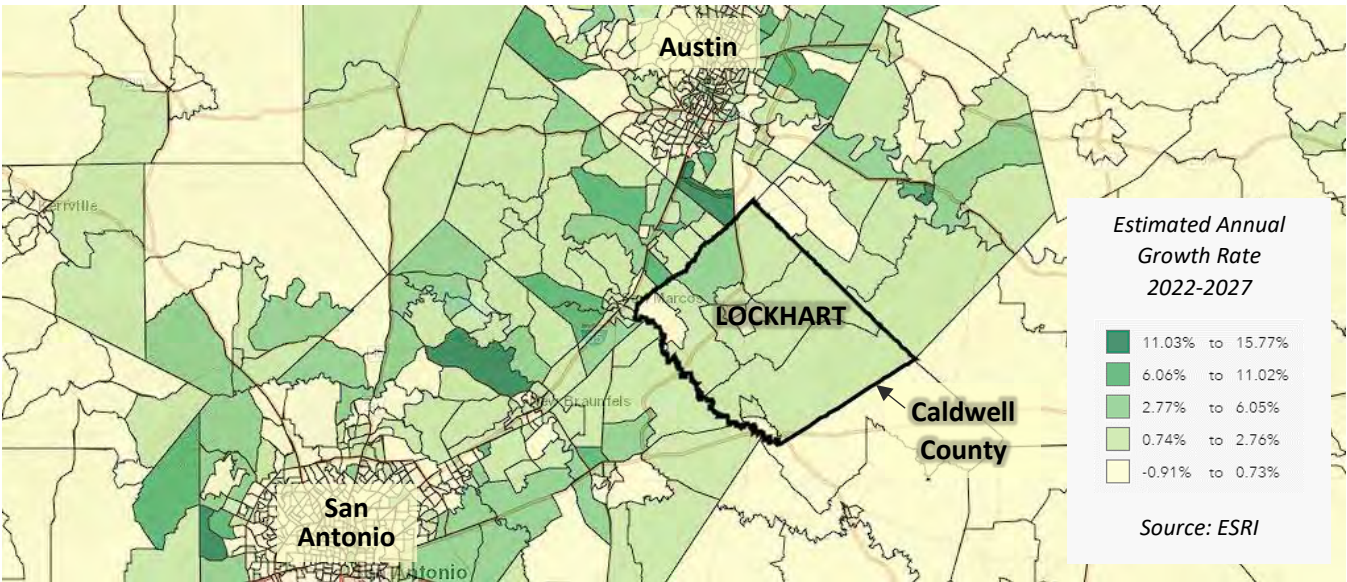
Figure 4.1 Population Growth, 2011-2021



Population growth is a key element in the analysis of a community and can be a significant factor in local economic health. In today’s labor force climate, this is a major consideration in site-selection decisions.

The City of Lockhart is growing at a steady rate increasing nearly 16% over ten years. This is double the nation’s growth and on par with the state but behind Caldwell County as a whole, and the Austin Metro. The growth of the Austin and San Antonio metro areas has accelerated in past years and encompasses most of Caldwell County surrounding Lockhart.

Figure 4.3 Estimated Annual Growth Rate for Austin and San Antonio Regions, 2022-2027



Age Distribution

Figure 4.4 Age Distribution & Median Age, 2021



Source: US Census Bureau, Garner Economics

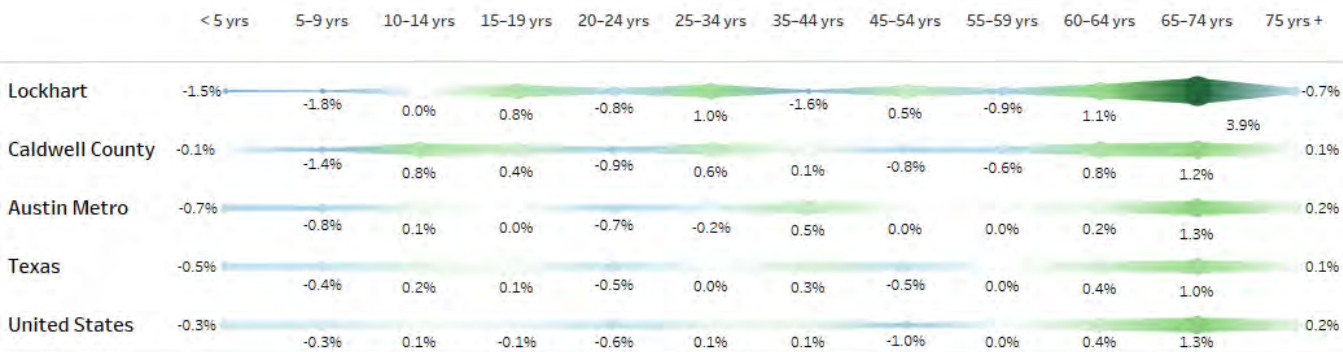
Evaluating the age composition of an area’s population is a significant factor in site selection as it is a key component for the current and future labor force. With the current focus on retaining and attracting talent, an existing pool of younger people for both current and future workforce participation is essential in making a community attractive for companies and people alike. Nationally, and indeed globally, the median age is getting older and Lockhart shows the highest median age among all benchmarks at 38.8 years, just behind the national median of 38.4 years.

Lockhart's largest age group is those aged 25–34 years (16%), trailing the Austin Metro by one percentage point. Caldwell County overall has a lesser concentration of younger people with the population more evenly between 25 and 54 years, similar to Texas and the United States. All geographies have a spike of 65-74 year-olds compared to those aged 55-59 years and those 75 years and older. Lockhart had the highest growth rate of 65-74-year-olds between 2016 and 2021 at 3.9%. Positive growth also occurred with the 25-34 years group as well as those 15-19 years old and 45-54 years old.

➔

Change in Age Distribution

Figure 4.5 Change in Age Groups as a Percentage of Total Population, 2016–2021



Source: US Census Bureau, Garner Economics

↑

Diversity

By itself, racial diversity is not a determining factor in local economic competitiveness, although some firms may prefer higher rates of diversity to attract and retain workers. This is particularly true for multinational firms looking to attract workers from outside the United States. There is also a growing recognition that being welcoming leads to prosperity. Talent attraction and retention are key factors in economic development today and companies, as well as communities, are embracing equity, diversity, and inclusion.

The Diversity Index captures the racial and ethnic diversity of a geographic area in a single number, from 0 to 100. The diversity index measures the likelihood that two people chosen at random in a given area will be from different races and ethnic groups. Values close to 100% indicate that people in the population have different racial and ethnic groups.

The City of Lockhart is a diverse community with a diversity index in 2022 of 82.1 out of 100 and is growing more diverse, increasing by 10.5 points since 2010. Caldwell County as a whole and Texas are slightly higher in 2022, however, all geographies increased their index numbers more than Lockhart between 2010 and 2022. Texas is the leader in diversity among benchmarks, but Caldwell County had the highest climb between 2010 and 2022 in this measure.

Table 4.2 Diversity Index
Highest Diversity Shaded

	Lockhart	Caldwell County	Austin Metro	Texas	United States
2010 Diversity Index	71.6	70.0	68.6	72.3	60.2
2020 Diversity Index	81.9	82.1	78.6	83.3	71.0
2022 Diversity Index	82.1	82.4	79.1	83.7	71.6
2010-2022 Change	10.5	12.4	10.5	11.4	11.4

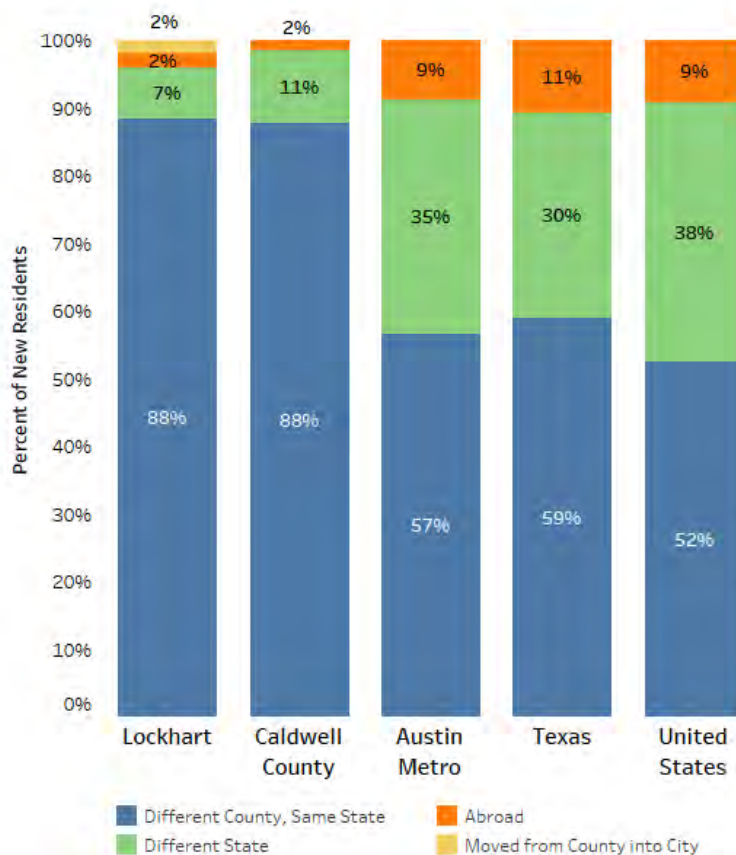
Source: ESRI, Garner Economics

➔ Migration/Geographic Mobility

Table 4.3 Source of Residents Who Moved into Current City/County within Past Year, 2021

Category	Lockhart	Caldwell County	Austin Metro	Texas	United States
Total Residents Who Moved in Past Year	1,619	5,427	400,549	4,237,650	43,820,703
Movers as % of Total Population	11%	12%	18%	15%	13%
Estimated New Residents	1,117	4,197	192,526	1,815,461	19,584,161
New Residents as % of Total Population	8%	9%	9%	6%	6%

Figure 4.6 Current Residents Who Moved from Outside Lockhart, 2021



1,095
Moved into the City of
Lockhart in Past Year

8%
New Residents
as % of Total Population

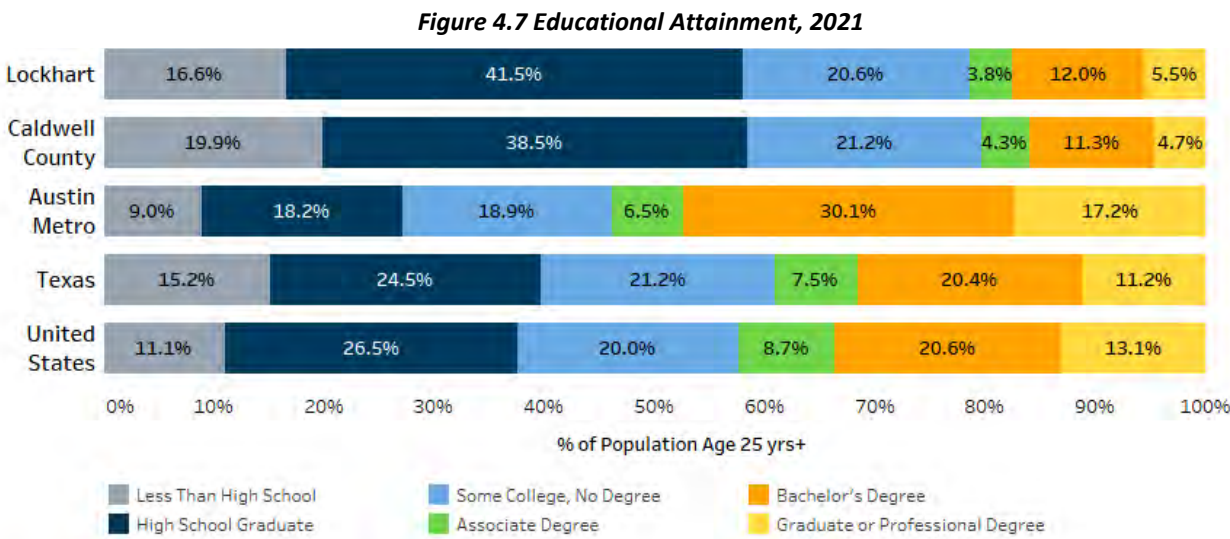
Source: US Census Bureau, Garner Economics

Since talent is at the center of most site selection and business operations, attracting new residents from a diversity of outside locations can reflect a city's broader appeal and add to the existing talent pipeline. This measure reflects the population that has moved within the past year, which is an indicator of new residents **but shows incoming residents, not net migration.**

Lockhart has a close relationship with the Austin-Round Rock Metro and other Texas counties when it comes to migration. Lockhart gained an estimated 1,117 people who moved into the city in the last year from outside city limits. A small percentage (2%) moved from elsewhere in Caldwell County based on Census estimates. Approximately 500 people moved but stayed with the City of Lockhart. Previous limitations of housing options may have hindered additional residents from finding homes inside city limits. New housing options in Lockhart are now significant.

Most of Lockhart and Caldwell County's migrating residents are from Texas (88%) with only 7% moving from a *Different State*. Lockhart gains only 2% of its incoming migration from *Abroad* which could include U.S. citizens returning from service or extended work assignments. New residents make up about 8% of the total population.

➔ Educational Attainment

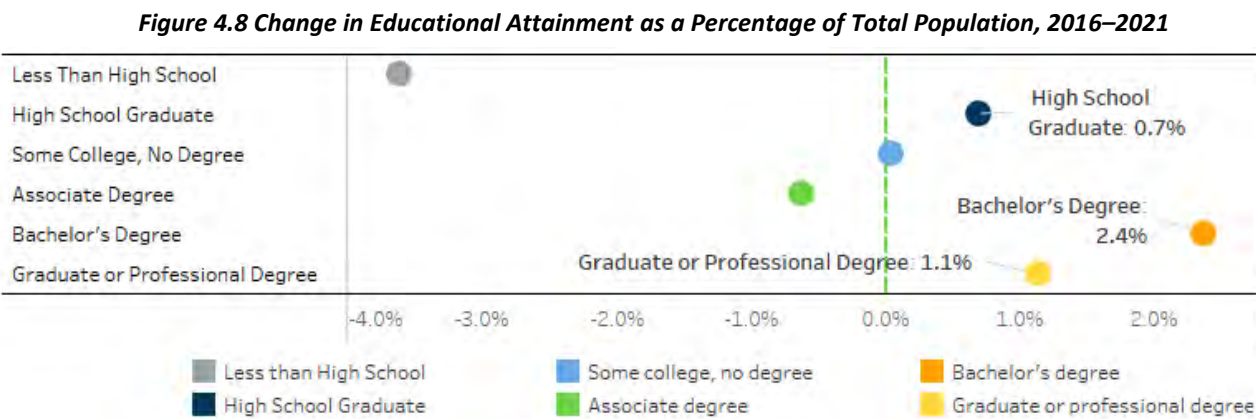


Source: US Census Bureau, Garner Economics

The level of education of the community’s population is a good indicator of labor force quality and is a decisive factor in economic competitiveness. Firms understand the need to operate in areas with a sufficient supply of workers that meet or exceed their demands. They also know that the lack of an educated workforce can significantly affect business performance.

Lockhart’s population 25 years or older is 83% High School educated, the lowest of benchmarks except for Caldwell County. Approximately 42% of Lockhart’s population has at least some post-secondary education. However, Lockhart and Caldwell County are below all other benchmarks for those holding a Bachelor’s or higher degree. All areas show a similar level of Associate degree holders at approximately 19-21%.

➔ Change in Educational Attainment



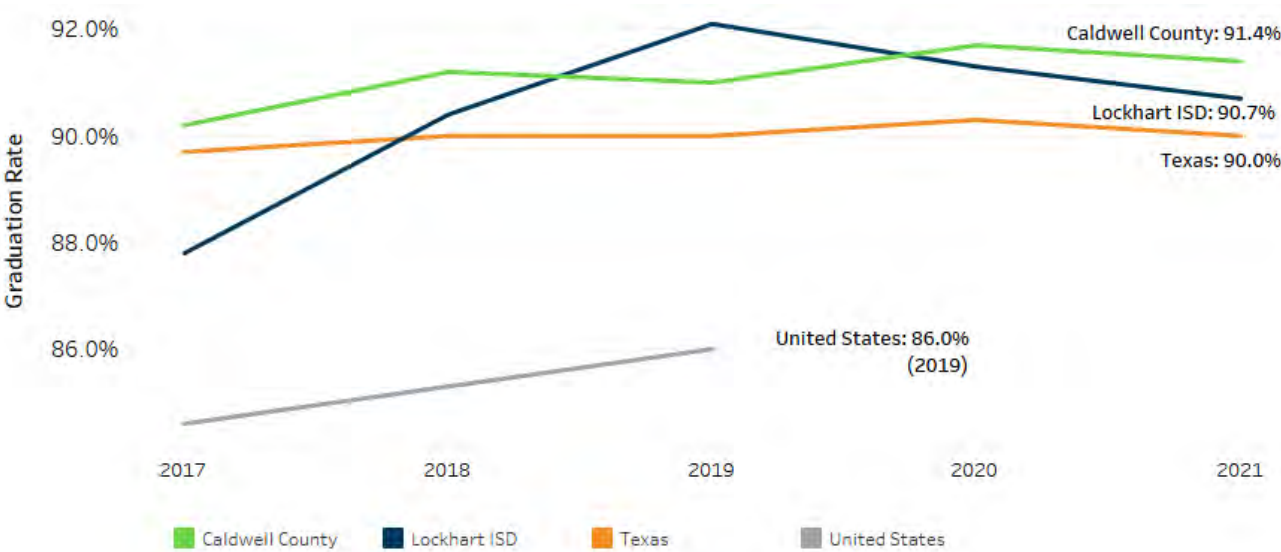
Source: US Census Bureau, Garner Economics

Percentage points gained or lost for educational categories indicates some positive changes including the rise in the percentage of those with Graduate or Professional degrees (1.1%) and Bachelor’s degrees (2.4%). Of concern was Lockhart’s decline in those obtaining an Associate Degree since that is a key element in many technical fields.

Secondary School Performance: Graduation Rates

An indicator of success of the local public school system is the share of high school students that graduate within four years of beginning ninth grade. This four-year graduation rate is an important measure of local public schools as well as the education level of future workers. Lockhart Independent School District (ISD) has a graduation rate above that of Texas in 2021, but just below Caldwell County as a whole. Lockhart ISD’s graduation rate has risen since 2017, however, the effects of COVID-19 may have affected this continued increase. The graduation rate for 2021 is still far above 2017 levels, an increase of nearly 3%. Lockhart ISD has consistently performed better than the national average graduation rate which is not yet available for recent years.

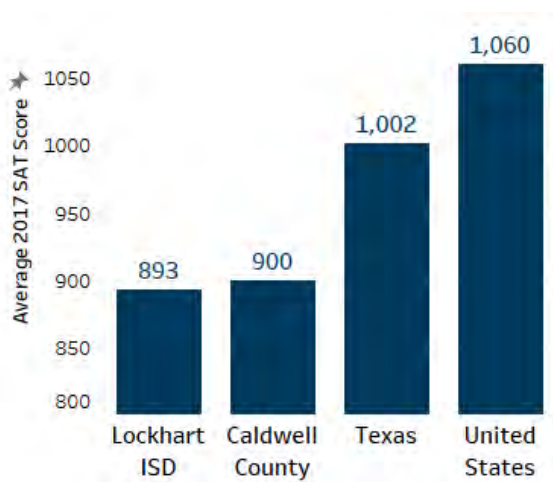
Figure 4.9 Graduation Rate (4-Year Cohort), 2017–2021



Source: Texas Education Agency, National Center for Education Statistics, Garner Economics

Secondary School Performance: Test Scores

Figure 4.10 Average SAT Scores, 2021



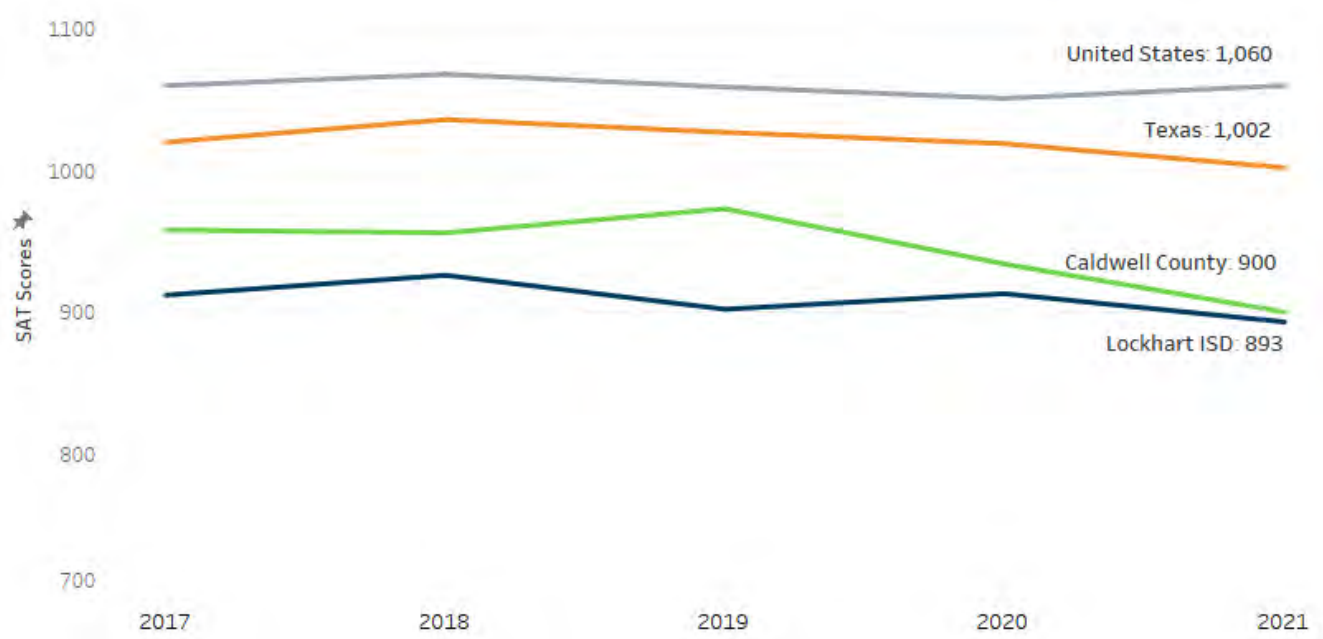
Source: Texas Education Agency, College Board, Garner Economics

Standardized testing is another comparative tool to reflect the performance of secondary schools. The ACT and SAT exams are standardized tests for college admissions in the United States and are widely accepted as a measure of education quality.

There are three school districts in Caldwell County: Lockhart ISD, Luling ISD, and the Prairie Lea ISD. The districts have higher student participation rates with the SAT than with the ACT. For instance, the percentage of students from Lockhart ISD taking the ACT in 2021 was 1.6%. The SAT will be the sole test for measuring student achievement and college readiness in this report. Lockhart Independent School District (ISD) had the lowest scores compared to Caldwell County, state, and national performance.

Secondary School Performance: Test Scores (continued)

Figure 4.11 Composite ACT Scores, 2017-2021



Source: Texas Education Agency, College Board, Garner Economics

Per Capita Income

In Lockhart, the Per Capita Income, or the average income for every person in the city, is \$26,361 for 2021. This is just below Caldwell County, but significantly less than all other benchmarks. Adjusted for inflation, the per capita income in 2016 was \$23,249 for the city. Lockhart did have the second-highest percent change between 2016 and 2021 increasing by 13.4%, behind the Austin Metro’s 15.9% growth for the same period.

Figure 4.12 Per Capital Income (2021 dollars)

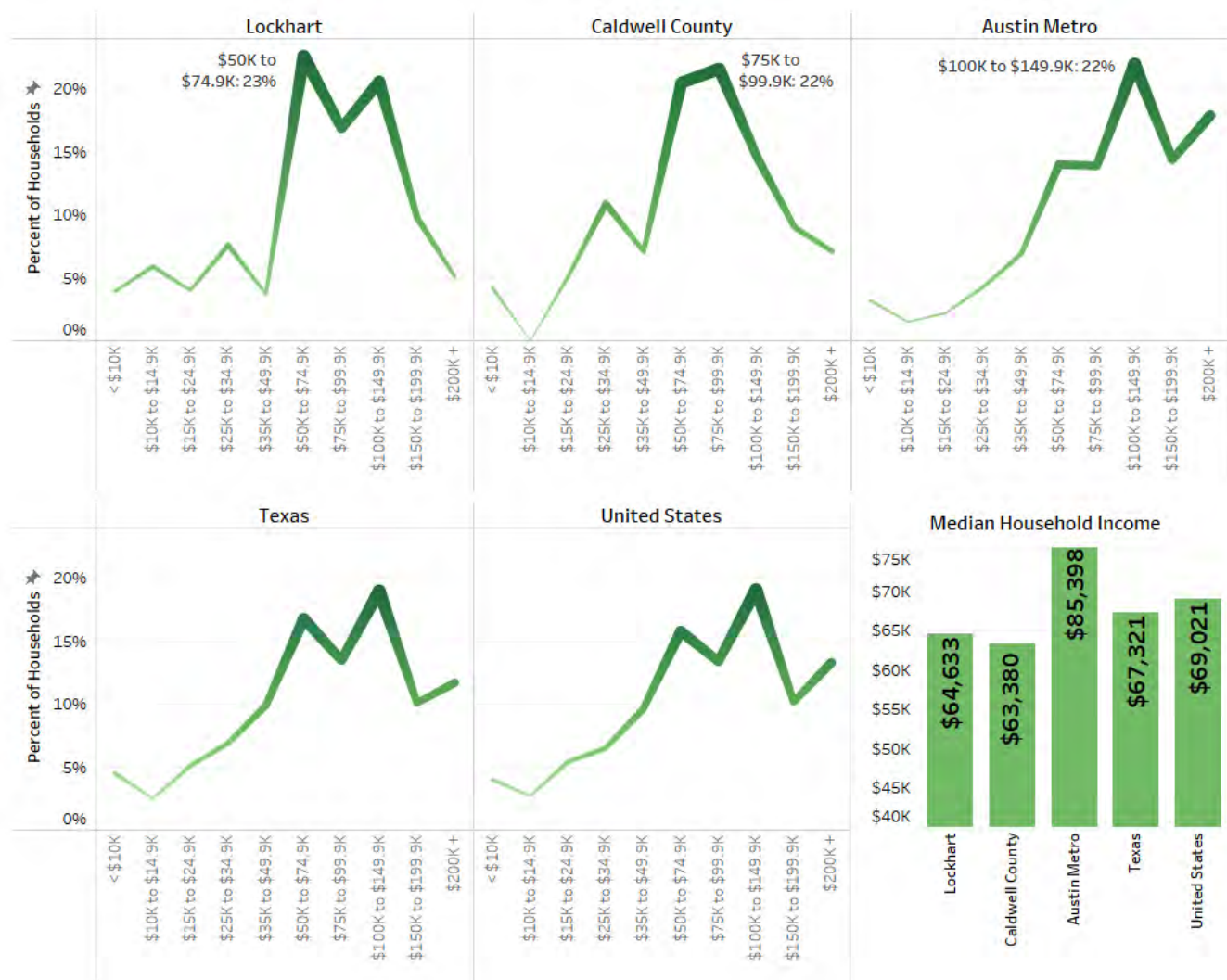
	2016	2021	Change 2016-2021
Lockhart	\$23,249	\$26,361	13.4%
Caldwell County	\$24,376	\$27,202	11.6%
Austin Metro	\$38,680	\$44,830	15.9%
Texas	\$31,572	\$34,255	8.5%
United States	\$33,842	\$37,638	11.2%

Source: US Census Bureau, 2016 adjusted for inflation, Garner Economics

↑

Household Income

Figure 4.13 Household Income Distribution & Median Household Income, 2021



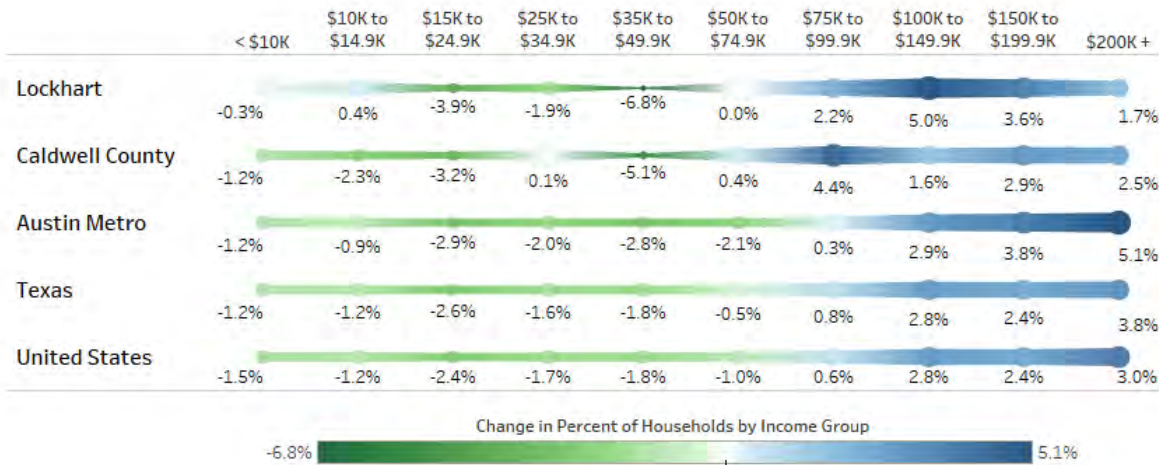
Source: US Census Bureau, Garner Economics

Household income reflects income for residents and is an indicator of wealth in the community. Lockhart has a concentration in middle-income levels with the highest percentage of households earning between \$50,000 to \$74,999 per year (23%) and the second-highest level earning \$100,000 to \$149,999 per year (21%). Caldwell County household incomes are also concentrated in the middle-income levels with the top percentage of households earning between \$75,000 to \$99,999 annually. The Austin Metro shows a much wealthier profile overall with 22% of households earning \$100,000 to \$149,999 per year and 18% crossing the \$200,000 or more mark. Household income at the state and national levels illustrates more households earning \$100,000 to \$149,999 annually, more than all other income levels.

Lockhart has a median household income of \$64,633 annually, higher than Caldwell County as a whole, but behind all other benchmarks. The Austin Metro’s median household income of \$85,398 per year far exceeds all median incomes in comparison.

Change in Household Income

Figure 4.14 Change in Household Income Distribution, 2016–2021

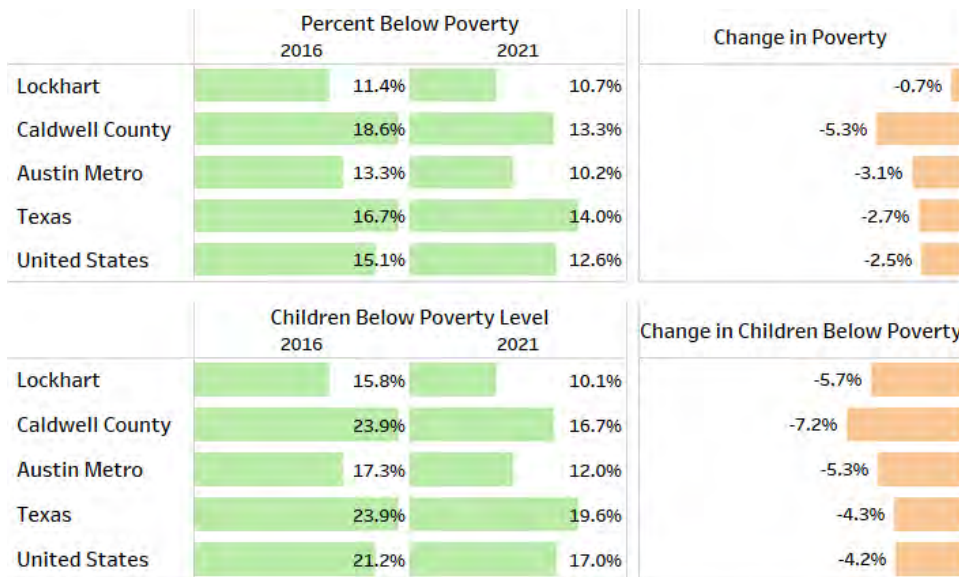


Source: US Census Bureau, Garner Economics

Overall, households were earning more in 2021 with all geographies showing an increase in the percentage of households earning \$75,000 or more. Lockhart had significant growth in households earning \$100,000 to \$149,999 per year (5%) as well as a 3.6% growth of incomes at \$150,000 to \$199,999 per year. The change between 2016 and 2021 shows the Austin Metro's households earning \$200,000 or more grew significantly increasing by 5.1%.

Poverty

Figure 4.15 Poverty



The measurement of poverty in a community helps to evaluate the well-being of the citizens and the state of the economy. In 2021, Lockhart's poverty rate (10.7%) was slightly higher than the Austin Metro but lower than all other benchmarks. The poverty rate for children under 18 is lower than the general poverty rate and below all other areas.

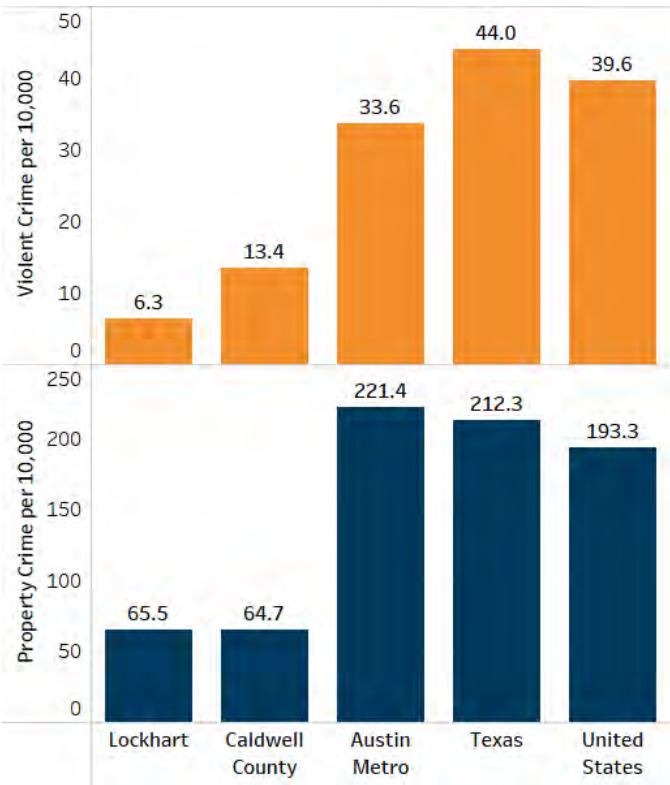
The City of Lockhart decreased the level of poverty by 5.7% for children under 18 comparing 2016 to 2021.

Source: US Census Bureau, Garner Economics

↑

Crime Rates

Figure 4.16 Crime Rates per 10,000 Residents, 2021



Crime rates are a widely accepted, objective gauge of community livability. Crime rates may reflect underlying economic conditions and could signal deeper systemic problems more so than standard economic measures show. The City of Lockhart has low crime rates for both violent and property crimes in 2021.

The *Violent Crime Rate* shows only 6.3 crimes reported per 10,000 persons, a rate significantly below metro, state, and national benchmarks, and the rate for Caldwell County as a whole.

The *Property Crime Rate* is 65.5 crimes reported per 10,000 persons, a level also below metro, state and national measures. Caldwell County does have a slightly lower rate than the City of Lockhart for property crime.

For a unilateral view of crime rates, research is based on crimes reported via the FBI’s National Incident-Based Reporting System (NIBRS) which has participation from Texas law enforcement agencies and data is comparable to reports from the Texas Department of Public Safety.

Sources: FBI National Incident-Based Reporting System, Texas Department of Public Safety; Garner Economics

↑

Cost-of-Living

Figure 4.17 Cost-of-Living-Index, 2019

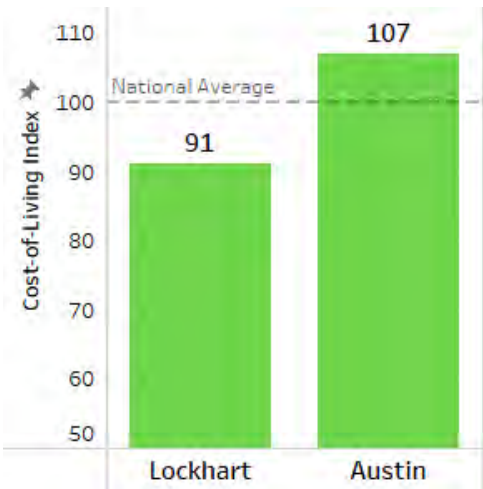


Table 4.4 Cost-of-Living-Index Categories, 2019

Index	Lockhart	Austin
Cost-of-Living Index	91	107
Goods & Services Index	101	101
Groceries Index	90	92
Health Care Index	101	105
Housing Index	72	133
Transportation Index	105	86
Utilities Index	98	95

The cost of living in Lockhart is relatively low with an index rate of 91 compared to Austin at 107 and the national base of 100. Goods & Services, Health Care, and Transportation are slightly above the national average.

Source: AreaVibes.com derived from C2ER Index for 2022, National Average=100, Garner Economics

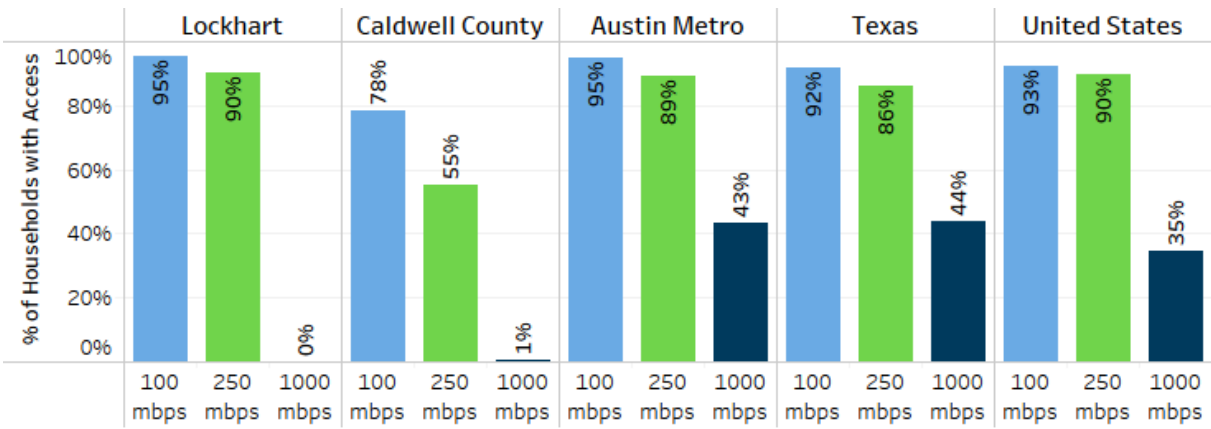
➔ Broadband Access & Speed

Broadband access and speed have a big impact on the local economy in terms of supporting business, entrepreneurship, and educational opportunities. As we witnessed in the COVID-19 pandemic, broadband access is crucial for a community to succeed in business and to offer equitable opportunities for success.

Access is the first internet indicator presented in this study and is measured by the percent of an area’s households that have access to broadband internet service via several technologies such as cable, fiber, DSL, or fixed wireless. The City of Lockhart has ample access to internet service with speeds of 250 megabits per second (Mbps) at 90% to 95% of households able to get service. Most of the city is covered by at least 4 internet service providers according to the [Texas Broadband Map](#), however, past city limits, there are areas without service.

At higher speeds of 1000 mbps or 1 gig, Lockhart does not have service as of June 2022. Advertised speeds for the area include one provider stating 1000 mbps service currently, so there may be a lag in data as broadband is being improved. One gig service is not as common across the United States, only 35% of households have access, however, this level will be expected by many operations in the future.

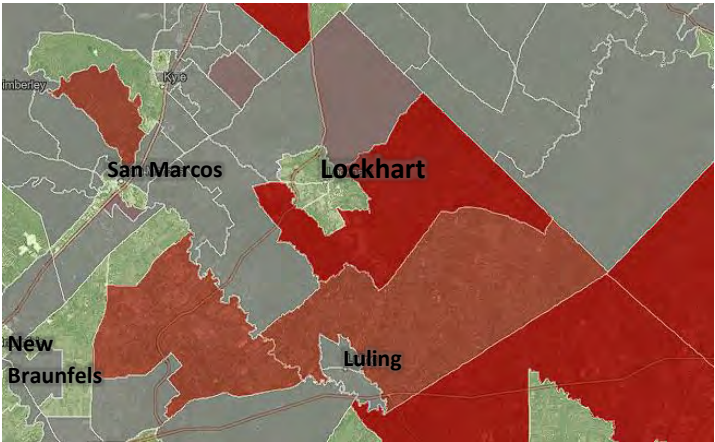
Figure 4.18 Access to Broadband Internet by Speed level, 2022



Source: FCC Broadband Map as of June 2022, Garner Economics (includes ADSL, Cable, Fiber, Fixed Wireless, Satellite, Other)

While broadband access is important, speed is also a vital measure to show the connectivity performance of an area. The FCC considers 25 mbps “broadband” however most households today need at least 100-200 mbps for common activities such as streaming and video chatting and higher speeds for 4K content, gaming and downloading large files. The use of internet-based tools has grown immensely since the COVID-19 pandemic with many people relying on reliable, fast internet to run their businesses, conference with clients, participate in webinars, and a variety of other essential tasks. Figure 4.19 shows the need for broadband in Caldwell County outside Lockhart.

Figure 4.19 Indicators of Broadband Need, 2022



Source: BroadbandUSA, National Telecommunications and Information Administration, accessed March 2023, Garner Economics

Speed tests performed in Lockhart registered speeds up to 347 Mbps however, these tests were concentrated in small areas likely performed by the same address. Data from 2021 show the median download speed was 24 Mbps for Lockhart, 141 Mbps for Austin and 105 Mbps for the state of Texas. With the rapid building out of internet service, these speed levels seem outdated compared to the current speed tests that are showing up, but not with enough consistency to apply to this measure.

➔

Walk & Bike Score

Cost of living, crime, and other measures figure into the evaluation of a community in addition to economic and demographic data. Another way to look at the vibe and attractiveness of an area includes some nontraditional data to measure the livability of the community.

Walk Score is a branded measure of the walkability to nearby amenities by analyzing walking routes. Amenities within a 5-minute walk (.25 miles) are given maximum points, with no points given after a 30-minute walk. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics.

Downtown Lockhart has a Walk Score of 74, which is below the score of Austin’s downtown (92), but still declared “Very Walkable” by the Walk Score publisher. An average score for Lockhart overall was not available. For reference, San Francisco—the top-ranked city in this measure—has a Walk Score of 100 in the Chinatown neighborhood. Scoring is on 100 point scale with the higher numbers reflecting a more walkable area.

The **Bike Score**, another Walk Score ranking, conveys whether a location is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations, and road connectivity as well as the number of bike commuters. Component scores are based on data from the United States Geological Survey, Open Street Map, and the U.S. Census.

Lockhart has a Bike Score of 48 for its downtown, lower than Austin’s overall score of 54. The nation’s top score is in Minneapolis at 83. Scoring is on 100 point scale with the higher numbers reflecting a more bike-friendly area.

Figure 4.20 Walk and Bike Scores, 2023

	Lockhart	Austin
 Walk Score (Downtown)		
 Bike Score (Downtown)		

Source: Walk Score, www.walkscore.com accessed March 2023

Chapter 5: Labor Force & Employment

This chapter focuses on the labor market of Lockhart, Texas, beginning with the residents within the City and Caldwell County, then exploring commuting patterns with the surrounding area and the full labor force draw within a 45-minute drive-time from the center of Lockhart.

The data then transitions to employer-based information, including employment, industry composition, and wage comparisons, for those working in the Lockhart area. City and county-level data are used for evaluating employer dynamics as some datasets had limitations in available data for the city.

Measurements included

- Labor Force & Unemployment
- Labor Force Participation
- Job Growth
- Industry Sector Composition
- Estimated Annual Wage
- Self-Employment
- Startups
- Labor Draw Analysis
- Commuting Patterns
- College Enrollment & Degrees

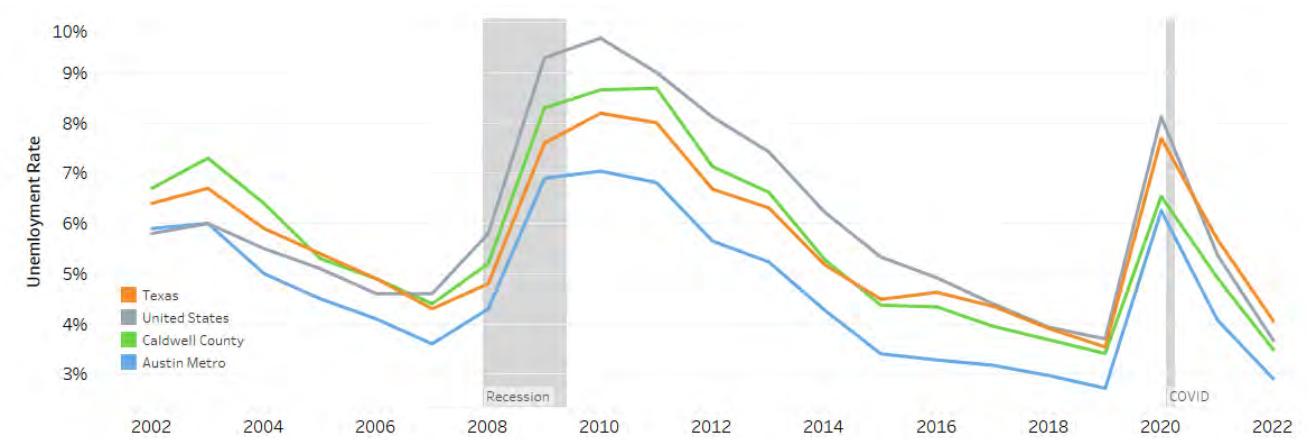
Labor Force & Unemployment

Caldwell County has an average labor force of approximately 18,371 residents with 17,645 employed in 2022. This has increased by 12.5% and 13.1% respectively over the past five years, a rate higher than the state and the nation. Unemployment rates have returned to low levels after a brief recession brought on by the COVID-19 pandemic.

Table 5.1 Labor Force & Employment Status, 2022

	Caldwell County	Austin Metro	Texas	United States
Civilian Labor Force	18,371	1,150,181	13,473,991	161,841,128
Employed	17,645	1,113,688	12,888,025	154,721,775
Unemployment Rate	4.0%	3.2%	4.4%	4.4%
5-Year Change (2017-2022 Annual Average)				
Civilian Labor Force	12.6%	17.8%	8.1%	2.2%
Employed	13.1%	18.2%	8.4%	3.0%
Unemployment Rate	-0.5%	-0.3%	-0.3%	-0.7%

Figure 5.1 Unemployment Rate Trends, 2002–2022

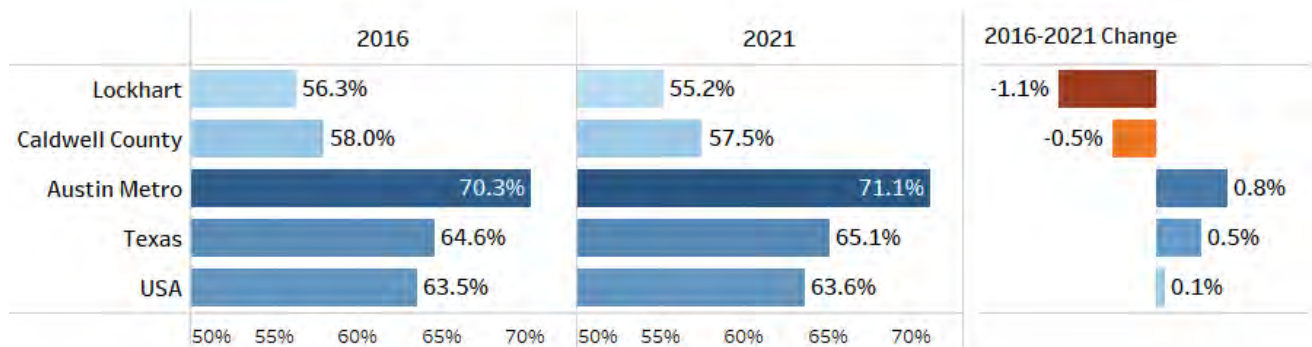


Source: Bureau of Labor Statistics, Garner Economics. Lockhart data is not available.

↓ Labor Force Participation

Labor Force Participation rates have been dropping across the country due to an aging population and other employment factors. Lockhart's participation rate was 55.2% in 2021, below all benchmarks. This is particularly a sharp contrast to the participation rate of 71.1% for the Austin Metro region overall. Both Lockhart and Caldwell County showed a decline in their rates since 2016 while the metro, state, and nation increased.

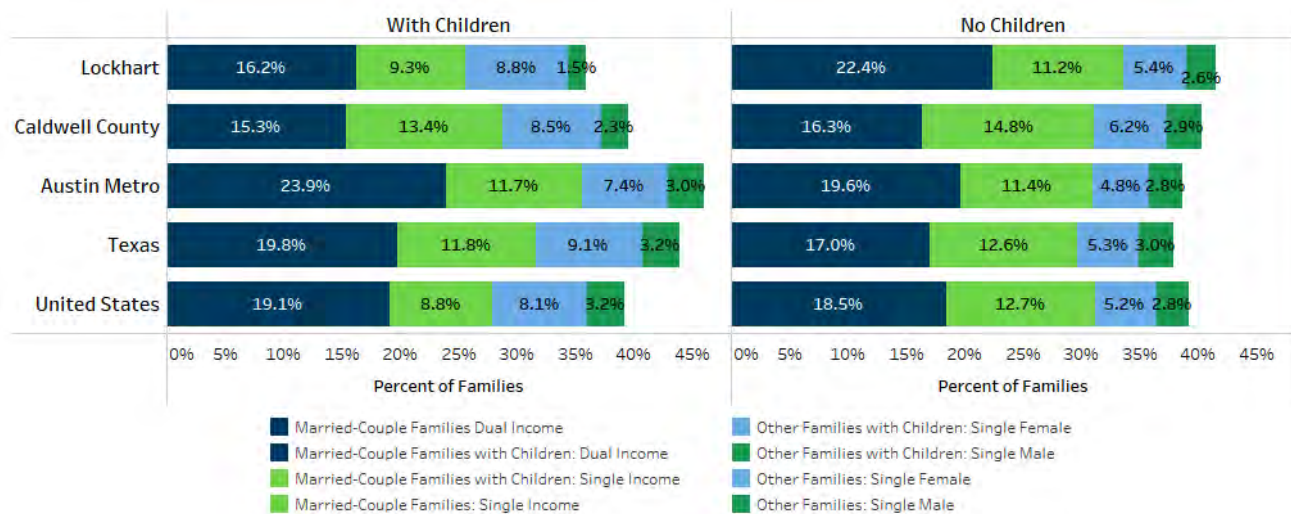
Figure 5.2 Labor Force Participation, 2016–2021



Source: US Census Bureau, Garner Economics

↓ Labor Force Participation – Families

Figure 5.3 Labor Force Participation of Families, 2021



Source: US Census Bureau, Garner Economics

The overall low labor force participation rate is also apparent in the percentage of families in the labor force. Of all families in the City of Lockhart, 77.3% of them participate in the labor force, a rate below all other benchmarks. The largest category of family working is the *Dual Income Families with No Children Under 18 at home* (22.4%). Overall, *Families With Children* in Lockhart (35.8%) participate at a lesser rate than *Families with No Children* (41.6%) in 2021. This is the lowest percentage for *Families With Children* for all benchmarks which may reveal barriers for parents such as childcare or variable school schedules during the pandemic.

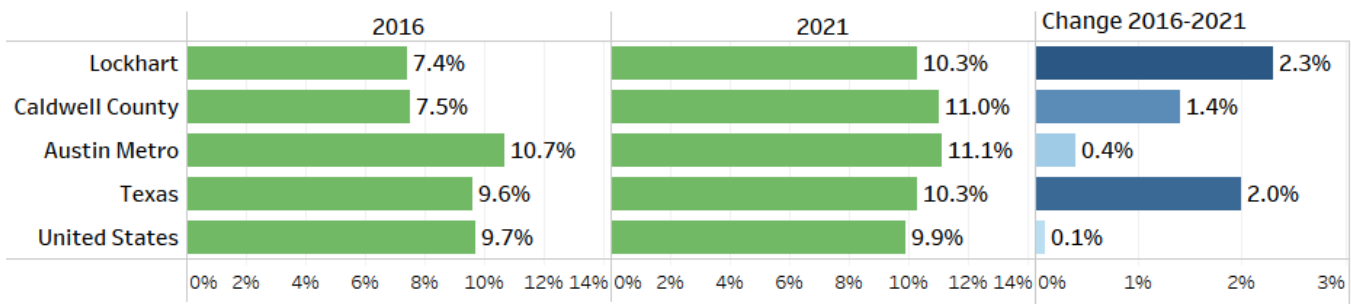
Table 5.2 Labor Force Participation of Families, 2021

	Lockhart	Caldwell County	Austin Metro	Texas	United States
Families With Children	35.8%	39.5%	46.0%	43.9%	39.2%
Married-couple Families with Children: Dual Income	16.2%	15.3%	23.9%	19.8%	19.1%
Married-couple Families with Children: Single Income	9.3%	13.4%	11.7%	11.8%	8.8%
Other Families with Children: Single Female	8.8%	8.5%	7.4%	9.1%	8.1%
Other Families With Children: Single Male	1.5%	2.3%	3.0%	3.2%	3.2%
Families with No Children	41.6%	40.2%	38.6%	37.9%	39.2%
Married-couple Families Dual Income	22.4%	16.3%	19.6%	17.0%	18.5%
Married-couple Families: Single Income	11.2%	14.8%	11.4%	12.6%	12.7%
Other Families: Single Female	5.4%	6.2%	4.8%	5.3%	5.2%
Other Families: Single Male	2.6%	2.9%	2.8%	3.0%	2.8%
Total Families Participating in Labor Force	77.3%	79.7%	84.6%	81.8%	78.4%

Source: US Census Bureau, Garner Economics

Self-Employment

Figure 5.4 Self Employment

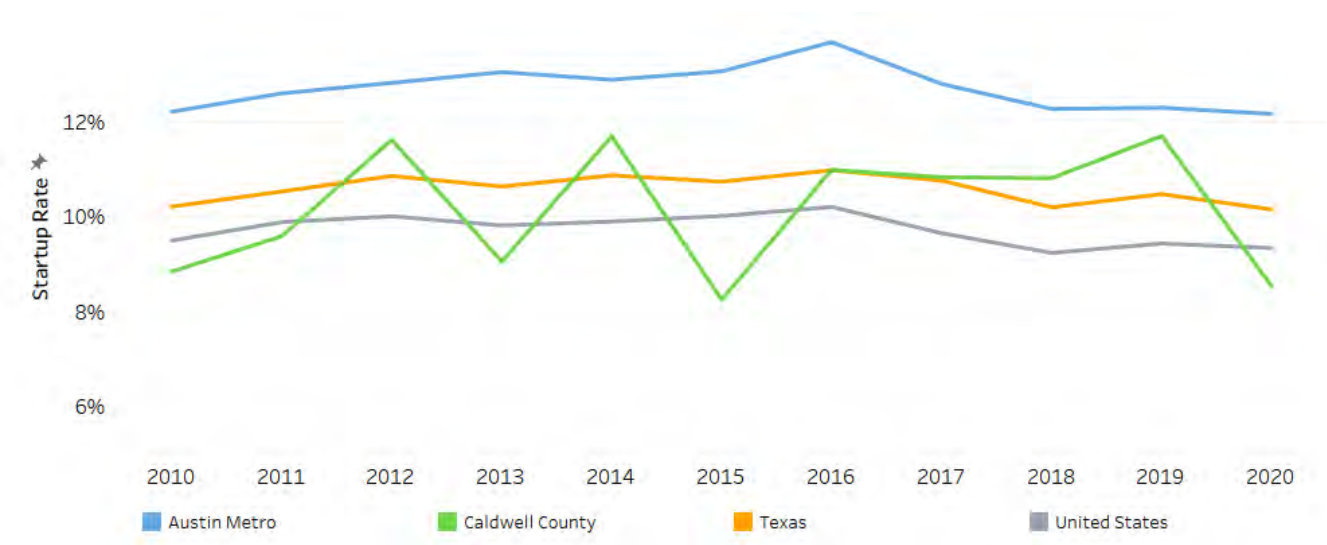


Source: US Census Bureau, Garner Economics

Measuring the proportion of people who are *Self-Employed* is a rough means to gauge entrepreneurial activity, which, in turn, can provide a view of local risk-taking and economic dynamism. Lockhart has a self-employment rate of 10.3% for 2021. This is higher than the nation, equal to Texas but slightly below Caldwell County and the Austin Metro. Given that the Austin Metro is known as an entrepreneurial hub, Lockhart's self-employment rate along with the highest rate of growth (2.3%) over the past five years, is a positive sign for the city.

➔ Startups

Figure 5.5 Startup Ratio



Source: US Census Bureau, Business Dynamics Statistics, Garner Economics

The number of new firms that start in Caldwell County, the smallest area available, had a startup rate below all other geographies analyzed. The Austin Metro, known for its entrepreneurial culture, had the highest startup rate well above all other benchmarks.

Caldwell County’s startup rate did increase from 2015 to 2020 by 0.3% when all other geographies – including the Austin Metro, decreased. Additionally, the rate of establishments exiting during the same period decreased by 0.8%, again trending the opposite of other benchmarks.

Table 5.3 Startup & Exits

	Caldwell County		Austin Metro		Texas		United States	
	2015	2020	2015	2020	2015	2020	2015	2020
Establishments born during the last 12 months	45	51	5,665	6,172	55,596	56,572	688,532	669,205
Rate of establishments born during the last 12 months	8.2%	8.5%	13.1%	12.2%	10.7%	10.2%	10.0%	9.3%
Establishments exited during the last 12 months	48	48	4,133	4,933	46,398	53,502	608,652	675,145
Rate of establishments exited during the last 12 months	8.8%	8.0%	9.5%	9.7%	9.0%	9.6%	8.9%	9.4%

Source: US Census Bureau, Business Dynamics Statistics, Garner Economics

The figure is a map of the Lockhart, Texas area, showing the region's population, labor force, and unemployment statistics. The map is centered on Lockhart, Texas, which is marked with a blue location pin and labeled in bold blue text. The map shows the surrounding area, including the cities of San Antonio, Austin, Round Rock, and Bastrop. The map is color-coded with green for land and blue for water. The statistics are displayed in the top left corner of the map:

- Population:** 1,532,918
- Labor Force:** 845,000
- Unemployment:** 3.6%

The year 2022 is also displayed below the unemployment rate. The map includes labels for various cities and towns, including Marble Falls, Leander, Georgetown, Taylor, Round Rock, Phagerville, Lakeway, Manor, Elgin, Johnson City, Austin, Bastrop, Smithville, San Marcos, Kyle, Buda, Wimberley, Blanco, Dripping Springs, Fredericksburg, Comfort, Boerne, New Braunfels, Luling, Waco, Flatonia, Helotes, Schertz, Converse, Seguin, Gonzales, Nixon, Shiner, Yoakum, Cuero, Floresville, Lytle, Devine, and Castroville.

The effective labor draw considers the documented labor pool for a location based on the existing residential workforce and local road network. The analysis considers the pool of active workers residing within representative drive time from a site. Using a 45-minute drive time analysis from the center of Lockhart, the estimated 2022 population is 1,532,918.

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→ Commuting Patterns

Figure 5.7 Commuting Patterns City of Lockhart & Caldwell County, 2019

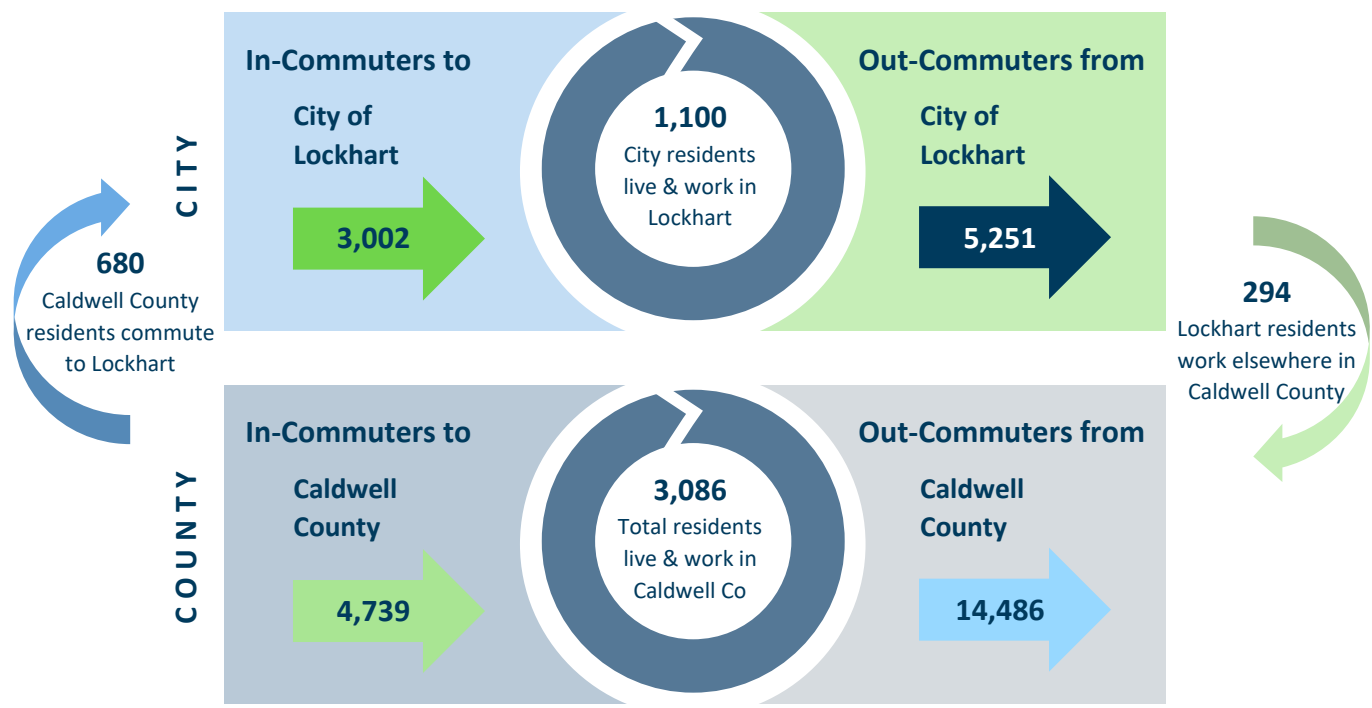


Figure 5.8 In-Commuting Home County
Where People Live Who Work in Lockhart, 2019

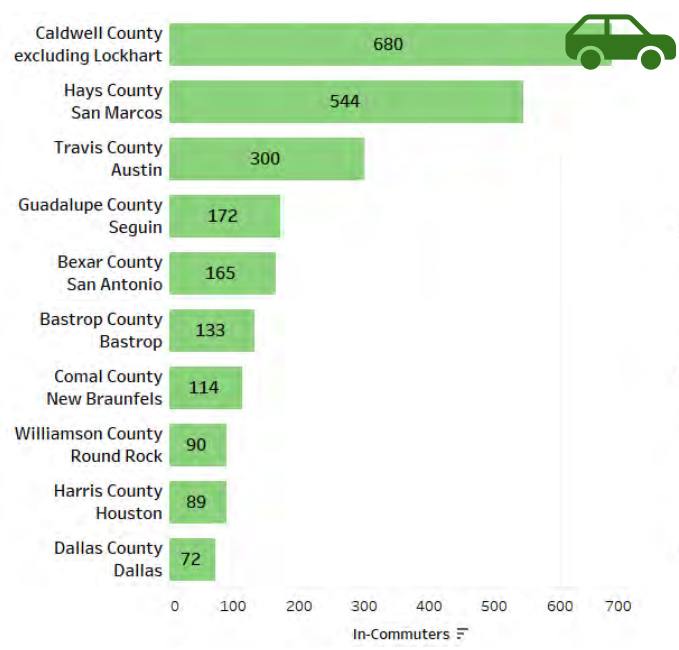
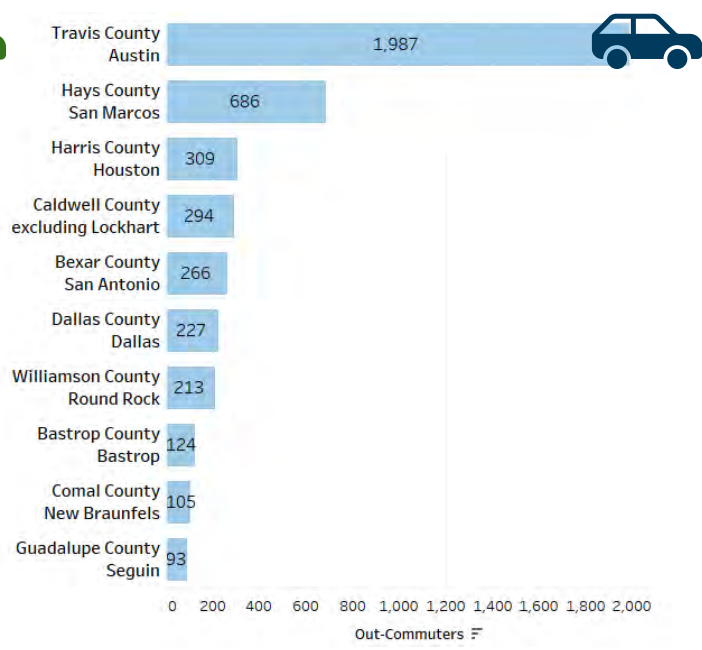


Figure 5.9 Out-Commuting Employer County
Where People Are Employed Who Live in Lockhart, 2019



Source: 2019 U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), Garner Economics

Worker flows help define the size of a local economy’s labor draw, and trends help describe attraction and regional competition. Worker flows represent both daily commuters and short-term, away-from-home assignments. Lockhart residents that remain in the city limits for work are about 27% of the employee base in the City. It is estimated that the 5-year average (2016-2021) for Lockhart residents who work from home is 6.5%. This is below the national rate of 9.7% for the same period. More than 3,000 workers commute into Lockhart for work (Figure 5.9) including nearly 700 that live elsewhere in Caldwell County. A majority of Lockhart residents who work outside of the City commute to Austin and other locations in Travis County which is an employment center for much of the region.

The City of Lockhart exports more workers than it retains and imports leaving a net outflow of -2,249 in 2019. The number of Out-Commuters leaving Lockhart for employment elsewhere has risen since 2015 along with in-commuters. Lockhart serves as an employment center drawing commuters in, however, the balance of net commuters have stayed relatively steady since 2014.

Figure 5.10 City of Lockhart Commuting Trends, 2009-2019

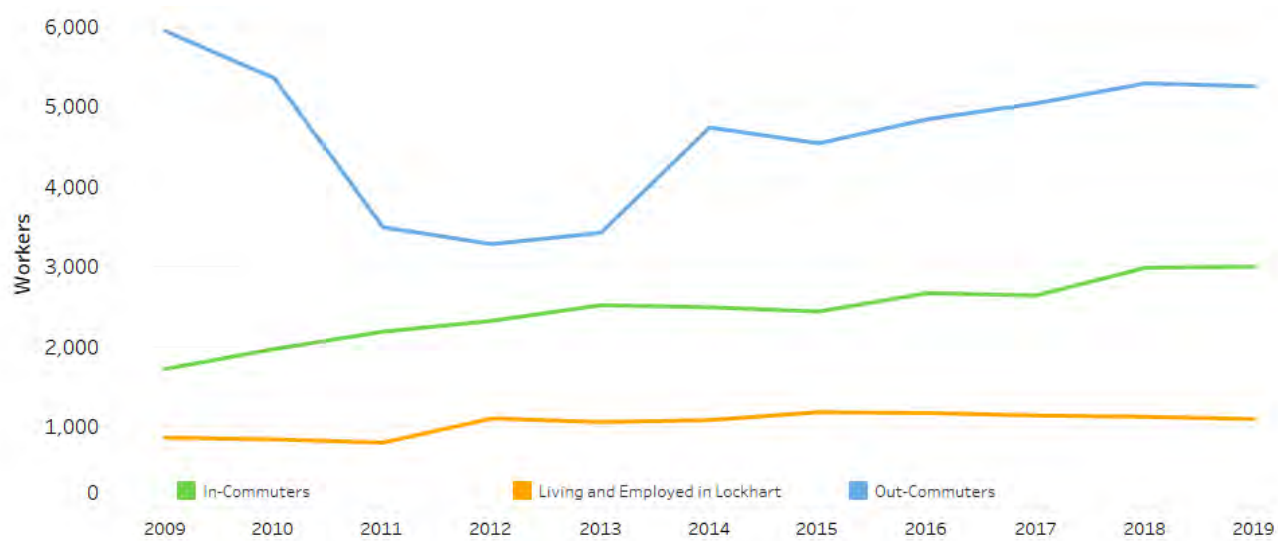
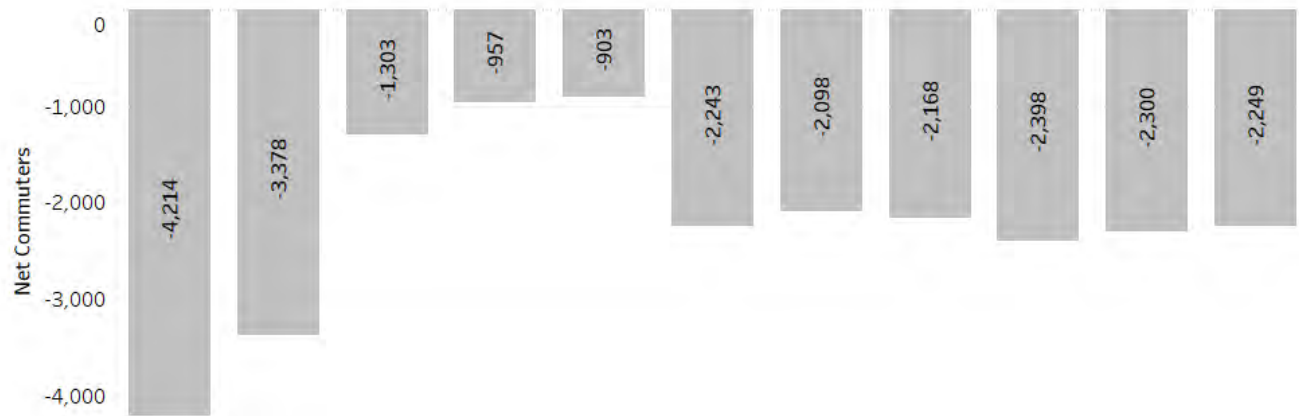


Figure 5.11 City of Lockhart Net Commuter Outflow Trend, 2009-2019



Source: 2017 U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), Garner Economics

↑

Job Growth

A key indicator of economic success is the growth of jobs in an area. Lockhart has shown steady and impressive job growth over the past decade growth of 28%. This growth rate is above all benchmarks except the Austin Metro which experienced a 44.7% increase in employment. The City’s growth has been stronger in the last five years, adding approximately 700 jobs, an increase of 16% since 2017. Once again, this rate is second only to the Austin Metro and four times that of the United States as a whole.

Figure 5.12 Job Growth, 2012–2022

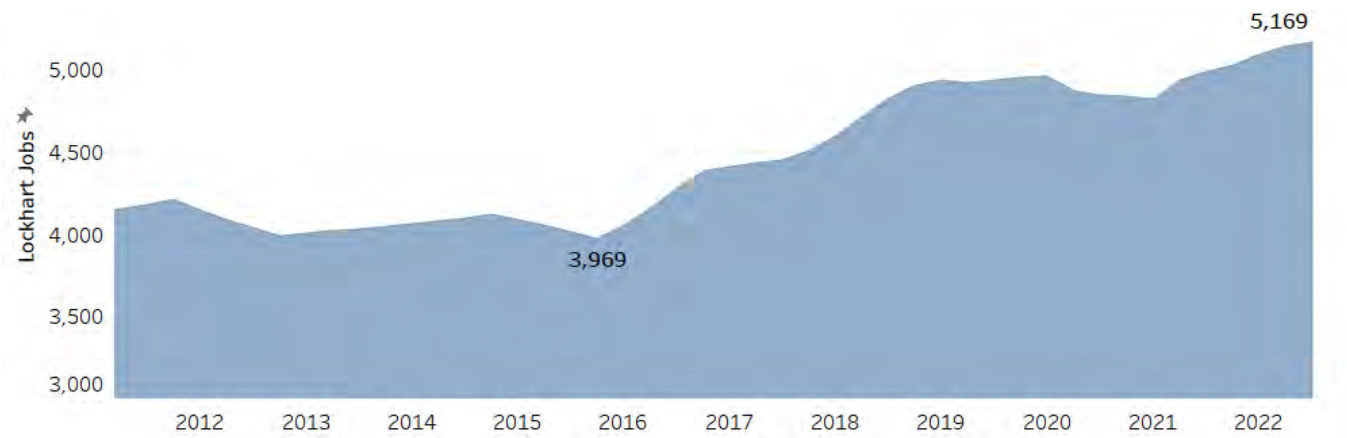


Table 5.4 Job Growth

	2022	5-Year Change (2017-2022)		10-Year Change (2012-2022)	
		#	%	#	%
Lockhart	5,169	722	16.2%	1,132	28.0%
Caldwell County	11,440	1,100	10.6%	1,977	20.9%
Austin Metro	1,263,559	205,645	19.4%	390,361	44.7%
Texas	14,259,655	1,193,274	9.1%	2,567,018	22.0%
United States	160,228,873	5,702,579	3.7%	17,981,035	12.6%

Source: JobsEQ, Garner Economics

→

Estimated Annual Wages

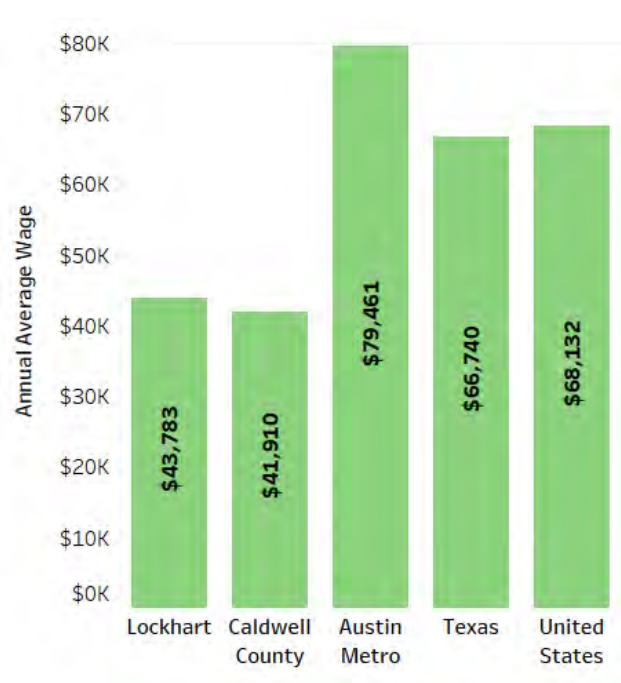
Table 5.5 Wage Growth

	2022	5-Year Change (2017-2022)		10-Year Change (2012-2022)	
		#	%	#	%
Lockhart	\$43,783	\$579	1.3%	\$2,137	5.1%
Caldwell County	\$41,910	\$697	1.7%	\$1,792	4.5%
Austin Metro	\$79,461	\$10,466	15.2%	\$15,198	23.6%
Texas	\$66,740	\$2,729	4.3%	\$4,976	8.1%
United States	\$68,132	\$4,186	6.5%	\$7,442	12.3%

Source: JobsEQ, Garner Economics Figures adjusted for inflation.

Estimated Annual Wages *(continued)*

Figure 5.13 Average Annual Wage, 2022



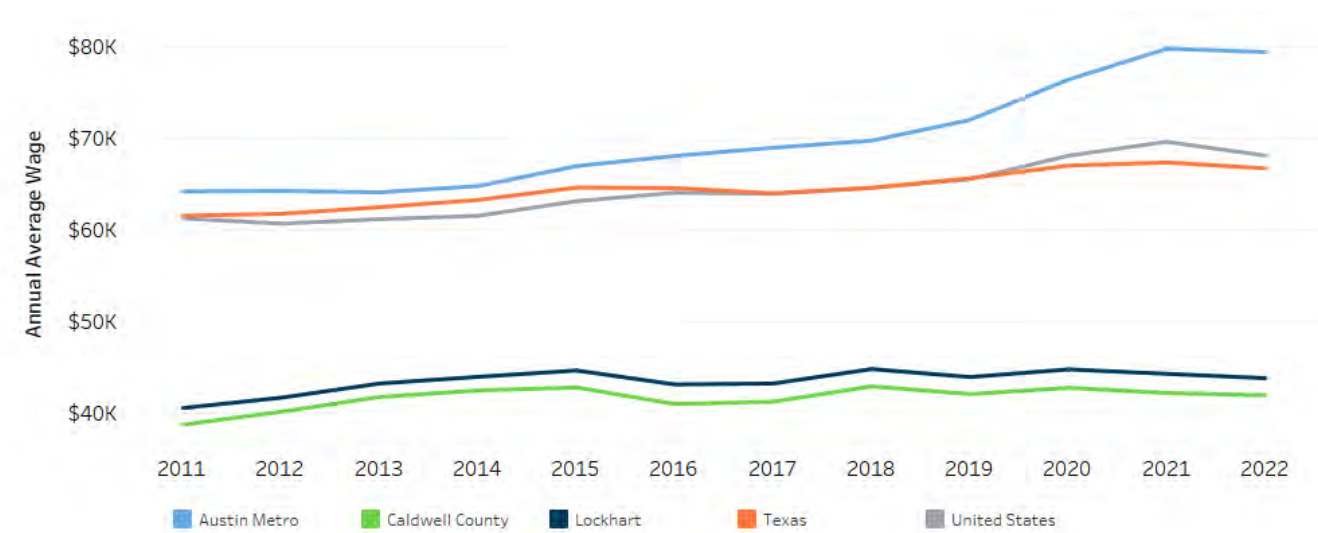
Source: JobsEQ, Garner Economics

The average annual wage per worker for all industries in 2022 is \$43,783 for workers in Lockhart. This wage is the second lowest wage among benchmarks. The wage for Caldwell County is lower at \$41,910 for the same year. The overall average wage for the Austin Metro of \$79,461, significantly higher than any other geography. It should be noted that wage applies only to employment in each geography and does not measure wages for those residents who live in the area but commute outside for employment.

Lockhart has seen modest wage growth over the past five years growing only 1.3% after adjusting for inflation. Lockhart and Caldwell County trail wage growth for 5- and 10-year growth compared to all other benchmarks.

The wage trend in Figure 5.14 illustrates that Lockhart and Caldwell County wage growth has been flat after adjusting for inflation. Texas and the national average have also been relatively modest in growth but Austin continues to outpace growth in recent years.

Figure 5.14 Average Wage Growth (Adjusted for Inflation), 20012-2022



Source: JobsEQ, Garner Economics Figures adjusted for inflation.

Industry Sector Composition

A comparison of major industry employment composition provides a broad relative assessment of differences among economies and may help indicate areas of uniqueness.

The top three industries in the City of Lockhart are *Retail Trade*, *Accommodation & Food Services*, and *Educational Services*. Caldwell County also has *Retail Trade* as the highest proportion of total employment, however, *Health Care & Social Assistance*, and *Construction* are the other top employers. At the regional level, *Professional, Scientific & Technical Services* is the largest percentage of employment for the entire Austin Metro.

Table 5.6 Industry Sector Composition, Average Annual Employment 2022
Highest Industry Group for Each Geography in Gray

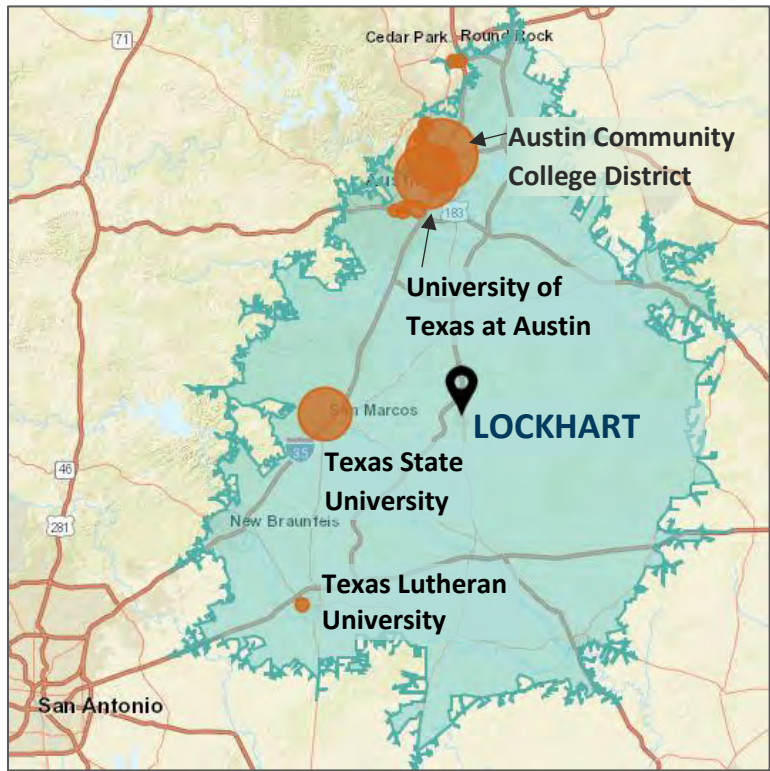
Industry Title	Lockhart	Caldwell County	Austin Metro	Texas	United States
Retail Trade	18.3%	15.0%	9.4%	10.1%	10.1%
Accommodation & Food Services	15.4%	10.3%	9.5%	8.9%	8.5%
Educational Services	13.4%	9.8%	8.4%	8.9%	8.0%
Health Care & Social Assistance	7.2%	14.6%	10.1%	12.7%	14.4%
Public Administration	7.2%	4.5%	4.8%	3.3%	4.6%
Manufacturing	7.1%	5.0%	5.5%	6.6%	8.1%
Construction	6.3%	11.4%	7.1%	7.1%	6.0%
Administrative, Support, Waste Management & Remediation Services	5.7%	3.9%	6.8%	7.1%	6.5%
Finance & Insurance	4.0%	2.2%	4.0%	4.4%	4.0%
Transportation & Warehousing	3.9%	3.7%	3.0%	5.2%	5.0%
Other Services	3.2%	3.8%	4.3%	4.3%	4.3%
Professional, Scientific & Technical Services	2.5%	2.1%	12.6%	7.5%	7.3%
Agriculture, Forestry, Fishing & Hunting	1.6%	7.1%	0.4%	1.2%	1.3%
Wholesale Trade	1.1%	1.4%	3.8%	4.4%	3.8%
Real Estate, Rental & Leasing	1.1%	0.9%	2.3%	2.0%	1.8%
Information	0.7%	0.5%	3.7%	1.7%	2.0%
Utilities	0.6%	0.6%	0.7%	0.6%	0.5%
Arts, Entertainment & Recreation	0.4%	0.9%	1.9%	1.4%	1.9%
Mining, Quarrying, Oil & Gas Extraction	0.2%	2.1%	0.3%	1.4%	0.3%
Management of Companies & Enterprises	0.1%	0.0%	1.4%	1.1%	1.5%

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

➔

Colleges & Universities

Figure 5.15 Colleges & Universities (45-Minute Drive Time of Lockhart)
Size of marker relative to 2021 enrollment



Neither Lockhart or Caldwell County have a college or university campus within their boundaries. Colleges and universities within a 45-minute drive offer potential talent for Lockhart businesses. Fourteen schools in the drive-time have an enrollment of nearly 170,000 students. The closest campus to Lockhart is Texas State University located in San Marcos with 42,000 students enrolled. Austin Community College District’s more than 61,000 students are distributed throughout the 11-campus system in the greater Austin area.

Colleges on this list offer certificates under two years upwards to Doctoral degrees in a wide variety of programs. The largest detractor to this large number of students is the competition for talent in the area, particularly as the majority of institutions are located within Austin.

Table 5.7 College & University Enrollment, 2021 (45-Minute Drive Time of Lockhart)

Institution Name	Location	Highest Level Offered	2021 Enrollment
Austin Community College District	Austin	Bachelor's degree	61,370
The University of Texas at Austin	Austin	Doctor's degree	53,502
Texas State University	San Marcos	Doctor's degree	42,111
Saint Edward's University	Austin	Doctor's degree	4,006
Southern Careers Institute-Austin	Austin	Associate degree	2,113
Texas Lutheran University	Seguin	Master's degree	1,580
Huston-Tillotson University	Austin	Master's degree	1,269
The College of Health Care Professions-Austin	Austin	Associate degree	957
Auguste Escoffier School of Culinary Arts-Austin	Austin	Associate degree	912
CyberTex Institute of Technology	Austin	Certificate	733
South University-Austin	Round Rock	Master's degree	697
The Art Institute of Austin	Bastrop	Bachelor's degree	330
AOMA Graduate School of Integrative Medicine	Austin	Doctor's degree	180
Texas Health and Science University	Austin	Master's degree	146
Total 2021 Unduplicated Headcount			169,906

Source: National Center for Education Statistics, Garner Economics

Colleges & Universities: Degrees & Certifications

Figure 5.16 Credentials Granted by Type, 2021

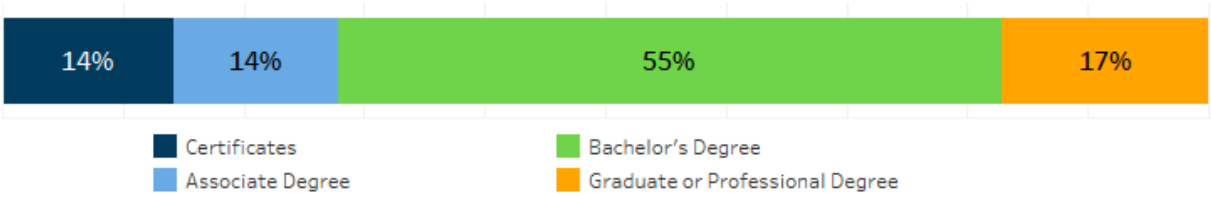


Table 5.8 Credentials Granted by Area of Study, 2021

Area of Study	Credentials Awarded
Business, Management, Marketing, and Related Support Services	5,388
Health Professions and Related Programs	3,503
Communication, Journalism, and Related Programs	2,381
Liberal Arts and Sciences, General Studies and Humanities	2,272
Engineering	2,245
Computer and Information Sciences and Support Services	2,203
Multi/Interdisciplinary Studies	2,174
Biological and Biomedical Sciences	1,854
Social Sciences	1,847
Visual and Performing Arts	1,504
Psychology	1,396
Parks, Recreation, Leisure, Fitness, and Kinesiology	1,083
Education	871
Homeland Security, Law Enforcement, Firefighting and Related	815
Public Administration and Social Service Professions	693
Family and Consumer Sciences/Human Sciences	672
Foreign Languages, Literature, and Linguistics	644
English Language and Literature/Letters	636
Mathematics and Statistics	633
Engineering/Engineering-related Technologies/Technicians	508
Legal Professions and Studies	474
Physical Sciences	469
History	307
Culinary, Entertainment, and Personal Services	272
Precision Production	187
Architecture and Related Services	174
Area, Ethnic, Cultural, Gender, and Group Studies	167
Philosophy and Religious Studies	147
Agricultural/Animal/Plant/Veterinary Science and Related Fields	142
Natural Resources and Conservation	137
Mechanic and Repair Technologies/Technicians	103
Total Degrees/Certificates Granted in 2021	36,006

Source: National Center for Education Statistics, Garner Economics

Chapter 6: Local Specialization & Growth

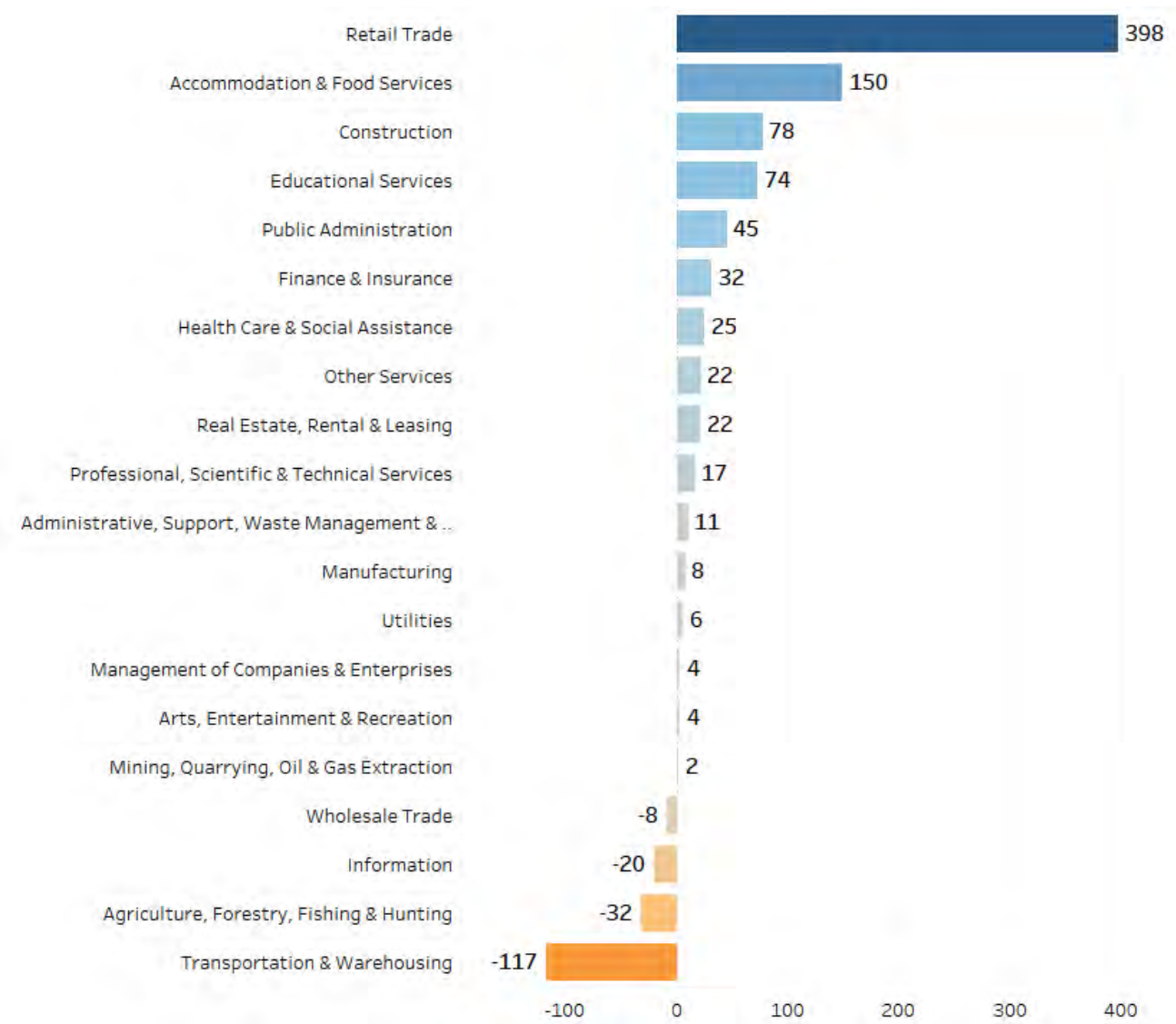
The following section provides a more detailed and in-depth assessment of Lockhart and Caldwell County. The analysis examines the local economy from several different perspectives, each adding a supporting layer of information. The main goals are to provide historical context, reveal areas of unique specialization and help uncover emerging trends and opportunities. The two main areas of analysis are major industries and occupational groups.

Measurements included

- Major Industry Sector Change
- Industry Earnings
- Occupational Change
- Occupational Earnings
- Local Specialization & Growth

Major Industry Sector Change

Figure 6.1 Employment Change by Major Industry, 2017–2022
Ranked by Absolute Change



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

A majority of industry sectors in Lockhart experienced some job growth between 2017 and 2022 with the largest absolute industry increase occurring within *Retail* operations, gaining nearly 400 jobs. Other sectors with large employment gains include *Accommodation & Food Services* (+150 jobs) and *Construction* (+78 jobs). Overall, Lockhart had employment of 5,169 in 2022 as of the third quarter and added 722 jobs between 2017 and 2022. Caldwell County has 11,440 employees for the same time frame and added 1,100 jobs in the past five years.

Manufacturing jobs stayed steady for both Lockhart and Caldwell County adding under ten jobs for the five years studied. The *Transportation and Warehousing* sector lost 117 jobs in Lockhart and another 158 in the rest of the county (-275 jobs in Caldwell County overall).

As work-from-home trends grew in 2020, it is important to note that data used in this chapter reflect employment reported in the geography of the business establishment. As mentioned in Chapter 5: Commuting, there is an average of 6.5% of Lockhart's residents reporting that they work from home.

Table 6.1 Employment Change by Major Industry, 2017–2022
Ranked by Absolute Change

Industry Sector	Lockhart			Caldwell County		
	2022 Jobs	5-Year Change	LQ	2022 Jobs	5-Year Change	LQ
Retail Trade	943	398	1.8	1,716	520	1.5
Accommodation & Food Services	794	150	1.8	1,177	238	1.2
Construction	325	78	1.1	1,306	335	1.9
Educational Services	690	74	1.7	1,124	116	1.2
Public Administration	371	45	1.6	510	52	1.0
Finance & Insurance	207	32	1.0	256	36	0.6
Health Care & Social Assistance	371	25	0.5	1,668	22	1.0
Other Services	165	22	0.7	432	24	0.9
Real Estate, Rental & Leasing	57	22	0.6	102	20	0.5
Professional, Scientific & Technical Services	130	17	0.3	238	56	0.3
Administrative, Support, Waste Management & Remediation Services	295	11	0.9	451	-13	0.6
Manufacturing	369	8	0.9	567	9	0.6
Utilities	30	6	1.1	74	1	1.3
Management of Companies & Enterprises	5	4	0.1	5	3	0.0
Arts, Entertainment & Recreation	22	4	0.2	104	9	0.5
Mining, Quarrying, Oil & Gas Extraction	11	2	0.6	242	39	6.1
Wholesale Trade	57	-8	0.3	163	-4	0.4
Information	37	-20	0.3	59	-24	0.3
Agriculture, Forestry, Fishing & Hunting	84	-32	1.2	806	-67	5.3
Transportation & Warehousing	203	-117	0.8	428	-275	0.8
Total - All Industries	5,169	722	1.0	11,440	1,100	1.0

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Industry Earnings

Lockhart and Caldwell County's average industry earnings are significantly lower than national averages for the same industry sectors in 2022. Industry average wages (and employment) reflect occupations at all levels working within a business sector in that geography.

All industry sectors have average wages below its counterpart at the national level. The difference between national and local wages offers insight into areas of cost-saving opportunities for Lockhart in recruitment efforts.

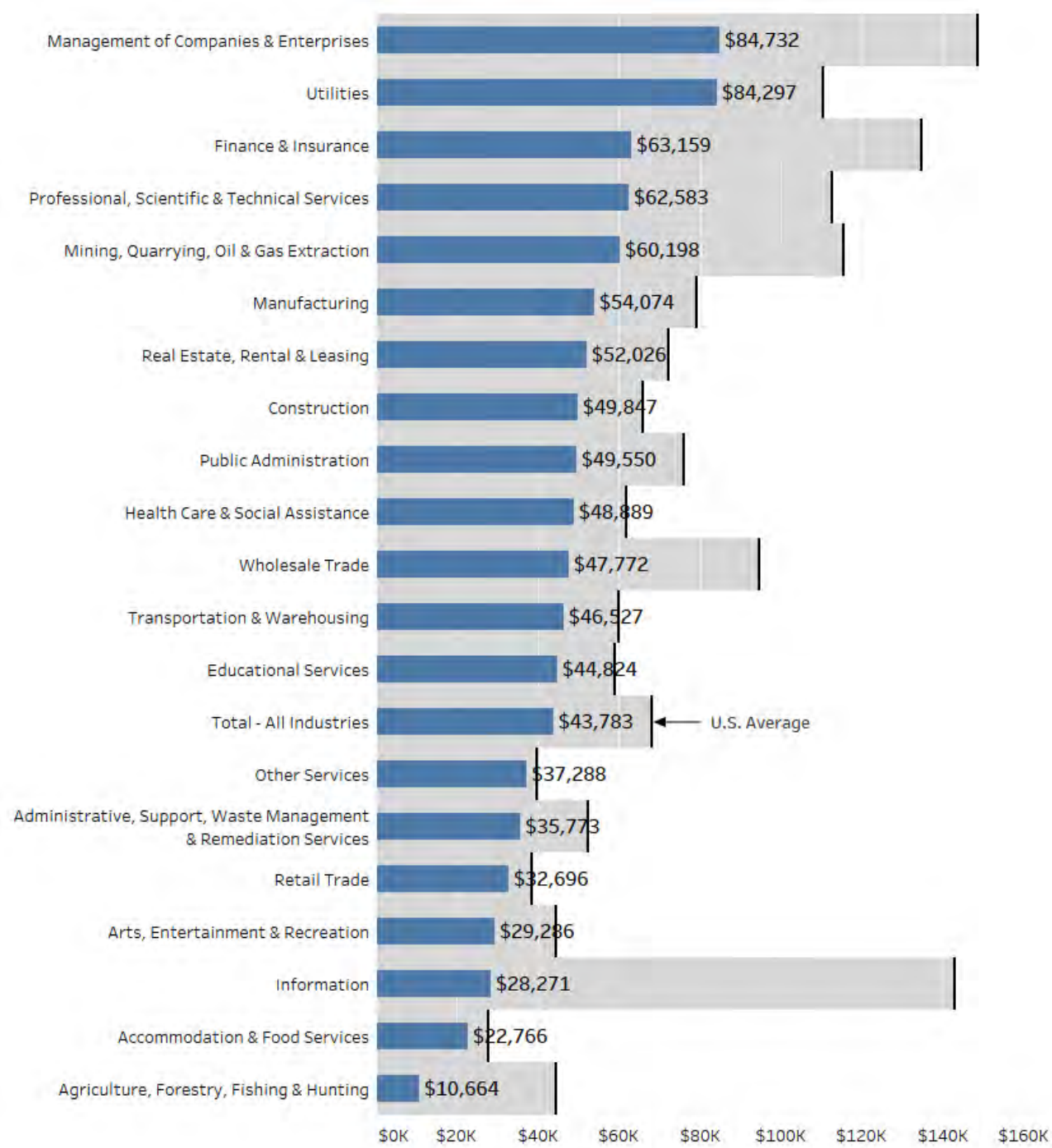
Three industry sector wages reported for the county are 50% or more below national averages. These are *Information* (-80% below), *Agriculture* (-65% below), and *Finance & Insurance* (-53% below). The average annual wage for all private industries in Lockhart is \$43,783 and \$41,910 in Caldwell County. These are 36% and 38% below the national average of \$68,132 respectively.

Table 6.2 Average Annual Industry Salary Comparison, 2022
Ranked by Highest Local Wages
Wages Significantly Lower (-50%) than National are Highlighted in Grey

Industry Sectors	Lockhart Average Wages	Caldwell County Average Wages	Lockhart % Difference	Caldwell County % Difference
Management of Companies & Enterprises	\$84,732	\$84,735	-43%	-43%
Utilities	\$84,297	\$84,026	-24%	-24%
Finance & Insurance	\$63,159	\$63,005	-53%	-53%
Professional, Scientific & Technical Services	\$62,583	\$62,372	-44%	-45%
Mining, Quarrying, Oil & Gas Extraction	\$60,198	\$60,832	-48%	-47%
Manufacturing	\$54,074	\$54,004	-32%	-32%
Real Estate, Rental & Leasing	\$52,026	\$52,061	-28%	-28%
Construction	\$49,847	\$49,925	-24%	-24%
Public Administration	\$49,550	\$49,550	-35%	-35%
Health Care & Social Assistance	\$48,889	\$48,815	-21%	-21%
Wholesale Trade	\$47,772	\$48,134	-49%	-49%
Transportation & Warehousing	\$46,527	\$50,059	-23%	-17%
Educational Services	\$44,824	\$44,620	-24%	-24%
Other Services	\$37,288	\$32,149	-6%	-19%
Administrative, Support, Waste Management & Remediation Services	\$35,773	\$35,689	-32%	-32%
Retail Trade	\$32,696	\$32,363	-15%	-16%
Arts, Entertainment & Recreation	\$29,286	\$29,289	-34%	-34%
Information	\$28,271	\$28,082	-80%	-80%
Accommodation & Food Services	\$22,766	\$22,871	-18%	-18%
Agriculture, Forestry, Fishing & Hunting	\$10,664	\$15,670	-76%	-65%
Total - All Industries	\$43,783	\$41,910	-36%	-38%

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Figure 6.2 Average Annual Industry Salary Comparison, 2022
Ranked by Highest Local Wages

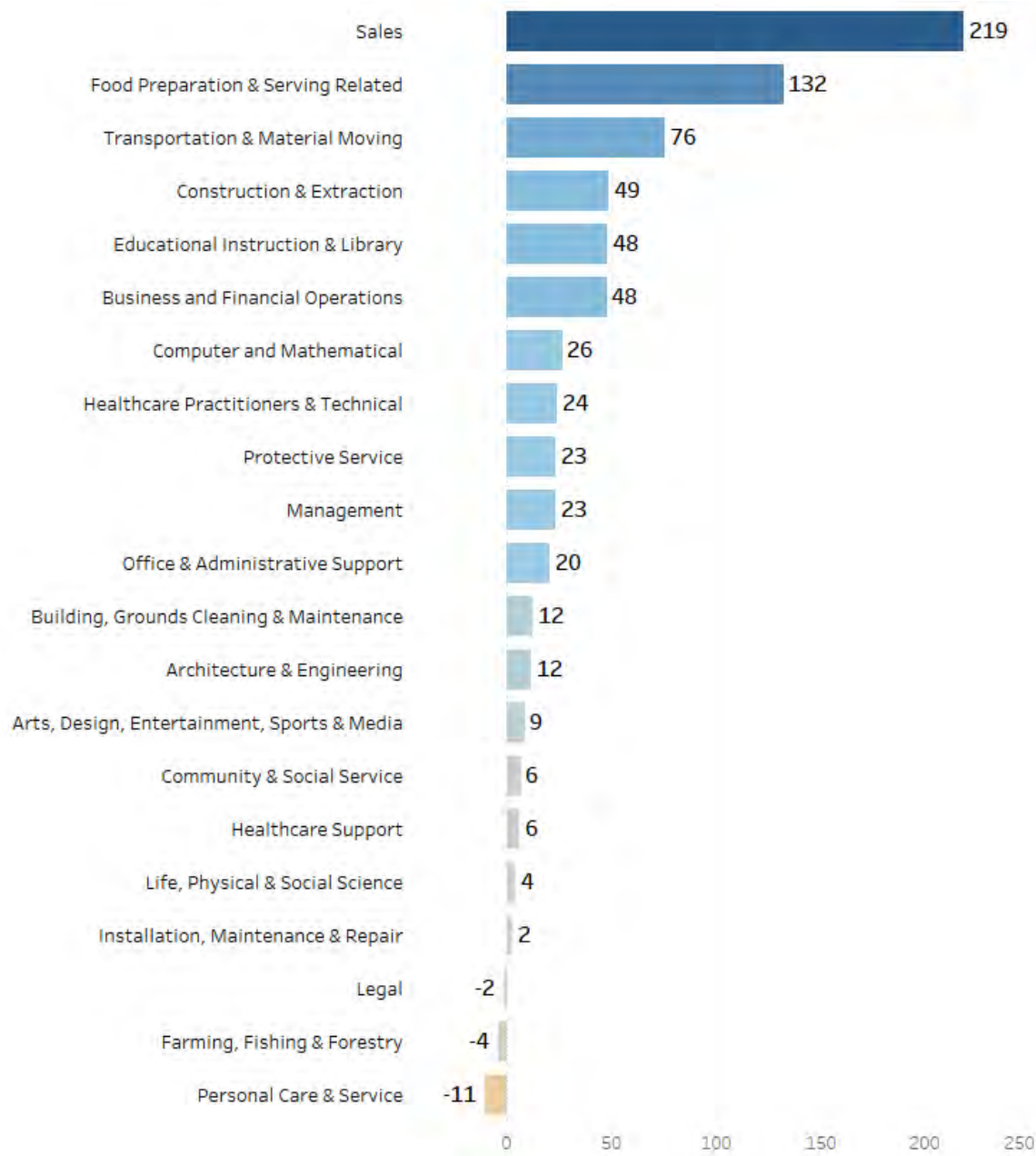


Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Major Occupational Change

Occupational groups work in a variety of industry sectors but have a commonality in the type of work performed. Most occupational categories remained steady or gained jobs during the past five years in both Lockhart and Caldwell County. The largest job increase was in the *Sales* occupational group gaining 219 jobs since 2017 in Lockhart. An additional 61 jobs were added in *Sales* elsewhere in the county for a total of 280 new sales jobs in Caldwell County. With the *Retail* business sector creating the most jobs, it is likely most of that growth is in the form of retail sales or cashier-type workers.

Figure 6.3 Employment Change by Occupational Group, 2017–2022



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

In Lockhart, major growth also occurred in *Food Preparation & Serving Related* (+132 jobs) and *Transportation & Material Moving* (+76 jobs). Interestingly the *Transportation and Warehousing* industry sector lost 117 jobs indicating distribution is still a part of Lockhart's economy – but it may not be in a company with a singular transportation or warehousing focus.

Caldwell County as a whole also reflected job growth in *Food Preparation & Serving Related* and *Construction & Extraction* positions. *Transportation & Material Moving* job growth occurred in Lockhart with no additional employment reported outside the city.

Table 6.3 Employment Change by Major Occupational Group, 2017–2022
Ranked by Absolute Change in Lockhart

Occupational Group	Lockhart			Caldwell County		
	2022 Employment	5-Year Change	LQ	2022 Employment	5-Year Change	LQ
Sales	666	219	1.4	1,286	280	1.2
Food Preparation & Serving Related	751	132	1.8	1,150	202	1.3
Construction & Extraction	237	49	1.0	964	220	1.9
Transportation & Material Moving	437	76	1.0	810	76	0.8
Business and Financial Operations	191	48	0.6	388	90	0.5
Educational Instruction & Library	462	48	1.7	784	70	1.3
Healthcare Practitioners & Technical	146	24	0.5	580	56	0.9
Computer and Mathematical	75	26	0.4	145	43	0.4
Protective Service	223	23	2.0	310	28	1.3
Management	347	23	1.0	1,229	23	1.6
Community & Social Service	68	6	0.8	232	31	1.2
Office & Administrative Support	475	20	0.7	1,036	16	0.7
Architecture & Engineering	42	12	0.5	94	17	0.5
Arts, Design, Entertainment, Sports & Media	52	9	0.6	124	16	0.6
Life, Physical & Social Science	25	4	0.5	59	10	0.6
Building, Grounds Cleaning & Maintenance	217	12	1.3	412	-0	1.1
Installation, Maintenance & Repair	210	2	1.1	460	-4	1.0
Legal	29	-2	0.7	51	-2	0.5
Personal Care & Service	89	-11	0.7	242	-2	0.9
Production	290	0	1.0	500	-15	0.8
Farming, Fishing & Forestry	9	-4	0.3	115	-14	1.6
Healthcare Support	128	6	0.6	469	-42	0.9
Total - All Occupations	5,169	722	1.0	11,440	1,100	1.0

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Table 6.3 below reflects data of both residence-based and work-based data. The table shows the number of residents living in Lockhart and Caldwell County that perform the type of work in the occupational category – regardless of where they are employed (2022 Residents column). The table also reflects workplace-based occupations (also in Table 6.3). The comparison of the two shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Table 6.4 Occupational Group Employment of Residents and Workers, 2022

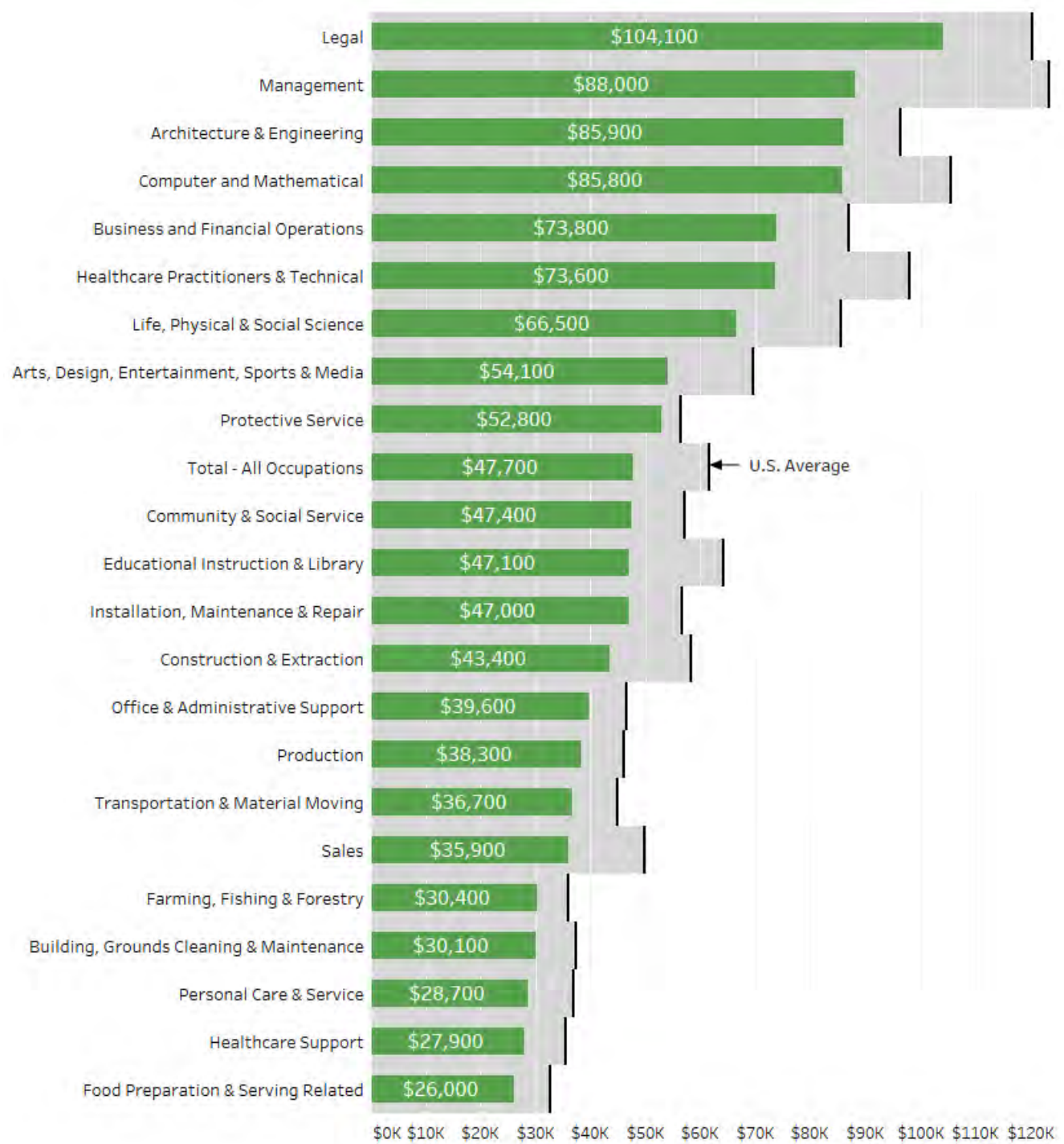
	Lockhart			Caldwell County		
	2022 Residents	2022 Employment	Net Commuters	2022 Residents	2022 Employment	Net Commuter
Sales	602	666	64	1,691	1,286	(405)
Food Preparation & Serving	771	751	(20)	2,477	1,150	(1327)
Construction & Extraction	495	237	(258)	2,021	964	(1057)
Transportation & Material Moving	718	437	(281)	2,064	810	(1254)
Business and Financial Operations	108	191	83	270	388	118
Educational Instruction & Library	279	462	183	671	784	113
Healthcare Practitioners & Technical	106	146	40	564	580	16
Computer and Mathematical	44	75	31	116	145	29
Protective Service	144	223	79	365	310	(55)
Management	358	347	(11)	1,162	1,229	67
Community & Social Service	33	68	35	137	232	95
Office & Administrative Support	523	475	(48)	1,674	1,036	(638)
Architecture & Engineering	7	42	35	67	94	27
Arts, Design, Entertainment, Sports & Media	13	52	39	56	124	68
Life, Physical & Social Science	5	25	20	33	59	26
Building, Grounds Cleaning & Maintenance	294	217	(77)	1,016	412	(604)
Installation, Maintenance & Repair	398	210	(188)	1,193	460	(733)
Legal	17	29	12	50	51	1
Personal Care & Service	103	89	(14)	343	242	(101)
Production	467	290	(177)	1,459	500	(959)
Farming, Fishing & Forestry	26	9	(17)	192	115	(77)
Healthcare Support	178	128	(50)	842	469	(373)
Total - All Occupations	5,689	5,169	(520)	18,462	11,440	(7022)

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Net Commuters – The minimum number of workers who commute in or out of the region to satisfy the regional numbers of jobs held. A positive number describes commuters entering a region, while a negative number describes commuters leaving a region.

Occupational Earnings

Figure 6.4 Average Annual Occupational Salary Comparison, 2022
Ranked by Highest Local Wages



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Average annual occupational wages for Lockhart and Caldwell County are virtually the same as each other and, on the whole, less than national levels. The average annual wage for all occupations in Lockhart was \$47,700, compared to \$61,600 for the national average, a difference of -23%. Every occupational group has average wages reported for Lockhart that are below national averages. However, unlike industry categories, the differences are not as dramatic between national and local pay scales. None of the wage differentials topped 30% over or under aligning closer to the national level than industry wage comparisons.

Table 6.5 Average Annual Occupational Group Salary Comparison, 2022
Ranked by Highest Local Wages
Wages Significantly Lower (-30%) than National are Highlighted in Grey

Occupational Group	Lockhart Average Wages	Lockhart % Difference
Legal	\$104,100	-14%
Management	\$88,000	-29%
Architecture & Engineering	\$85,900	-11%
Computer and Mathematical	\$85,800	-19%
Business and Financial Operations	\$73,800	-15%
Healthcare Practitioners & Technical	\$73,600	-25%
Life, Physical & Social Science	\$66,500	-22%
Arts, Design, Entertainment, Sports & Media	\$54,100	-22%
Protective Service	\$52,800	-7%
Community & Social Service	\$47,400	-17%
Educational Instruction & Library	\$47,100	-27%
Installation, Maintenance & Repair	\$47,000	-17%
Construction & Extraction	\$43,400	-25%
Office & Administrative Support	\$39,600	-15%
Production	\$38,300	-17%
Transportation & Material Moving	\$36,700	-18%
Sales	\$35,900	-28%
Farming, Fishing & Forestry	\$30,400	-15%
Building, Grounds Cleaning & Maintenance	\$30,100	-20%
Personal Care & Service	\$28,700	-22%
Healthcare Support	\$27,900	-21%
Food Preparation & Serving Related	\$26,000	-20%
Total - All Occupations	\$47,700	-23%

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic

Major Industry Sector Specialization & Growth

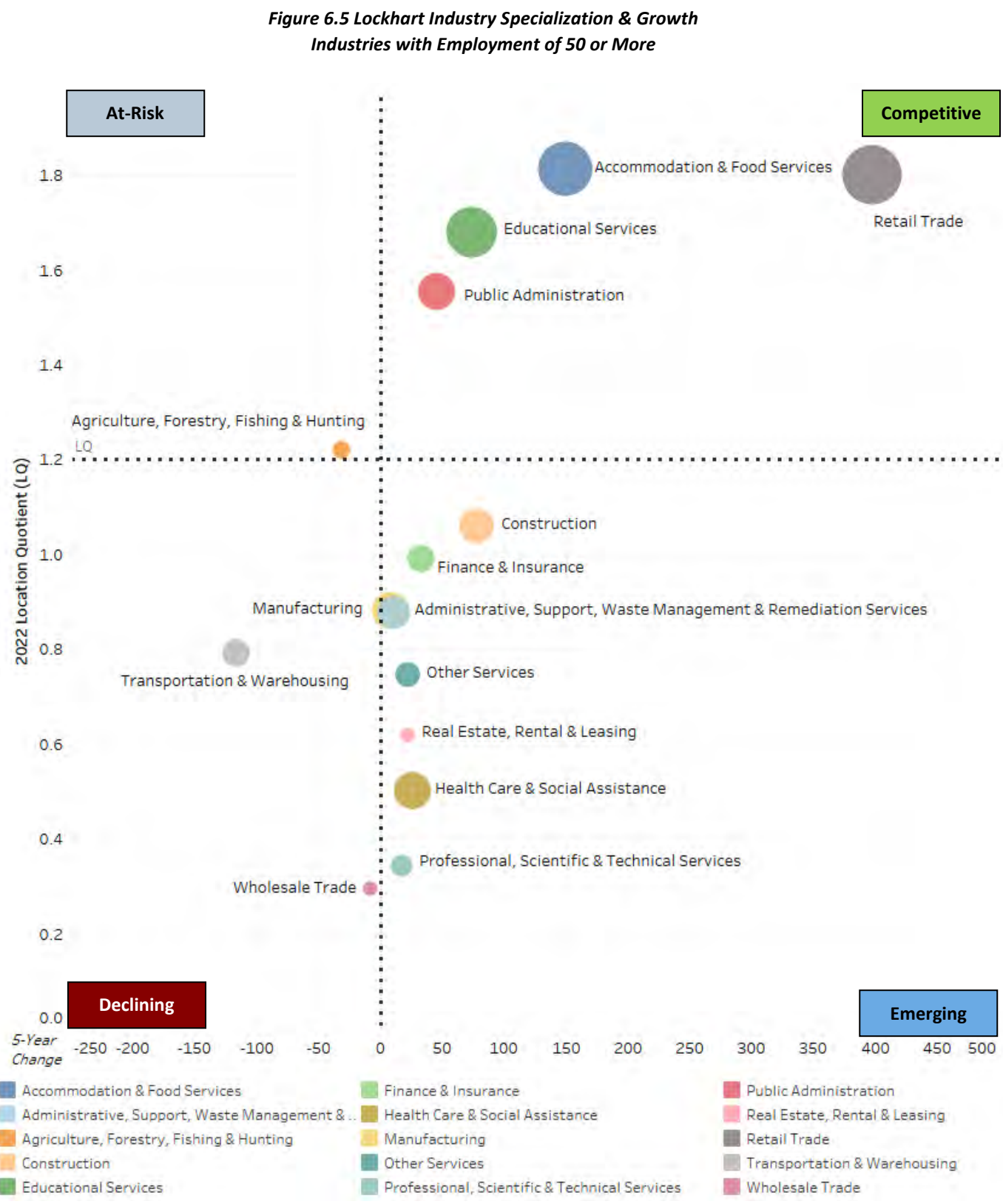
Major industry sector specialization focuses on the geographic concentrations of similar industries, or location quotient (LQ). This indication of specialization measures the relative concentration of a particular industry to the nation. In simple terms, a high LQ (above 1.2) indicates what a local economy is good at doing and implies there are unique skills, institutions, raw materials, etc., that support this position.

- Seven industry sectors have a local specialization greater than one and experienced job growth in the past five years in Lockhart. These make up the **Competitive** category and can be found below under the green heading. The top growth industry sectors are *Retail* and *Accommodation & Food Services*.
- Nine industry sectors had local specialization below one but experienced job growth within the past five years and are considered **Emerging**. They can be found below under the orange heading. Most of these sectors had modest job growth.
- Two sectors were classified as **Declining** due to job loss and low local specialization. *Wholesale* and *Transportation & Warehousing* declines are concerning, as these sectors can be key to the supply chain manufacturing operations.
- The *Agriculture, Forestry, Fishing & Hunting* industry is deemed **At-Risk** because of a combination of an LQ of more than one combined with job loss in the last five years.

Table 6.6 Lockhart Industry Specialization and Change

Industry Sector	5-Year Employment Change	2022 Employment	2022 Location Quotient
Competitive			
Retail Trade	398	943	1.8
Accommodation & Food Services	150	794	1.8
Construction	78	325	1.1
Educational Services	74	690	1.7
Public Administration	45	371	1.6
Finance & Insurance	32	207	1.0
Utilities	6	30	1.1
Emerging			
Health Care & Social Assistance	25	371	0.5
Other Services	22	165	0.7
Real Estate, Rental & Leasing	22	57	0.6
Professional, Scientific & Technical Services	17	130	0.3
Administrative, Support, Waste Management & Remediation Services	11	295	0.9
Manufacturing	8	369	0.9
Management of Companies & Enterprises	4	5	0.1
Arts, Entertainment & Recreation	4	22	0.2
Mining, Quarrying, Oil & Gas Extraction	2	11	0.6
Declining			
Wholesale Trade	-8	57	0.3
Information	-20	37	0.3
Transportation & Warehousing	-117	203	0.8
At-Risk			
Agriculture, Forestry, Fishing & Hunting	-32	84	1.2

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic

Occupational Specialization & Growth

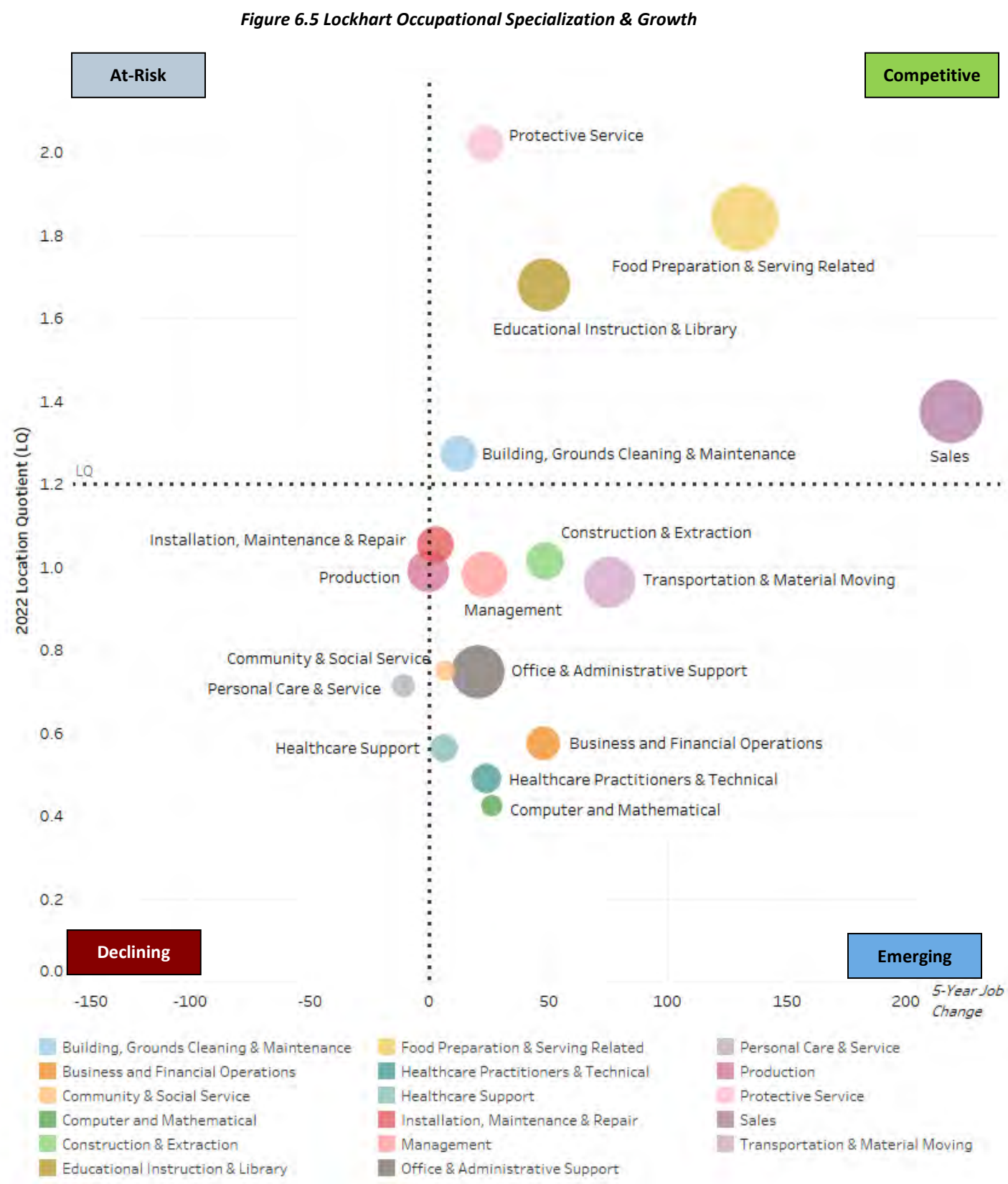
Occupational groupings represent similar skills and educational qualifications but not necessarily specific industry sectors. In this analysis, major occupational groups are evaluated for their growth and concentration.

- Nine occupation groups have a local specialization greater than 1 and experienced job growth in the past five years. Classified as **Competitive**, these are listed below under the green heading. The top occupational group by job growth is *Sales* with 219 net job growth and an LQ of 1.4, while the highest LQ is that of *Protective Service* occupations which grew a modest 23 jobs.
- Nine occupation groups had local specialization below 1 but experienced job growth within the past five years and are considered **Emerging**. They are below under the orange heading. *Business & Financial Operations* added the most jobs (+48).
- Three sectors are classified as **Declining** due to job loss and low local specialization and are under the red heading.
- Finally, one industry sector is considered **At-Risk** due to an LQ of one or more and a lack of job growth. *Production* jobs have not grown while overall *Manufacturing* industry jobs added 8 jobs. This may be due to the changing nature of manufacturing.

Table 6.7 Lockhart Occupational Specialization and Change

Occupational Group	5-Year Employment Change	2022 Employment	2022 Location Quotient
Competitive			
Sales	219	666	1.4
Food Preparation & Serving Related	132	751	1.8
Transportation & Material Moving	76	437	1.0
Construction & Extraction	49	237	1.0
Educational Instruction & Library	48	462	1.7
Protective Service	23	223	2.0
Management	23	347	1.0
Building, Grounds Cleaning & Maintenance	12	217	1.3
Installation, Maintenance & Repair	2	210	1.1
Emerging			
Business & Financial Operations	48	191	0.6
Computer & Mathematical	26	75	0.4
Healthcare Practitioners & Technical	24	146	0.5
Office & Administrative Support	20	475	0.7
Architecture & Engineering	12	42	0.5
Arts, Design, Entertainment, Sports & Media	9	52	0.6
Community & Social Service	6	68	0.8
Healthcare Support	6	128	0.6
Life, Physical & Social Science	4	25	0.5
Declining			
Legal	-2	29	0.7
Farming, Fishing & Forestry	-4	9	0.3
Personal Care & Service	-11	89	0.7
At-Risk			
Production	0	290	1.0

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic



Source: JobsEQ, 4 Quarter Average ending Q1 2022, Garner Economics

Chapter 7: Targets

The optimal business sector selection is based on the specific characteristics of the economy and assets of Lockhart, Texas. Garner Economics worked to validate existing targets, look for new opportunities, and group business sectors in target families that are thematically similar or leverage the same assets within the city and surrounding area. These recommended targets are designed to assist the City and its economic development efforts in focusing resources on sectors in which Lockhart holds a competitive advantage, has growth potential, and/or improves the quality of place. This approach will help policymakers prioritize the City’s community and economic development strategy. It is important to note that some activity is occurring organically and is not included or prioritized for marketing dollars. For instance, transportation and distribution investments will naturally follow the types of companies in the suggested target families.

Garner Economics uses a desirability and feasibility screening matrix to determine the optimal targets. Desirability begins by considering the types of business sectors that stakeholders of Lockhart would like to see in the community (Figure 7.1). Feasibility includes what the City can reasonably achieve in the short- to mid-term, based on current or planned locational assets and an analytical review of the economy.

Using results from the Economic and Labor Force research, Assets & Challenges Assessment, and field visits, four business and industry families were chosen that best match Lockhart’s unique competitive advantages. Targets are grouped into families with similar themes, needs, or relative scale of projects the assets will attract. These targets are presented as collaborative, community targets led by LEDC or other relevant organizations to leverage the best resources to meet the needs of particular industry sectors. The four target families are *All Things Mega*, *Industry 4.0*, *Food Processing*, and *Experience Lockhart*.

Figure 7.1: Optimal Target Screening Process

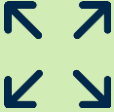


- All Things Mega
- Industry 4.0 (Manufacturing)
- Food Processing
- Experience Lockhart

For each targeted business sector, the community’s competitive advantages are presented along with national trends and projections of the targets. Target sectors may be stagnant or losing jobs nationally, but the particular set of economic development assets in Lockhart position it to capture any growing demand to produce new jobs and improve gross domestic/regional product.

For each target, a list of individual subsectors with accompanying NAICS classifications as well as a list of rationales that are identified as appealing to the needs of prospects (P) or the community (C) is presented. This material can be used in marketing and community support efforts or to help economic development personnel prioritize targeting efforts.

Optimal Targets for Lockhart

All Things Mega	Industry 4.0
	
Ideal Large-Scale Manufacturers	Auto Parts, Metal & Electronic Manufacturing
- Semiconductor Manufacturing - Electronic Vehicle OEM - Battery Manufacturing	- Auto Parts Mfg. - Computer & Peripheral Equipment Mfg. - Electrical Equipment & Component Mfg. - Metal Product Mfg. - Architectural & Structural Metals Mfg. - Ventilation, Heating, Air-Conditioning, & Refrigeration Equipment Mfg. - Metalworking Machinery Mfg. - Industrial Machinery Mfg. - Machine Shops
Food Processing	Experience Lockhart
	
Food & Beverage Manufacturing	Experiential Tourism & Hospitality
- Seasoning & Dressing Mfg. - Snack Food Mfg. - Specialty Food & Flavoring Mfg. - Fruit & Vegetable Processing - Frozen Food Mfg. - Soft Drink & Ice Mfg. - Bakeries & Tortilla Mfg. - Meat Processing - Animal Food Mfg. - Grocery Wholesalers - Refrigerated Warehousing & Storage	- Full-Service Hotels - Retail Development - Wineries, Distilleries & Breweries - Festivals & Day-Trip Experiences

Note: Transportation and Logistics are an important part of these targets, particularly Industry 4.0 and Food Processing. Logistics and distribution will follow these industries organically without significant proactive marketing attention.



The “All Things Mega” target family is focused on the megasite in Caldwell County. A megasite is a large land site with sufficient utilities to support a large manufacturing user, usually from 1,000 to 2,000 acres of contiguous land for development. In the past several years there has been an increase in large-scale projects that are in search of megasites and a shift in the types of industries in play. These mega-projects have high capital investments and large job creation numbers which emphasize the need to be near large population centers.

The greater Austin Metro is home to more than 45,000 production workers. Understanding that Lockhart is part of the Austin Metro, but can also access a workforce further south and west, a 45-minute drive-time analysis reveals a labor force of 845,000 with nearly 60,000 Manufacturing employees. While the competition for talent remains strong, the sheer number of manufacturing talent in the region is positive.

The stress on global supply chains during and after the COVID-19 pandemic increased the need to bring some industries to the United States – particularly semiconductor manufacturing. The rise of electric vehicle production and related industries such as battery manufacturing has also boomed in recent years as the nation transitions to meet green energy goals. The nearby Tesla factory, or “Giga Texas”, a 10 million-square-foot factory, announced plans to expand in 2023 to continue its manufacturing of the Model Y and future Cybertruck production.

The focus of this target family will be on the attraction of semiconductor manufacturers along with electronic vehicle OEMs (Original Equipment Manufacturers or OEMs), and battery manufacturers. While not within the city limits of Lockhart, the close proximity of this land and the types of projects it will attract make it a potentially transformational development. A mega-project will impact the entire region and bring ancillary businesses for years to come.

Target rationales include:

- Availability of megasite (P)
- Positioned to serve regional, national & international markets (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/ college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 59.5% (P)(C)
- Historical national 10-year job growth of 35% (P)(C)
- National. job growth forecast 2.6% for next decade (P)(C)
- Caldwell County growth forecast 16.4% for next decade (P)(C)
- National average wage \$129,847 (C)
- 13,689 degrees and certificates granted in majors related to target (P)

*Legend: Items appealing to needs of **prospects (P)** or **community (C)**.*

Table 7.1 All Things Mega Target Job & GDP Trend & Outlook, 2022

NAICS	Industry	United States			Caldwell County		LQ
		10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	
334413	Semiconductor Device Mfg.	48.2%	5.0%	3.3%	n/a	16.5%	0.29
335910	Battery Mfg.	117.8%	70.7%	16.8%	n/a	7.8%	n/a
3361	Motor Vehicle Mfg.	72.7%	62.4%	6.6%	n/a	13.1%	n/a
Total Target		59.5%	35.0%	6.2%	n/a	16.4%	0.11

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The top occupations for the All Things Mega target are a mix of jobs from a variety of fields and are derived from studying staffing patterns in the target industry family. These occupations are listed with employment levels from several different aspects:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations vary from no education needed and short-term on-the-job training to requiring a certificate, five years of experience, or moderate-term on-the-job training. Occupations in Table 7.2 show a variety of typical requirements showing the need for higher education and technical training.

The 2020 Strategic Plan recommended that workforce training initiatives should be explored to offer postsecondary vocational training at an ISD facility, either in partnership with Austin Community College (ACC) or Texas State Technical College (TSTC). It is noted that this effort has started by the Lockhart EDC. However, the “All Things Mega” target projects will likely have large employment requirements and workforce development programs will be in demand. **Vocational training and partnerships with ACC or TSTC are critical to recruiting mega users to Lockhart.**

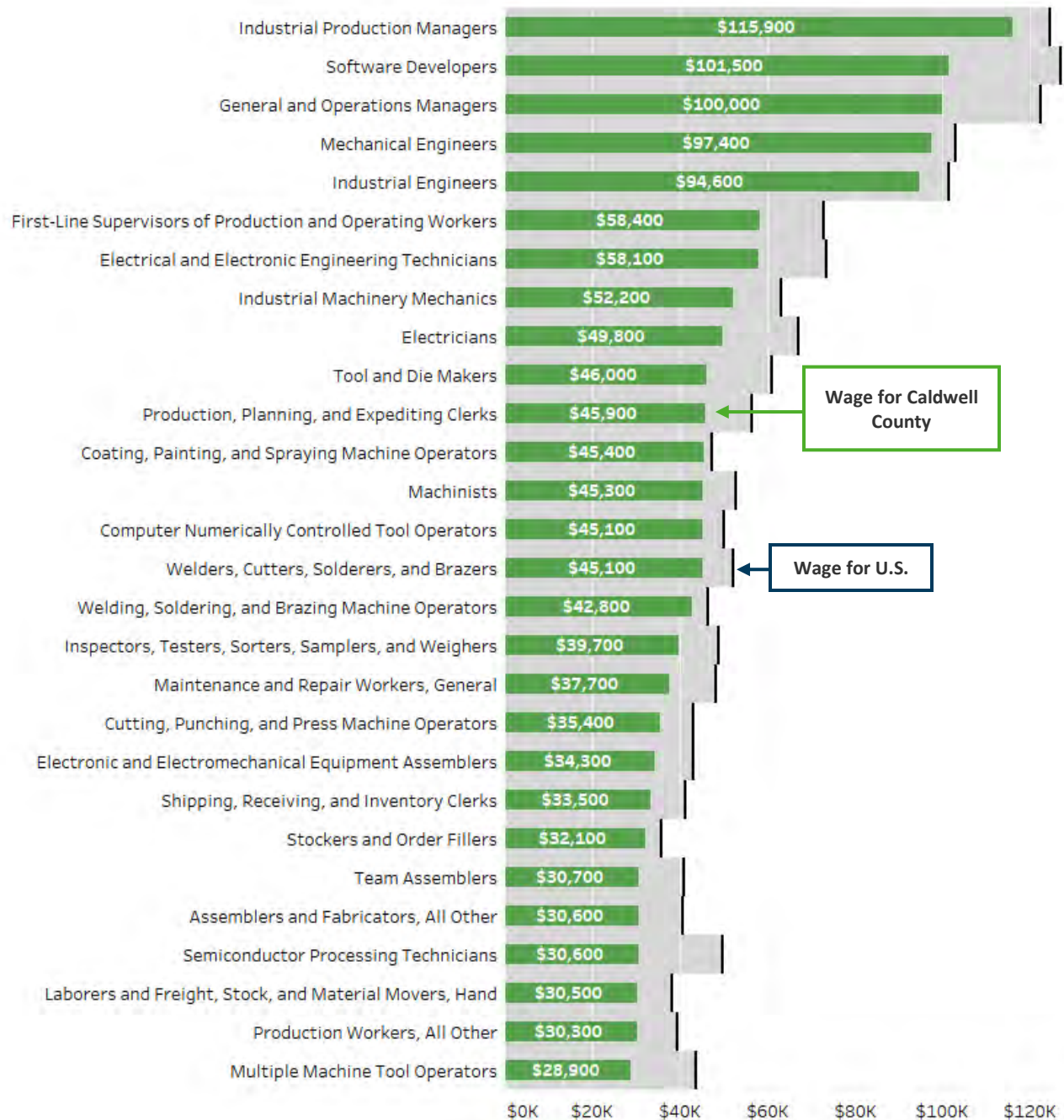
Table 7.2 All Things Mega Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
47-2111	Electricians	166	106	-60	HS, Apprenticeship
51-2092	Team Assemblers	134	38	-96	
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
51-4121	Welders, Cutters, Solderers, and Brazers	113	33	-79	HS, Moderate
51-1011	First-Line Supervisors of Production and Operating Workers	83	39	-44	HS, <5 yrs
49-9041	Industrial Machinery Mechanics	79	34	-45	HS, Long-term
15-1252	Software Developers	60	45	-15	B
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	60	28	-32	HS, Moderate
51-4041	Machinists	58	15	-43	HS, Long-term
51-2099	Assemblers and Fabricators, All Other	43	8	-35	
51-2028	Electrical, Electronic, and Electromechanical Equipment Assemblers	40	2	-39	HS, Moderate
51-9124	Coating, Painting, and Spraying Machine Operators	32	8	-25	HS, Moderate
51-9199	Production Workers, All Other	28	5	-22	HS, Moderate
51-9161	Computer Numerically Controlled Tool Operators	25	8	-18	HS, Moderate
51-4081	Multiple Machine Tool Operators	23	4	-19	HS, Moderate
51-4031	Cutting, Punching, and Press Machine Operators	23	4	-19	HS, Moderate
51-9141	Semiconductor Processing Technicians	14	1	-13	HS, Moderate
43-5061	Production, Planning, and Expediting Clerks	13	17	4	HS, Moderate
51-4122	Welding, Soldering, and Brazing Machine Operators	10	1	-9	HS, Moderate
51-4111	Tool and Die Makers	8	2	-5	C, Long-term
17-3023	Electrical and Electronic Engineering Technicians	7	3	-4	A
11-3051	Industrial Production Managers	6	11	5	B, 5 yrs+
17-2112	Industrial Engineers	5	9	3	B
17-2141	Mechanical Engineers	4	7	3	B

Source: *JobsEQ, 2022 Average*. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

**Figure 7.2: All Things Mega Target Wages for Top Occupations, 2022
Caldwell County, United States**



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.3 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Engineering	57	97	1,441	650	2,245
Computer & Information Sciences	718	300	859	326	2,203
Mathematics & Statistics	97	35	377	124	633
Engineering Technologies	218	91	174	25	508
Precision Production	151	36			187
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	2,027	1,189	7,806	2,667	13,689

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics



The Industry 4.0 target family brings together manufacturing-oriented sectors that build on the assets of Lockhart. Industry 4.0 represents the “next industrial revolution” and highlights the advances of digitization and connectivity or integration. At the core of this are the adoption of computers and automation and the connection to smart and autonomous systems that can ultimately be run without human interaction. While this may not be a reality for every manufacturer today, smart components and the analysis of data are helping to optimize operations and problem-solve irregularities or costly mistakes.

This target includes Auto Parts, Metalworking, Computer, and Electronics Manufacturing. Auto Parts suppliers remain a strong target component due to local manufacturing talent and the proximity of Lockhart to four vehicle assembly plants – Tesla’s Giga Texas, GM (Arlington), Peterbilt (Denton), and Toyota (San Antonio). Austin is known for technology and electronics anchored by tech giants such as Apple and Dell, which is homegrown and headquartered in the region. These high-profile companies help focus attention on what the region is good at, and Lockhart can leverage this.

Caldwell County has nearly 600 people employed in Manufacturing, with an industry average wage of \$54,000 as of 2022. The number of production workers who live in Caldwell County is almost 1,500 while only 500 production jobs are located in the county leaving a net loss of at least 959 workers leaving Caldwell County for their production jobs. This is a set of individuals who could be recruited for local jobs depending on matching skill sets.

Pure Castings Company is a great example of operations that will flourish in Lockhart. This metalworking company manufactures precision investment castings for a variety of industries.

Target rationales include:

- Availability of industrial sites (P)
- Positioned to serve regional, national & international markets (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/ college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 46% (P)(C)
- Historical national 10-year job growth of 6% (P)(C)
- Caldwell County growth forecast 12% for next decade (P)(C)
- National average wage \$82,725 (C)
- 13,689 degrees and certificates granted in majors related to target (P)

*Legend: Items appealing to needs of **prospects (P)** or **community (C)**.*

Table 7.4 Industry 4.0 Target Job & GDP Trend & Outlook, 2022

NAICS	Industry	United States			Caldwell County		
		10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	LQ
3321	Forging & Stamping	3.7%	-6.8%	-4.1%	73.5%	10.7%	0.03
3323	Architectural & Structural Metals Mfg.	46.1%	16.5%	3.7%	40.6%	21.4%	0.07
3325	Hardware Mfg.	20.2%	4.4%	-4.1%	73.0%	10.7%	0.05
3326	Spring & Wire Product Mfg.	17.1%	-3.4%	-4.1%	22.7%	10.7%	0.04
3327	Machine Shops	12.4%	-7.0%	5.1%	-46.4%	20.9%	1.07
3329	Other Fabricated Metal Product Mfg.	26.7%	1.8%	-4.1%	-48.7%	9.4%	0.38
3332	Industrial Machinery Mfg.	52.5%	23.4%	-11.7%	-52.7%	1.8%	2.79
3334	Ventilation, Heating, Air-Conditioning, & Commercial Refrigeration Equip. Mfg.	33.3%	12.8%	-11.8%	-98.1%	11.7%	0.03
3335	Metalworking Machinery Mfg.	17.3%	-8.7%	-12.8%	151.7%	29.3%	0.13
3341	Computer & Peripheral Equipment Mfg.	101.5%	2.4%	4.8%	-20.7%	12.6%	0.01
3353	Electrical Equipment Mfg.	23.8%	-1.6%	1.1%	-19.5%	9.1%	0.02
3359	Other Electrical Equipment & Component Mfg.	61.6%	19.9%	16.7%	-2.4%	7.8%	0.02
3363	Motor Vehicle Parts Mfg.	50.6%	14.0%	1.1%	-39.1%	11.7%	0.03
Total Target		46.1%	6.0%	0.1%	-52.4%	11.9%	0.35

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The Industry 4.0 top occupations for the target are a mix of jobs from production and support positions to engineering and other technical fields. The top roles for this target are found by analyzing staffing patterns in the target industry family NAICS codes. Employment levels are shown from several different perspectives:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations include a few that need no education needed or on-the-job training to those requiring a certificate or degree, on-the-job training or certifications or degrees relevant to the role. Occupations in Table 7.5 show a variety of typical requirements showing the need for higher education and technical training.

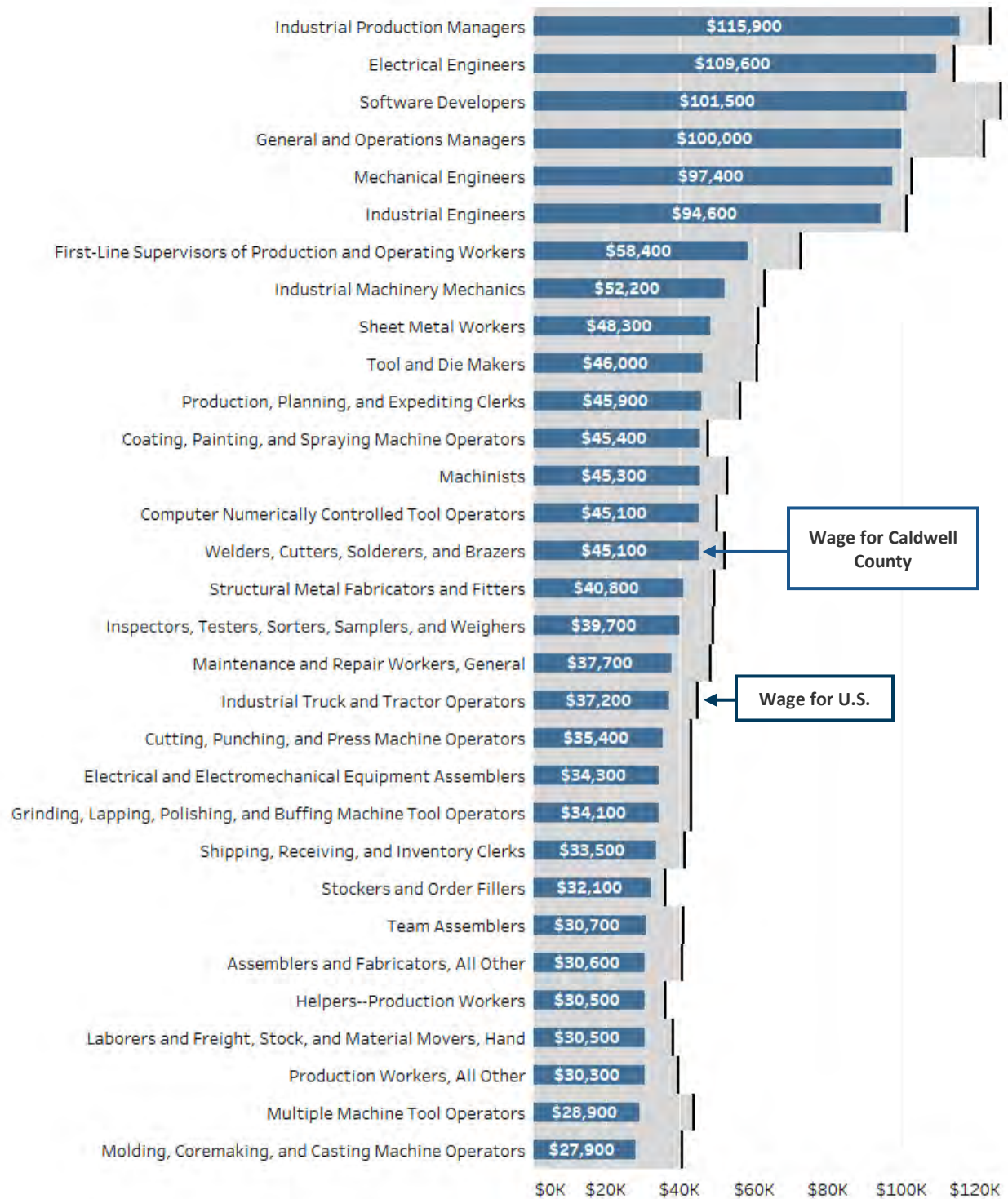
Table 7.5 Industry 4.0 Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
53-7051	Industrial Truck and Tractor Operators	163	21	-143	Short-term
51-2092	Team Assemblers	134	38	-96	
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
51-4121	Welders, Cutters, Solderers, and Brazers	113	33	-79	HS, Moderate
51-1011	First-Line Supervisors of Production and Operating Workers	83	39	-44	HS, < 5 yrs
49-9041	Industrial Machinery Mechanics	79	34	-45	HS, Long-term
15-1252	Software Developers	60	45	-15	B
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	60	28	-32	HS, Moderate
51-4041	Machinists	58	15	-43	HS, Long-term
51-2099	Assemblers and Fabricators, All Other	43	8	-35	
51-9198	Helpers--Production Workers	42	10	-32	HS, Short-term
51-2028	Electrical and Electromechanical Equipment Assemblers	40	2	-39	HS, Moderate
47-2211	Sheet Metal Workers	36	10	-26	HS, Apprenticeship
51-9124	Coating, Painting, and Spraying Machine Operators	32	8	-25	HS, Moderate
51-9199	Production Workers, All Other	28	5	-22	HS, Moderate
51-4072	Molding, Coremaking, and Casting Machine Operators, Metal and Plastic	26	11	-15	HS, Moderate
51-9161	Computer Numerically Controlled Tool Operators	25	8	-18	HS, Moderate
51-4081	Multiple Machine Tool Operators, Metal and Plastic	23	4	-19	HS, Moderate
51-4031	Cutting, Punching, and Press Machine Operators, Metal and Plastic	23	4	-19	HS, Moderate
51-2041	Structural Metal Fabricators and Fitters	16	3	-13	HS, Moderate
43-5061	Production, Planning, and Expediting Clerks	13	17	4	HS, Moderate
51-4033	Grinding, Lapping, Polishing, and Buffing Machine Tool Operators	13	7	-6	HS, Moderate
51-4111	Tool and Die Makers	8	2	-5	C, Long-term
11-3051	Industrial Production Managers	6	11	5	B, 5 yrs+
17-2112	Industrial Engineers	5	9	3	B
17-2141	Mechanical Engineers	4	7	3	B
17-2071	Electrical Engineers	2	5	3	B

Source: *JobsEQ, 2022 Average*. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

Figure 7.3: Industry 4.0 Target Wages for Top Occupations, 2022
Caldwell County, United States



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.6 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Engineering	57	97	1,441	650	2,245
Computer & Information Sciences	718	300	859	326	2,203
Mathematics & Statistics	97	35	377	124	633
Engineering Technologies	218	91	174	25	508
Precision Production	151	36			187
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	2,027	1,189	7,806	2,667	13,689

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics



Food Processing



The Food and Beverage industry continues to grow nationally with a 47% increase in Gross Domestic Product (GDP) and a 12% rise in employment over the past decade for this particular target family. United States employment in this target is forecast to grow by 2.5% while Caldwell County is predicted to increase by 20%.

Lockhart is well situated for Food and Beverage Processing with ample water, proximity to regional and national markets, and proximity to agricultural products. *Animal Food* and *Snack Food* manufacturing have a high concentration of employment within Caldwell County with location quotients (a measure of concentration) of 4.58 and 3.93 respectively for those subsectors. In general, an LQ above 1.2 is a good indicator of specialization.

Consumer trends toward healthy, fresh, organic, and local foods are here to stay with particular attention on convenience and ready-to-eat. In fact with both in-person grocers and meal delivery services like Blue Apron or Hello Fresh, processing for convenience adds value to the preparation of raw foods for eating at home.

Refrigerated storage is another part of this target that is in high demand and is recommended to support Food & Beverage Processing. The U.S. currently has 3.7 billion cubic feet of gross refrigerated storage capacity, up by 2.2% from 2020, according to the USDA. Cold storage demand follows population changes with Lockhart's proximity to the Austin and San Antonio regions becoming another asset in the ability to attract this subsector.

A prime example of how Lockhart assets can attract *Food and Beverage Processing* is the recent announcement of Ziegenfelder Company establishing a new frozen dessert manufacturing facility in the City. Predating this development, Iron Ox opened a greenhouse facility in Lockhart growing produce with the technology of AI and robots.

The Food & Beverage Processing target is a natural fit for Lockhart for many reasons, but none more satisfying than touting the City's renowned reputation for Texas barbeque.

Target rationales include:

- Availability of industrial sites (P)
- Positioned to serve regional, national & international markets (P)
- Agricultural product in region (P)
- Availability of water/wastewater treatment capacity (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 47% (P)(C)
- Historical national 10-year job growth of 12% (P)(C)
- National job growth forecast 2.6% for next decade (P)(C)
- Caldwell County growth forecast 20% for next decade (P)(C)
- National average wage \$62,567 (C)
- 14,503 degrees and certificates granted in majors related to target (P)

Legend: Items appealing to needs of prospects (P) or community (C).

Table 7.7 Food & Beverage Processing Target Job & GDP Trend & Outlook

		United States			Caldwell County		
NAICS	Industry	10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	LQ
3111	Animal Food Mfg.	67.1%	34.7%	3.0%	-48.6%	16.4%	4.58
3116	Meat Processing	70.4%	9.4%	1.2%	152.5%	17.3%	0.04
3118	Bakeries & Tortilla Mfg.	40.9%	14.9%	5.1%	-77.6%	52.9%	0.08
31141	Frozen Food Mfg.	52.2%	9.4%	1.0%	-98.1%	15.2%	0.01
31142	Fruit & Vegetable Preservation	28.6%	-1.0%	1.0%	-43.9%	15.2%	0.04
31191	Snack Food Mfg.	54.5%	27.4%	7.6%	n/a	21.0%	3.93
31193	Flavoring Syrup & Concentrate Mfg.	-64.1%	-8.3%	7.5%	-54.1%	16.5%	0.05
31194	Seasoning & Dressing Mfg.	66.6%	36.2%	7.5%	-47.2%	16.5%	0.06
31211	Soft Drink & Ice Mfg.	42.5%	13.1%	2.8%	n/a	16.4%	0.06
4244	Grocery Wholesalers	48.0%	8.9%	1.5%	-97.6%	-5.3%	0.00
49312	Refrigerated Warehousing	32.8%	40.8%	8.5%	60.6%	27.0%	0.01
Total Target		47.3%	12.1%	2.6%	-35.7%	19.6%	0.29

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The top occupations for the Food & Beverage Processing target include production roles as well as food handling and agriculture-related occupations. Analysis of staffing patterns in the target industry revealed those with the highest employment and are listed here in several different ways:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations in the Food and Beverage sector have many which require short and moderate on-the-job training with a few management positions typically needing individuals with degrees and years of experience. Occupations in Table 7.82 show a variety of typical requirements showing the need for higher education and technical training. Roles needing short and moderate training can benefit greatly from community or technical college programs. In the competitive site selection process, offering ways a company can advance its production schedule by pre-training workers can make the difference in winning the project.

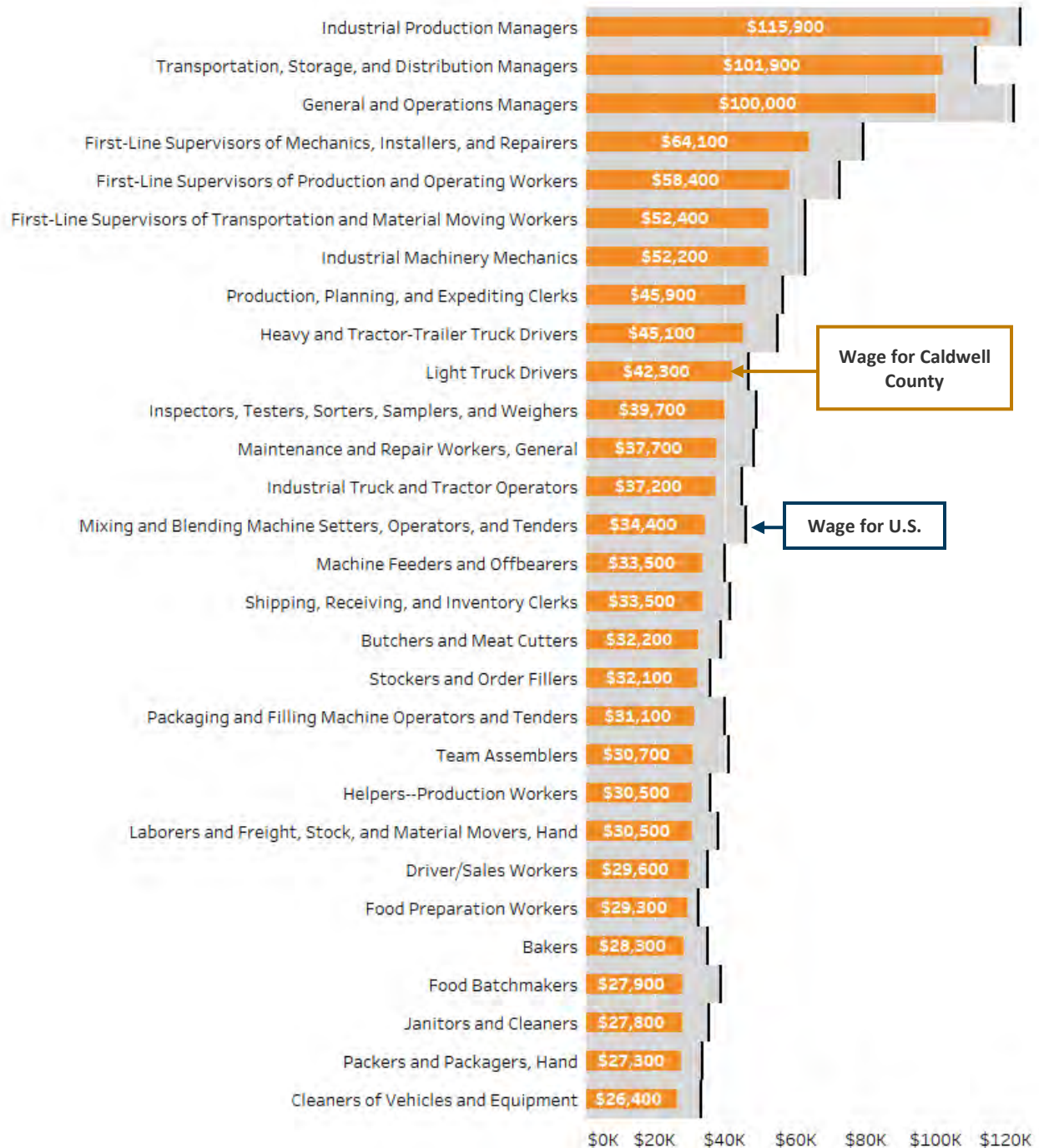
Table 7.8 Food & Beverage Processing Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
37-2011	Janitors and Cleaners	401	183	-218	Short-term
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-3032	Heavy and Tractor-Trailer Truck Drivers	321	134	-187	C, Short-term
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
35-2021	Food Preparation Workers	210	82	-128	Short-term
53-7051	Industrial Truck and Tractor Operators	163	21	-143	Short-term
53-3033	Light Truck Drivers	142	42	-100	Short-term
51-2092	Team Assemblers	134	38	-96	
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
53-7064	Packers and Packagers, Hand	125	20	-105	Short-term
53-7061	Cleaners of Vehicles and Equipment	124	34	-89	Short-term
53-3031	Driver/Sales Workers	119	49	-70	HS, Short-term
51-1011	First-Line Supervisors of Production and Operating Workers	83	39	-44	HS, < 5 yrs
49-9041	Industrial Machinery Mechanics	79	34	-45	HS, Long-term
49-1011	First-Line Supervisors of Mechanics, Installers, and Repairers	77	41	-36	HS, < 5 yrs
53-1047	First-Line Supervisors of Transportation and Material Moving Workers	74	37	-37	HS, < 5 yrs
51-9111	Packaging and Filling Machine Operators	70	15	-56	HS, Moderate
51-3021	Butchers and Meat Cutters	60	14	-46	Long-term
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	60	28	-32	HS, Moderate
51-3011	Bakers	54	17	-36	Moderate
51-9198	Helpers--Production Workers	42	10	-32	HS, Short-term
51-3092	Food Batchmakers	34	8	-26	HS, Moderate
51-9023	Mixing and Blending Machine Operators	20	7	-13	HS, Moderate
53-7063	Machine Feeders and Offbearers	17	3	-14	Short-term
43-5061	Production, Planning, and Expediting Clerks	13	17	4	HS, Moderate
11-3071	Transportation, Storage, and Distribution Managers	8	5	-3	HS, 5 yrs+
11-3051	Industrial Production Managers	6	11	5	B, 5 yrs+

Source: JobsEQ, 2022 Average. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

**Figure 7.4: Food & Beverage Processing Target Wages for Top Occupations, 2022
Caldwell County, United States**



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.9 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Engineering	57	97	1,441	650	2,245
Computer & Information Sciences	718	300	859	326	2,203
Family & Consumer Sciences	14	6	609	43	672
Mathematics & Statistics	97	35	377	124	633
Engineering Technologies	218	91	174	25	508
Culinary, Entertainment & Personal Services	30	242			272
Precision Production	151	36			187
Agricultural & Related Fields		10	125	7	142
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	2,041	1,205	8,540	2,717	14,503

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics



“Experiential” has become a popular term for retail, hospitality, and tourism industries and is focused on people placing as much value on the experience as the actual service or good. The ambiance of a store. The grass-roots feel of a charming downtown with homegrown restaurants. The ability to offer unique and memorable experiences for visitors and residents alike makes the Experience Lockhart target a tool for talent retention and attraction. Quality of life was identified as the second most important factor in site selection based on *Area Development Magazine’s* 2022 Corporate Survey making this target a valuable part of Lockhart’s strategy.

Lockhart’s current downtown (central business district) renaissance is prime for being a major focus for this effort. Target subsectors such as specialty retail along with breweries, wineries, and distilleries would be a good fit for downtown helping to round out current establishments already thriving. The support and financial incentives for downtown development will help spur the growth of these businesses.

One of the recommendations given in this report is to recruit a hotel developer to help improve the quality of life assets in Lockhart. A quality hotel can host business clients and visitors and help stretch any day trips for regional tourism into overnight stays boosting retail and food sales in Lockhart.

One of the most popular forms of experiential travel is culinary tourism. With Lockhart reigning as the Barbeque Capital of Texas, the City is a natural fit. This fact already helps to draw tourists and the BBQ festival enhances that pull for visitors. Additional festivals and events could also bring in more regional attendees with the culinary factor always playing a role in attracting the foodies among festival goers. Another recommendation offered in this strategy is the formation of a Convention and Visitors Bureau to focus on these types of events that can draw visitors and additional revenue to Lockhart.

Target rationales include:

- Positioned to serve regional market (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/ college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 40% (P)(C)
- National. job growth forecast 10% for next decade (P)(C)
- Caldwell County historical job growth of 38% (P)(C)
- Caldwell County growth forecast 16% for next decade (P)(C)
- 11,060 degrees and certificates granted in majors related to target (P)

Legend: Items appealing to needs of prospects (P) or community (C).

Table 7.10 Experience Lockhart Target Job & GDP Trend & Outlook

NAICS	Industry	United States			Caldwell County		
		10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	LQ
72111	Hotels	5.8%	-1.7%	22.8%	-12.0%	32.7%	0.26
31212	Breweries	100.4%	255.7%	2.8%	n/a	17.1%	0.06
31213	Wineries	114.7%	65.1%	2.8%	241.0%	17.1%	0.11
31214	Distilleries	100.4%	210.2%	2.8%	n/a	17.1%	0.09
4452	Specialty Food Retailers	53.8%	0.9%	-5.0%	136.8%	9.1%	1.46
4581	Clothing & Clothing Accessories Retailers	35.0%	-21.5%	1.4%	198.1%	12.2%	0.64
4583	Jewelry, Luggage, & Leather Goods Retailers	38.9%	-15.1%	0.8%	-67.4%	-3.7%	0.08
4599	Other Miscellaneous Retailers	121.4%	30.9%	2.1%	-2.8%	14.1%	0.97
Total Target		40.3%	-1.0%	9.8%	37.8%	16.0%	0.55

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The top occupations for the Experience Lockhart target trend toward retail and service positions with a few roles on the inventory and stocking side of these business sectors. Again, a look at staffing patterns highlights those jobs that had high employment levels relevant to the types of businesses in the target family. These occupations are listed with employment levels from several different aspects:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations vary from short-term on-the-job training to those requiring a certificate or degree and/or years of experience, or moderate-term on-the-job training. Occupations in Table 7.11 show a variety of typical requirements showing the need for higher education and technical training.

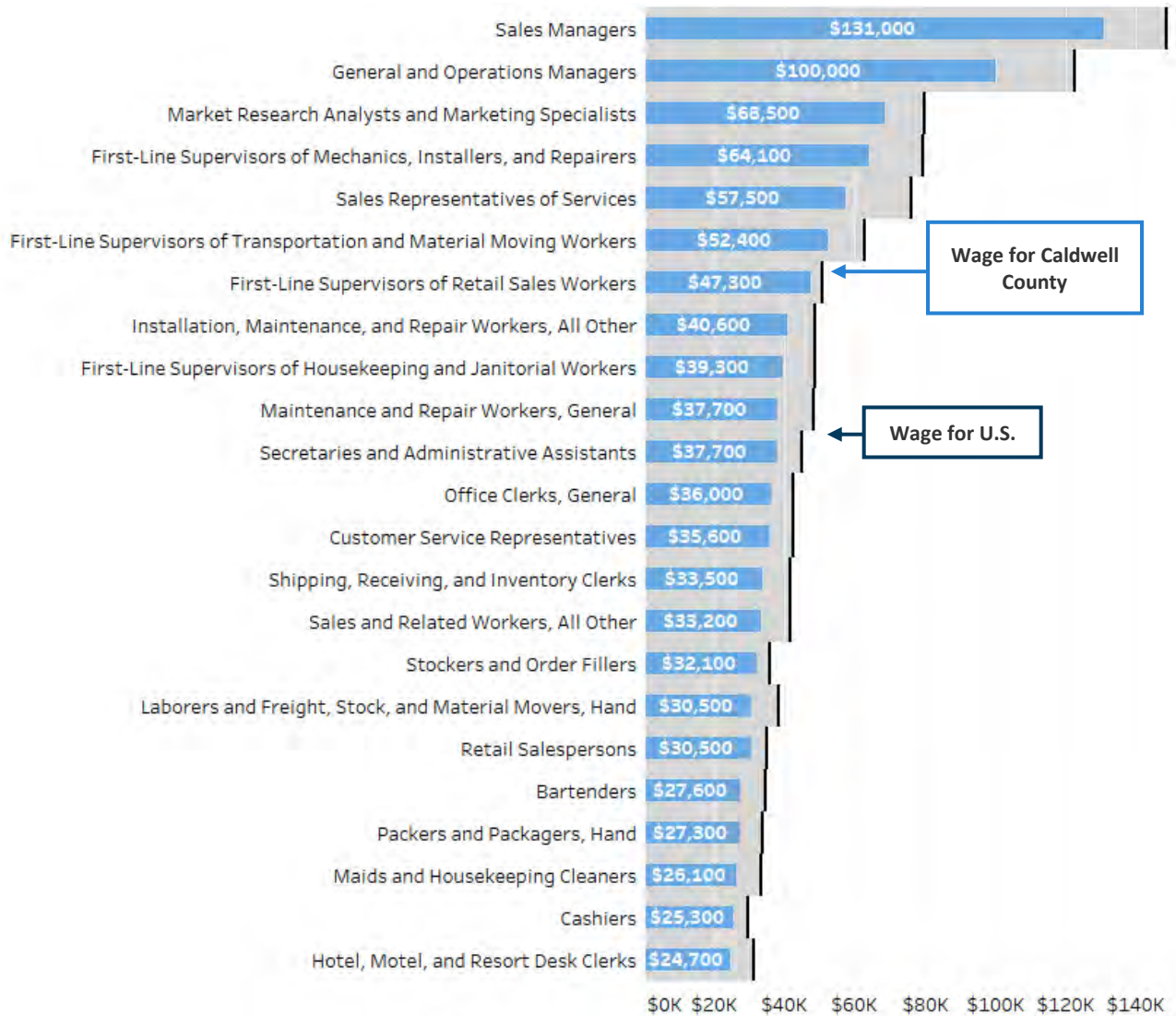
Table 7.11 Experience Lockhart Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
41-2011	Cashiers	770	557	-212	Short-term
41-2031	Retail Salespersons	484	285	-199	Short-term
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
43-9061	Office Clerks, General	294	162	-132	HS, Short-term
43-4051	Customer Service Representatives	259	127	-132	HS, Short-term
37-2012	Maids and Housekeeping Cleaners	255	77	-178	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
41-1011	First-Line Supervisors of Retail Sales Workers	226	179	-48	HS, < 5 yrs
43-6014	Secretaries and Administrative Assistants	206	129	-77	HS, Short-term
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
53-7064	Packers and Packagers, Hand	125	20	-105	Short-term
49-1011	First-Line Supervisors of Mechanics, Installers, and Repairers	77	41	-36	HS, < 5 yrs
53-1047	First-Line Supervisors of Transportation and Material Moving Workers	74	37	-37	HS, < 5 yrs
35-3011	Bartenders	63	25	-38	Short-term
37-1011	First-Line Supervisors of Housekeeping and Janitorial Workers	61	29	-33	HS, < 5 yrs
41-3091	Sales Representatives of Services	57	43	-14	HS, Moderate
49-9099	Installation, Maintenance, and Repair Workers, All Other	52	15	-37	HS, Moderate
43-4081	Hotel, Motel, and Resort Desk Clerks	33	5	-28	HS, Short-term
41-9099	Sales and Related Workers, All Other	14	22	8	HS
13-1161	Market Research Analysts and Marketing Specialists	11	19	7	B
11-2022	Sales Managers	11	18	7	B, < 5 yrs

Source: JobsEQ, 2022 Average. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

Figure 7.5: Experience Lockhart Target Wages for Top Occupations, 2022
Caldwell County, United States



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.12 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Computer & Information Sciences	718	300	859	326	2,203
Family & Consumer Sciences	14	6	609	43	672
Culinary, Entertainment & Personal Services	30	242			272
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	1,548	1,178	6,423	1,911	11,060

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.

Source: National Center for Education Statistics, Garner Economics

Chapter 8: Where Do We Go From Here?

In the initial strategy of 2020 titled ***A Competitive Realities Report and Target Industry Strategy for Lockhart, Texas***, Garner Economics offered 5 recommendations for the City and EDC to implement that were related to their organization, or a collective group of organizations needed to take on to enhance the competitiveness of the City. A scorecard of these recommendations and related progress is included in Chapter 2 of this report.

Both the 2020 strategy and the current plan were developed from a site selector's perspective. The recommendations are built with an eye toward those areas that may differentiate the City.

Recommendations for action are categorized under two areas of opportunity: **Asset Development (Product Improvement)**, and **Execute Effectively (Organizational)**. These recommendations are developed with the thought that they can potentially have a significant positive impact on the area if implemented.

Asset Development

Product improvement initiatives to ensure Lockhart can compete to attract, retain, and grow the types of companies and talent the community desires.



1

Continue the City's efforts to grow its industrial land inventory to accommodate the needs of the targeted industry sectors.

The City has been simply amazing in its success in attracting business over the last 3 years. Its recently developed industrial parks are sold out or close to being sold out. Without available product, the opportunity to attract business for a greenfield project will be non-existent (*No Product, No Project!*[®]). We recommend the City partner with private developers to create quality sites, or if necessary, independently.

Also, and equally important, the City should extend utility infrastructure to areas of the city with preferred development locations and “activate” the property for potential development. This would attract private developers to advance sites with the infrastructure already in place.

Funding for these efforts can be designated through Type B sales tax, or from the voluminous amount of Federal stimulus dollars still out there.



Asset Development Product Improvement



2

Enhance Lockhart's Quality of Place by developing assets needed to build upon the City's quality of life.

Recruit a hotel developer: In the 2020 target industry strategy and recommendations, there was significant anecdotal feedback from businesses and individuals regarding utilizing accommodations properties outside of Lockhart, e.g. San Marcos and Austin, to host clients, customers, suppliers, and visitors rather than utilizing the one franchised hotel in Lockhart. This translates to a loss of sales tax revenue for the City, inconvenience for the guest, and a usual apology from the local business that there are no more options for a hotel/motel of a business standard in Lockhart.

The LEDC should work diligently to identify potential hotel developers for Lockhart and create an incentive package to attract that developer to build a quality, franchised property that includes business meeting space as part of the property. We are not recommending the development of a fully serviced conference center. Rather, many limited-service hotels, e.g., Hampton Inn, Hilton Garden Inn, Holiday Inn Express, etc., include meeting space as part of their real estate footprint to help with the economic viability and financial stability of the property. This is what we are suggesting for Lockhart. Texas Type B monies can be used for these types of projects (if meeting space is included).¹

¹ <https://comptroller.texas.gov/economy/local/type-ab/type-b.php>

Execute Effectively

Organizational adjustments and programming that allow the City to work proactively in those areas that will directly impact the economic growth the community desires.



Execute Effectively *Organizational*



1

Create a Convention and Visitor's Bureau (CVB) in Lockhart focused on visitor recruitment and hospitality product.

Lockhart is the Barbeque Capital of Texas! People from near and far know the city for its culinary treasure. Lockhart also has a charming downtown with its iconic County Courthouse. The city has spent nearly \$10 million on downtown improvement initiatives. When visiting Lockhart, it's evident there are lots of day trippers from the region enjoying the downtown collection of its boutique specialty shops, barbeque restaurants, and other culinary options.

In Chapter 7, the "Experience Lockhart" target, the focus is on visitors and residents having an enjoyable experience, which is an important goal and objective. But organizationally, more can be done to execute effectively. The city collects a 7% Hotel Occupancy Tax (HOT) that generated \$160,000 in 2022. By adding additional hotels or B&B properties, that number will increase. The CVB budget should be incrementally based on revenue growth and have a more proactive regional marketing campaign to attract visitors. Additionally, tourism is economic development. The LEDC should find ways to partner with the CVB to participate in creating initiatives, e.g., travel writer familiarization tours, consultant tours (during the BBQ festival), and more.

Organizationally, a dedicated person promoting tourism can be a part of the LEDC structure, funded by the HOT or funded by the LEDC until HOT funds have increased as a result of more beds and room nights taxed. A separate board of directors would make up the CVB governing board with individuals who have business or professional expertise related to the hospitality sector.

Alternatively, the CVB can be part of the Chamber of Commerce and partially funded through a contract with the City to fund the operations of the CVB. This structure is most effective where there is an effective and well-managed Chamber of Commerce, and government has a philosophy of having the private sector lead economic development and tourism promotion efforts. Based on our knowledge of the City and the effectiveness of the LEDC, we recommend that the City/LEDC lead this effort of operating a CVB, at least initially.

Chapter 9: Call to Action

With an advantageous location between Austin and San Antonio, strong population growth, effective public and private leadership, Lockhart has a wealth of amenities that make it an ideal location for investment. The City has invested (wisely) in creating industrial product with the development of new industrial parks. Now is not the time to take your foot off the gas pedal. The bar needs to be raised.

Through this report, ***Lockhart's Next Chapter: A targeted business strategy refresh***, community leaders can make long-term structural investments to ensure that the City can attract the types of activity it wants while also taking on game-changing initiatives to augment the area's quality of place assets.

To create such change, the City and its economic development office will facilitate dialogue with public and private leaders, continue to be more proactive rather than reactive, and execute its tourism promotion efforts differently. It will need to take the lead in proposing and attracting different types of activities and be a champion for long-term investments that will add to the community's product and quality of place for its citizens.

thank you

Garner Economics would like to thank the City of Lockhart, its economic development office led by Mike Kamerlander, and its city manager, Steve Lewis. Their feedback, compilation of data, and information—as well as their openness and willingness to explore various opportunities to strengthen operations—have contributed to the richness and rigor of this report.

Appendix A: Industry Sector Details

The industry listing below marks major categories in blue. Specialized industries have location quotients greater than 1.2 and are shaded.

NAICS	Industry Sector	Lockhart			Caldwell County		
		2022 Employment	5 Year Change	LQ	2022 Employment	5 Year Change	LQ
11	Agriculture, Forestry, Fishing and Hunting	84	-32	1.2	806	-67	5.3
111	Crop Production	4	-4	0.2	57	-19	0.9
112	Animal Production and Aquaculture	77	-26	3.4	714	-43	14.1
113	Forestry and Logging	0	0	0.0	0	-1	0.0
114	Fishing, Hunting and Trapping	0	0	0.2	2	1	0.7
115	Support Activities for Agriculture and Forestry	3	-2	0.2	32	-5	1.0
21	Mining, Quarrying, and Oil and Gas Extraction	11	2	0.6	242	39	6.1
211	Oil and Gas Extraction	2	0	0.6	53	-14	6.2
212	Mining (except Oil and Gas)	0	0	0.0	0	-2	0.0
213	Support Activities for Mining	8	2	1.0	189	55	10.5
22	Utilities	30	6	1.1	74	1	1.3
23	Construction	325	78	1.1	1,306	335	1.9
236	Construction of Buildings	74	11	1.0	200	-7	1.3
237	Heavy and Civil Engineering Construction	20	-5	0.5	127	-21	1.4
238	Specialty Trade Contractors	232	72	1.2	980	362	2.3
31	Manufacturing	369	8	0.9	567	9	0.6
311	Food Manufacturing	59	7	1.1	77	9	0.6
312	Beverage and Tobacco Product Manufacturing	2	-1	0.2	3	-2	0.1
314	Textile Product Mills	0	0	0.1	1	0	0.1
315	Apparel Manufacturing	17	0	4.8	20	-2	2.5
316	Leather and Allied Product Manufacturing	20	-25	20.3	32	-53	14.6
321	Wood Product Manufacturing	17	14	1.2	51	24	1.6
323	Printing and Related Support Activities	19	3	1.5	27	5	1.0
325	Chemical Manufacturing	21	20	0.7	31	30	0.5
326	Plastics and Rubber Products Manufacturing	37	37	1.5	54	54	1.0
327	Nonmetallic Mineral Product Manufacturing	2	2	0.2	9	5	0.3
331	Primary Metal Manufacturing	67	67	5.8	98	97	3.8
332	Fabricated Metal Product Manufacturing	28	-10	0.6	48	-17	0.5
333	Machinery Manufacturing	6	-5	0.2	31	-10	0.4
334	Computer and Electronic Product Manufacturing	5	4	0.1	5	5	0.1
335	Electrical Equipment, Appliance, and Component Manufacturing	1	0	0.0	1	0	0.0
336	Transportation Equipment Manufacturing	2	1	0.0	4	2	0.0
337	Furniture and Related Product Manufacturing	56	-105	4.4	63	-134	2.2
339	Miscellaneous Manufacturing	9	-2	0.4	11	-4	0.2
42	Wholesale Trade	57	-8	0.3	163	-4	0.4
423	Merchant Wholesalers, Durable Goods	8	4	0.1	53	17	0.2
424	Merchant Wholesalers, Nondurable Goods	5	-2	0.1	44	-9	0.3
425	Wholesale Trade Agents and Brokers	45	-11	2.6	66	-12	1.7

NAICS	Industry Sector	Lockhart			Caldwell County		
		2022 Employment	5 Year Change	LQ	2022 Employment	5 Year Change	LQ
44	Retail Trade	943	398	1.8	1,716	520	1.5
441	Motor Vehicle and Parts Dealers	109	28	1.6	147	23	1.0
444	Building Material and Garden Equipment and Supplies Dealers	161	117	3.4	284	210	2.8
445	Food and Beverage Retailers	230	97	2.2	344	125	1.5
449	Furniture, Home Furnishings, Electronics, and Appliance Retailers	31	4	1.0	37	4	0.5
455	General Merchandise Retailers	151	71	1.4	234	66	1.0
456	Health and Personal Care Retailers	35	7	0.9	70	17	0.8
457	Gasoline Stations and Fuel Dealers	151	55	4.5	452	60	6.2
458	Clothing, Clothing Accessories, Shoe, and Jewelry Retailers	33	14	0.8	67	33	0.8
459	Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers	43	5	0.8	79	-19	0.6
48	Transportation and Warehousing	203	-117	0.8	428	-275	0.8
481	Air Transportation	0	-29	0.0	0	-202	0.0
482	Rail Transportation	4	-1	0.7	14	0	1.3
484	Truck Transportation	14	-10	0.3	79	35	0.7
485	Transit and Ground Passenger Transportation	139	-23	4.6	155	-15	2.3
486	Pipeline Transportation	33	-15	20.3	78	-34	21.6
488	Support Activities for Transportation	8	-34	0.3	34	-45	0.6
491	Postal Service	5	4	0.2	57	3	1.3
492	Couriers and Messengers	1	-3	0.0	10	4	0.1
493	Warehousing and Storage	0	-6	0.0	1	-22	0.0
51	Information	37	-20	0.3	59	-24	0.3
512	Motion Picture and Sound Recording Industries	15	-30	0.9	15	-30	0.4
513	Publishing Industries	3	-5	0.1	5	-8	0.1
516	Broadcasting and Content Providers	0	0	0.0	1	0	0.0
517	Telecommunications	17	16	0.8	19	17	0.4
518	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	1	0	0.1	2	0	0.1
519	Web Search Portals, Libraries, Archives, and Other Information Services	0	-2	0.0	17	-3	0.7
52	Finance and Insurance	207	32	1.0	256	36	0.6
522	Credit Intermediation and Related Activities	146	20	1.7	175	25	0.9
523	Securities, Commodity Contracts, and Other Financial Investments and Related Activities	9	-4	0.3	10	-5	0.1
524	Insurance Carriers and Related Activities	48	13	0.6	68	13	0.4
525	Funds, Trusts, and Other Financial Vehicles	3	3	3.6	3	3	1.9
53	Real Estate and Rental and Leasing	57	22	0.6	102	20	0.5
531	Real Estate	52	25	0.7	88	24	0.5
532	Rental and Leasing Services	5	1	0.3	14	9	0.4
54	Professional, Scientific, and Technical Services	130	17	0.3	238	56	0.3
55	Management of Companies and Enterprises	5	4	0.1	5	3	0.0

NAICS	Industry Sector	Lockhart			Caldwell County		
		2022 Employment	5 Year Change	LQ	2022 Employment	5 Year Change	LQ
56	Administrative and Support and Waste Management and Remediation Services	295	11	0.9	451	-13	0.6
561	Administrative and Support Services	292	9	0.9	434	1	0.6
562	Waste Management and Remediation Services	2	2	0.1	17	-14	0.5
61	Educational Services	690	74	1.7	1,124	116	1.2
62	Health Care and Social Assistance	371	25	0.5	1,668	22	1.0
621	Ambulatory Health Care Services	146	25	0.5	321	67	0.5
622	Hospitals	4	2	0.0	428	-20	0.9
623	Nursing and Residential Care Facilities	145	-7	1.4	693	-37	3.1
624	Social Assistance	76	6	0.5	227	13	0.7
71	Arts, Entertainment, and Recreation	22	4	0.2	104	9	0.5
711	Performing Arts, Spectator Sports, and Related Industries	14	3	0.4	48	10	0.7
712	Museums, Historical Sites, and Similar Institutions	2	0	0.3	33	-4	2.0
713	Amusement, Gambling, and Recreation Industries	6	0	0.1	24	2	0.2
72	Accommodation and Food Services	794	150	1.8	1,177	238	1.2
721	Accommodation	10	-9	0.2	36	-21	0.3
722	Food Services and Drinking Places	783	159	2.1	1,141	259	1.4
81	Other Services (except Public Administration)	165	22	0.7	432	24	0.9
811	Repair and Maintenance	91	12	1.8	176	22	1.6
812	Personal and Laundry Services	42	6	0.6	100	5	0.6
813	Religious, Grantmaking, Civic, Professional, and Similar Organizations	30	6	0.3	150	2	0.7
814	Private Households	2	-2	0.3	6	-5	0.4
92	Public Administration	371	45	1.6	510	52	1.0
921	Executive, Legislative, and Other General Government Support	206	40	2.1	284	51	1.3
922	Justice, Public Order, and Safety Activities	104	-5	1.7	143	-9	1.1
923	Administration of Human Resource Programs	28	3	1.0	38	4	0.6
924	Administration of Environmental Quality Programs	19	5	1.7	26	4	1.1
925	Administration of Housing Programs, Urban Planning, and Community Development	4	0	1.3	6	-1	0.8
926	Administration of Economic Programs	10	2	0.5	13	2	0.3

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic

Appendix B: Occupational Details

The occupation listing below marks major categories in blue. Specialized Occupations have location quotients greater than 1.2 and are shaded.

SOC	Occupational Group	Lockhart				Caldwell County	
		2022 Employment	2022 Residents	5-Year Change	LQ	2022 Employment	LQ
11-0000	Management	347	358	23	1.0	1,229	1.6
11-1000	Top Executives	108	123	24	0.9	262	1.0
11-2000	Advertising, Marketing, Promotions, Public Relations, and Sales Managers	14	4	2	0.5	30	0.5
11-3000	Operations Specialties Managers	40	13	4	0.5	79	0.5
11-9000	Other Management	185	218	-7	1.4	858	2.8
13-0000	Business and Financial Operations	191	108	48	0.6	388	0.5
13-1000	Business Operations Specialists	119	73	36	0.5	272	0.5
13-2000	Financial Specialists	72	34	12	0.7	116	0.5
15-0000	Computer and Mathematical	75	44	26	0.4	145	0.4
15-1200	Computer	72	43	25	0.4	138	0.4
15-2000	Mathematical Science	3	0	1	0.3	7	0.4
17-0000	Architecture and Engineering	42	7	12	0.5	94	0.5
17-1000	Architects, Surveyors, and Cartographers	6	1	4	0.9	11	0.7
17-2000	Engineers	22	4	4	0.4	55	0.4
17-3000	Drafters, Engineering Technicians, and Mapping Technicians	14	2	4	0.6	29	0.6
19-0000	Life, Physical, and Social Science	25	5	4	0.5	59	0.6
19-1000	Life Scientists	4	1	0	0.3	10	0.4
19-2000	Physical Scientists	3	1	0	0.3	7	0.4
19-3000	Social Scientists and Related Workers	9	2	1	0.9	17	0.8
19-4000	Life, Physical, and Social Science Technicians	5	1	1	0.4	12	0.5
19-5000	Occupational Health and Safety Specialists	4	0	1	0.9	13	1.3
21-0000	Community and Social Service	68	33	6	0.8	232	1.2
21-1000	Counselors, Social Workers, and Other Community and Social Service Specialists	63	31	4	0.8	199	1.2
21-2000	Religious Workers	5	2	2	0.3	33	0.9
23-0000	Legal	29	17	-2	0.7	51	0.5
23-1000	Lawyers, Judges, and Related Workers	21	16	-1	0.7	36	0.6
23-2000	Legal Support Workers	8	2	0	0.6	15	0.4
25-0000	Educational Instruction and Library	462	279	48	1.7	784	1.3
25-1000	Postsecondary Teachers	5	4	0	0.1	10	0.1
25-2000	Preschool, Elementary, Middle, Secondary, and Special Education Teachers	310	184	31	2.3	504	1.7
25-3000	Other Teachers and Instructors	53	29	7	1.4	110	1.3
25-4000	Librarians, Curators, and Archivists	10	1	1	1.3	17	1.0
25-9000	Other Educational Instruction and Library	85	60	9	1.5	143	1.2
27-0000	Arts, Design, Entertainment, Sports, and Media	52	13	9	0.6	124	0.6
27-1000	Art and Design Workers	23	7	7	0.8	44	0.7
27-2000	Entertainers and Performers, Sports and Related Workers	11	3	1	0.4	37	0.7
27-3000	Media and Communication Workers	12	2	-1	0.5	31	0.6
27-4000	Media/Communication Equipment Workers	6	1	2	0.6	12	0.5

SOC	Occupational Group	Lockhart				Caldwell County	
		2022 Employment	2022 Residents	5-Year Change	LQ	2022 Employment	LQ
29-0000	Healthcare Practitioners and Technical	146	106	24	0.5	580	0.9
29-1000	Healthcare Diagnosing or Treating Practitioners	82	68	14	0.4	355	0.8
29-2000	Health Technologists and Technicians	63	37	10	0.7	219	1.0
29-9000	Other Healthcare Practitioners and Technical	1	0	1	0.3	6	0.6
31-0000	Healthcare Support	128	178	6	0.6	469	0.9
31-1100	Home Health/Personal Care Aides; Nursing Assistants, Orderlies, and Psychiatric Aides	91	159	2	0.6	366	1.0
31-2000	Occupational Therapy and Physical Therapist Assistants and Aides	7	0	4	1.1	22	1.6
31-9000	Other Healthcare Support	30	18	0	0.5	81	0.6
33-0000	Protective Service	223	144	23	2.0	310	1.3
33-1000	Supervisors of Protective Service Workers	23	3	3	2.1	32	1.3
33-2000	Firefighting and Prevention Workers	34	17	7	3.3	48	2.1
33-3000	Law Enforcement Workers	108	68	0	2.9	144	1.7
33-9000	Other Protective Service Workers	58	56	13	1.1	85	0.7
35-0000	Food Preparation and Serving Related	751	771	132	1.8	1,150	1.3
35-1000	Supervisors of Food Preparation and Serving Workers	92	89	24	2.2	139	1.5
35-2000	Cooks and Food Preparation Workers	183	220	40	1.5	294	1.1
35-3000	Food and Beverage Serving Workers	423	385	68	2.1	637	1.4
35-9000	Other Food Preparation and Serving Related Workers	52	77	1	1.2	80	0.9
37-0000	Building and Grounds Cleaning and Maintenance	217	294	12	1.3	412	1.1
37-1000	Supervisors of Building and Grounds Cleaning and Maintenance Workers	26	39	2	1.8	48	1.5
37-2000	Building Cleaning and Pest Control Workers	148	196	13	1.3	256	1.0
37-3000	Grounds Maintenance Workers	42	60	-3	1.0	108	1.2
39-0000	Personal Care and Service	89	103	-11	0.7	242	0.9
39-1000	Supervisors of Personal Care and Service Workers	6	1	1	0.8	16	0.9
39-2000	Animal Care and Service Workers	10	7	1	0.8	35	1.2
39-3000	Entertainment Attendants and Related	9	4	-13	0.6	15	0.4
39-4000	Funeral Service Workers	1	0	-1	0.4	2	0.4
39-5000	Personal Appearance Workers	20	47	6	0.7	43	0.7
39-6000	Baggage Porters, Bellhops, and Concierges	0	0	-1	0.3	1	0.3
39-7000	Tour and Travel Guides	1	0	0	0.4	3	1.0
39-9000	Other Personal Care and Service Workers	42	43	-3	0.8	126	1.1
41-0000	Sales and Related	666	602	219	1.4	1,286	1.2
41-1000	Supervisors of Sales Workers	108	84	30	1.7	205	1.5
41-2000	Retail Sales Workers	448	444	172	1.7	872	1.5
41-3000	Sales Representatives, Services	43	32	5	0.6	78	0.5
41-4000	Sales Representatives, Wholesale and Mfg.	26	23	-3	0.5	55	0.5
41-9000	Other Sales and Related Workers	42	20	14	1.2	75	0.9
43-0000	Office and Administrative Support	475	523	20	0.7	1,036	0.7
43-1000	Supervisors of Office and Administrative Support Workers	40	46	3	0.8	81	0.7
43-2000	Communications Equipment Operators	1	0	0	0.3	2	0.5

SOC	Occupational Group	Lockhart				Caldwell County	
		2022 Employment	2022 Residents	5-Year Change	LQ	2022 Employment	LQ
43-3000	Financial Clerks	74	63	-5	0.7	152	0.7
43-4000	Information and Record Clerks	148	140	21	0.8	266	0.6
43-5000	Material Recording, Scheduling, Dispatching, and Distributing Workers	53	78	2	0.7	151	0.9
43-6000	Secretaries and Administrative Assistants	77	87	1	0.7	188	0.8
43-9000	Other Office and Administrative Support Workers	84	110	0	0.7	196	0.8
45-0000	Farming, Fishing, and Forestry	9	26	-4	0.3	115	1.6
45-1000	Supervisors of Farming, Fishing, and Forestry Workers	1	1	0	0.3	4	1.1
45-2000	Agricultural Workers	8	24	-4	0.3	109	1.7
45-3000	Fishing and Hunting Workers	0	1	0	0.2	1	0.7
45-4000	Forest, Conservation, and Logging Workers	0	1	0	0.2	1	0.2
47-0000	Construction and Extraction	237	495	49	1.0	964	1.9
47-1000	Supervisors of Construction and Extraction Workers	25	60	4	1.0	104	1.9
47-2000	Construction Trades Workers	183	353	38	1.0	716	1.8
47-3000	Helpers, Construction Trades	8	15	3	1.1	32	2.0
47-4000	Other Construction and Related Workers	17	31	3	1.1	39	1.2
47-5000	Extraction Workers	5	36	0	0.7	73	4.9
49-0000	Installation, Maintenance, and Repair	210	398	2	1.1	460	1.0
49-1000	Supervisors of Installation, Maintenance, and Repair Workers	19	30	0	1.0	41	1.0
49-2000	Electrical and Electronic Equipment Mechanics, Installers, and Repairers	13	6	3	0.7	28	0.7
49-3000	Vehicle and Mobile Equipment Mechanics, Installers, and Repairers	78	143	-11	1.3	159	1.2
49-9000	Other Installation, Maintenance, and Repair	101	219	10	1.0	233	1.0
51-0000	Production	290	467	0	1.0	500	0.8
51-1000	Supervisors of Production Workers	23	37	3	1.1	41	0.8
51-2000	Assemblers and Fabricators	35	89	-28	0.6	59	0.4
51-3000	Food Processing Workers	31	47	10	1.1	46	0.8
51-4000	Metal Workers and Plastic Workers	54	105	26	1.0	101	0.8
51-5100	Printing Workers	8	18	0	1.1	11	0.7
51-6000	Textile, Apparel, and Furnishings Workers	36	26	-34	2.1	55	1.5
51-7000	Woodworkers	9	16	3	1.1	19	1.0
51-8000	Plant and System Operators	19	9	-2	2.0	44	2.1
51-9000	Other Production	75	120	22	0.9	123	0.7
53-0000	Transportation and Material Moving	437	718	76	1.0	810	0.8
53-1000	Supervisors of Transportation and Material Moving Workers	20	26	0	0.9	37	0.8
53-2000	Air Transportation Workers	1	1	-12	0.1	4	0.2
53-3000	Motor Vehicle Operators	203	283	32	1.3	369	1.1
53-4000	Rail Transportation Workers	4	1	-5	1.1	12	1.5
53-5000	Water Transportation Workers	0	3	0	0.2	2	0.4
53-6000	Other Transportation Workers	12	30	2	1.2	25	1.1
53-7000	Material Moving Workers	196	374	59	0.8	361	0.7

Source: JobsEQ, 4 Quarter Average ending Q3 2022

**RESOLUTION 2023-01 OF THE BOARD OF DIRECTORS OF THE
LOCKHART ECONOMIC DEVELOPMENT CORPORATION
ADOPTING A TARGET INDUSTRY STRATEGY REPORT REFRESH;
PROVIDING AN EFFECTIVE DATE**

WHEREAS, in February, 2023, the City of Lockhart (“City”) and the Lockhart Economic Development Corporation (“LEDC”) retained Garner Economics, LLC to assist in preparing a “Competitive Realities Report and Target Industry Strategy Refresh” in order to assist the City and the LEDC to focus its economic development priorities to help create jobs in the Community by focusing efforts that leverage the community’s assets and strengths; and

WHEREAS, the TIS Refresh prepared by Garner Economics, LLC is complete and has been reviewed by the Board and staff of the LEDC; and

WHEREAS, it is the desire of the Board of Directors of the LEDC to approve and adopt the TIS Refresh;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOCKHART ECONOMIC DEVELOPMENT CORPORATION, THAT:

1. The foregoing recitals are adopted and incorporated herein for all purposes.
2. The report titled “Lockhart’s Next Chapter: A Targeted Business Strategy Refresh” prepared by Garner Economics, LLC, a copy of which is attached hereto, is hereby approved and adopted as the Target Industry Strategy for the LEDC.

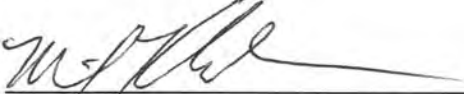
ADOPTED AND APPROVED effective on this, the 10th day of July 2023.

**LOCKHART ECONOMIC
DEVELOPMENT CORPORATION:**



Alan Fielder, Chairman

ATTEST:



Michael Kamerlander, Secretary

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion of City Ordinance Sec. 56-280 through Sec. 56-286, Operating Golf Carts on City Streets.

ORIGINATING DEPARTMENT AND CONTACT: Police - Gary Williamson

ACTION REQUESTED: Direction

BACKGROUND/SUMMARY/DISCUSSION: In 2011, the City adopted Ordinance No. 2011-03 allowing the permitting and operation of golf carts on city streets. Currently, the ordinance requires a golf cart permit through the police department with an annual renewal. Golf cart drivers must be licensed to operate a motor vehicle, carry a valid driver's license and maintain financial responsibility. Drivers must abide by all traffic regulations. Required equipment on the golf cart includes: operational headlamps and tail lamps; side reflectors, an operational parking brake, rearview mirrors, operational turn signals, an operational electric automobile horn, properly operational brakes, operational brake lights, seatbelts for the operator and all passengers and a slow moving vehicle sign. Golf carts may only operate on streets with a speed limit of 30 miles per hour or less. A golf cart may cross a street at an intersection where the road or street has a speed limit of more than 30 miles per hour. Penalties for violations are outlined in the ordinance.

The Lockhart Police Department has been working with the Public Information Officer in creating a dedicated webpage addressing golf carts, which will contain our current policy regarding these vehicles—including links to City ordinance, state law, a diagram illustrating the required safety equipment, and information on how people can register their vehicles and with whom. This page will be easily accessible through the Lockhart Police Department's section in the City of Lockhart's website and will be updated accordingly, also dependent on any Council direction.

Staff seeks direction on whether the ordinance needs to be updated.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

City of Lockhart, Texas

Council Agenda Item Cover Sheet

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: City of Lockhart Sec. 56-281 Operation of Golf Carts on Streets, Texas Transportation Code Chapter 551 Operation of Bicycles and Mopeds_Golf Carts and Other Low-Powered Vehicles Subchapter F Golf Carts, TTC_golf carts

DIVISION 6. OPERATING GOLF CARTS ON CITY STREETS

Sec. 56-280. Definitions.

Driver. The person driving and having physical control over the golf cart.

Golf cart. A vehicle as defined in V.T.C.A., Transportation Code § 502.001, as amended, and commonly referred to as a golf cart, or a vehicle that is determined to be a golf cart by the Texas Department of Public Safety, which has a minimum of three wheels and has a top speed not greater than 25 miles per hour on a paved level surface and which is manufactured primarily for transporting persons on a golf course.

Golf cart permit. A privilege granted, upon compliance with the terms of this division, to legally operate a golf cart upon certain public streets or roadways within the city limits during the year when the permit is granted.

Golf cart permit decal. A decal to be attached to a golf cart carrying a serial number corresponding to the number of the golf cart license and showing the month and calendar year that the license shall expire.

Golf cart permit fee. A city administrative fee for granting a golf cart permit and issuing a golf cart permit decal.

Owner. The person holding title to the golf cart and the person required to register the golf cart with the city.

Street. A public roadway of the City of Lockhart, Texas by whatever name (e.g., road, alley, avenue, highway, route, boulevard, etc.) that has a posted or designated speed limit of 30 miles per hour or less.

(Ord. No. 2011-03, § I, 4-5-11; Ord. No. 2013-03, § I, 1-15-13)

Sec. 56-281. Operation of golf carts on streets.

- (a) The speed limit on roads and streets within the City of Lockhart is 30 miles per hour unless otherwise posted, and golf carts may be operated only on city streets with speed limits of 30 miles per hour or lower, subject to further prohibitions in subsections (c), (d) and (e) herein.
- (b) A golf cart may cross a road or street within the city at an intersection where the road or street has a speed limit of more than 30 miles per hour.
- (c) The Texas Department of Transportation may prohibit the operation of a golf cart on a highway within the Lockhart city limits if that department determines that the prohibition is necessary in the interest of safety.
- (d) A golf cart is prohibited from operating on a city street within a posted school zone, where the street has a posted speed limit that is greater than 30 miles per hour during nonschool hours.
- (e) A golf cart is specifically prohibited from operating on the following city streets:
 - (1) Colorado Street (Hwy. 183 North and South) in its entirety.
 - (2) West San Antonio Street (Hwy. 142) from the city limits to Main Street.
 - (3) Blackjack Street (F.M. 20 East) in its entirety.
 - (4) State Park Road (F.M. 20 West) in its entirety.
 - (5) Silent Valley Road (F.M. 2001) in its entirety.

-
- (6) F.M. 672 (Flores Street east of Colorado Street) in its entirety.
 - (7) F.M. 1322 (S. Commerce Street south of F.M. 20 East (Blackjack Street)), in its entirety.
 - (8) F.M. 2720 north of Hwy. 142 West, in its entirety.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-282. Permitting process and decal.

- (a) Before any golf cart may be operated on a city street pursuant to this division, it must be permitted and receive a decal from the Lockhart Police Department. The annual fee for permitting and the decal is \$75.00, which pays for the city's administrative costs for the permitting process and decal.
- (b) The permitting process is as follows:
 - (1) The applicant shall complete the city's permit application form, which shall include:
 - a. The name and address of the applicant and owner;
 - b. The location where the vehicle is regularly stored overnight;
 - c. The model, make, and golf cart identification number;
 - d. The current driver's license number of the owner;
 - e. A statement that all operators are required to be licensed pursuant to V.T.C.A., Transportation Code §§ 521.001(3) and 521.021, as amended, and that all equipment required by this division is installed and will be kept current during the permit period;
 - f. A statement that the permit holder shall indemnify and hold harmless the City of Lockhart, Texas for any and all civil liability associated with said permitting and waives any and all rights to sue or allow subrogation by any insurance company except as specifically mandated by law; and
 - g. Other information which the city reasonably may require.
- (c) The permit application shall be dated and signed by the applicant/owner and attached to it shall be a check or money order in the amount of \$75.00, current proof of financial responsibility as required by V.T.C.A., Transportation Code § 601.051 for operating the golf cart on city streets, and a clear copy of the applicant/owner's current driver's license. The permit application shall be presented to the appropriate representative of the Lockhart Police Department for review of the paperwork and the required equipment.
- (d) Upon issuance, the permit decal shall be attached to and displayed on the driver's side front panel of the golf cart so as to be clearly visible from the front of the golf cart.
- (e) The permit shall be effective for one year from the date of its issuance or until the permit is revoked or the golf cart is transferred to a new owner.
- (f) The permit is not transferable to another golf cart or to another owner.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-283. Revocation of permit.

The golf cart permit may be revoked if:

- (1) The owner or driver of a golf cart fails to abide by the rules and regulations of this division;
- (2) The owner or driver of a golf cart fails to abide by state and/or city traffic laws; and/or

(Supp. No. 71)

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- (3) The owner fails to maintain proof of financial responsibility for the operation of the golf cart on city streets during the entire permit period.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-284. Required equipment for golf carts.

- (a) A golf cart must be equipped with the following minimum equipment as mandated by the V.T.C.A., Transportation Code § 551.404(a), as amended, and as required by the City of Lockhart, Texas to be eligible for a permit pursuant to this division:
 - (1) Operational headlamps and tail lamps;
 - (2) Side reflectors;
 - (3) An operational parking brake;
 - (4) Rearview mirrors;
 - (5) Operational turn signals;
 - (6) An operational electric automobile horn;
 - (7) Properly operational brakes;
 - (8) Operational brake lights;
 - (9) Seat belts for the operator and all passengers; and
 - (10) A slow moving vehicle sign as required by state law.
- (b) The equipment required by this division and its installation shall meet standards, and shall be maintained, as provided by the Texas Transportation Code, as amended.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-285. Operation regulations.

- (a) Drivers must be licensed to operate a motor vehicle as provided by V.T.C.A., Transportation Code § 521.021, carry a valid driver's license as provided by V.T.C.A., Transportation Code § 521.025, and maintain financial responsibility as required for passenger vehicles in V.T.C.A., Transportation Code § 601.051.
- (b) Drivers shall abide by all traffic regulations applicable to vehicular traffic when operating a golf cart on and around city streets.
- (c) Golf carts shall not be operated on sidewalks at any time.
- (d) Drivers may cross a prohibited street described in section 56-281, but otherwise may not operate a golf cart on any prohibited street.
- (e) Golf carts are prohibited from pulling or towing trailers, boats, jet skis, other objects, or people on public streets or in a city right-of-way.
- (f) Drivers and golf cart passengers shall be limited to the seating capacity of the golf cart as designed by the manufacturer and shall wear seat belts at all times while the golf cart is in motion.
- (g) Nothing in this division shall prevent the operation of a golf cart pursuant to V.T.C.A., Transportation Code § 551.403, which includes the operation of golf carts with slow moving vehicle signs on city streets with speed

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(Supp. No. 71)

limits not over 35 miles per hour, in daylight, to or from a golf course that is not more than two miles from where the golf cart is usually parked.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-286. Penalties.

Violations of any section of this division shall be penalized as follows:

- (1) Traffic violations are unlawful and misdemeanors punishable by a fine not to exceed the maximum allowable under state law, in accordance with the provisions of the Lockhart Code of Ordinances.
- (2) Violations of section 56-282 are unlawful and a misdemeanor offense punishable by a fine not exceeding \$50.00. Each day a violation continues shall constitute a separate offense.
- (3) Violations of subsections 56-285(e) and/or (f) are unlawful and a misdemeanor offense punishable by a fine not exceeding \$200.00 per offense.

(Ord. No. 2011-03, § I, 4-5-11)

Secs. 56-287—56-295. Reserved.

SUBCHAPTER F. GOLF CARTS

Sec. 551.401. DEFINITION. In this subchapter, "golf cart" means a motor vehicle designed by the manufacturer primarily for use on a golf course.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2011, 82nd Leg., R.S., Ch. 1296 (H.B. [2357](#)), Sec. 239, eff. January 1, 2012.

Acts 2017, 85th Leg., R.S., Ch. 1052 (H.B. [1956](#)), Sec. 22(1), eff. September 1, 2017.

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 16, eff. June 14, 2019.

Sec. 551.402. REGISTRATION NOT AUTHORIZED; LICENSE PLATES.

(a) The Texas Department of Motor Vehicles may not register a golf cart for operation on a highway regardless of whether any alteration has been made to the golf cart.

(b) A person may operate a golf cart on a highway in a manner authorized by this subchapter only if the vehicle displays a license plate issued under this section.

(c) The Texas Department of Motor Vehicles:

(1) shall by rule establish a procedure to issue license plates for golf carts; and

(2) may charge a fee not to exceed \$10 for the cost of the license plate, to be deposited to the credit of the Texas Department of Motor Vehicles fund.

(d) A golf cart license plate does not expire. A person who becomes the owner of a golf cart for which the previous owner obtained a license plate may not use the previous owner's license plate.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2013, 83rd Leg., R.S., Ch. 877 (H.B. [719](#)), Sec. 1, eff. June 14, 2013.

Acts 2013, 83rd Leg., R.S., Ch. 1135 (H.B. [2741](#)), Sec. 95, eff. September 1, 2013.

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 17, eff. June 14, 2019.

Sec. 551.403. OPERATION AUTHORIZED IN CERTAIN AREAS. (a)
An operator may operate a golf cart:

(1) in a master planned community:

(A) that is a residential subdivision as defined by Section [209.002](#)(9), Property Code, or has in place a uniform set of restrictive covenants; and

(B) for which a county or municipality has approved one or more plats;

(2) on a public or private beach that is open to vehicular traffic; or

(3) on a highway for which the posted speed limit is not more than 35 miles per hour, if the golf cart is operated:

(A) during the daytime; and

(B) not more than five miles from the location where the golf cart is usually parked and for transportation to or from a golf course.

(b) Notwithstanding Section [551.402](#)(b), a person may operate a golf cart in a master planned community described by Subsection (a) without a golf cart license plate on a highway for which the posted speed limit is not more than 35 miles per hour, including through an intersection of a highway for which the posted speed limit is more than 35 miles per hour.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 18, eff. June 14, 2019.

Acts 2021, 87th Leg., R.S., Ch. 652 (H.B. [1281](#)), Sec. 1, eff. June 15, 2021.

Sec. 551.4031. PROHIBITION OF OPERATION ON HIGHWAY BY MUNICIPALITY, COUNTY, OR DEPARTMENT. (a) A county or municipality may prohibit the operation of a golf cart on a highway under Section [551.403](#) if the governing body of the county or municipality determines that the prohibition is necessary in the interest of safety.

(b) The Texas Department of Transportation may prohibit the operation of a golf cart on a highway under Section [551.403](#) if the department determines that the prohibition is necessary in the interest of safety.

Added by Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 18, eff. June 14, 2019.

Amended by:

Acts 2021, 87th Leg., R.S., Ch. 652 (H.B. [1281](#)), Sec. 2, eff. June 15, 2021.

Sec. 551.404. OPERATION ON HIGHWAY AUTHORIZED BY MUNICIPALITY OR CERTAIN COUNTIES. (a) In addition to the operation authorized by Section [551.403](#), the governing body of a municipality may allow an operator to operate a golf cart on all or part of a highway that:

(1) is in the corporate boundaries of the municipality; and

(2) has a posted speed limit of not more than 35 miles per hour.

(b) In addition to the operation authorized by Section [551.403](#), the commissioners court of a county described by Subsection (c) may allow an operator to operate a golf cart on all or part of a highway that:

(1) is located in the unincorporated area of the county; and

(2) has a speed limit of not more than 35 miles per hour.

(c) Subsection (b) applies only to a county that:

(1) borders or contains a portion of the Red River;
or

(2) borders the Gulf of Mexico and has a population of less than 500,000.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2011, 82nd Leg., R.S., Ch. 1296 (H.B. [2357](#)), Sec. 241, eff. January 1, 2012.

Acts 2013, 83rd Leg., R.S., Ch. 877 (H.B. [719](#)), Sec. 2, eff. June 14, 2013.

Acts 2017, 85th Leg., R.S., Ch. 171 (H.B. [2968](#)), Sec. 1, eff. May 26, 2017.

Acts 2017, 85th Leg., R.S., Ch. 1052 (H.B. [1956](#)), Sec. 2, eff. September 1, 2017.

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 19, eff. June 14, 2019.

Acts 2021, 87th Leg., R.S., Ch. 652 (H.B. [1281](#)), Sec. 3, eff. June 15, 2021.

Sec. 551.4041. EQUIPMENT. A golf cart operated under Section [551.404](#) must have the following equipment:

- (1) headlamps;
- (2) taillamps;
- (3) reflectors;
- (4) parking brake; and
- (5) mirrors.

Added by Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 19, eff. June 14, 2019.

Sec. 551.405. CROSSING INTERSECTIONS. A golf cart may cross a highway at an intersection, including an intersection with a highway that has a posted speed limit of more than 35 miles per hour.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 20, eff. June 14, 2019.



Q May golf carts be operated on city streets?

A Texas Transportation Code Chapter 551 authorizes the operation of golf carts in the following circumstances:

1. A golf cart may be operated in a master planned community: (a) that has in place a uniform set of restrictive covenants; and (b) for which the city has approved a plat. *See* TEX. TRANSP. CODE § 551.403(1). There appears to be no case or attorney general opinion defining the phrase "master planned community." *See, e.g.,* Tex. Att'y Gen. Op. No. GA-0966 (2012) (declining to define the phrase). Thus, each city should look to its local regulations and consult local legal counsel for guidance regarding the meaning of the phrase.
2. So long as it is not in an area prohibited by the city, a golf cart may be operated on a public or private beach that is open to vehicular traffic. *See* TEX. TRANSP. CODE § 551.403(2); TEX. NAT. RES. CODE § 61.011; 31 T.A.C. § 15.7.
3. A golf cart may be operated on a highway for which the posted speed limit is not more than 35 miles per hour, if the cart is operated: (a) during the daytime; and (b) not more than two miles from the location where the golf cart is usually parked and for transportation to or from a golf course. *See* TEX. TRANSP. CODE § 551.403(3). The attorney general concluded that the purpose of driving the golf cart on the highway under this subsection must be to transport a person to and from a golf course. *See* Tex. Att'y Gen. Op. No. GA-0966 (2012).
4. So long as the city authorizes the operation and the Texas Department of Transportation does not prohibit it, a golf cart may be operated on any highway in the city that has a posted speed limit of not more than 35 miles per hour. *See* TEX. TRANSP. CODE §§ 551.4031, 551.404.
5. For the purpose of retrieving or delivering mail and

packages, a golf cart may be driven by a motor carrier (e.g., UPS) on a public highway if the posted speed limit is not more than 35 miles per hour, so long as the highway is not an interstate or a limited-access or controlled-access highway. *See id.* § 551.453.

6. For the purpose of retrieving or delivering mail and packages, a golf cart may be driven by a motor carrier on the property of certain subdivisions and condominiums. *See id.* § 551.454(c).
7. So long as the city authorizes it, a golf cart may be driven by a motor carrier for the purpose of retrieving or delivering mail and packages on all or part of any public highway that has a speed limit of not more than 35 miles per hour. *See id.* § 551.455.
8. A golf cart may cross a highway at an intersection, including an intersection with a highway that has a posted speed limit of more than 35 miles per hour. *See id.* §§ 551.405, 551.456. Presumably, the cart must otherwise be lawfully operated.

For purposes of the above provisions, the term "golf cart" is defined to mean "a motor vehicle designed by the manufacturer primarily for use on a golf course," and the term "highway" is defined to mean "the width between the boundary lines of a publicly maintained way any part of which is open to the public for vehicular travel." *Id.* §§ 541.302, 551.401, 551.451.

Q Have any bills been filed that would impact the operation of a golf cart?

A Yes. Although the 87th Regular Legislative Session did not begin until January 12, 2021, legislators started pre-filing bills on November 9, 2020. One pre-filed bill, Senate Bill 206, by Senator Schwertner, would amend Transportation Code Chapter 551 to: (1) allow a neighborhood electric vehicle and golf cart to be operated: (a) in a master planned community; (b) that is a residential subdivision as defined

by Section 209.002(g), Property Code, or has in place a uniform set of restrictive covenants; and (c) for which a county or city has approved one or more plats; (2) provide that a person may operate a golf cart in a master planned community described in (1) without a golf cart license plate; and (3) allow a city to prohibit the operation of a golf cart on a highway in the following areas if the city council determine the prohibition is necessary in the interest of safety: (a) master planned community described in (1); (b) on a public or private beach that is open to vehicular traffic; or (c) on a highway for which the posted speed limit is not more than 35 miles per hour.

Stay informed about this, and other bills, by checking TML's Legislative Update for summaries of city-related bills and associated articles, available here: <https://www.tml.org/579/Legislative-Update>.

Q Must a golf cart be registered?

A Neither the Texas Department of Motor Vehicles nor a county tax assessor-collector may register a golf cart. *See* TEX. TRANSP. CODE §§ 551.402(a) 551.453(b) (providing the Department of Motor Vehicles may not require the registration of a golf cart operated by a motor carrier delivering or retrieving packages unless the registration is required by other law); 43 T.A.C. § 217.45(j).

Q Must a golf cart have a license plate?

A A golf cart must have a license plate when operated as described in the first question, above. *See* TEX. TRANSP. CODE §§ 551.402(b), 551.453-551.455; *see also* 43 T.A.C. §§ 217.45, 217.182.

This issue is also addressed on the Texas Department of Motor Vehicles website here: <https://www.txdmv.gov/motorists/buying-or-selling-a-vehicle/unique-vehicles>.



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McCreary Veselka Bragg & Allen P.C. Attorneys at Law

Q **Must an owner have liability insurance to operate a golf cart?**

A An owner must have liability insurance unless the golf cart is operated under (1)-(3), as described in the first question, above. *See* TEX. TRANSP. CODE §§ 601.051-601.052.

Q **Must a golf cart have certain equipment when operated on city streets?**

A A golf cart must have headlamps, taillamps, reflectors, a parking brake, and mirrors when operated as described in the first question, above. *See id.* §§ 551.4041, 551.452(a). In addition, a golf cart that is operated at a speed of not more than 25 miles per hour is required to display a slow-moving-vehicle emblem when it is operated on a highway. *See id.* § 547.703(d).

This issue is also addressed on the Texas Department of Motor Vehicles website here: <https://www.txdmv.gov/motorists/buying-or-selling-a-vehicle/unique-vehicles>.

Q **Must a golf cart be inspected?**

A A vehicle required to display a slow-moving vehicle emblem is not subject to inspection. *See id.* § 548.052.

Q **Must a golf cart operator be licensed?**

A This question is the subject of a pending attorney general opinion. In RQ-0381-KP, the Montgomery County District Attorney and the Montgomery County Attorney ask the attorney general to issue an opinion addressing the following question: "Must a person possess a driver's license to lawfully operate a golf cart on a public street in a master-planned community or municipality in which the operation of golf carts on public streets is expressly authorized by the Transportation Code." Once issued, the opinion will be

published here: <https://www.texasattorneygeneral.gov/opinions>.

Q **Is a "neighborhood electric vehicle" the same thing as a golf cart, and may such a vehicle be operated on a city street?**

A No, golf carts should not be confused with neighborhood electric vehicles (NEVs), which are larger than golf carts but smaller than most passenger vehicles. The Transportation Code defines a NEV to mean "a vehicle that can attain a maximum speed of 35 miles per hour on a paved level surface and otherwise complies with Federal Motor Vehicle Safety Standard 500 (49 C.F.R. Section 571.500)." TEX. TRANSP. CODE § 551.301. NEVs may be operated in areas similar to where golf carts may be operated. *See id.* §§ 551.303-304, 551.451-456.

Q **Is an "off-highway vehicle" the same thing as a golf cart, and may such a vehicle be operated on a city street?**

A No, an off-highway vehicle (OHV) is not the same thing as a golf cart. Transportation Code Section 551A.001 defines an OHV to encompass the following multiples types of motor vehicles: an all-terrain vehicle, a recreational off-highway vehicle, and a utility vehicle.

An OHV may be operated on a city street in some circumstances. For instance, a peace officer or other person who provides law enforcement, firefighting, ambulance, medical, or other emergency services may operate an unregistered OHV on a highway that is not an interstate or limited-access highway if: (1) the transportation is in connection with the performance of the operator's official duty; (2) the operator attaches to the back of the vehicle a triangular orange flag that is at least six feet above ground level; (3) the vehicle's headlights and taillights are illuminated; and (4) the operation of the vehicle does not exceed a distance of 10 miles from the point of origin to the destination. *See id.* § 551A.058.

Like a golf cart, an OHV may also be operated on a city street when driven by a motor carrier for the purpose of retrieving or delivering mail and packages. *See id.* §§ 551.451-456. ★

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion and/or action regarding the presentation and interlocal agreement request from Capital Area Rural Transportation System (CARTS).

ORIGINATING DEPARTMENT AND CONTACT: Finance - Pam Larison

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: On April 21st, General Manager, Dave Marsh from CARTS contacted Mr. Lewis to request that for the fiscal year 2023-2024 funding be by way of an interlocal agreement. Historically, CARTS has received funding from the City Council through the Non-Profit and Human Services Organizational line item in the General Fund.

In 2022, CARTS introduced their CARTS Now service. The added costs for this type of service necessitates a new and higher level of funding. CARTS is requesting \$40,000 to be approved by City Council for the upcoming fiscal year to continue providing safe, reliable transportation in the city.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$40,000

Account Number: 100-5101-711-00

Funds Available:

Account Name: CARTS

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: CARTS-City of Lockhart-Interlocal Agreement Microtransit Service with attachments, CARTS Transit Presentation



July 7, 2023

Mayor Lew White
Mayor – City of Lockhart
P.O. Box 239
Lockhart TX 78644

Dear Mayor White:

THE CARTS DISTRICT

5300 Tucker Hill Ln
Cedar Creek, TX 78612

PO Box 6050
Austin, TX 78762

512/481 1011
f 512/478 1110

RideCARTS.com

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non-urbanized areas of Bastrop,
Blanco, Burnet, Caldwell,
Fayette, Hays, Lee, Travis and
Williamson counties.

The Capital Area Rural Transportation System (CARTS) formally submits this letter as a request for \$40,000.00 to be included in the city budget for the upcoming fiscal year. These funds will be used to support transportation services in the City of Lockhart. CARTS, with your continued support, will continue its mission to provide safe, reliable transportation in the city.

You will note an increase in this year's request as your city participates in the CARTS *Now* service and the added costs for that type of service necessitates we request a higher level of local funding.

A CARTS representative will attend and present at the July 18th meeting of the city council. We have prepared an Interlocal Agreement (attached) for your consideration to memorialize our understanding.

On behalf of CARTS, and the people we serve in your city, thanks for your past assistance and for your consideration of this request.

Please feel free to contact me for any questions or concerns at (512) 505-5678 or Dave@RideCARTS.com.

Sincerely,

David L. Marsh
General Manager

cc: Commissioner Rusty Horne
cc: Pam Larison – Director of Finance
cc: Steven Lewis, City Manager

**INTERLOCAL AGREEMENT BETWEEN THE CITY OF LOCKHART
AND CAPITAL AREA RURAL TRANSPORTATION SYSTEM**

This **INTERLOCAL AGREEMENT** (this “Agreement”) is made and entered by and between the CAPITAL AREA RURAL TRANSPORTATION SYSTEM (“CARTS”), a rural transit district and political subdivision organized under Chapter 458 of the Texas Transportation Code, and the CITY OF LOCKHART, TEXAS (the “City”), a home-rule municipality and political subdivision of the State of Texas.

RECITALS

WHEREAS, this Agreement is an interlocal agreement authorized and governed by Chapter 791 of the Texas Government Code; and

WHEREAS, CARTS and City are entities with statutory authority to enter into this Agreement, and have each entered into this Agreement by the action of their respective governing bodies in the appropriate manner prescribed by law; and

WHEREAS, CARTS and City have determined that it is in their mutual best interest and in the best interest of the public for the parties to provide certain affordable public transportation services, and further find that this Agreement will increase the efficiency and effectiveness of the parties’ provision of those certain public transportation services; and

WHEREAS, CARTS and City desire to continue to participate in the funding for and provision of those certain public transportation services.

NOW, THEREFORE, for and in consideration of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

I. FINDINGS

- 1.1 Recitals Incorporated.** The recitals set forth above and herein are true and correct, and such recitals are incorporated herein for all purposes.
- 1.2 Effective Date.** This Agreement will be effective on the latest date of execution by the parties hereto (the “Effective Date”).
- 1.3 Current Revenue Provision.** All monies paid by the parties under this Agreement shall be paid from current revenues available to the paying party.
- 1.4 Allowable Public Purpose.** CARTS and the City agree that CARTS, through its services, accomplishes a public purpose that benefits the city.

II. TERM

The term of this Agreement shall be for the period commencing on the Effective Date and ending on September 30, 2024, unless terminated earlier in accordance with applicable provisions herein. After September 30, 2024, this Agreement may continue in full force and effect on a month-to-month basis, on the same terms and conditions as are set forth herein, only upon the express written mutual agreement of the parties.

III. SERVICES TO BE PROVIDED BY CARTS

CARTS agrees to continue to provide its existing services to City as described on **Exhibit “A”** attached hereto and made a part hereof, being general public transportation for residents of City per its published schedule for the City of Lockhart.

IV. PAYMENT BY CITY FOR SERVICES

For CARTS’ performance of services under this Agreement, City agrees to pay CARTS the lump sum amount of Forty Thousand and No/100 Dollars (\$40,000.00). The schedule for City’s payment of the lump sum amount under this Agreement shall be mutually agreed to by CARTS and City.

V. TERMINATION

Either party may terminate this Agreement without cause upon thirty (30) days’ prior written notice to the other party. If one party determines that the other party is in default under this Agreement, the non-defaulting party will notify the defaulting party in writing of such default, and if the default is not cured within thirty (30) days from the date of such notice, then the non-defaulting party may, in addition to any other remedies available to such party at law or in equity, terminate this Agreement upon written notice. Any failure by the non-defaulting party to enforce this Agreement with respect to one or more defaults by the defaulting party will not waive the non-defaulting party’s ability to enforce this Agreement after that time. Upon termination of this Agreement pursuant to this Article V, all obligations of the parties under this Agreement shall cease and City shall only be required to pay for those services provided by CARTS up to the date of such termination.

VI. MISCELLANEOUS

- 6.1 Amendment.** This Agreement shall not be altered, waived, amended, or extended without the parties’ prior written agreement.
- 6.2 Assignment.** All provisions of this Agreement shall be binding upon the parties and each of their respective successors and assigns. Neither party shall assign its rights and obligations under this Agreement to any other party without the express prior written consent of the other party.
- 6.3 Notice.** All notices and other communications in connection with this Agreement shall be in writing and shall be deemed delivered upon deposit in the U.S. mail, with postage prepaid, certified mail, return receipt requested, addressed to the recipient’s address as stated herein. Notice given in any other manner shall be deemed effective only if and when received by the party to be notified.

CITY:

City of Lockhart, Texas
308 W. San
Antonio
PO Box 239
Lockhart, Texas 78644
Attn: Steven Lewis, City Manager

CARTS:

Capital Area Rural Transportation
System Post Office Box 6050
Austin, TX 78762
Attn: David Marsh, General Manager

A party may change its address for notice by written notice to the other party as herein provided.

6.4 Applicable Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas.

6.5 Prior Written Agreements. This Agreement is without regard to any and all prior written contracts or agreements between City and CARTS regarding any other subject or matter, and does not modify, amend, ratify, confirm or renew any such other prior contract or agreement between the parties.

6.6 Entire Agreement. This Agreement, and all appended documents, constitutes the entire agreement between the parties hereto regarding the subject matter hereof.

6.7 Parties Independent Contractors. City and CARTS are independent contractors. Except as expressly provided herein, no partnership or joint venture is intended to be created by this Agreement, nor any principal-agent or employer-employee relationship.

Except to the extent expressly provided herein, neither party has and neither party shall attempt to assert the authority to make commitments for or to bind the other party to any obligation.

6.8 No Waiver. The parties to this Agreement are governmental entities under state law and nothing in this Agreement waives or relinquishes the right of the parties to claim any exemptions, privileges and immunities as may be provided by law.

6.9 Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision or provisions, and the rights and obligation of the parties shall be construed and enforced in accordance therewith. The parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

6.10 Headings. The headings and section numbers are for convenience only and shall not be considered in interpreting or construing this Agreement.

6.11 Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date above first written, when all parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

6.12 Insurance. CARTS agrees to maintain in full force and effect all forms of insurance required by applicable local, state and federal regulatory authorities in at least the minimum amounts prescribed by those authorities. CARTS shall furnish written certificates of such coverage to the City upon request. The City shall be named as an additional insured under all policies for such required insurance.

6.13 Indemnification. To the extent allowed by law, a party will defend, indemnify, and hold harmless the other party for all claims and damages arising from the alleged acts or omissions of the party's employees or contractors. However, nothing in this Agreement shall require a party to establish an interest and sinking fund in connection with its indemnity obligations hereunder.

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective undersigned duly authorized officers on the dates set forth below, to be effective as of the Effective Date.

CITY:

CITY OF LOCKHART, TEXAS

By: _____ Name: _____ Title: _____

Date Signed: _____

FOR CITY, ATTEST:

FOR CITY, APPROVED AS TO FORM:

By: _____
_____, City Secretary

By: _____
_____, City Attorney

CARTS:

CAPITAL AREA RURAL TRANSPORTATION SYSTEM

By: _____
David L. Marsh, General Manager

Date Signed: _____

EXHIBIT “A”

CARTS *Now* Microtransit Service

CARTS Country Bus Service

CARTS Interurban Coach service



Simply download the App. Ride on-demand.

LIMITED TIME!

FREE

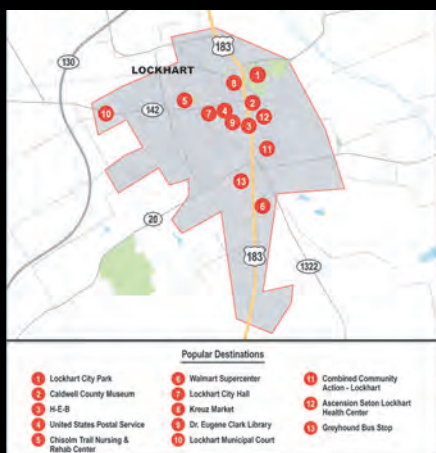
REFER A FRIEND — RIDE FOR FREE!*

*Earn free rides by inviting friends to sign up and ride with CARTS Now. To find your invite code, tap FREE RIDES in the app menu. When a friend signs up with your invite code, they'll receive a free first ride. After they've completed a first ride, your next ride will be free. This offer may be revoked or altered at any time by CARTS Now.

SERVICE INFO

CARTS Now is in Lockhart Mon – Fri, 7 a.m. – 7 p.m.

Ride anywhere within the Lockhart Zone Map.



HOW TO RIDE

1. Download the App

Get CARTS Now from the App Store or Google Play on your smart phone.

Follow the simple steps to set up your account. *If you do not have a smart phone call 512-505-5666.

2. Set Your Pickup

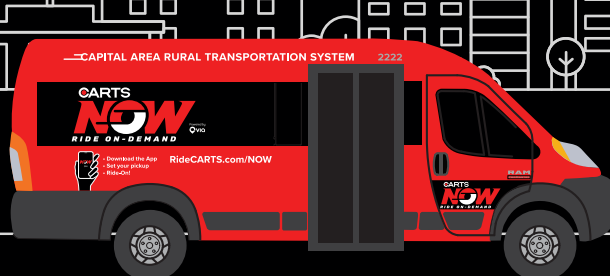
Enter your pickup and dropoff addresses and choose your ride option.

3. Ride-On!

Check the app and walk a short distance to your pickup spot. Call 512-505-5666 if you have questions.



Scan to download the
CARTS Now app



RideCARTS.com/NOW

512-505-5666



Simplemente descarge el App. Ride-on demand.

TIEMPO LIMITADO!

GRATIS

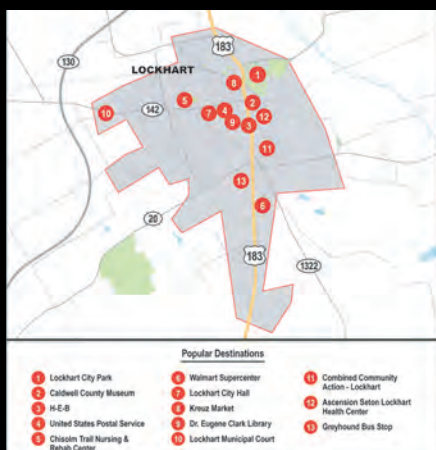
RECOMIENDE A UN AMIGO — VIAJE GRATIS!*

*Usted puede ganar viajes gratuitos cuando invite amigos y registren su viaje con CARTS Now. Para ver su código de invitación, presione FREE RIDES en el menú de la app. Cuando sus amigos registren usando el código que usted les envíe, ellos recibirán su primer viaje gratis. Después que completen ese viaje, su próximo viaje será gratis. Esta oferta puede ser cancelada o alterada en cualquier momento por CARTS Now.

INFORMACION DE SERVICIO

CARTS Now se encuentra en Lockhart de Lunes a Viernes, 7am-7pm.

Viaje a cualquier lugar dentro de la zona Lockhart.



COMO VIAJAR

1. Descarge el App

Consiga CARTS Now desde el App Store o Google Play en su teléfono, smart phone. Siga los pasos para establecer su cuenta. *Si no tiene un smart phone, llame a 512.505.5666.

2. Decida su Recogida

Ingrese las direcciones de su recogida y destino, y escoja su opción de viaje.

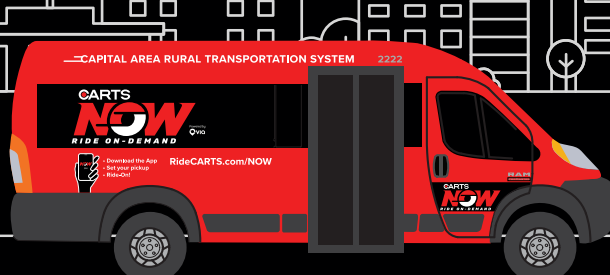
3. Listo!

Revise el app y camine una corta distancia a su lugar de recogida. Si tiene preguntas llame a 512.505.5666.



Escanee para
descargar el app

Powered by
VIA



RideCARTS.com/NOW

512-505-5666



Your new way to get
around *lickety-split*.

Su nueva manera
de viajar *rapidísimo*.



RideCARTS.com/NOW

Ride today:

- 1 Download the App
- 2 Set your pickup
- 3 Ride-On!



Como viajar:

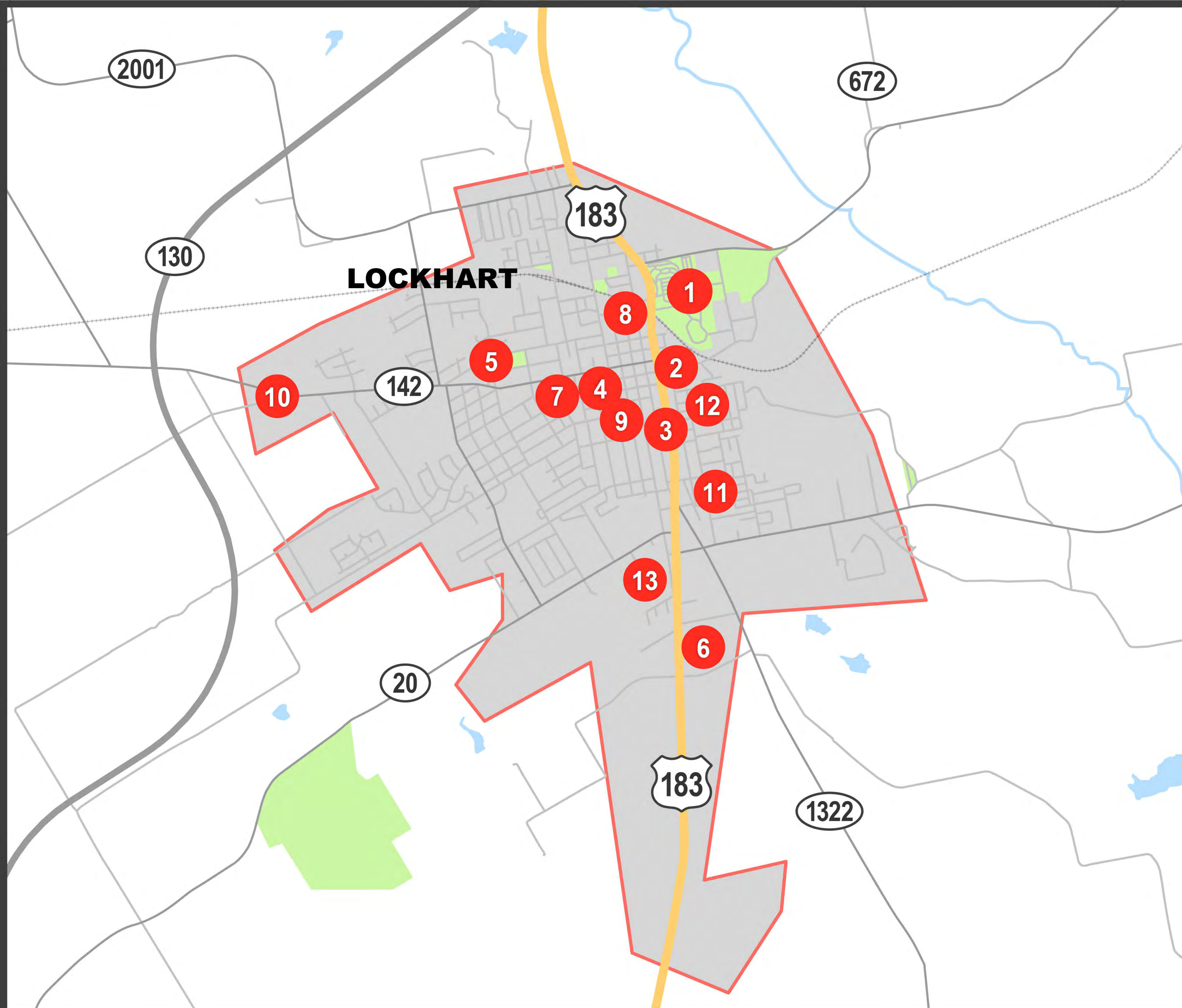
- 1 Descargue el app
- 2 Decida su recogida
- 3 ¡Listo!



◀ *Scan to download*
Escanee para
descargar

Or call to schedule
O llame para programar

512-305-5666 Page 181 of 350



Popular Destinations

- | | | |
|--|-----------------------------|---|
| 1 Lockhart City Park | 6 Walmart Supercenter | 11 Combined Community Action - Lockhart |
| 2 Caldwell County Museum | 7 Lockhart City Hall | 12 Ascension Seton Lockhart Health Center |
| 3 H-E-B | 8 Kreuz Market | 13 Greyhound Bus Stop |
| 4 United States Postal Service | 9 Dr. Eugene Clark Library | |
| 5 Chisolm Trail Nursing & Rehab Center | 10 Lockhart Municipal Court | |



**COUNTRY
BUS**

Capital Area Rural Transportation System

CARTS RIDE LINE 1 (512) 478-RIDE (7433)

Regional Transportation for the non-urbanized areas of Bastrop, Blanco, Burnet, Caldwell Fayette, Hays, Lee, Travis and Williamson counties & the San Marcos urbanized area.

CARTS delivers transportation tailored specifically for each of the one hundred and sixty-nine communities it serves. The service frequency in or to the various communities range from many times a day to once a month. Be sure to visit the CARTS web site at RideCARTS.com for updates and further route information for each community. Persons traveling out of town can use the Interurban Coach service. Most Country Bus schedules make connections to Interurban Coach services.

Rides are scheduled Monday thru Friday from 8am to 4pm / 24 hours advance notice required. Local vehicles serve neighboring towns so local ride times may vary.

CURB-TO-CURB SERVICES RESERVED BY PHONE

Enjoy the convenience of having a CARTS bus pick you up at your home, take you to your destination, and then back home again. We will set up a time for pickup within our time slots of general availability. On your first call we will request information to enter into your customer profile, and after that we will know you when you call.

CARTS can help you or someone you know who needs a ride to go shopping, city businesses, medical appointments, work, senior centers or for any other purpose.

Vehicles serve neighboring towns so local ride times may vary.

COUNTRY BUS FARES

Fares are set by zones. A CARTS customer service agent will inform you of ride costs when booking the trip. All fares are based on a one-way trip.

Zone 1 -City \$2.00 *\$1.00
Trips wholly within a town or city

Zone 2 - Intra-county \$4.00 *\$2.00
Trips originating and ending within the same county

Zone 3 - Inter-county \$6.00 *\$3.00
Trips with destinations outside the county of origin

HOPTHRU

CARTS bus passes are now available on your phone. **HOPTHRU** is a streamlined mobile ticketing app for use on public transportation. Text "**hopthru**" to **43506** and download a link. After creating an account, tap "**Buy Passes**" on the main screen, select your preferred CARTS service from the list of agencies, and then select your desired pass type. Just before boarding the bus, tap on your pass to activate it. Present your pass to the driver while boarding and your off!

NATIONAL CONNECTIONS

Bus and Train Services: CARTS operates intercity bus terminals for Greyhound and makes connections to Greyhound stations. Which can take care of your shipping or travel needs nationwide. At our San Marcos Station, AMTRAK rail service is also available. Visit the CARTS web site at RideCARTS.com for station address and further information.



CARTS

Capital Area Rural Transportation System

COUNTRY BUS SCHEDULES



**CALDWELL
COUNTY**

RIDECARTS.COM

*Reduced Fare: Registered CARTS Customers, Seniors 65 and older, Persons with Disabilities, and Children Under 12.



Community Served	Destination	Route Day	Departure	Return	One-Way	Reduced
Dale	To: San Marcos	Mon & Fri	7:30a	12:00p	\$6.00	\$3.00
	To: Lockhart	Mon & Fri	7:30a	12:00p	\$4.00	\$2.00
City of Lockhart	Local Service	Mon thru Fri	8:00a to 4:30p		\$2.00	\$1.00
	To: Austin	Mon, Wed & Fri	8:45a	3:15p	Interurban Coach 	
	To: San Marcos	Mon, Wed & Fri	8:00a & 2:30p	12:30p & 3:30p	\$6.00	\$3.00
	To: Kyle/Seton Med	Mon, Wed & Fri	8:00a	3:00p	\$6.00	\$3.00
	To: Luling	Tue & Thurs	9:00a	2:30p	\$4.00	\$2.00
City of Luling	Local Service	Mon thru Fri	8:00a to 4:30p		\$2.00	\$1.00
	To: Austin/Lockhart	Mon, Wed & Fri	8:00a	3:15p	Interurban Coach 	
	To: Lockhart	Tue & Thurs	8:00a	2:00p	\$4.00	\$2.00
	To: San Marcos	Thursday	9:00a	12:00p	\$6.00	\$3.00
Lytton Springs Mendoza	To: Lockhart	2nd & 4th Thursday	8:45a	1:00p	\$4.00	\$2.00
Martindale Reedville	To: San Marcos	Mon, Wed & Fri	9:15a	3:00p	\$6.00	\$3.00
Maxwell	To: San Marcos	Mon, Wed & Fri	9:30a	3:15p	\$6.00	\$3.00
Niederwald Uhland	To: San Marcos	Tue & Thurs	9:00a	12:00p	\$6.00	\$3.00
	To: Lockhart	2nd & 4th Thursday	8:30a	1:00p	\$4.00	\$2.00
Stairtown Fentress Prairie Lea	To: Luling	Friday	9:00a	12:00p	\$4.00	\$2.00
	To: Lockhart	Monday	9:00a	12:00p	\$4.00	\$2.00
	To: San Marcos	Thursday	9:00a	12:00p	\$6.00	\$3.00

CARTS RIDE LINE (512) 478-RIDE (7433)

CARTS CAPITAL AREA RURAL TRANSPORTATION SYSTEM



Capital Area Rural Transportation System

COUNTIES SERVED

BASTROP
 BLANCO
 BURNET
 CALDWELL
 FAYETTE
 HAYS
 LEE
 TRAVIS
 WILLIAMSON

RIDECARTS.COM

FULL TICKETING BUS STATIONS

AUSTIN GREYHOUND STATION
363 Shady Ln., Austin, TX 78702

BASTROP CARTS STATION
310 Hospital Dr., Bastrop, TX 78602

ELGIN CARTS STATION
200 Central Ave., Elgin, TX 78621

GEORGETOWN CARTS STATION
3620 S. Austin Ave., Georgetown, TX 78626

GEORGETOWN LIBRARY
402 W 8th St, Georgetown, TX 78626

RICHARD A. MOYA EASTSIDE BUS PLAZA
363 Shady Ln., Austin, TX 78702

ROUND ROCK TRANSIT CENTER
300 West Bagdad Ave., Round Rock, TX 78664

SAN MARCOS CARTS STATION
338 S. Guadalupe, San Marcos, TX 78666

SMITHVILLE CARTS STATION
300 Northeast Loop 230, Smithville, TX 78957

TAYLOR CARTS STATION
1103 W. 2nd St., Taylor, TX 76574

MARBLE FALLS CARTS STATION
801 North US 281, Marble Falls, TX 78654

LEE DILDY OPERATIONS COMPLEX
5300 Tucker Hill Ln., Cedar Creek, TX 78612

GREYHOUND All CARTS Stations are
Austin Greyhound Stations.

CONNECTS TO CAPITAL METRO
AT THESE LOCATIONS

Eastside Bus Plaza
363 Shady Lane
Austin, 78702

Lakeline Station
13625 Lyndhurst Blvd.
Austin, TX 78717

Manor Park and Ride
101 W Carrie Manor St.
Manor, TX 78653

Metro Downtown Station
209 E. 4th St.
Austin, TX 78701

Southpark Meadows
Northeast Corner of
Turk & Cullen
Austin, TX 78748

Tech Ridge Park & Ride
900 Center Ridge Dr.
Austin, TX 78753



capmetro.org
(512) 474-1200

METRO

INTERURBAN COACH ROUTES

- 1510 Interurban Coach IH 35
- 1511 Interurban Coach IH 35
- 1512 Interurban Coach HWY 183
- 1515 Interurban Coach HWY 71
- 1516 Interurban Coach HWY 183
- 1517 Interurban Coach Tx State Exp. IH 35
- 1518 Interurban Coach HWY 71
- 1519 Interurban Coach HWY 71
- 1520 Interurban Coach HWY 290

- CARTS Stations
- Other Stops
- Metro Stations
- Greyhound Station

CARTS Now is a low-cost, on-demand ride service that will allow citizens to get from point A to point B on their own time. CARTS Now has no predetermined routes or schedules, and rides are available within 15 minutes of scheduling.

For More Information
RideCARTS.com
512/478 RIDE (7433)

FARES / TARIFAS

Zone 1 – Local/Intra-County \$2.00*
Trips wholly within one county
Zone 2 – Regional/Inter-County \$4.00*
Trips anywhere in the CARTS district
Regional/All Day Pass \$6.00 (all day)
Ride all day on any Interurban Coach Route
Monthly passes available **\$88.00**

MUST HAVE EXACT FARE OR TICKET

**Zone 1 and Zone 2 fares quoted are one-way fares.*

Zona 1 – Local/Intra-County \$2.00*
Viajes dentro de un condado
Zona 2 – Regional/Inter-County \$4.00*
Viajes en cualquier parte de el distrito de CARTS
Regional/All Day Pass \$6.00 (todo el día)
Viaje todo el día en cualquier Ruta de Interurban Coach
Pases mensuales disponible por \$88.00 el pase con ilimitado numero de viajes por mes

DEBE TENER DINERO EXACTO O BOLETO

**Tarifas de Zona 1 y Zona 2 son de una sola direccion.*

BIKES / BICICLETAS

BRING YOUR BIKE

CARTS vehicles are equipped with easy to use front-mounted bike racks. For instructions visit **RideCARTS.com** or ask the driver.

GRASSHOPPER SERVICE CARTS customers who use the Interurban into Austin can schedule a connecting ride from the CARTS Station to medical appointments or other business in Austin. Grasshopper Service must be booked in advance and passenger must meet certain eligibility requirements (registered CARTS customer of age 65 or older, persons pre-approved under the reduced Fare program, CARTS ADA Eligibility Guidelines or Veterans travelling to a VA Center).

Connecting rides subject to availability, and are offered at all CARTS stations.

TRAE TU BICICLETA

Los vehículos de CARTS están equipados con racks para bicicletas. Instrucciones en **RideCARTS.com** o pregunte al chofer.

SERVICIO GRASSHOPPER Clientes de CARTS que usan el Interurban hacia Austin pueden programar conexiones de la estación de CARTS a citas medicas u otros negocios en Austin. El servicio Grasshopper debe ser reservado con anticipación y los pasajero deben cumplir con ciertos requisitos de elegibilidad. (Clientes registrados con CARTS de edad 65 o mayor, personas pre-aprovadas bajo el programa de tarifas reducidas, Guías de elegibilidad de CARTS ADA o Veteranos que viajan a un centro de VA).



Capital Area Rural Transportation System

INTERURBAN COACH ROUTES

Serving:

AUSTIN INTERNATIONAL AIRPORT
AUSTIN
AUSTIN GREYHOUND
BASTROP
BERTRAM
BURNET
CAPITAL METRO
ELGIN
GEORGETOWN
GIDDINGS
LA GRANGE
LIBERTY HILL
LOCKHART
LULING
MARBLE FALLS
PAIGE
ROUND ROCK
SAN MARCOS
SMITHVILLE
TEXAS STATE UNIVERSITY

*All bus stop locations and addresses
are located on our website:*

RideCARTS.com/schedule

Effective May 31, 2022

RideCARTS.com
512/478 RIDE (7433)

YELLOW ROUTE

MONDAY - FRIDAY

*Drop Off Only

1510

INTERURBAN COACH SOUTH IH 35

IH35 SOUTHBOUND & NORTHBOUND						
Northbound: San Marcos to Austin						
CARTS San Marcos	8:00a	10:15a	-	2:00p	4:15p	-
San Marcos Outlet	8:10a	-	-	2:10p	4:25p	-
Southpark Meadows	8:40a	10:45a	-	2:40p	4:55p	-
Trinity and 4th	9:00a	11:05a	-	3:00p	5:15p	-
7th and Comal	Flag stop	Flag stop	-	Flag stop	Flag stop	-
Eastside Bus Plaza	9:10a	11:15a	-	3:10p	5:25p	-
Southbound: Austin to San Marcos						
Eastside Bus Plaza	9:15a	11:20a	-	3:15p	5:30p	-
Southpark Meadows	9:35a	11:40a	-	3:35p	5:50p	-
Woods and LBJ	10:05a	12:10p	1:50p	4:05p	6:20p*	-
CARTS San Marcos	10:10a	12:15p	1:55p	4:10p	6:25p*	-

RED ROUTE

MONDAY - FRIDAY

1511

INTERURBAN COACH NORTH IH 35

IH35 SOUTHBOUND & NORTHBOUND				
Southbound: Georgetown to Austin				
CARTS Georgetown Station	7:50a	-	1:50p	-
Georgetown Library	8:00a	10:30a	2:00p	4:30p
CARTS Georgetown Station	8:10a	10:40a	2:10p	4:40p
IKEA	8:20a	10:50a	2:20p	4:50p
Round Rock Transit Center	8:35a	11:05a	2:35p	5:05p
Metro Techridge	8:50a	11:20a	2:50p	-
Eastside Bus Plaza	9:10a	11:40a	3:10p	-
Northbound: Austin to Georgetown				
Eastside Bus Plaza	9:15a	11:45a	3:15p	-
Metro Techridge	9:40a	12:10p	3:40p	-
Round Rock Transit Center	9:50a	12:20p	3:50p	-
IKEA	10:00a	12:30p	4:00p	-
Georgetown Library	10:20a	12:50p	4:20p	-

BLUE ROUTE

FRIDAYS

*Drop Off Only

1519

INTERURBAN COACH HWY 71

HWY 71 WESTBOUND & EASTBOUND					
Westbound: La Grange to Bastrop					
La Grange Downtown	7:25a	10:15a	1:25p	3:25p	-
La Grange Wal-Mart	7:30a	10:30a	1:30p	3:30p	-
CARTS Smithville	7:50a	10:50a	1:50p	3:50p	-
CARTS Bastrop	8:10a	11:10a	2:10p	4:10p	-
Eastbound: Bastrop to La Grange					
CARTS Bastrop	8:15a	11:15a	2:15p	4:15p	-
CARTS Smithville	8:35a	11:35a	2:35p	4:35p	-
La Grange Wal-Mart	8:55a	11:55a*	2:55p	4:55p*	-
La Grange Downtown	9:00a	12:00p*	3:00p	5:00p*	-

GREEN ROUTE

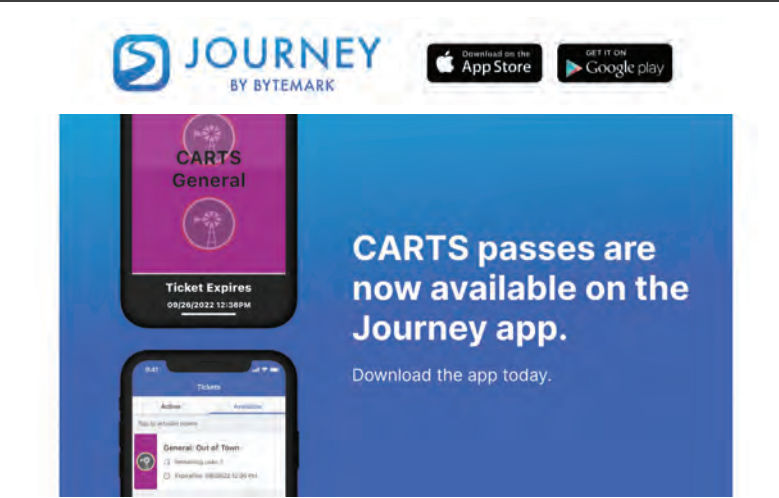
THURSDAYS

*Drop Off Only

1512

INTERURBAN COACH HWY 183

HWY 183 EASTBOUND & WESTBOUND			
Eastbound: Marble Falls to Austin			
CARTS Marble Falls	7:05a		12:55p
Marble Falls City Hall	7:10a		1:02p
Marble Falls HEB	7:17a		1:12p
Marble Falls Wal-Mart	7:26a		1:22p
Burnet	7:43a		1:38p
Bertram	7:57a		1:52p
Liberty Hill	8:16a		2:12p
Metro Lakeline	8:42a		2:40p
Eastside Bus Plaza	9:10a		3:10p
Westbound: Austin to Marble Falls			
Eastside Bus Plaza	9:15a		3:15p
Metro Lakeline	9:45a		3:45p
Liberty Hill	10:07a		4:05p
Bertram	10:21a		4:22p
Burnet	10:36a		4:36p
Marble Falls Wal-Mart	10:53a		4:52p*
Marble Falls HEB	11:00a		5:04p*
Marble Falls City Hall	11:06a		5:10p*
CARTS Marble Falls	11:10a		5:18p*



PURPLE ROUTE

MONDAY - FRIDAY

1518

INTERURBAN COACH HWY 71

HWY 71 WESTBOUND & EASTBOUND				
Westbound: Bastrop to Austin				
CARTS Bastrop	8:15a	10:15a	2:15p	4:15p
Tucker Hill Park and Ride	8:35a	10:35a	2:35p	4:35p
ABIA Hilton	8:54a	10:54a	2:54p	4:54p
ABIA Terminal	8:55a	10:55a	2:55p	4:55p
Eastside Bus Plaza	9:10a	11:10a	3:10p	5:10p
Eastbound: Austin to Bastrop				
Eastside Bus Plaza	9:15a	11:15a	3:15p	5:15p
ABIA Hilton	9:30a	11:30a	3:30p	5:30p
ABIA Terminal	9:31a	11:31a	3:31p	5:31p
Tucker Hill Park and Ride	9:51a	11:51a	3:51p	5:51p
CARTS Bastrop	10:11a	12:11p	4:11p	6:11p

PURPLE ROUTE

MONDAY - FRIDAY

1515 EXPRESS

INTERURBAN COACH HWY 71

HWY 71 WESTBOUND & EASTBOUND		*All times are approximate & can fluctuate depending on traffic
CARTS Smithville	5:55a	
CARTS Bastrop	6:15a	
CARTS Park and Ride	6:35a	4:00p**
Eastside Bus Plaza  	6:55a**	-
Lavaca & 4th St 	7:09a**	4:38p**
Lavaca & 7th St 	7:10a**	4:40p**
Lavaca & 15th St 	7:14a**	4:42p**
17th St & Colorado	7:15a**	4:45p Time Point
San Jacinto & 14th St 	-	4:52p**
San Jacinto & 11th St 	-	4:53p**
San Jacinto & 8th St 	7:20a**	4:55p**
Eastside Bus Plaza  	-	5:05p**
CARTS Park and Ride	-	5:25p**
CARTS Bastrop	-	5:50p**
CARTS Smithville	-	6:10p*

All routes connect with Cap Metro Greyhound. All stops make Greyhound connection and all CARTS stations are Greyhound Stations.

CARTS passengers can make direct connections to Capital Metropolitan Transportation Authority (CapMetro), Flixbus and Greyhound routes from the Richard A. Moya Eastside Bus Plaza.

ORANGE ROUTE

MONDAY & WEDNESDAY & FRIDAY

1516

INTERURBAN COACH HWY 183

Hwy 183 Westbound: Luling to Austin				
Luling American Legion	8:05a	10:30a	2:05p	4:30p
Luling Visitor's Center	8:10a	10:35a	2:10p	4:35p
Lockhart Wal-Mart	8:30a	10:55a	2:30p	4:55p
Lockhart HEB	8:35a	11:00a	2:35p	5:00p
VA Clinic Plaza	9:00a	11:25a	3:00p	5:25p
Eastside Bus Plaza	9:10a	11:35a	3:10p	5:35p
Hwy 183 Eastbound: Austin to Luling				
Eastside Bus Plaza	9:15a	11:40a	3:15p	5:40p
VA Clinic	9:25a	11:50a	3:25p	5:50p
Lockhart HEB	9:50a	12:15p	3:50p	6:15p
Lockhart Wal-Mart	9:55a	12:20p	3:55p	6:20p
Luling Visitor's Center	10:15a	12:40p	4:15p	6:40p
Luling American Legion	10:20a	12:45p	4:20p	6:45p

PINK ROUTE

TUESDAY & THURSDAY

*Drop Off Only

1520

INTERURBAN COACH HWY 290

HWY 71 WESTBOUND & EASTBOUND		
Westbound: La Grange, Giddings to Austin		
La Grange Downtown	7:00a	1:00p
La Grange Wal-Mart	7:05a	1:05p
Giddings Library	7:35a	1:35p
Paige Chevron	7:50a	1:50p
Elgin CARTS Station	8:15a	2:15p
Elgin ACC	8:30a	2:30p
Manor Park and Ride	8:50a	2:50p
Eastside Bus Plaza	9:10a	3:10p
Eastbound: Austin to Giddings, La Grange		
Eastside Bus Plaza	9:15a	3:15p
Manor Park and Ride	9:35a	3:35p
Elgin ACC	10:00a	4:00p
Elgin CARTS Station	10:25a	4:25p
Paige Chevron	10:50a	4:50p
Giddings Library	11:05a	5:05p
La Grange Wal-Mart	11:35a*	5:35p*
La Grange Downtown	11:40a*	5:40p*

REDUCED SERVICE SCHEDULE

GOLD ROUTE

MONDAY - FRIDAY

*Drop Off Only

1517 EXPRESS

INTERURBAN COACH IH 35

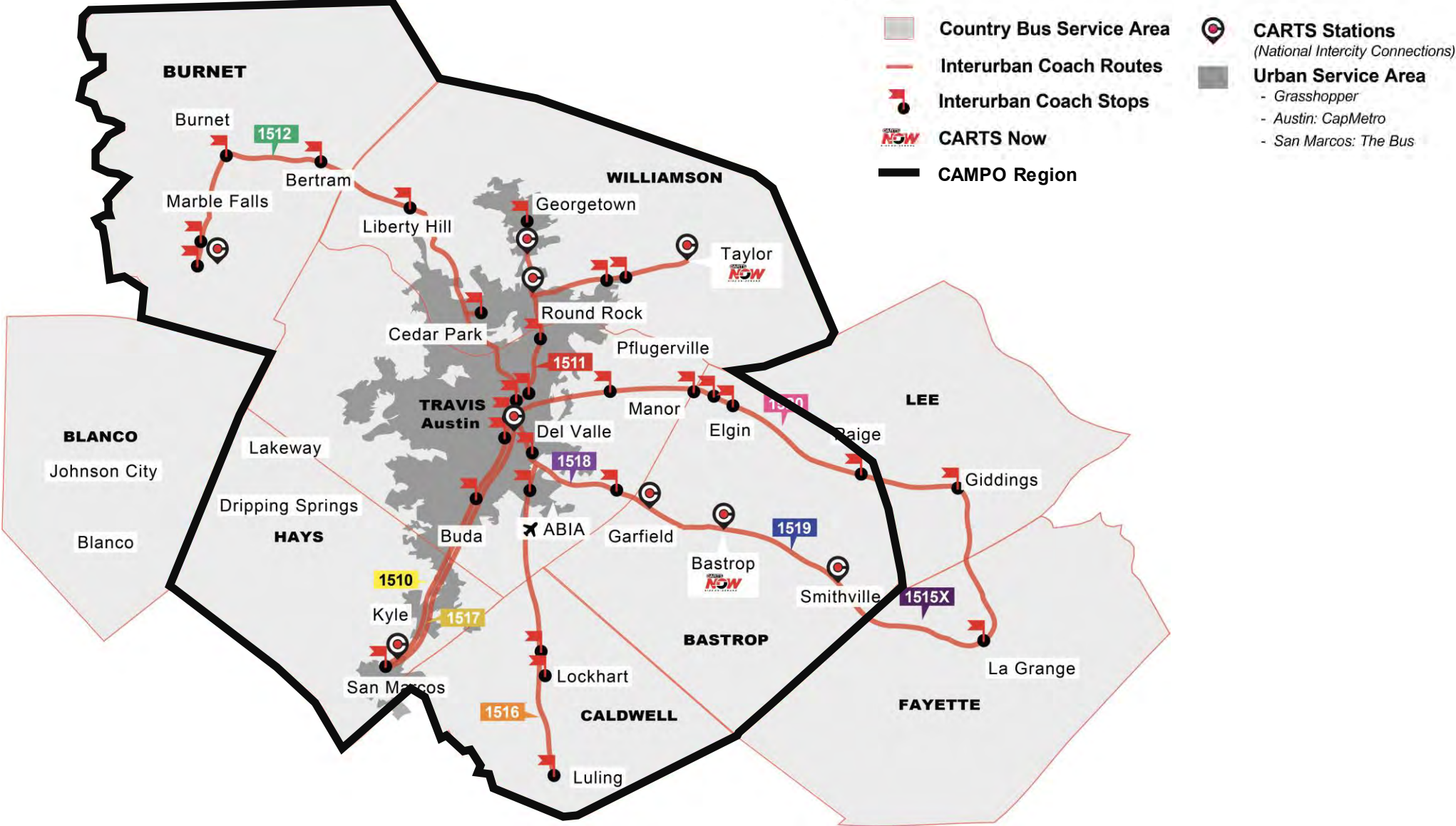
IH35 SOUTHBOUND & NORTHBOUND					
Southbound: Austin to San Marcos					
Eastside Bus Plaza	6:45a	9:00a	-	4:15p	6:40p
Cesar Chavez & Robert Martinez	Flagstop	-	-	-	-
Trinity and 4th St	7:00a	-	-	-	-
Southpark Meadows	7:20a	9:20a	-	4:35p	7:00p
Woods and LBJ	7:50a	9:50a*	2:55p	5:15p	7:30p*
CARTS San Marcos	7:55a	9:55a*	3:00p	5:20p	7:35p*
Northbound: San Marcos to Austin					
CARTS San Marcos	8:05a	-	3:10p	5:35p	-
Southpark Meadows	-	-	3:40p	6:05p	-
Trinity and 4th St	8:45a	-	4:00p	6:25p	-
7th and Comal St	Flagstop	-	Flagstop	Flagstop	-
Eastside Bus Plaza	8:55a	-	4:10p	6:35p	-

CARTS Rural Transportation in Lockhart

July 2023



CARTS Service Area



Meet the Fleet



Interurban Coach

Fixed-schedule rides for commutes into urban areas or trips between rural areas



Grasshopper

Call-ahead connections in Austin for Interurban Coach riders who are 65 & older or ADA eligible

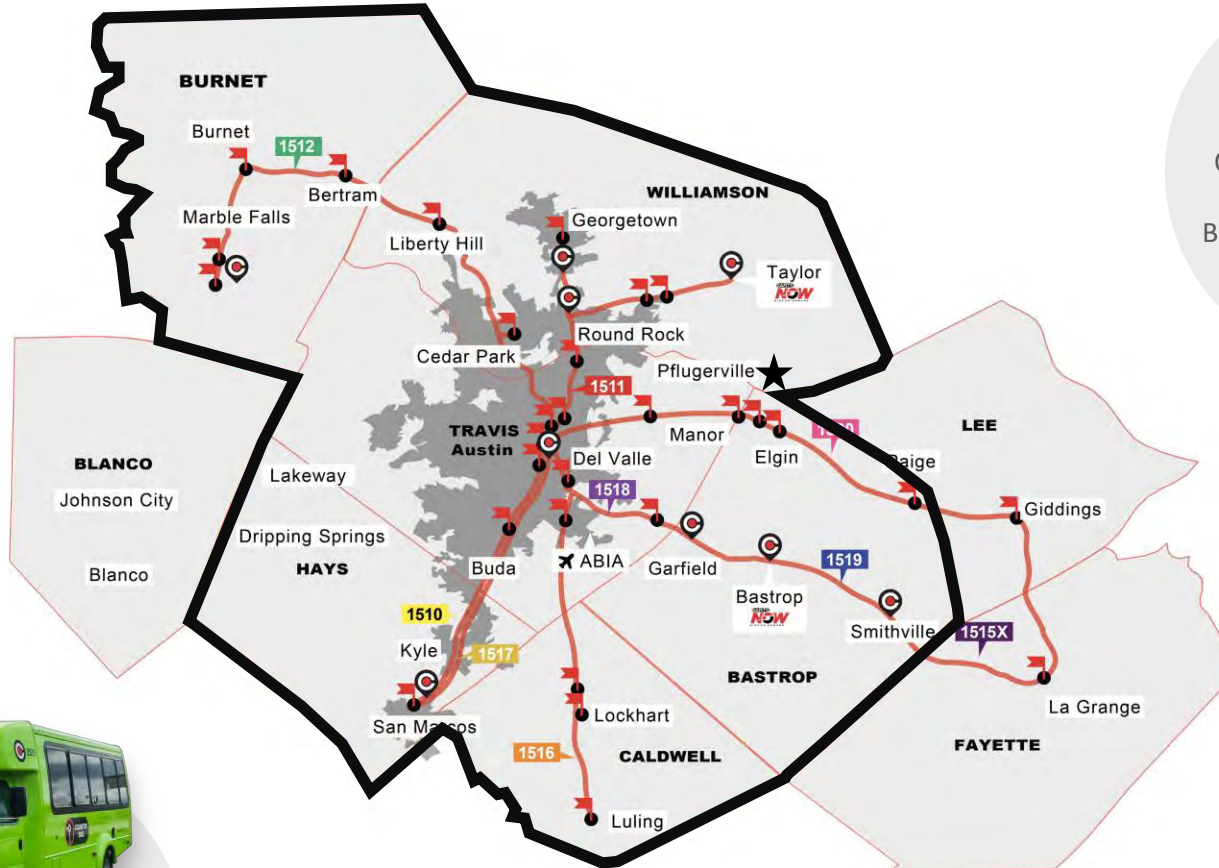


Country Bus

Call-ahead rides to and from anywhere in the CARTS district



Scan to sign up for CARTS updates



Legend

- Country Bus Service Area
- Interurban Coach Routes
- Interurban Coach Stops
- CARTS Now
- CAMPO Region

- CARTS Stations
(National Intercity Connections)
- Urban Service Area
 - Grasshopper
 - Austin: CapMetro
 - San Marcos: The Bus



CARTS Now

On-demand rides to and from anywhere within Bastrop and Taylor – more cities coming soon!



National Intercity

Fixed-schedule connections and passenger & freight ticket to Greyhound lines. Direct connections to AMTRAK at San Marcos Station



CapMetro Stations

Fixed-schedule stops at CapMetro stations in the Austin area



Country Bus

Lockhart - local service Monday through Friday from 8a to 4:30p

- Call-ahead rides to and from destinations in CARTS district
 - Available in specific areas on designated days
 - Example - Service from *Lockhart to Luling on Tuesdays and Thursdays. Lockhart to San Marcos Mondays, Wednesdays and Fridays*
- 24-hour call-ahead reservation is recommended **512-478-RIDE (7433)**



Caldwell County Country Bus also serves – Dale, Lytton Springs, Mendoza, Martindale, Reedville, Maxwell, Niederwald, Uhland, Stairtown, Fentress, Prairie Lea



City of Lockhart

Local Service	Mon thru Fri	8:00a to 4:30p		\$2.00	\$1.00
To: Austin	Mon, Wed & Fri	8:45a	3:15p	Interurban Coach 	
To: San Marcos	Mon, Wed & Fri	8:00a & 2:30p	12:30p & 3:30p	\$6.00	\$3.00
To: Kyle/Seton Med	Mon, Wed & Fri	8:00a	3:00p	\$6.00	\$3.00
To: Luling	Tue & Thurs	9:00a	2:30p	\$4.00	\$2.00





COUNTRY BUS

This flexible service provides rides locally and to nearby destinations, but requires a ride reservation be made in advance. Ideal for seniors, disabled individuals or others requiring special assistance, this community transit service provides Curb-to-Curb transportation throughout the CARTS district, and connects to the regional intercity bus network for extending access beyond local destinations.

You can reserve your ride by calling 512-478-7433. Same day reservations may be made based on availability.	Full Fare	Half-Fare	Half Fares are available for registered CARTS customers, seniors 65 and older, persons with disabilities and children under the age of 12.
Zone 1	\$2.00	\$1.00	Trips wholly within a town or city
Zone 2	\$4.00	\$2.00	Trips originating and ending within the same county
Zone 3	\$6.00	\$3.00	Trips with destinations outside of the county of origin

Interurban Coach/Express

- Fixed-schedule rides for commutes into urban areas or trips between rural areas
- Interurban Coach lines travel along major highways to service:

- | | | |
|----------------|--------------------------|--------------|
| • Austin | • Luling | • La Grange |
| • Bastrop | • Marble Falls | • Giddings |
| • Bertram | • Round Rock | • Paige |
| • Burnet | • San Marcos | • Smithville |
| • Georgetown | • Taylor | • Elgin |
| • Liberty Hill | • Texas State University | |
| • Lockhart | | |



GRASSHOPPER provides call-ahead connections in Austin for Interurban Coach riders who are **65 + years of age or ADA eligible**



1516 Orange Route

Luling ⇄ Lockhart ⇄ Austin

▼ TO AUSTIN (WESTBOUND)

MONDAY & WEDNESDAY & FRIDAY

Luling to Austin; with stops in Lockhart, the Austin VA Outpatient Clinic as requested and Austin Greyhound.

Stop	Departure Times			
Luling American Legion	8:05 am	10:30 am	2:05 pm	4:30 pm
Luling Visitor Center	8:10 am	10:35 am	2:10 pm	4:35 pm
Lockhart Wal-Mart	8:30 am	10:55 am	2:30 pm	4:55 pm
Lockhart HEB	8:35 am	11:00 am	2:35 pm	5:00 pm
Austin VA Clinic	9:00 am	11:25 am	3:00 pm	5:25 pm
Eastside Bus Plaza	9:10 am	11:35 am	3:10 pm	5:35 pm

▼ TO LULING (EASTBOUND)

MONDAY & WEDNESDAY & FRIDAY

Austin to Luling; with stops at the Austin VA Outpatient Clinic and Lockhart.

Stop	Departure Times			
Eastside Bus Plaza	9:15 am	11:40 am	3:15 pm	5:40 pm
Austin VA Clinic	9:25 am	11:50 am	3:25 pm	5:50 pm
Lockhart HEB	9:50 am	12:15 pm	3:50 pm	6:15 pm
Lockhart Wal-Mart	9:55 am	12:20 pm	3:55 pm	6:20 pm
Luling Visitor Center	10:15 am	12:40 pm	4:15 pm	6:40 pm
Luling American Legion	10:20 am	12:45 pm	4:20 pm	6:45 pm



INTERURBAN

AUSTIN • BASTROP • SAN MARCOS • ROUND ROCK • GEORGETOWN • LULING
 BURNET • BERTRAM • LIBERTY HILL • MARBLE FALLS • LOCKHART • ELGIN

The Interurban Coach is a regional intercity route providing connections between Austin International Airport, Austin, Bastrop, Bertram, Burnet, Georgetown, Liberty Hill, Lockhart, Luling, Marble Falls, Round Rock, San Marcos, Texas State University, LaGrange, Giddings, Paige, Smithville and Elgin and makes connections to Greyhound, Capital Metro and Amtrak.

Fare

Zone 1

\$2.00

Trips wholly within a town or city

Zone 2

\$4.00

Trips anywhere in the CARTS District.

Regional All Day Pass

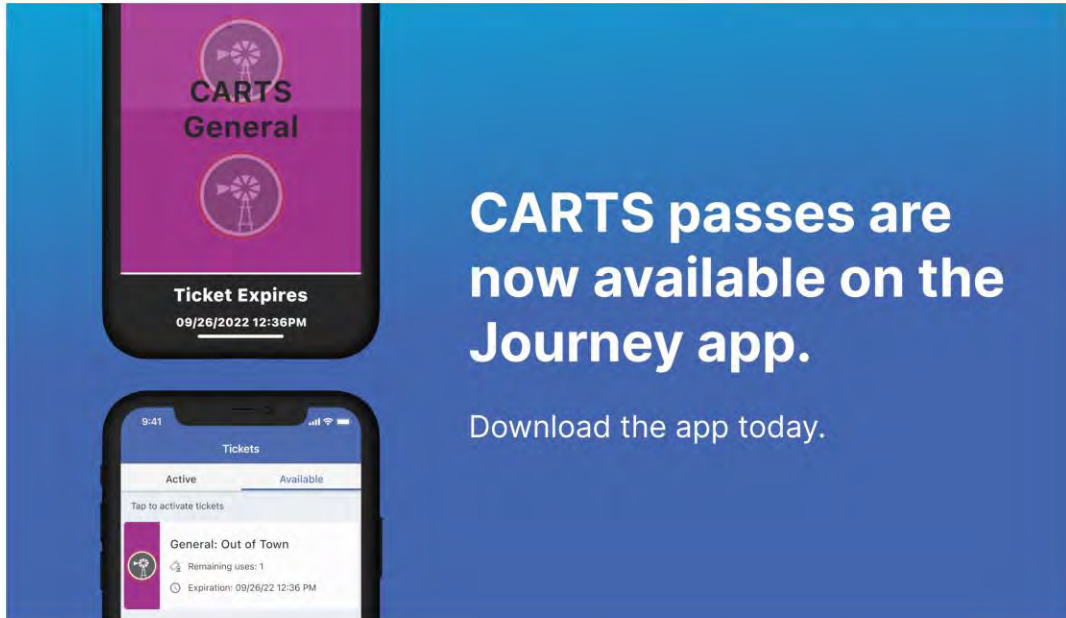
\$6.00

Ride All Day on any Interurban or Metro Connector Route.

Monthly Pass

\$88.00

Ride all month on all Interurban Coach Routes.

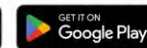


CARTS passes are now available on the Journey app.

Download the app today.



JOURNEY
BY BYTEMARK



How to ride CARTS using Journey by Bytemark



Download the Journey App

Download Journey from the App Store or the Google Play Store



Purchase a Pass

After creating an account, tap "Buy Passes" on the main screen, select CARTS from the list of agencies, and then select your desired pass type.



Activate your Pass and Ride

Just before boarding, tap on your pass to activate it. Present your pass to the operator while boarding, and you're off!



Scan the QR code or visit bytemark.co/journey

Our Newest Service – CARTS NOW

On-demand microtransit

- Curb to curb rides within 15 minutes
- Monday-Friday, 7am-7pm

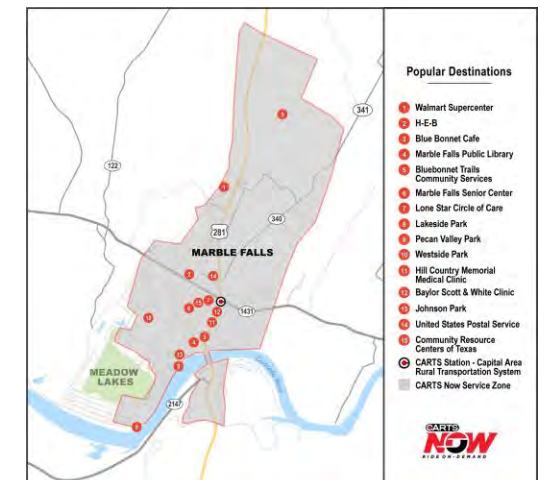
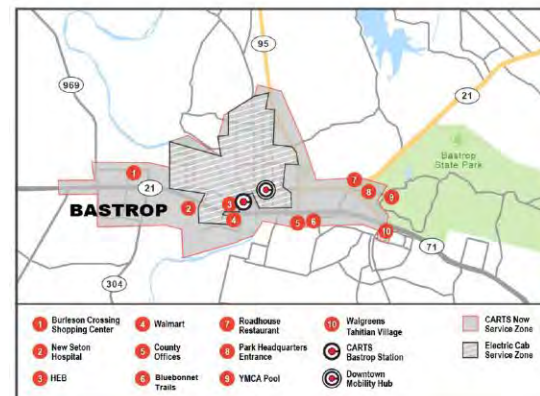
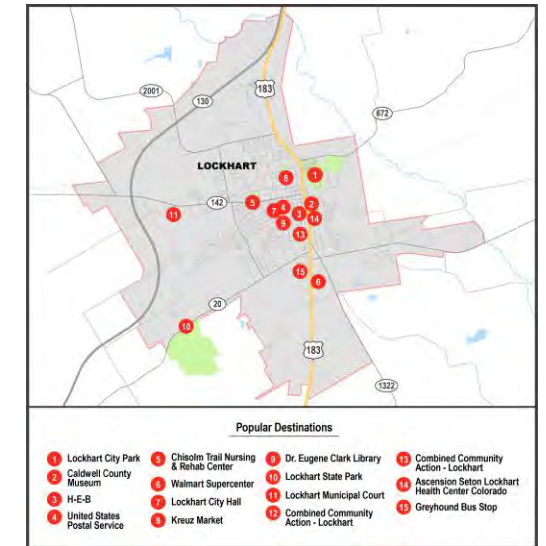
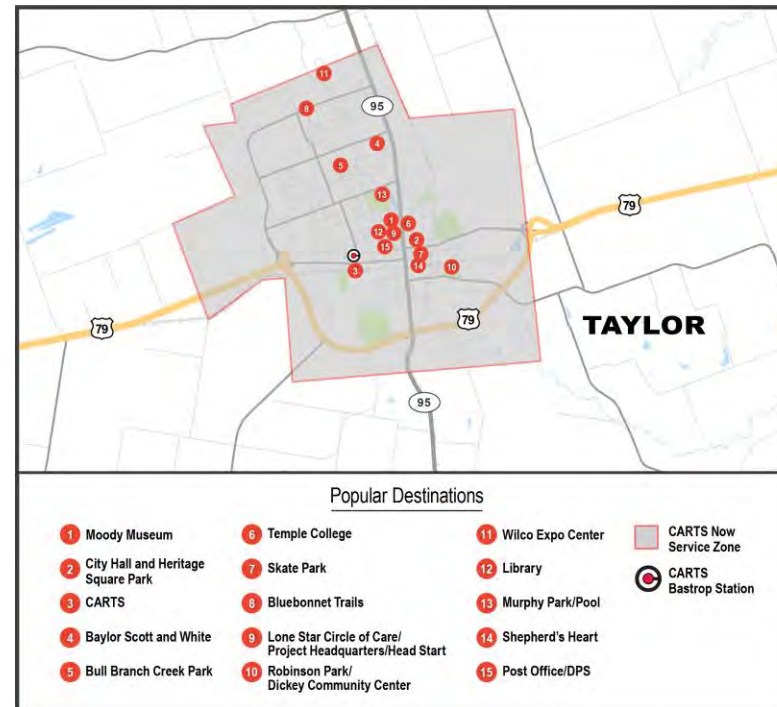
How to Book:

- Set pickup and dropoff locations in CARTS Now app
- Call CARTS Now service line (512)505-5666



Where does it operate?

- The service is currently operating in Bastrop, Lockhart, Taylor and Marble Falls. See right for each exact service area.



CARTS NOW FARES



One Way: \$2
All Day Pass: \$6
Monthly Pass: \$88

Half Price Fares

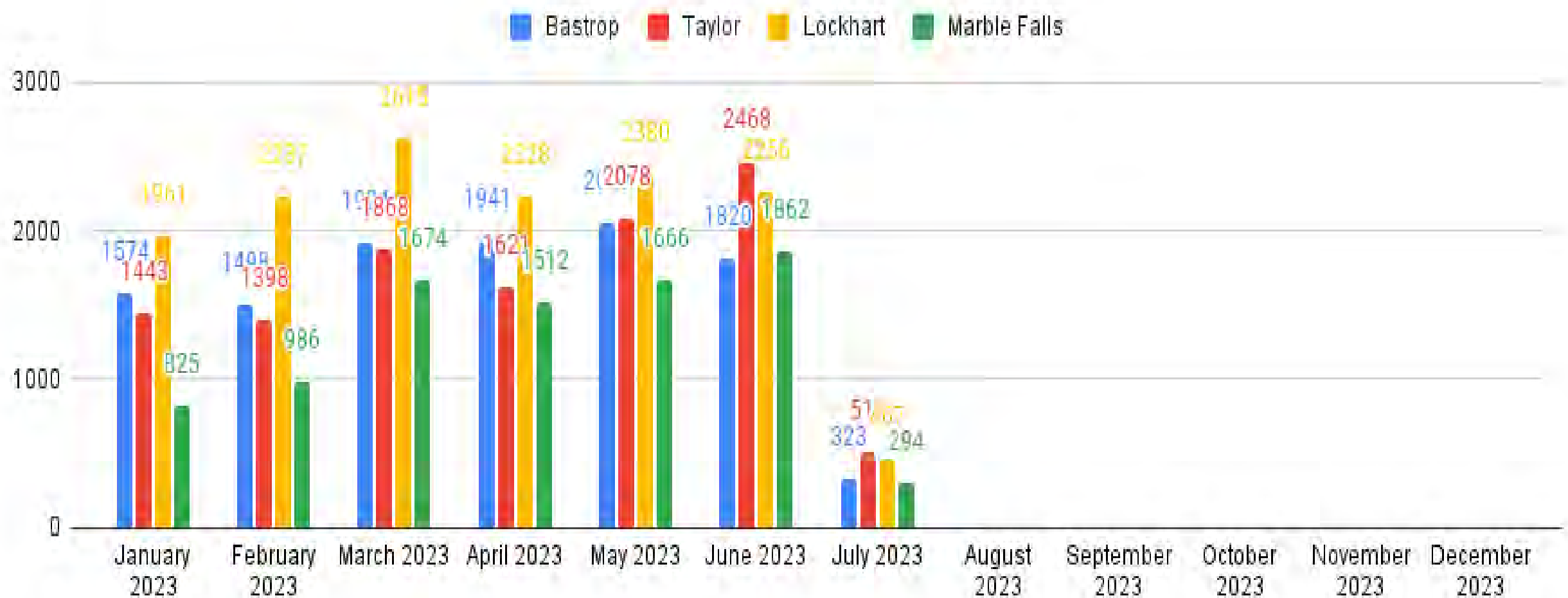
Seniors over 65
Persons with disabilities
Children under 12 (with an adult)

One Way: \$1 | All Day Pass: \$3
Monthly Pass: \$44

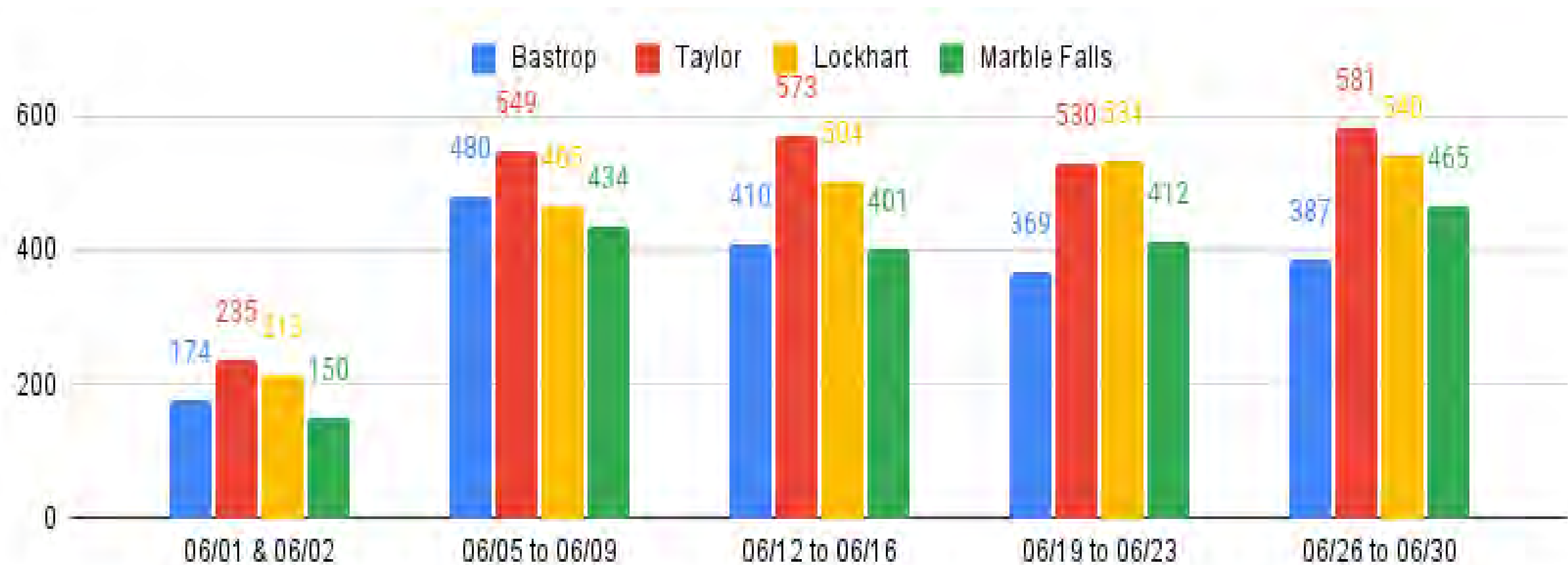
www.ridecarts.com

@RideCARTS   

CARTS *NOW* Ridership Year to Date

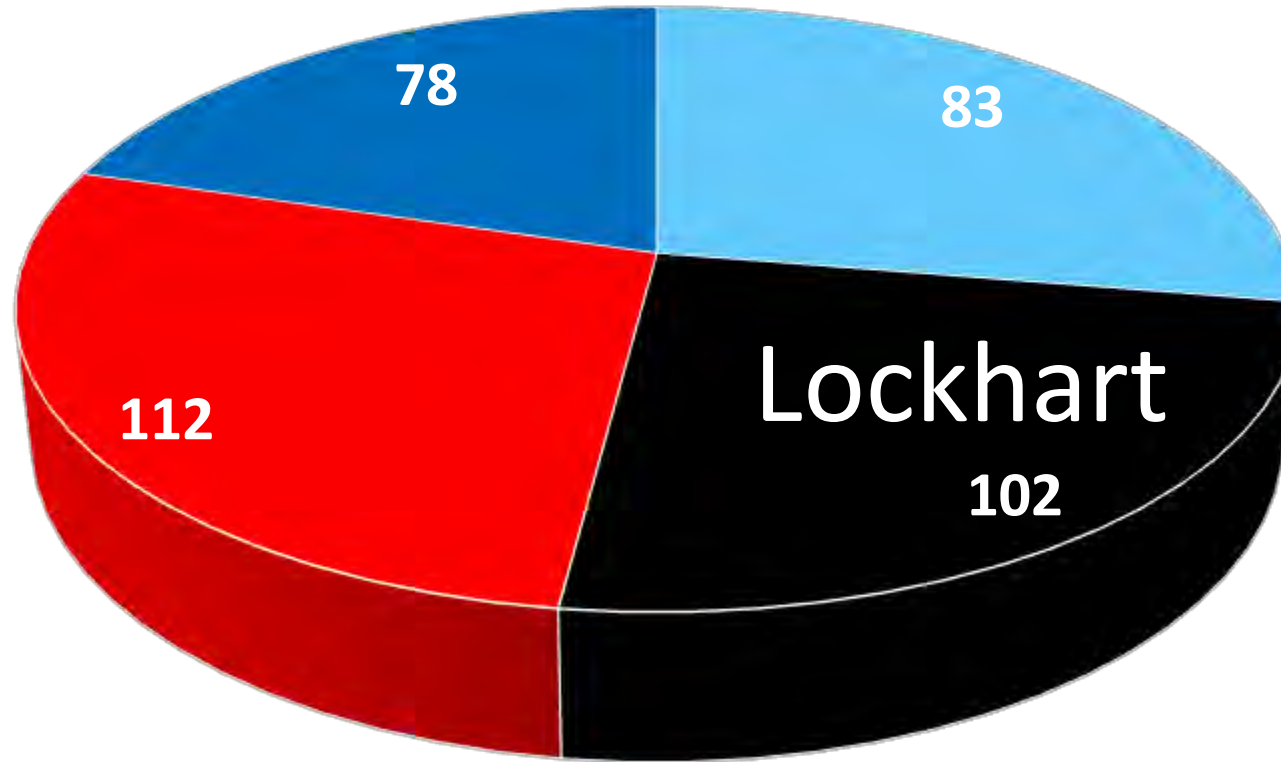


CARTS *NOW* June Ridership



CARTSNOW only June 2023

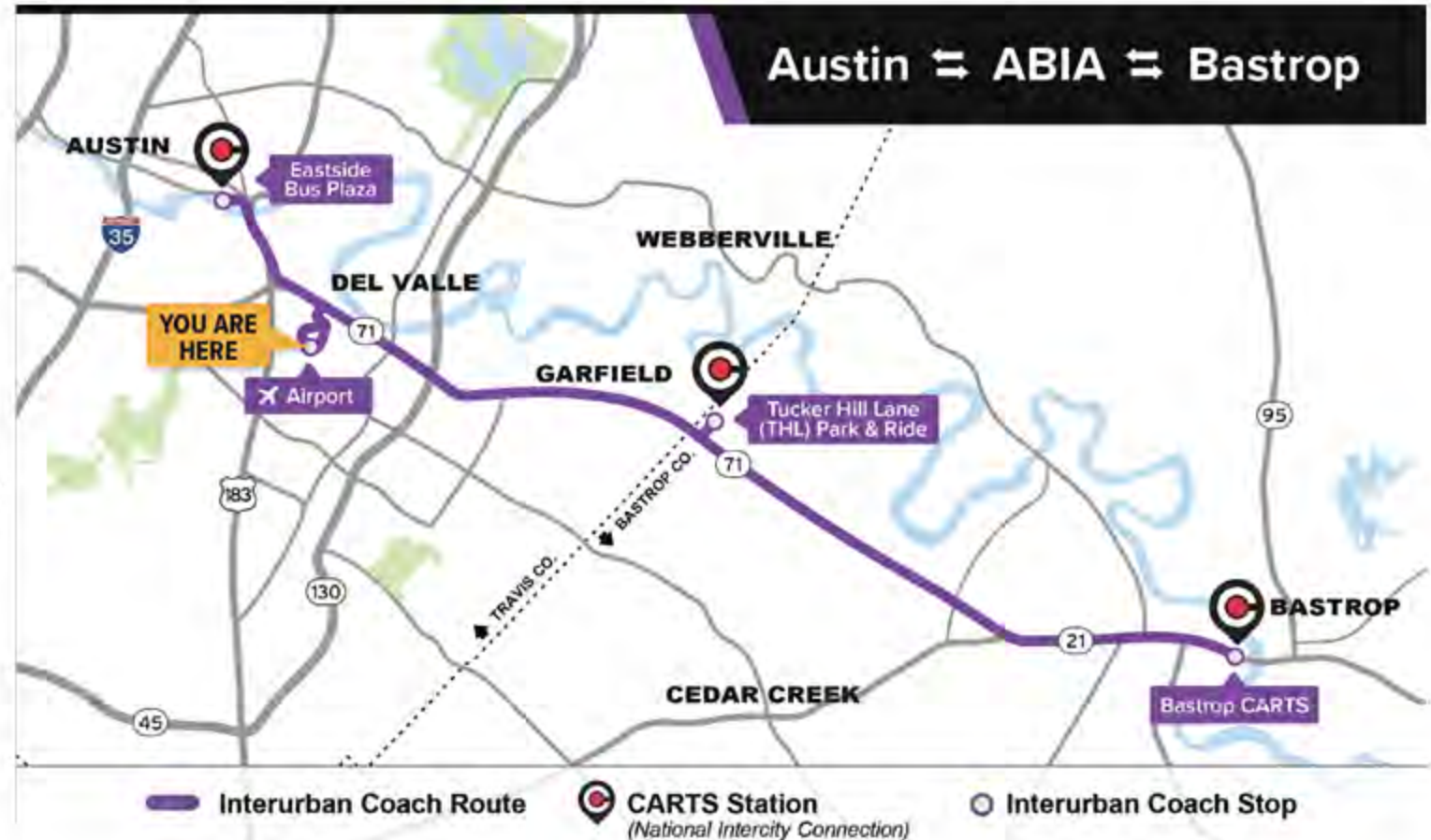
Average daily ridership June



■ Bastrop ■ Lockhart ■ Taylor ■ Marble Falls

Service to ABIA

- Interurban Coach route to the Austin-Bergstrom International Airport
- Fixed-schedule rides **available Monday – Friday** at:
 - Bastrop Station
 - Tucker Hill Park & Ride
 - Eastside Bus Plaza



Veterans Services

VA



U.S. Department
of Veterans Affairs

FREE rides to and from
medical appointments for
veterans

To Austin VA Clinic:

- **1516 Orange Route:**
Luling ⇌ Lockhart ⇌ Austin
 - Stops at Austin VA
 - Monday, Wednesday, Friday
- Interurban Coach + Grasshopper
- Country Bus



ADA Services

- All CARTS vehicles are **wheelchair accessible** and accommodate **service dogs**
- ADA eligible? Try the **Grasshopper** to connect to Austin destinations from Interurban Coach stops



Help us plan for the Future!



WE WANT TO
HEAR FROM
YOU!



Since 1978, CARTS (Capital Area Rural Transportation System) has been providing service to the rural areas in Central Texas. It is open to everyone. Going shopping, to the doctor or to the recreation center? CARTS can get you there!

**IT'S EASY
TO GET A RIDE!**

**(512)478-7433
RIDECARTS.COM**

TRANSPORTATION DEVELOPMENT PLAN



CARTS has developed a transportation development plan (TDP) identifying solutions for improved transportation access, efficiency, and reliability in rural communities in Bastrop, Blanco, Burnet, Caldwell, Hays, Fayette, Lee, Travis, and Williamson counties.

CARTS tailors service to each of the communities it serves, providing predictable connections between rural areas, national and local transit systems, and the region's metropolitan center.

CARTS WANTS YOUR INPUT!

CARTS has released the draft TDP for community review. Please comment before July 14th.



CARTS FACT SHEET TRANSIT DEVELOPMENT PLAN

The Capital Area Rural Transportation System (CARTS) is working on a Transit Development Plan (TDP) to identify solutions for improved transportation access, efficiency, and reliability in rural communities across Central Texas.

CARTS delivers transportation across 9 counties for communities with fewer than 50,000 population, which means that the CARTS service area and mobility needs evolve with each census. CARTS tailors services to each of the communities it serves, providing predictable connections between rural areas, to national and local transit systems, and to the metropolitan center of the region.

ABOUT THE TDP

CARTS worked with community partners and planning agencies to understand current and future needs, developing a vision for services and stations to be developed by the year 2045. The TDP process will help reassess and update long-term goals, prioritize specific improvements, and develop service strategies to help CARTS fulfill this vision.

The TDP will recommend adjustments to existing services, potential new services or amenities, and emerging technologies and best practices to integrate with the CARTS system. Potential solutions may include:

- Additional routes, more frequent service, and on-demand (CARTS Now) service areas
- Station and vehicle upgrades
- Technological integrations, such as app-based fare collection and smart trip planning
- Innovative service models such as rapid bus transit, on-demand services, or vanpooling
- Integrations with local and regional transit services, such as Capital Metro and San Antonio Metro



distribute services equitably across the region.

This plan will balance considerations such as:



PROCESS & TIMELINE

Local communities and leadership will be engaged throughout this process to help develop a plan that reflects community needs and values. CARTS will build from input collected from fall 2021 to early 2022 through a district-wide survey to assess existing services, routes, stations, and the system as a whole. This analysis will help inform improvement strategies and alternatives that will be included in the TDP.

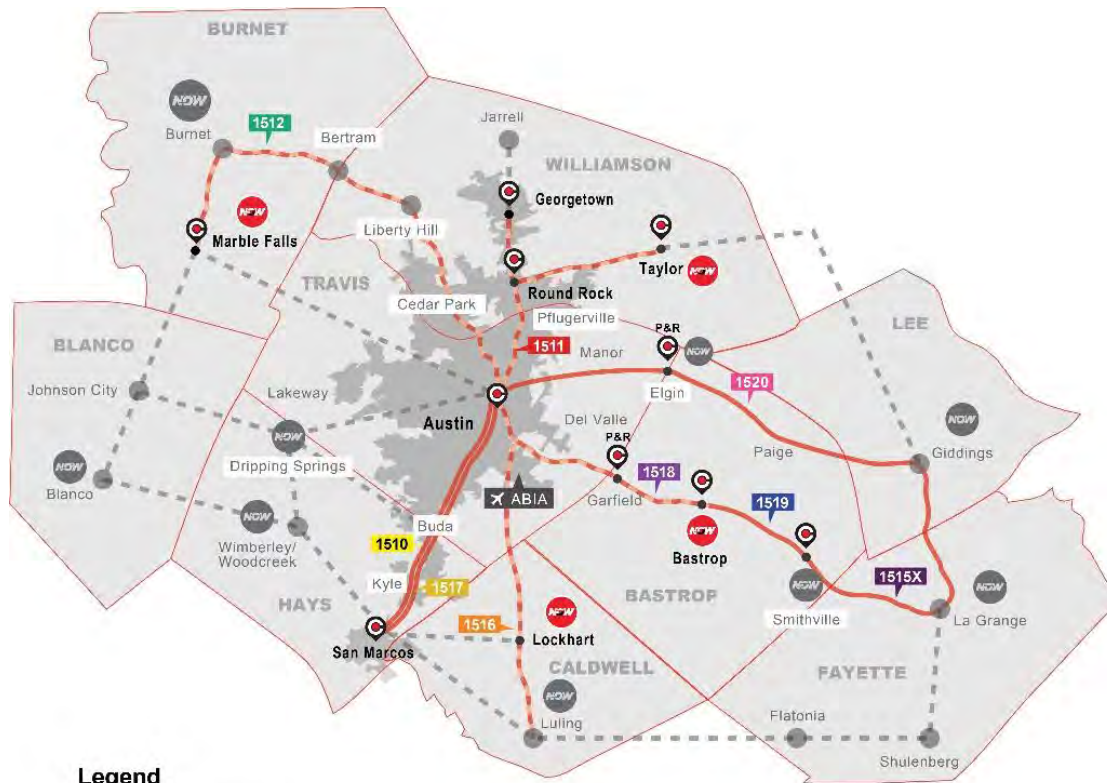


Some improvements in the TDP may be implemented over the next 5 years, while longer-term solutions may be implemented 10 or more years in the future. Putting these solutions in place will require additional funding and coordination with local and regional planning partners.

PLAN THE FUTURE WITH US

Community events and input opportunities will be announced throughout the process. To stay up to date on activities and ways to share your input, visit <https://bit.ly/CARTSTDP>, follow us on social media, or email Outreach@RideCARTS.com to sign up for updates.

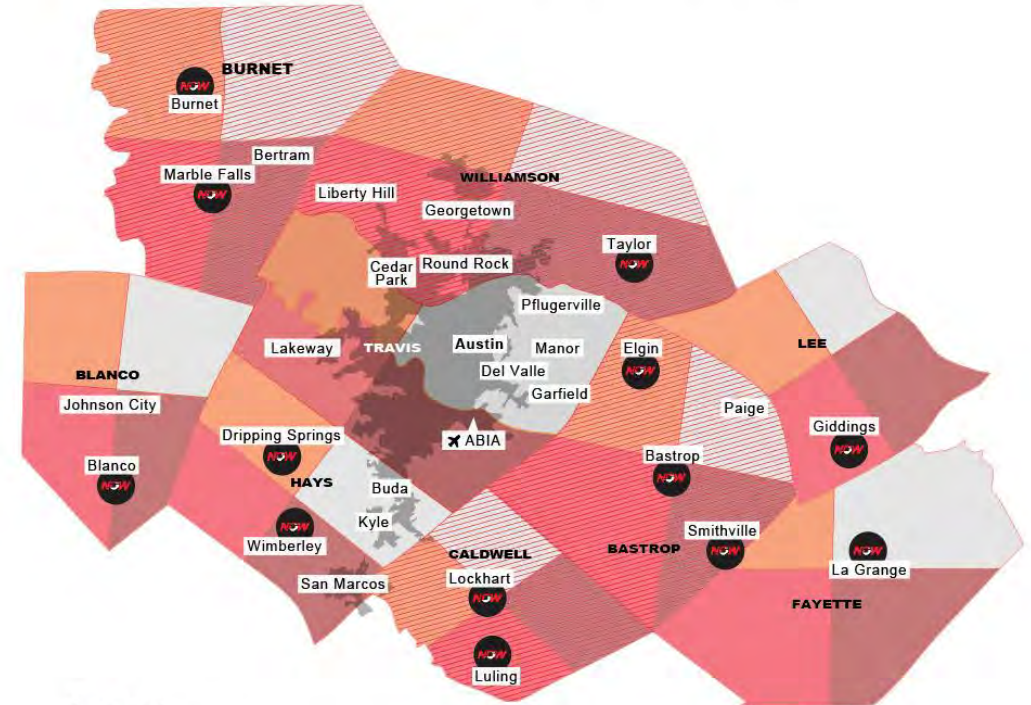
512-478-7433 | [RideCARTS.com](https://ridecarts.com) | [Facebook](https://www.facebook.com/RideCARTS) [Instagram](https://www.instagram.com/RideCARTS) [TikTok](https://www.tiktok.com/@RideCARTS) [YouTube](https://www.youtube.com/RideCARTS) @RideCARTS



Legend

- CARTS Stations**
(National Intercity Connections)
- P&R** Planned park & ride improvements
- Existing Routes**
- Planned express bus service**
- Existing stops**
- Existing CARTS Now Service**
- Planned CARTS Now Service**
- Planned CARTS Stations**
- Planned Express Bus Routes**

CARTS District Microtransit & Country Bus Conceptual Plan



Legend

- Country Bus Service Area**
- Country Bus Service Area**
- Country Bus Service Area**
- Country Bus Service Area**
- 2022 Coordinated Call Candidate Location**
- CARTS Now Service**
(National Intercity Connections)
- Urban Service Area**
(Grasshopper, Austin CapMetro, San Marcos The Bus)

Caldwell County

There are two Country Buses serving the County in addition to the two vehicles in Lockhart NOW service and one Interurban route. The population centers are shown in Figure 4-7. Four buses in total typically serve the county.

The Lockhart NOW service has been a big success while most of the other services have seen ridership drop during the pandemic, but many of them have not come back. Consequently, the Country Bus service should be revised to focus on expanded ridership.

Summary of Strategies

Figure 4-7 illustrates the county's population centers. These population centers in large part determine the type of service to be provided. Based on that and the detailed analysis, the strategies include (in no specific order of priority):

1. **Expanded Lockhart NOW service** – While the coverage area for Lockhart is currently relatively expansive, Lockhart is growing rapidly and in the out years of the plan this community may need a third microtransit service
2. **Luling NOW service** – This should include surrounding areas. This is a one bus service that could double in serving the southern part of the county.
3. **Connector service** should be modified to allow for early morning, mid-day and evening round trips or expanding the time in each community and moving some trips to the afternoon.
4. **Country NOW service** – Countywide, zonal wide or on specific days and times.

The Luling NOW service will be the expansion of service. All other service levels will remain the same as present.



Table 4-4: Cost Projections for Services in Caldwell County

Service Scenario	# of Vehicles	# Hours (Weekday Service)	Annual Hours	Projected One-Way Trips per Hour per Vehicle	Estimated Annual Ridership	Estimated Annual Operating Cost
New NOW Service						
Luling	1	11	2,750	2	5,500	\$236,500
Caldwell Country NOW and Connector Service						
Luling/Lockhart to San Marcos and Kyle						No additional costs

Expanding the Caldwell CARTS NOW Service

Over time, CARTS should seek to expand the Lockhart service area when needed. Currently, the city limits are expansive and encompass an area well beyond current development (Figure 4-8). Virtually the entire greater Lockhart area is covered by the NOW zone so expansion can happen over time and is not an immediate/short term issue. What should be watched closely is the need for a peak hour bus if service goes consistently beyond 20 minutes response times.

New NOW Service

Luling, like Smithville, can support limited NOW service using one bus on a 7:00 a.m. to 6:00 p.m. schedule, this bus can also serve as the mid-day connector for the Luling to Lockhart service. This would be an expansion of service and vehicle needs, being the fifth bus in service.

Ridership, Revenue Hours and Cost Projections

As shown in Table 4-4, annual hours, ridership and costs for Luling would include an 11 hour day with one vehicle – 2,750 hours with a potential annual ridership of 5,500 one way trips – far more than the current level at a cost of \$236,500.

Caldwell Country NOW Service and Caldwell Connector Service

About fifty percent of the county's population are more than 5 miles from the outer edge of the population centers. These residents are spread across the vast majority of the service area. It is suggested that these areas have access to NOW service albeit using a longer response time. Currently two buses serve the rural areas and provide the current connector service between Luling/Lockhart/San

Future Facilities

In addition to these facility needs CARTS would like to build multimodal facilities in Lockhart and Flatonia.

Connectivity

It is clear that connectivity is the primary focus of CARTS services. Whether connecting rural residents to local goods and services or transporting customers across the nine-county region, connectivity is clearly the name of the game for CARTS. This section examines CARTS connectivity at all scales looking at local connections at a pedestrian and bicycle scale all the way to connection with national intercity bus and rail networks.

Figure 4-8: CARTS-Caldwell County Alternatives

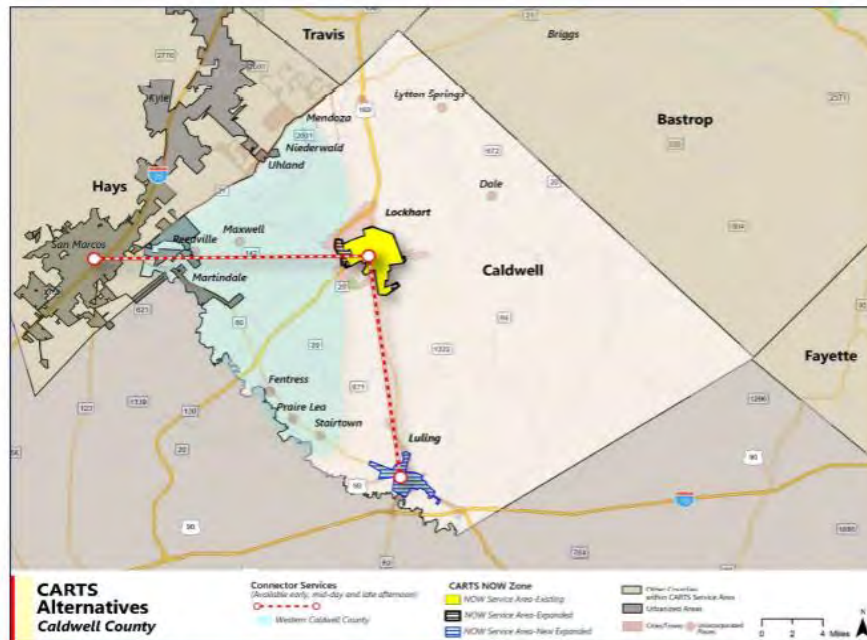
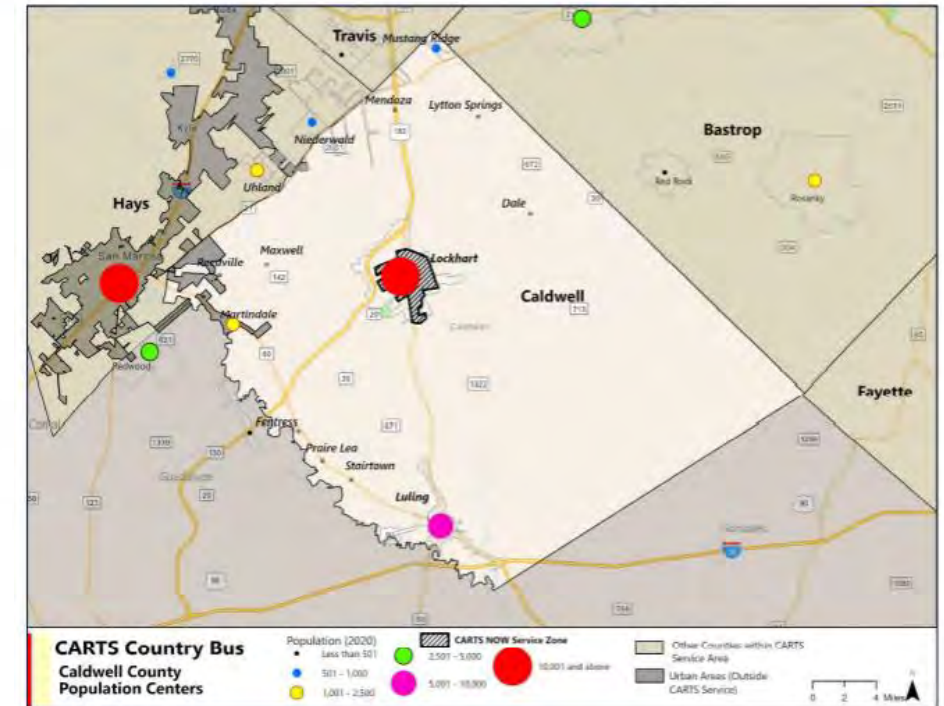


Figure 4-7: Caldwell County Service Area Population Centers



Help us spread the word

Let us know if you can help share information through:

- Email distribution
- Social media
- Website
- Newsletters
- Events & presentations



Follow us on social media: @RideCARTS



Stay in Touch

- Email us: Dana@RideCARTS.com
- Phone: 512-801-5670
- Follow us on social media: @RideCARTS f @ Instagram Twitter

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion and/or action regarding funding allocations for Non-Profit Organizations requesting funding for Fiscal Year 2023-2024.

ORIGINATING DEPARTMENT AND CONTACT: Finance - Pam Larison

ACTION REQUESTED: Direction

BACKGROUND/SUMMARY/DISCUSSION: On June 20, 2023, the following Non-Profit Organizations presented to the City Council their funding requests for the fiscal year of 2023-2024:

1. Hays-Caldwell Women's Center
2. Combined Community Action - Senior Nutrition
3. Lockhart Area Senior Citizens Center
4. CASA of Central Texas
5. Caldwell County Food Bank

After the presentations, it was the desire of the City Council to bring the allocation of funding back at a future meeting.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required: \$43,362

Account Number: 100-5101-700's

Funds Available:

Account Name: Non-Profit Organizations

FISCAL NOTE (if applicable): Historically, the City has set the budget at approximately \$37,000/yr for the Non-Profit/Special Services Organizations. In previous years, CARTS has been included in the Non-Profit requests. However, this year, CARTS will be considered separately.

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION: Staff requests direction from City Council to allocate funds for Non-Profit Organizations for fiscal year 2023-2024.

City of Lockhart, Texas

Council Agenda Item

Cover Sheet

LIST OF SUPPORTING DOCUMENTS: Contribution History and Funding Requests for Fiscal Year 2023-2024

City of Lockhart
Historical Summary of Contributions to Special Interest Organizations

	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	2023-24 Request	FY 23-24 Council Allocation
CARTS	6,103.68	6,287.00	6,915.70	7,261.49	6,000.00	no request	
Hays-Caldwell Women's Center	4,288.68	4,417.00	4,858.70	5,101.64	5,255.00	8,900.00	
Cenikor Foundation	2,473.68	2,548.00	2,802.80	2,942.94	2,000.00	no request	
Combined Community Action-Sr. Nutrition	6,708.68	6,910.00	7,601.00	7,981.05	8,221.00	8,000.00	
Lockhart Area Senior Citizen Center	3,641.94	3,751.00	4,126.10	4,332.41	4,462.00	4,462.00	
CASA of Central Texas, Inc.	3,683.68	3,794.00	4,173.40	4,382.07	4,517.00	12,000.00	
Caldwell County Christian Ministries	3,683.68	3,794.00	4,173.40	4,382.07	6,587.00	10,000.00	
Totals	\$ 30,584.02	\$ 31,501.00	\$ 34,651.10	\$ 36,383.67	\$ 37,042.00	\$ 43,362.00	\$ -

\$ -

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion and/or action to consider Work Authorization #4 for Halff Associates under the Master General Services Agreement to provide Aquatic Consulting & Visioning and Feasibility Study for building a new Aquatics Facility.

ORIGINATING DEPARTMENT AND CONTACT: Parks & Recreation - Travis Hughes

ACTION REQUESTED: Agreement

BACKGROUND/SUMMARY/DISCUSSION: This is the 4th Work Authorization for Halff Associates under the Master General Services Agreement approved by Council in February. It has been the general consensus for some time that the City Park Pool is nearing the end of its service life (built 1973). The pool has settled (and continues to settle) unevenly over the years and has developed leaks in the suction lines and skimmer/drain connections below the pool deck. We have made repairs that are allowing us to continue to operate, but these types of repairs will continue to be an issue annually. In January 2023 we determined to form an Aquatics Committee to explore our options for building a new Aquatics Facility. This committee consists of members from Lockhart ISD, Caldwell County Commission, and the Lockhart Parks Board. The group is charged with identifying potential facility sites, types of activities supported by the facility, funding sources, and possible collaborations between the city, school district, and county. The Aquatics Committee is at the stage of the process that requires professional services to provide consulting & visioning, as well as program development, and feasibility/operations study. This will allow the Aquatics Committee and City Council to make a judicious decision moving forward with real-world data and pricing.

PROJECT SCHEDULE (if applicable): Work to begin immediately upon approval.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable): Funds are available for this Work Authorization in account 100-5422-999-00

PREVIOUS COUNCIL ACTION: Council previously approved the Master General Services Agreement with Halff Associates in February 2023.

COMMITTEE/BOARD/COMMISSION ACTION: An aquatics committee has been formed with members from Lockhart ISD, Caldwell County Commission and Lockhart Parks Board.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

STAFF RECOMMENDATION/REQUESTED MOTION: Recommend approval of Work Authorization #4

LIST OF SUPPORTING DOCUMENTS: Work Authorization 4_Lockhart_rev_7_13_23

WORK AUTHORIZATION NUMBER 4

This Work Authorization is made as of this 18 day of July, 2023, under the terms and

conditions established in the Master Agreement for Professional Services (Lockhart Parks & Recreation General Services), dated March 7th, 2023 (the Agreement), between Lockhart, Texas (City) and Halff Associates, Inc. (HALFF). This Work Authorization is made for the following purpose, consistent with the Project defined in the Agreement:

The City has retained HALFF to provide professional preliminary planning, feasibility and concepts for a proposed aquatic facility, (the "Project")

Section A. - Scope of Services

A.1. HALFF shall perform the following Services:

Per Exhibit A - Scope of Work

A.2. The following Services are not included in this Work Authorization, but shall be provided as Additional Services if authorized or confirmed in writing by the City:

Per Exhibit A – Scope of Work

A.3. In conjunction with the performance of the foregoing Services, HALFF shall provide the following submittals/deliverables (Documents) to City:

Per Exhibit A – Scope of Work

Section B. - Applicable Period and Schedule

This Work Authorization shall be effective as of July 18, 2023 and continue until complete. HALFF shall perform the Services and deliver the related Documents (if any) according to the following schedule:

Section C. - Compensation

C.1. In return for the performance of the foregoing obligations, City shall pay to HALFF on a lump sum basis in the amount of \$34,870.00. The overall fee total shown will not be exceeded without prior written authorization by the CITY.

C.2. Reimbursable Expenses of \$0.00 shall include expenses for supplies, equipment, transportation and travel, printing of plans, presentation boards, graphic boards and similar incidentals. Proof of reimbursable expenses shall be provided to the City with the respective invoice.

C.3. Payment for total services as described in 'EXHIBIT A' will be invoiced to the CITY on a monthly basis, based upon a percentage of completed tasks.

Section D. - City's Responsibilities

City shall perform and/or provide the following in a timely manner so as not to delay the Services of HALFF. Unless otherwise provided in this Work Authorization, City shall bear all costs incident to compliance with the following:

D.1. The City will provide any available data and supporting information that the City has in its possession relevant to the work and necessary for use by HALFF to complete this work authorization.

D.2. The City will render decisions expeditiously for the orderly progress of HALFF's services, including placing items on agendas to be considered by the City Council as necessary.

Section E. - Other Provisions

The parties agree to the following provisions with respect to this specific Work Authorization:

E.1. Not applicable.

IN WITNESS WHEREOF, the City and HALFF have executed this Work Authorization.

Lockhart, Texas
(City)

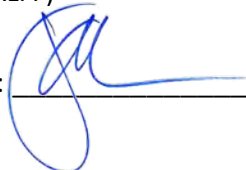
By: _____

Name: _____

Title: _____

Date: _____, 20__

Halff Associates, Inc.
(HALFF)

By:  _____

Name: James Hemenes

Title: Director of Landscape Architecture

Date: July 13, 2023

EXHIBIT A
SCOPE OF SERVICES TO BE PROVIDED
HALFF ASSOCIATES, INC

PURPOSE

The purpose of the services proposed herein is for Halff Associates, Inc. (HALFF), in association with Water Technology, Inc (WTI), to provide professional planning and conceptual design services for the City of Lockhart (CITY) by completing preliminary planning, feasibility and concepts for a proposed aquatic facility.

PROJECT UNDERSTANDING

The CITY currently has one aquatic facility that consists of a 25-meter competition/lap area and a diving well that is no longer used for slides or boards. The facility is in need of significant repair and/or renovation with the most pressing issue being water loss.

CITY staff have formed an Aquatics Committee to discuss needs, options for development and make recommendations to City Management and City Council on the direction forward for Lockhart aquatic programs and facilities.

Halff and WTI will consult with City Staff and the Aquatics Committee to develop preliminary planning, feasibility and conceptual plans for a proposed facility in a two-step process (Phase One and Phase Two).

PROJECT ASSUMPTIONS

The scope of services for this proposal has been prepared using the following assumptions as a basis for its preparation:

An aquatic masterplan or program has not yet been finalized for a proposed facility. The following proposal is based on these preliminary design criteria:

- Outdoor Competition Facility with a possible recreational component, size is not confirmed and is part of this scope of work.
- Indoor Competition Pool with possible shallow water area for Learn to Swim Program. The number of lanes and pool size has not been determined.
- No site has been identified and no project budget has been established for either facility.

Given the above stated purpose and project assumptions, HALFF will provide the following basic services per project phases listed below once the CITY has issued an executed work authorization:

BASIC SERVICES

Phase One: Aquatic Consulting & Visioning

The HALFF and WTI team will consult with CITY staff and the Aquatics Committee to identify and refine the aquatic goals and objectives along with intended activities and uses of the aquatic spaces and features under consideration. HALFF and WTI will perform the following tasks:

- Participate in a virtual listening discussion with Aquatic Committee to Identify Aquatic Goals, Objectives, Activities and Uses for a Proposed Facility. (One, 1-hour virtual meeting)
- Based on the listening session, HALFF and WTI will develop and present a presentation on trends, like-sized projects, possible partnerships, and associated construction costs for future City Council consideration. (One, in-person meeting)
- *Meetings/Presentations (2): 1 Virtual Teams Meeting for the Listening Session and 1 in-person City Council Work Session*
- *Deliverables: Aquatic Program Presentation materials including written Narrative on Similar Facilities, Trends and Construction Cost Opinion.*

Phase Two: Program Development, Feasibility & Operations Study

HALFF and WTI will further consult with CITY to develop an aquatic program and perform the following tasks:

- Discuss and Confirm Aquatic Goals, Objectives, Activities and Uses
- Develop Aquatic Program and Capacities
- Discuss Number of Pools, Pool Zones, and Depths
- Identify Preliminary Water Activities and Features
- Develop 2D Aquatic Concept Plan (2)
- Develop Rough Order of Magnitude (ROM) Aquatic Cost Opinion and Conduct Demographic Research and Analysis
- Provide Revenue and Expense Forecasting
- Conduct Operational Evaluation and Analysis
- Conduct Facility and Market Research
- Establish site evaluation criteria (size, access, utility availability, adjacencies)

Trips (WTI) (2): WTI will make one in-person trip to facilitate an aquatic program meeting and conduct site visit. WTI will make an additional in-person trip to present the deliverables to City Council.

Deliverables: Preliminary Aquatic Concept Plans Based on Identified Priorities (Limit 2), Concept Narrative, ROM Cost Opinions for Each Concept Plan (Limit 2), Demographic Research and Analysis, Revenue and Expense Forecasting, Operational Evaluation and Analysis, and Facility and Market Research

ADDITIONAL SERVICES

The following are supplementary scopes of work for consideration that are not included in the Basic Services:

- Alternate 1: Additional Site Visits (WTI) \$ 2,000.00 USD

- o If additional site visits are requested of WTI, HALFF will charge an additional fee per trip assuming one WTI professional for one overnight stay, including expenses.
- Alternate 2: Creative Studio Services (WTI) \$3,500.00 USD
 - o WTI will provide an additional 3D model, sketch-up presentation model, themed rendering, and perspective sketch.

The following services are not included in the proposed basic services. HALFF can provide any services listed at the request of the CITY. Compensation will be based upon a mutually agreed lump sum fee or an hourly rate as needed. Items that are considered additional services include:

1. Graphics and marketing material other than indicated in basic services.
2. Topographical and design surveys.
3. Construction documents, permitting, bidding and/or construction phase services.
4. Environmental analysis and permitting, or hydraulic/hydrology study and analysis
5. Design of areas outside the limits of the project site.
6. Additions to the project scope or budget that causes additional work.
7. Additional meetings or workshops not identified in the project scope.
8. Revisions to the concepts requested by CITY after the final concepts are presented and report is complete and adopted by the CITY.
9. Permit fees, filing fees, pro-rated fees, impact fees, taxes, federal and/or state regulatory agency review fees.
10. Design of gas, telephone, or other utility improvements.
11. Printing of drawings or maps, except as noted herein.
12. Negotiations/agreements with property owners.
13. Any additional work not specifically included in the basic services of this proposal.

SCHEDULE

Upon receipt of a fully executed contract, HALFF shall perform its services and discharge the obligations imposed upon us in a prompt and timely manner and as expeditiously as is consistent with professional skill and care and the orderly progress of the work. We also acknowledge that the CLIENT is to be regularly and routinely consulted in connection with the performance hereunder.

Phase One: Aquatic Consulting & Visioning

Aquatic Committee Listening Session via Teams Call: 2 weeks' notice to WTI

WTI Presentation to City Council and Aquatics Committee at an in-person Work Session: To be mutually scheduled after listening session.

Phase Two: Program Development, Feasibility & Operations Study

Staff and Aquatic Committee On-Site Visit and Follow-up presentation to be scheduled after notice to proceed. Allow 6-8 Weeks from NTP to receive draft Final Report for staff review.

An in-person Final Report Presentation to City Council mutually scheduled after staff review.

**EXHIBIT B
BASIS OF COMPENSATION
HALFF ASSOCIATES, INC**

Basic Services as described in 'EXHIBIT A' will be provided for a total lump sum fee of \$34,870.00. The overall fee total shown will not be exceeded without prior written authorization by the CITY.

Project-related reimbursable expenses for HALFF are covered under Work Authorization #2. Those for WTI such as travel, shipping and printing are already included in the proposed fee.

Payment for total services as described in 'EXHIBIT A' will be invoiced to the CITY on a monthly basis, based upon a percentage of completed tasks. Below is a cost breakdown of the Basic Services:

BASIC SERVICES

Phase One: Aquatic Consulting & Visioning	\$ 7,720.00
Phase Two: Program Development, Feasibility & Operations Study	\$ 27,150.00
Total	\$ 34,870.00

OPTIONAL ADDITIONAL SERVICES

Alternate One: Additional WTI in-person visits (each)	\$ 2,000.00
Alternate Two: Creative Studio Services	\$ 3,500.00

Should the City request any additional services to be performed on an hourly basis, HALFF will use the rates in effect for the Master Service Agreement. Any additional services performed on an hourly basis by WTI will be charged at the following rates:

Principal/Director	\$250.00
Project Manager/Engineer	\$185.00
Creative Studio	\$160.00
Project Design	\$145.00
Mechanical Design	\$170.00
Technical Design	\$105.00
Administrative	\$75.00

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Consideration and action on adopting Resolution No. 2023-12 granting consent to the creation of Caldwell County Emergency Services District No. 5.

ORIGINATING DEPARTMENT AND CONTACT: Administration - Steven Lewis

ACTION REQUESTED: Resolution

BACKGROUND/SUMMARY/DISCUSSION: Caldwell County has been petitioned for the creation of an emergency services district to provide EMS services in the county. The City Council of Lockhart must consent to its creation in writing in order for the City and its ETJ to be included in the new district. A public hearing on the creation has been scheduled by the County for July 25, 2023, Mayor anticipates attending.

PROJECT SCHEDULE (if applicable): The County has asked for consent by no later than July 28, 2023, in order to meet deadlines to place this matter on the ballot for the November 2023 election.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable): N/A

PREVIOUS COUNCIL ACTION: Discussion at the Council meeting of June 20, 2023.

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: Draft of Resolution 2023-12, Exhibit "A": Final Signed Petition

RESOLUTION NO. 2023-12

**A RESOLUTION GRANTING THE CONSENT OF THE CITY OF
LOCKHART OF CALDWELL COUNTY, TEXAS, TO THE CREATION OF
CALDWELL COUNTY EMERGENCY SERVICES DISTRICT NO. 5**

WHEREAS, the City of Lockhart, Texas (the “City”), has received the petition attached as **Exhibit “A”**, and a letter requesting the City’s consent to the creation of an emergency services district (“District”), proposed to be known as Caldwell County Emergency Services District No. 5, which includes the city limits and extraterritorial jurisdiction of the City within Caldwell County, and

WHEREAS, the City desires to grant its written consent to the creation of the District;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS that the City gives its written consent to the creation of the District, proposed to be known as Caldwell County Emergency Services District No. 5, and to the inclusion of the city limits and extraterritorial jurisdiction of the City within the boundaries of the District as more particularly described in the petition attached as **Exhibit A**. This consent is valid for a period of six months from the date of its adoption.

PASSED AND APPROVED on the 18th day of July, 2023

CITY OF LOCKHART

Lew White, Mayor

ATTEST:

Julie Bowerman, Deputy City Secretary

Exhibit "A"

PETITION FOR CREATION OF AN EMERGENCY SERVICES DISTRICT

THE STATE OF TEXAS	§	IN THE COMMISSIONERS COURT
	§	
	§	OF
	§	
COUNTY OF CALDWELL	§	CALDWELL COUNTY TEXAS

TO THE HONORABLE COUNTY JUDGE AND COMMISSIONERS OF THE COURT:

NOW COME 100 or more qualified voters who own taxable real property in Caldwell County, Texas, pursuant to Texas Health & Safety Code, Section 775.011(a), requesting the creation of an Emergency Services District and would respectfully show the following:

I. CREATION AND OPERATION

The proposed new Caldwell County Emergency Services District No. 5 ("District") will be created and operated under the provisions of Article III, Section 48-e of the Constitution of Texas and Chapter 775 of the Health & Safety Code ("Code") of the State of Texas.

II. NAME AND NUMBER

The name of the proposed District is "CALDWELL COUNTY EMERGENCY SERVICES DISTRICT NO. 5," which is the next consecutive emergency services district number available in Caldwell County. *See* Tex. Health & Safety Code §775.011(b).

III. AREA OF OVERLAY DISTRICT

The area of the new District will overlap Caldwell County Emergency Services District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency Services District No. 4, and will partially overlap Caldwell-Hays County Emergency Services District No. 1 and will generally include all of the city limits and extraterritorial jurisdiction of the City Lockhart,

portions of the city limits and portions of the extraterritorial jurisdiction of the City of Luling, all of the City of Martindale and portions of its extraterritorial jurisdiction, portions of the city limits and portions of the extraterritorial jurisdiction of the City of Mustang Ridge, portions of the city limits and portions of the extraterritorial jurisdiction of the City of Niederwald, portions of the city limits and portions of the extraterritorial jurisdiction of the City of San Marcos, portions of the city limits and portions of the extraterritorial jurisdiction of the City of Uhland, and portions of the extraterritorial jurisdiction of the City of Staples. The boundaries of the District are more particularly described by the description attached as Exhibit "A", which is attached hereto and incorporated herein for all purposes, and generally shown on the attached map in Exhibit "B".

IV. SERVICES TO BE PROVIDED

The District will provide emergency medical services in response to any emergency situation in accordance with the authority granted to emergency services districts under Chapter 775 of the Texas Health & Safety Code, but the District will not provide any services provided by the existing Caldwell County Emergency Services District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency Services District No. 4, or Caldwell-Hays County Emergency Services District No. 1, as set forth in the statement of services to be provided by each of the named Emergency Services Districts in accordance with Section 775.018(g) of the Texas Health & Safety Code.

V. COMPLIANCE WITH CODE

The creation of the new District complies with Section 775.0205 of the Code. (Section 775.020 does not apply to Caldwell County.) The Petitioners request that the County deliver a copy of this petition to the Board of Commissioners of Caldwell County Emergency Services District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency

Services District No. 4, and Caldwell-Hays County Emergency Services District No. 1, and request a statement of services from each Emergency Services District in accordance with Section 775.018(g) of the Code.

VI. PETITIONERS

Two Petitioners present this petition. The Petitioners are: Dorothy Driver, who resides at 8725 FM 672, Dale, Texas 78616; and Fiona Kanemeier, who resides at 2500 Highcloud Drive, Lockhart, Texas 78644. Petitioners hereby agree and obligate themselves to pay not more than one hundred fifty dollars (\$150.00) in costs incident to the formation of the new District, including the costs of publishing notices, election costs, and other necessary and incidental expenses, as required by Section 775.013(b) of the Code.

VII. CITIES AFFECTED

The cities of Lockhart, Luling, Martindale, Mustang Ridge, Niederwald, San Marcos, Uhland, and Staples are the only municipalities whose consent must be obtained under Section 775.014 of the Code. The portions of the city limits and extraterritorial jurisdictions of the cities of Lockhart, Luling, Martindale, Mustang Ridge, Niederwald, San Marcos, Uhland, and Staples that are currently within Caldwell County will be within the territory of the new District.

VIII. SIGNATURES REQUIRED

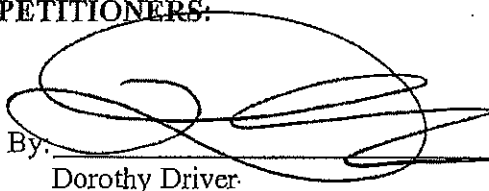
The signatures required by Section 775.011(a) of the Code for the creation of the District are attached hereto as Exhibit "C" and are incorporated herein by reference.

WHEREFORE, PREMISES CONSIDERED, Petitioners pray that such notices be issued by the County Clerk of Caldwell County as required by law; that a public hearing be held on this petition in the county; that a copy of this petition be sent to Caldwell County Emergency Services

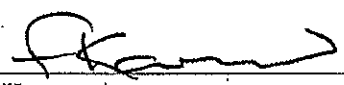
District No. 2, Caldwell County Emergency Services District No. 3, Caldwell County Emergency Services District No. 4, and Caldwell-Hays County Emergency Services District No. 1 together with a request for a statement of services from each Emergency Services District; and, that after the hearing, the Commissioners Court of Caldwell County grant this petition and call a special election regarding the creation of the new District.

RESPECTFULLY SUBMITTED this 24 day of May 2023.

PETITIONERS:

By: 

Dorothy Driver

By: 

Fiona Kanemeier

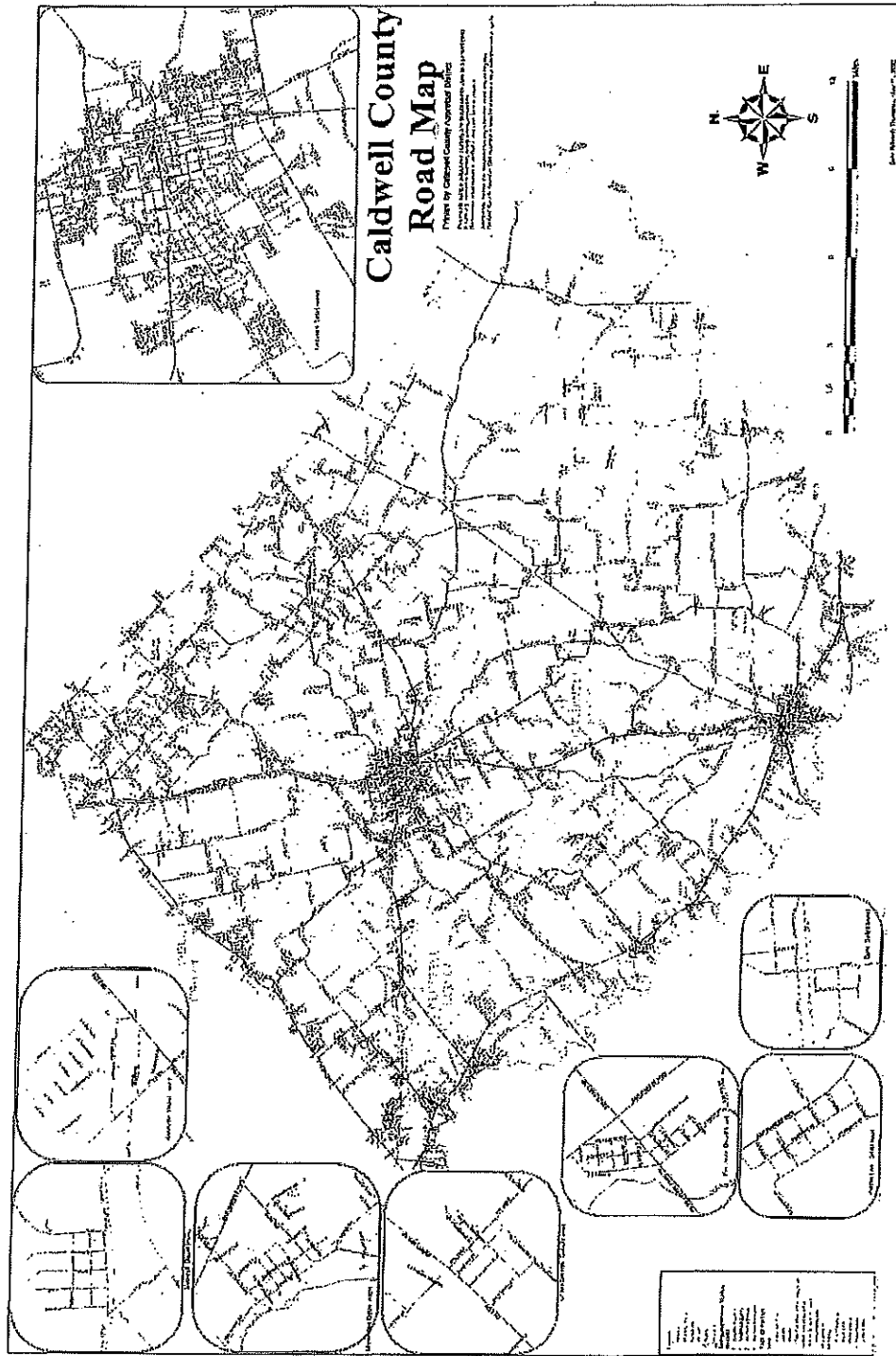
Exhibit "A"

Description of Proposed Caldwell County Emergency Services District No. 5

Boundary Description

The boundaries of the proposed Caldwell County Emergency Services District No. 5 are coterminous with the boundaries of Caldwell County.

Exhibit "B"
Map of Proposed
Caldwell County Emergency Services District No. 5



PETITION FOR CREATION OF CALDWELL COUNTY EMERGENCY SERVICES DISTRICT NO. 5

Exhibit "B"

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion and/or action to consider a legislative update by the City Attorney's office regarding the 2023 Texas Legislative Regular Session.

ORIGINATING DEPARTMENT AND CONTACT: City Attorney - Monte Akers

ACTION REQUESTED: Other

BACKGROUND/SUMMARY/DISCUSSION:

The 2023 (88th) regular legislative session concluded on May 29, 2023, and the governor's vetoes were finished by June 18. 8344 bills were filed, 1238 were enacted, and 77 were vetoed. TML tracked 1880 bills as potentially affecting cities, of which 230 were enacted and 10 were vetoed. A summary of city-related bills most likely to affect Lockhart will be discussed by the City Attorney.

A summary of all city-related bills from the regular session is available on the TML website's "Legislative Update" for June 9, 2023, and a list of the city-related bills that were vetoed is in the Update for June 23, 2023.

PROJECT SCHEDULE (if applicable): Most new laws take effect September 1, 2023.

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: N/A

COMMITTEE/BOARD/COMMISSION ACTION: N/A

STAFF RECOMMENDATION/REQUESTED MOTION: N/A

LIST OF SUPPORTING DOCUMENTS: Memo titled "Legislative Update, 2023 (88th) Regular Session"

MEMORANDUM

TO: Mayor, City Council, City Manager, City of Lockhart

FROM: Monte Akers, City Attorney

DATE: July 18, 2023

RE: Legislative Update, 2023 (88th) Regular Session

Sine die for the regular session of the 88th Texas Legislature occurred on May 29, 2023, after which the governor issued a call for a special session that convened the same day and concluded on June 27, 2023, after which a second called session was convened and which is still ongoing. The principal topics of the two called sessions are property tax relief and border security.

The number of bills filed during the regular session was an all-time record number of 8344. Of those, 1238 were enacted, 77 of which were vetoed by Governor Abbott. TML identified and tracked 1880 bills in the regular session as affecting cities, of which 230 were enacted and of which 10 were vetoed.

Following is a brief summary of selected bills likely to affect Lockhart. These are only summaries of key issues and are certainly not the only such new laws the city may encounter. For more information and detail, readers are encouraged to review TML's summary of all city-related bills is available at the TML website (www.tml.org) in its "Legislative Update" of June 9, 2023. Those vetoed are listed in the Update of June 23, 2023. Full texts of all bills are available online at Texas Legislature Online.

1. HB 2127, the "Super Preemption Bill," Probably the most controversial city-related bill, at least for Home Rule Cities, HB 2127 becomes effective September 1, 2023, but has already been challenged as unconstitutional in a lawsuit filed by the City of Houston. As written, the bill does three things: (1) expressly preempts certain city regulations in the Labor, Property, and Local Government Codes, while exempting specific city regulations from preemption in certain circumstances; (2) prohibits a city from adopting or enforcing an ordinance in a field of regulation occupied by state law in eight specific codes; and (3) allows a person or a trade association, after providing a city with at least three months' notice, to sue the city for adopting or enforcing an ordinance preempted under H.B. 2127. (Effective September 1, 2023)
2. H.B. 1819, Juvenile Curfew Ban, prohibits a political subdivision from adopting or enforcing an ordinance or other measure that imposes a curfew to regulate the movements

or actions of persons younger than 18 years of age, except for purposes of emergency management. Lockhart's juvenile curfew is located at Sec. 36-12, et seq, of the City Code, and will no longer be effective when HB 1819 takes effect on September 1, 2023.

3. HB 14, Third Party Inspections and Review of Development Applications: with regard to development documents, permits, and inspections, allows for third-party review if the City fails to approve or disapprove within 15 days of the time prescribed for the review or inspection. The third-party inspection must be an engineer, certified building inspector, or a qualified person approved by the city. (Effective September 1, 2023)
4. H.B. 586 Annexation of Roadways provides that, with certain restrictions and procedures, a city may annex a road right-of-way (ROW) that is contiguous to the city's boundary or to an area being simultaneously annexed by the city. (Effective immediately)
5. H.B. 1661 Police Maximum Hiring Age: repeals the provision that prohibits a person who is 45 years of age or older from being certified for a beginning position in a police department. (Effective September 1, 2023)
6. H.B. 3699 Platting Shot Clock this bill, among other things, removes plans from 30-day shot clock, allows a city to delegate plat review to staff, allows city submittal calendars, requires all plat application materials to be published, prohibits a city or P&Z from requiring an analysis, study, document, agreement, or similar requirement to be included as part of a plat application, development permit, or subdivision of land if not explicitly allowed by state law. (Effective September 1, 2023)
7. S.B. 543 Real Property for Economic Development: this bill, provides that a city that has entered into an economic development agreement authorized by Chapter 380 of the Local Government Code with an entity may transfer to the entity real property or an interest in real property for consideration if certain conditions are met (Effective immediately)
8. S.B. 929 Nonconforming Use Compensation: provides that in addition to other notices, a city shall provide written notice regarding any proposed zoning change that could result in the creation of a nonconforming use and allows the owner of the NCF property to continue the use unless stopped by the City and the City is paid a calculated amount in damages to the landowner (Effective immediately)
9. S.B. 2038. Extraterritorial Jurisdiction Release: provides, among other things that the owner or owners of the majority in value of an area consisting of one or more parcels of land in a city's extraterritorial jurisdiction may file a written petition with the city to be released from the ETJ; the release provisions don't apply to certain limited areas, and annexations after January 1, 2023 do not expand the ETJ unless would-be residents of the ETJ request inclusion. If an area is released from ETJ, any city/county interlocal

agreements giving city authority to regulate subdivisions is terminated as to the area and county is granted that authority.

10. H.B. 5. Economic Development: this bill provides a replacement economic development program for the former school property tax limitation program located in Chapter 313 of the Tax Code and is intended to boost the Texas economy by creating more jobs, investments, and tax revenue- making the state attractive for businesses to relocate or expand. Additionally, taxpayers will have access to information on how the state incentive dollars are used, the number of jobs created, and the overall economic impact on the community. (Effective January 1, 2024)
11. HB 5174 and HB 30. CHIPS Act funding: This bill creates the Texas Semiconductor Innovation Consortium as an advisory panel to the governor and the legislature to help continue to develop Texas' semiconductor industry. The Supplemental Appropriations Bill, HB30, gives \$698,300,000 to the Texas Semiconductor Innovation Fund, which is transferred to the Governor's Office to administer according to the CHIPS Act. The Fund can be used to provide matching funding to state entities, including institutions of higher education, for semiconductor manufacturing and design projects; award grants to business entities with an established presence in this state to encourage economic development related to semiconductor manufacturing and design; and pay for staff support. The Austin region is one of the largest semiconductor clusters in the country and this should help ensure funding from the Federal CHIPS Act legislation makes its way to our region (Effective immediately)
12. S.B. 29 COVID-19 Preventative Measures: provides that a governmental entity may not impose a mandate requiring a person to wear a mask to prevent the spread of COVID-19; (require a person to be vaccinated against COVID-19; or to close a private business, public school, open-enrollment charter school, or private school to prevent the spread of COVID-19. (Effective September 1, 2023)
13. S.B. 1397 Texas Commission on Environmental Quality: this is the TCEQ sunset bill which continues the agency until 2035 and, among other things, (1) requires TCEQ to establish an enforcement diversion program for small businesses and local governments that includes compliance assistance training and on-site technical assistance and training by TCEQ staff; (2) provides that before TCEQ initiates an enforcement action for a violation committed by a small business or local government, it may enroll the business or government into the enforcement diversion program; (2) provides that TCEQ may not initiate against a small business or local government an enforcement action for a violation that prompted enrollment in the enforcement diversion program after the business or government has successfully completed the program; and (3) provides that a small business or local government is not eligible to enroll in the enforcement diversion program if the small business or local government: (a) committed a violation that: (i) resulted in an imminent threat to public health; or (ii) was a major violation; or (b) was enrolled in the

program in the two years preceding the date of the violation. (Effective September 1, 2023)

14. H.B. 1922 Reauthorization of Building Permit Fees: abolishes a city fee charged as a condition to constructing, renovating, or remodeling a structure on the 10th anniversary after the date the fee is adopted or most recently reauthorized unless the governing body of the city holds a public hearing and reauthorizes the fee by a vote of the governing body. (Effective January 1, 2024)
15. H.B. 3492 Value-Based Fees: among other things, this bill prohibits cities from imposing a fee for improving public infrastructure for a subdivision, lot, or related property development on anything other than the city's actual costs to review and process construction plans and/or to inspect the public infrastructure improvement. (Effective September 1, 2023)
16. H.B. 3727 Hotel Occupancy Tax: this bill amends certain definitions, changes the date on which a city's annual hotel occupancy tax report is due to the comptroller from February 20 to March 1, adds several reporting requirements, allows a city to use HOT revenue for the costs of that report, prohibits a city from using hotel occupancy tax revenue on a visitor information center that is not exclusively used to distribute tourism-related information to tourists; requires a city with a population of less than 200,000 to allocate for advertising at least the amount of revenue received from the hotel occupancy tax at a rate of one percent of the cost of a room; repeals the authority of a city to adopt an ordinance to allocate 15 percent of its hotel occupancy tax revenue to historical restoration and preservation projects, provides a grandfather clause for cities with existing ordinances; (10) provides a recapture provision for a city to remit to the comptroller certain lost state sales and use tax and hotel occupancy tax revenue that a city is entitled to receive in association with a qualified hotel or convention center project; and (11) requires the comptroller to prepare a report on qualified hotel and convention center projects. (Effective immediately)
17. S.B. 1093 Electricity Supply Chain: among other things, this bill requires each electric utility, transmission and distribution utility, electric cooperative, and municipally owned utility to provide the utility's service area boundary map, using good faith efforts, in a geographic information system format to the Public Utility Commission; (Effective immediately)
18. S.B. 1893 TikTok Ban: this bill, among other things, requires a city to adopt a policy prohibiting the installation or use and requiring the removal of TikTok or any successor application, or any other social media application specified by the Department of Information Resources and Department of Public Safety, on any city-owned or leased electronic device, subject to certain exceptions for law enforcement or information security purposes. (Effective immediately)

19. H.B. 1817 Contract Disclosure: provides that a governmental entity or state agency contract that requires an action or vote by the governing body before the contract may be signed, has a value of at least \$1 million, or is for services that would require a person to register as a lobbyist is voidable for failure to provide the required disclosure of interested parties if: (1) the governmental entity or state agency submits to the business entity written notice of the business entity's failure to provide the required disclosure; and (2) the business entity fails to submit the required disclosure on or before the 10th business day after the date the business entity receives the written notice in (1), above. (Effective September 1, 2023)
20. S.B. 784 Greenhouse Gas: this bill preempts a city or other political subdivision from enacting or enforcing an ordinance or other measure that directly or indirectly regulates greenhouse gas emissions. (Effective September 1, 2023)
21. H.B. 1750/H.J.R. 126 Ag operations in a city: Prohibits a city from imposing a requirement applicable to agricultural operations located in the city limits unless (1) the city health officer or consultant makes findings identifying evidence of health hazards; and the governing body adopts a resolution establishing there is clear and convincing evidence that the requirement is necessary to protect residents in vicinity of agricultural operation from certain dangers. No city requirements may directly or indirectly prohibit generally accepted agricultural practices, prohibit the use of pesticides or other measures to control vermin or disease-bearing insects, or require an agricultural operation to receive certain state designations. A City may impose 12-inch maximum height for vegetation related to an agricultural operation if operation located near ROW or property boundary. (Effective September 1, 2023)
22. S.B. 1017 Engine and Energy Source Regulations: Among other things this bill prohibits a political subdivision from adopting an ordinance that limits access to or the use of a specific energy source, or which prohibits or restricts the use, sale, or lease of an engine based on its fuel source. (Effective September 1, 2023)

City-related bills that were vetoed: Rather than a statement regarding specific subject matter reasons for the governor's veto of a bill, most vetoes were accompanied by the following message:

"While (bill number) is important, it is simply not as important as cutting property taxes. At this time, the legislature must concentrate on delivering property tax cuts to Texans. This bill can be reconsidered at a future special session only after property tax relief is passed."

The ten bills vetoed and their subject matter, were:
H.B. 2956 Annexation Across Railway Right-of-Way
H.B. 4759 Dangerous Dogs
S.B. 267 Law Enforcement Agency Accreditation
S.B. 1399 Renewal of Air Quality Permits

S.B. 1439 Business Personal Property Tax Exemption
S.B. 1916 Public Improvement Districts procedures
S.B. 1998 Property Tax Rate Calculation
S.B. 2035 Local Debt
S.B. 2453 Exceptions to Building Material Preemption
S.B. 2493 Landlord Repairs

Subject matter of bills filed but not enacted but likely to be filed next session:

Local Preemption of regulation of state license holders or requiring City occupational licenses	
Number of chickens and rabbits allowed	5% appraisal cap for property taxes
Disannexation	Destination sales tax sourcing
Minimum lot size and small lot preemption	Street maintenance sales tax reforms
Accessory dwelling units by right	Ballot language restrictions
HUD code manufactured housing by right	of parkland without election
Building height restrictions	Mandatory homeless camping bans
Density in the ETJ	Firefighter investigation procedure
Required services and ordinance enforcement in ETJ	Online public notices for purchasing
STRs and residential amenity preemption	Higher competitive bidding threshold
380 agreement limitations	Lower speed limits w/o a traffic study
Prohibiting transfer of utility fund revenue to general fund	Billboard relocation
Exempting streaming services from franchise fees	Debt service fund use limitations
Certificate of obligation restrictions	Civil service for cities over 10,000

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion and/or action regarding Resolution 2023-11 of the City of Lockhart, Texas adopting a Target Industry Strategy (TIS) Report Refresh; providing an effective date.

ORIGINATING DEPARTMENT AND CONTACT: Economic Development - Michael Kamerlander

ACTION REQUESTED: Resolution

BACKGROUND/SUMMARY/DISCUSSION: In 2020, LEDC contracted with Garner Economics to develop a 5-year economic development strategy. This plan was prepared for the City and LEDC to guide the City's economic development programs, policies, and allocation of resources for the next 5 yrs. Jay Garner and his team spent 5 months interviewing residents and collecting data to provide a Target Industry Strategy (TIS) which was adopted by both the LEDC and City Council in 2020. LEDC has been operating from this plan for the last 3 years.

Given the accelerated pace of development in Lockhart, staff recommended, and the Board approved, an expenditure in the FY 2022-23 LEDC budget to complete an update of the strategy. Lockhart has seen an incredible increase in housing starts over the past 2 years to levels never before seen. The emergence of new housing units, including multifamily, is due, in part, to Tesla locating 25 miles north of Lockhart as well as the affordability and desirability of Lockhart. Garner Economics began its work on the revisions in February 2023 and Mr. Garner presented those changes to City Council on June 20, 2023. Items in the original strategy such as an industrial park have been completed and the emergence of a viable megasite nearby have all occurred since 2020. 2 new targets are being recommended for implementation over the next 3 years to evolve the strategy with the real world economic shifts occurring in Lockhart's immediate area.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

PREVIOUS COUNCIL ACTION: Council heard a presentation by the consultant on June 20, 2023.

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COMMITTEE/BOARD/COMMISSION ACTION: LEDC Board unanimously passed its resolution adopting the strategy on July 10, 2023

STAFF RECOMMENDATION/REQUESTED MOTION: Adopt Council Resolution 2023-11

LIST OF SUPPORTING DOCUMENTS: Target Industry Refresh City Resolution 7.7.23, TIS Refresh, LEDC Resolution 2023-01 Signed

Resolution 2023-11

**A RESOLUTION OF THE CITY COUNCIL OF LOCKHART, TEXAS
ADOPTING A TARGET INDUSTRY STRATEGY REPORT REFRESH;
PROVIDING AN EFFECTIVE DATE**

WHEREAS, in February, 2023, the City of Lockhart (“City”) and the Lockhart Economic Development Corporation (“LEDC”) retained Garner Economics, LLC to assist in preparing a “Targeted Business Strategy Refresh” in order to assist the City and the LEDC to focus its economic development priorities to help create jobs in the Community by focusing efforts that leverage the community’s assets and strengths.; and

WHEREAS, the TIS Refresh prepared by Garner Economics, LLC is complete and has been reviewed by the Board and staff of the LEDC; and

WHEREAS, it is the desire of the City Council of Lockhart, Texas to approve and adopt the TIS Refresh;

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF LOCKHART, TEXAS, that:

1. The foregoing recitals are adopted and incorporated herein for all purposes.
2. The report titled “Lockhart’s Next Chapter: A Targeted Business Strategy Refresh” prepared by Garner Economics, LLC, a copy of which is attached hereto, is hereby approved and adopted as the Target Industry Strategy for the LEDC.

ADOPTED AND APPROVED effective on this, the 18th day of July 2023.

City of Lockhart:

Lew White, Mayor

ATTEST:

APPROVED AS TO FORM:

Julie Bowermon, City Secretary

Monte Akers, City Attorney



Lockhart's Next Chapter: A Targeted Business Strategy Refresh

Prepared for the City of Lockhart & the Lockhart Economic Development Corporation
April 2023 (edited May 2023)

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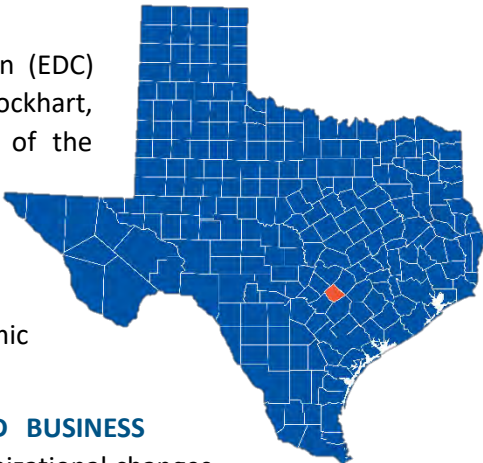
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Executive Summary

In February 2023, the City of Lockhart Economic Development Corporation (EDC) retained Garner Economics, LLC to update the Target Industry Strategy for Lockhart, Texas. In 2020, Garner Economics conducted the City’s first assessment of the community’s economic development competitiveness and service delivery. This resulted in a road map to enhance economic development efforts detailed in an action plan published in August of that year. Three years after the original report, Garner Economics was asked by the City to refresh and recalibrate this economic development action plan based on its recent economic development successes.



This updated strategy, titled **LOCKHART’S NEXT CHAPTER: A TARGETED BUSINESS STRATEGY REFRESH**, provides renewed focus on asset development and organizational changes Lockhart and its economic development partners should take to keep the City on a trajectory of success. This strategy will help Lockhart attract and retain businesses, create jobs, and nurture opportunities to attract talent.



The 2023 Lockhart study effort included:

- An **ASSETS & CHALLENGES ASSESSMENT** of Lockhart compared to the 2020 review, all from the perspective of a site-location consultant that facilitates investment decisions;
- A thorough update and assessment of key forces driving the economy and its shifting dynamics;
- Validation and recommendations for business targets suitable for the City and its partners to pursue, based on our research and analysis; and finally,
- A review of recommendations from the previous, 2020 plan and a recalibration of strategy resulting in a set of implementable recommendations that the City of Lockhart can use to enhance the economic well-being of the area.

Lockhart Progress Report Card

Garner Economics created a roadmap for the City of Lockhart to generate economic opportunities in 2020. These actionable recommendations helped ensure Lockhart and its partners could attain the goal of increasing its competitive advantage in business development and economic growth. Since 2020, the Lockhart EDC has been working to move the city forward toward this goal and has made evident progress with a majority of the recommendations. The table below summarizes progress with additional details in chapter 2 of this report.

# of 2020 Recommendations	Status Indicator	Status
5	●	Started/In progress
1	🔄	On-going
1	❌	Not Started

Assets & Challenges Assessment

The **ASSETS & CHALLENGES ASSESSMENT** (A&C) is an important part of Garner Economics’ approach to the evaluation of a community. The A&C includes both an objective and subjective appraisal of the area obtained through a windshield tour and reviewing the area from a site-selection perspective. For this report, Garner Economics once again visited and assessed Lockhart based on the qualities, elements, and infrastructure that a business will look for when considering the city as a place for its operations. A comparison of 2020 and 2023 showed that Lockhart improved in the number of positive ratings as well as fewer challenges since 2020.

Chapter 3 outlines the specific items evaluated and the full comparison.

Economic & Community Assessment

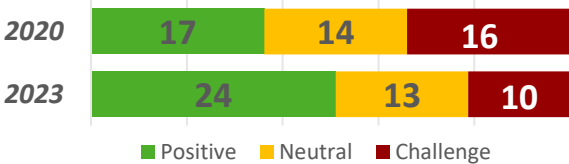
Additionally, Lockhart’s economic position and competitiveness were reassessed with the same analytical and data-driven rigor as the original strategy. The City of Lockhart and Caldwell County were assessed by measuring the change and comparing it to itself over time as well as to the benchmarks of the Austin Metro, Texas, and the United States.

As a complement to the Assets & Challenges Assessment work, the team examined data sets that reveal the area’s relative position and were rated showing positive, neutral, or negative indicators. As some indicators and measures change to reflect access to new data sets or emerging trends, comparisons between 2020 and 2023 are reflected as a percentage of the total number of ratings. Lockhart has fewer challenges in 2023 (14% compared to 17%), but a higher percentage of neutral indicators and fewer positive indicators.

The ratings presented below are included in further detail in chapters 4-5 with a complete industry analysis in chapter 6.

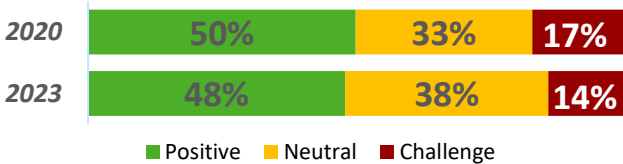
Comparison Summary

Assets & Challenges Rating Comparison 2020-2023



Details on the Assets & Challenges Assessment and comparison can be found in chapter 3.

Economic & Community Comparison 2020-2023



A comprehensive report on the Economic & Community analysis can be found in chapters 4-5.

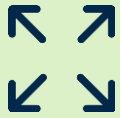
Target Business Sectors

Driven by desirability and feasibility screening, four target business families are recommended as a good fit for Lockhart based on the current economic and business climate conditions. Garner Economics worked to validate existing targets, look for new opportunities, and group business sectors in target families that are thematically similar or leverage the same assets in the area.

Together, the targets will help the City continue to grow and diversify its economic base, as well as mitigate identified challenges across the various indicators reviewed in the **ASSETS & CHALLENGES ASSESSMENT**. The target families are recommended given Lockhart’s attributes, assets, and proximity to other economic drivers.

Each target group is outlined in chapter 7 of this report with a target profile containing valuable data and a narrative outlining the rationale. The target families are *All Things Mega*, *Industry 4.0 (Manufacturing)*, *Food Processing*, and *Experience Lockhart*.

Optimal Business Sectors for Lockhart

All Things Mega	Industry 4.0	Food Processing	Experience Lockhart
			
Ideal Large-Scale Manufacturers	Auto Parts, Metal & Electronic Mfg.	Food & Beverage Manufacturing	Experiential Tourism & Hospitality

Recommendations

In conducting this analysis, the Garner Economics team found that Lockhart has been successful with actionable improvement since the first Garner Economics strategic plan in 2020. The City is well poised to further set itself apart and continue to grow; however, actions must be taken to be proactive in driving the community’s economic future and setting it apart from peers and competitors.

Chapter 8 offers a set of implementable recommendations that will help Lockhart and the EDC focus efforts to attract high-quality companies *and* talent. These recommendations call on Lockhart to enhance its economic development service delivery and advocate for initiatives that will build upon and improve available product offerings and the overall business climate. By highlighting its unique advantages and existing assets, Lockhart can shape its economic future and encourage the business and talent growth the community desires.

Summary of Recommendations for Lockhart in 2023

Category		Action
	Asset Development <i>Product Improvement</i>	1. Continue the City’s efforts to grow its industrial land inventory to accommodate the needs of the targeted industry sectors. 2. Enhance Lockhart’s Quality of Place by developing assets needed to enhance the City’s quality of life (hotel recruitment).
	Execute Effectively <i>Organizational</i>	1. Create a Convention and Visitor’s Bureau (CVB) in Lockhart focused on visitor recruitment and hospitality product.

Chapter 2: Lockhart Progress Report

Garner Economics had the privilege of working with the Lockhart Economic Development (Lockhart EDC) in 2020 to help create a roadmap for the organization to generate economic opportunities for its citizens. The end goal of the **TARGET INDUSTRY STRATEGY** was to understand where the City of Lockhart stood, what economic development opportunities were available, and to create a set of actionable recommendations to ensure the Lockhart EDC and its partners could attain its goal of increasing its competitive advantage in business development and economic growth by recruiting the recommended targeted industry sectors.

In addition to conducting an Assets and Challenges assessment to quantify the improvement in Lockhart's competitiveness, Garner Economics reviewed the implementation of the original strategy recommendations with the Lockhart EDC. Since 2020, the City has made marked progress in working on the majority of the recommendations. The tables below illustrate the progress Lockhart has made in implementing the 2020 strategy recommendations.

2020 Recommendations

Asset Development/Execute Effectively

1. **Develop the City's sites and buildings inventory.**
2. **Create a culture of "yes" within the City's permitting and regulatory process.**
3. **Develop and sustain a coordinated effort for workforce training.**

Table 2.1 Lockhart Progress Report for 2020 Recommendations

I. Asset Development/Execute Effectively		
Develop the City's sites and building inventory for the recommended target industry sectors		
Recommendation	Status	Notes from the EDC
Acquire a site of 100+ acres to develop the next publicly held industrial park.		In 2021 LEDC closed on a 75-acre parcel and began development of an industrial park. To date, the park has 1 operational tenant on 10 acres and has 167,000 SF under construction due to be completed in 2023. Infrastructure construction is ongoing and is slated to be completed in May 2023. Although the size of 100+ acres was not met, the part and effort still satisfy this goal.
Develop a 50,000 sq. ft. industrial shell/spec building, expandable to 100,000 sq. ft.		Once the infrastructure is done in the industrial park, all parcels should close with purchasers ranging from a 100,000 SF food manufacturer, a 50,000 SF speculative building, and a plastics recycler/fuel producer.



Not Started



Started/In progress



Partially Complete



Complete



On-going

I. Asset Development/Execute Effectively *(continued)*

Create a culture of “yes” within the City’s permitting and regulatory process

Recommendation	Status	Notes from the EDC
Perform regulatory introspection for real or perceived challenges		Since the 2020 strategic plan, the City of Lockhart has hired a new planning Director and a new building inspector. Both individuals bring fresh eyes to the organization and are in process of modernizing the department for better and faster processes.
If challenges are perceived, better communicate Lockhart’s regulatory system or if challenges are real, conduct a deep dive into processes and focus on continuous process improvement.		

Workforce Training

Recommendation	Status	Notes from the EDC
Explore a joint venture to offer postsecondary vocational training at an ISD facility, either in partnership with Austin Community College or Texas State Technical College.		This has started but only in a very limited way. LEDC is working with Lockhart ISD on its 5-year strategic planning process which has vocational/CTE/ACC aspects to the plan. Additionally, members of the community have begun to look at what it would take to bring Lockhart into ACC’s district.



Not Started



Started/In progress



Partially Complete



Complete



On-going

Communicate the Brand

1. Conduct an external outreach to companies and consultants.
2. Create a lead-generation program.

II. Communicate the Brand

Recommendation	Status	Notes from the EDC
Call on location advisors and companies within the identified Target Industries		LEDC has completed the setup for marketing and efforts are ongoing.
Engage a marketing firm to provide lead-generation services		LEDC still works with Opportunity Austin and the Greater San Marcos Partnership to generate leads and provide outreach and has done so for 19 and 12 years respectively. LEDC has not done anything to create a lead-generation program for its own use.



Not Started



Started/In progress



Partially Complete



Complete



On-going

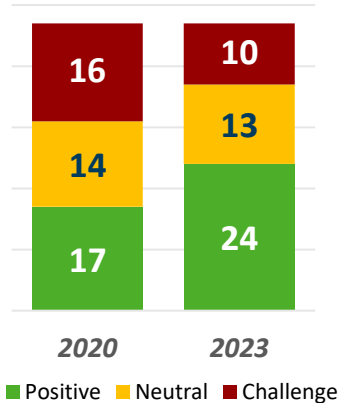
Chapter 3: Assets & Challenges

The **ASSETS & CHALLENGES ASSESSMENT** (A&C) is an important part of Garner Economics’ approach to the evaluation of a community. The A&C includes both an objective and subjective appraisal of the area obtained through a windshield tour and reviewing the area from a site-selection perspective. The City had previously gone through a detailed, predetermined list of 47 evaluation criteria and a community tour during the 2020 study, and again during a prospect site visit by Garner Economics in 2021.

For this report, Garner Economics once again visited and assessed the city based on the qualities, elements, and infrastructure that a business will look for when considering the city as a place for its operations. A comparison of 2020 and 2023 showed that Lockhart improved in the number of positive ratings as well as fewer challenges since the 2020 report.

This assessment allows us to document challenges that exist in the city that constitute potential barriers to successful economic development to occur. By knowing what challenges or gaps exist, the City, the EDC and its partners can take the steps necessary to mitigate the situation, strengthen its overall “product,” and be a more attractive business location. In the tables below, a  indicates a change from the previous assessment.

Assets & Challenges
Rating Comparison
2020-2023



REPORT DASHBOARD



Indicates the city is better (more positive) compared to the benchmarked geographies or points to a positive trend or asset within the area.



Indicates the city is neutral or normal, neither positive nor negative. Indicator may represent an observation or be in the middle of the benchmarked geographies.



Indicates the city performs worse compared to the benchmarked geographies or points to a negative trend or challenge within the area.

Table 3.1 Lockhart Assets & Challenges Comparison

Category	Attribute	2020 Rank	2023 Rank
Access to Markets	Centrally located for major regional market	↑	↑
	Centrally located for national market	↑	↑
	Well-positioned to serve international markets	↑	↑
	Interstate highways accessibility	→	→
	Rail service	→	→
	Within 1 hour of commercial air passenger service	↑	↑
	General aviation airport capable of handling corporate aircraft	→	→
	Broadband availability and speeds	→	→
Labor	Availability of skilled production workers	→	→
	Availability of skilled administrative workers	↓	↓
	Availability of computer and mathematical specialists	↓	↓
	Availability of managerial personnel	↑	↑
	Cost of labor (Caldwell County)	↑	↑
	Availability of post-secondary vocational training	↓	↓
	Within 1/2 hour of major university/college	↑	↑

Category	Attribute	2020 Rank	2023 Rank
City Economic Development Program	Adequate level of professional staff	→	→
	Involvement of both public and private sectors	↓	↓
	Local economic development organization has a strategic plan ★	↓	↑
	Level of cooperation between various organizations involved in economic development activity ★	↓	→
	Level of funding for local economic development program	↑	↑
Access to Space	Availability of fully served and attractive flex sites ★	→	↑
	Availability of fully served and attractive office sites	↓	↓
	Availability of suitable flex space (buildings.) ★	↓	↑
	Availability of suitable office space (Class A and B space)	↓	↓
Access to Capital	Availability of tax-exempt financing for new industrial facilities	↑	↑
	Availability of low-interest loans for small business	↑	↑
	Availability of funding for business startups or early-stage funding	↑	↑
	Any other type of financing available through the City for business activity growth and retention?	↑	↑
Government Impact on Business	Availability/capacity of water and wastewater treatment	↑	↑
	Availability of adequate water and sewer lines to commercial sites	→	→
	Condition and maintenance of local streets	↓	↓
	Availability and type of local incentives	↑	↑
	Secondary school performance (SAT/ACT scores)	↓	↓
	Business permitting procedures and costs ★	↓	↑
	Median property taxes by county (Caldwell)	↑	↑
Quality of Place	Availability of executive-level housing	↓	↓
	Availability of moderate-cost housing ★	→	↑
	Availability of apartments ★	↓	↑
	Cost of living index	↑	↑
	Level of crime	↑	↑
	Level of cultural activity	→	→
	Availability of recreational opportunities	→	→
	General appearance of the community	→	→
	Availability of adequate medical facilities ★	↓	↑
	Availability of first-class hotels, motels, and resorts	↓	↓
	Variety of local restaurants	→	→
	Appearance of the Central Business District(s)	→	→

★ Changed ratings

Chapter 4: Demographics & Community Trends

The following analysis examines the economic position and competitiveness of Lockhart, Texas, located south of Austin. Lockhart is within Caldwell County and is a part of the Austin-Round Rock Metropolitan Statistical Area (Austin Metro). For context, this report uses the following geographies to benchmark statistics:

- ★ City of Lockhart

★ Caldwell County

★ Austin Metro
- ★ Texas

★ United States

This analysis relies heavily on raw, objective data collected by governmental or impartial third-party agencies. In all cases, the original and most currently available data for all geographies (as of March 2023) is used. Garner Economics conducted all unique calculations and computations from the original data. For several data points, city-level data were not available and either Caldwell County or Austin Metro were used for those indicators.

Measurements included

- Population Trends
- Age
- Diversity
- Migration/Geographic Mobility
- Educational Attainment
- Secondary School Graduation Rate
- Test Scores
- Household Income
- Poverty
- Crime Rate
- Cost of Living
- Broadband Access & Speed
- Walk & Bike Scores

↗️→↘️ Similar to the Assets & Challenges Assessment, metrics analyzed in chapters 4 and 5 were graded showing positive, neutral, or negative indicators. These graphic markers relay the analysis of the measure compared to the benchmarks, change over time, or both. Neutral grades generally resulted when there were both negative and positive aspects of these factors.



Population Trends

Table 4.1 Population, 2011-2021

Geography	2021	2011-2021 Change	2011-2021 % Change
Lockhart	14,844	2,036	15.9%
Caldwell County	46,791	8,321	21.6%
Austin Metro	2,352,426	571,891	32.1%
Texas	29,527,941	3,882,312	15.1%
United States	331,893,745	20,336,871	6.5%

Figure 4.1 Population Growth, 2011-2021

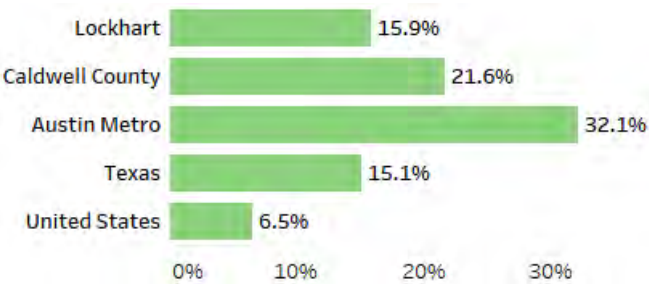
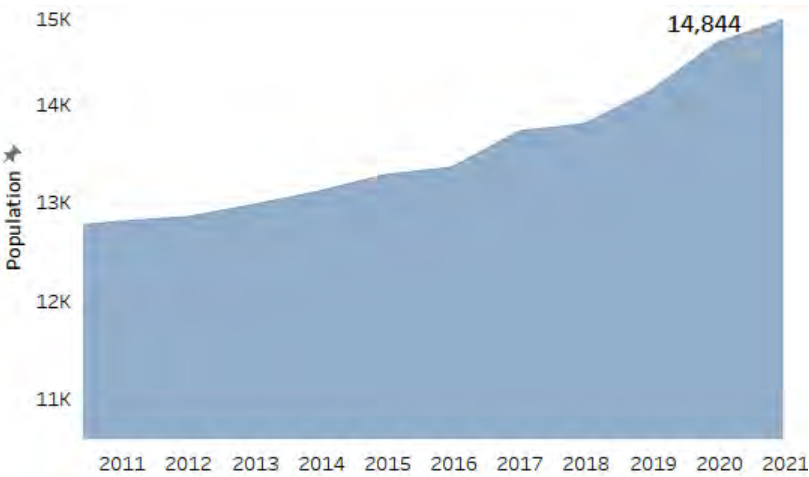


Figure 4.2 Lockhart Population Growth, 2011-2021

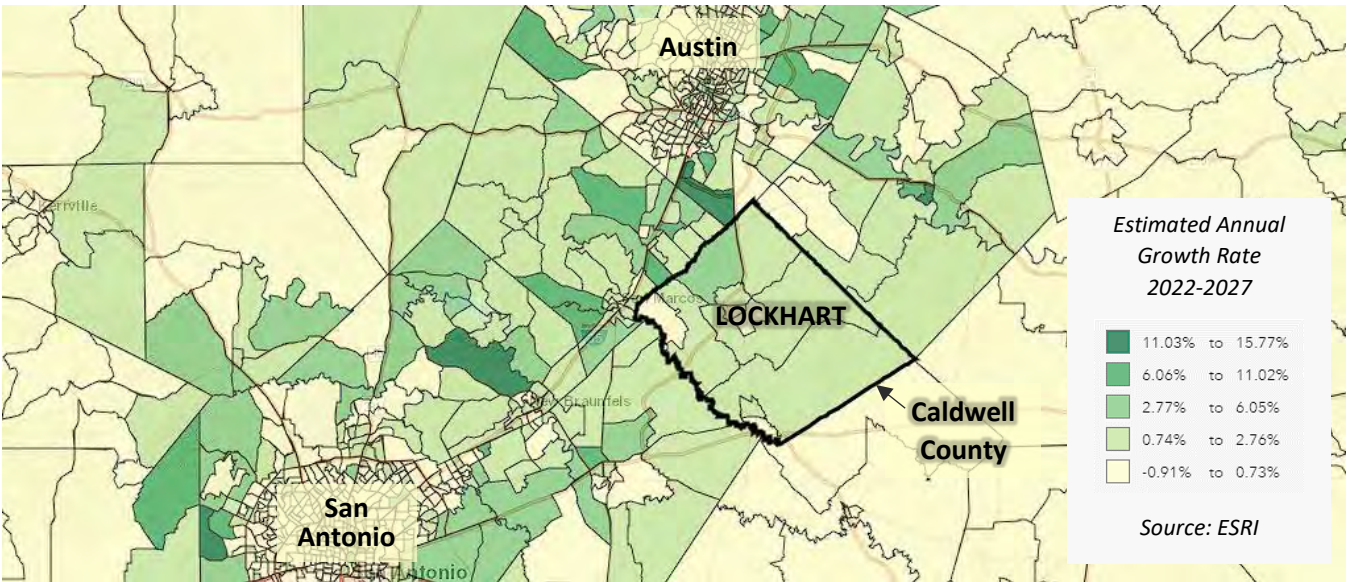


Source: US Census Bureau Population Estimates, Garner Economics

Population growth is a key element in the analysis of a community and can be a significant factor in local economic health. In today’s labor force climate, this is a major consideration in site-selection decisions.

The City of Lockhart is growing at a steady rate increasing nearly 16% over ten years. This is double the nation’s growth and on par with the state but behind Caldwell County as a whole, and the Austin Metro. The growth of the Austin and San Antonio metro areas has accelerated in past years and encompasses most of Caldwell County surrounding Lockhart.

Figure 4.3 Estimated Annual Growth Rate for Austin and San Antonio Regions, 2022-2027



Age Distribution

Figure 4.4 Age Distribution & Median Age, 2021



Source: US Census Bureau, Garner Economics

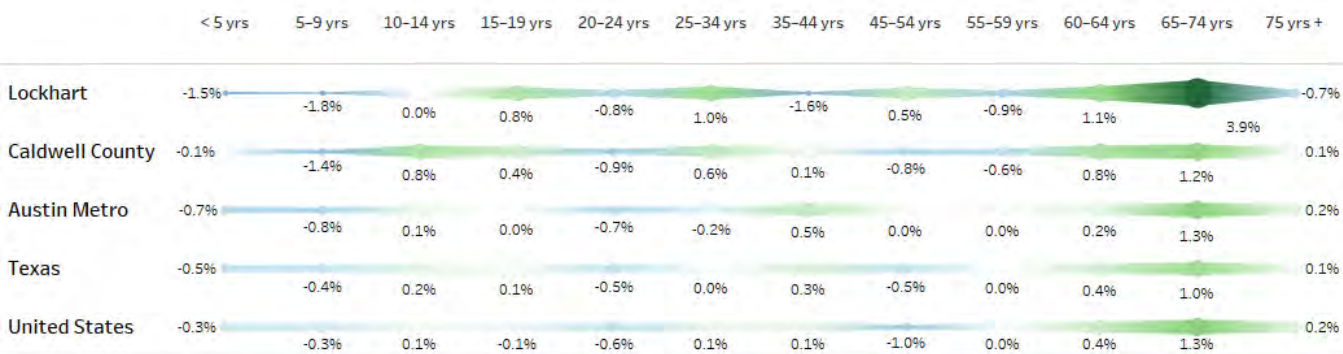
Evaluating the age composition of an area’s population is a significant factor in site selection as it is a key component for the current and future labor force. With the current focus on retaining and attracting talent, an existing pool of younger people for both current and future workforce participation is essential in making a community attractive for companies and people alike. Nationally, and indeed globally, the median age is getting older and Lockhart shows the highest median age among all benchmarks at 38.8 years, just behind the national median of 38.4 years.

Lockhart's largest age group is those aged 25–34 years (16%), trailing the Austin Metro by one percentage point. Caldwell County overall has a lesser concentration of younger people with the population more evenly between 25 and 54 years, similar to Texas and the United States. All geographies have a spike of 65-74 year-olds compared to those aged 55-59 years and those 75 years and older. Lockhart had the highest growth rate of 65-74-year-olds between 2016 and 2021 at 3.9%. Positive growth also occurred with the 25-34 years group as well as those 15-19 years old and 45-54 years old.

➔

Change in Age Distribution

Figure 4.5 Change in Age Groups as a Percentage of Total Population, 2016–2021



Source: US Census Bureau, Garner Economics

⬆

Diversity

By itself, racial diversity is not a determining factor in local economic competitiveness, although some firms may prefer higher rates of diversity to attract and retain workers. This is particularly true for multinational firms looking to attract workers from outside the United States. There is also a growing recognition that being welcoming leads to prosperity. Talent attraction and retention are key factors in economic development today and companies, as well as communities, are embracing equity, diversity, and inclusion.

The Diversity Index captures the racial and ethnic diversity of a geographic area in a single number, from 0 to 100. The diversity index measures the likelihood that two people chosen at random in a given area will be from different races and ethnic groups. Values close to 100% indicate that people in the population have different racial and ethnic groups.

The City of Lockhart is a diverse community with a diversity index in 2022 of 82.1 out of 100 and is growing more diverse, increasing by 10.5 points since 2010. Caldwell County as a whole and Texas are slightly higher in 2022, however, all geographies increased their index numbers more than Lockhart between 2010 and 2022. Texas is the leader in diversity among benchmarks, but Caldwell County had the highest climb between 2010 and 2022 in this measure.

Table 4.2 Diversity Index
Highest Diversity Shaded

	Lockhart	Caldwell County	Austin Metro	Texas	United States
2010 Diversity Index	71.6	70.0	68.6	72.3	60.2
2020 Diversity Index	81.9	82.1	78.6	83.3	71.0
2022 Diversity Index	82.1	82.4	79.1	83.7	71.6
2010-2022 Change	10.5	12.4	10.5	11.4	11.4

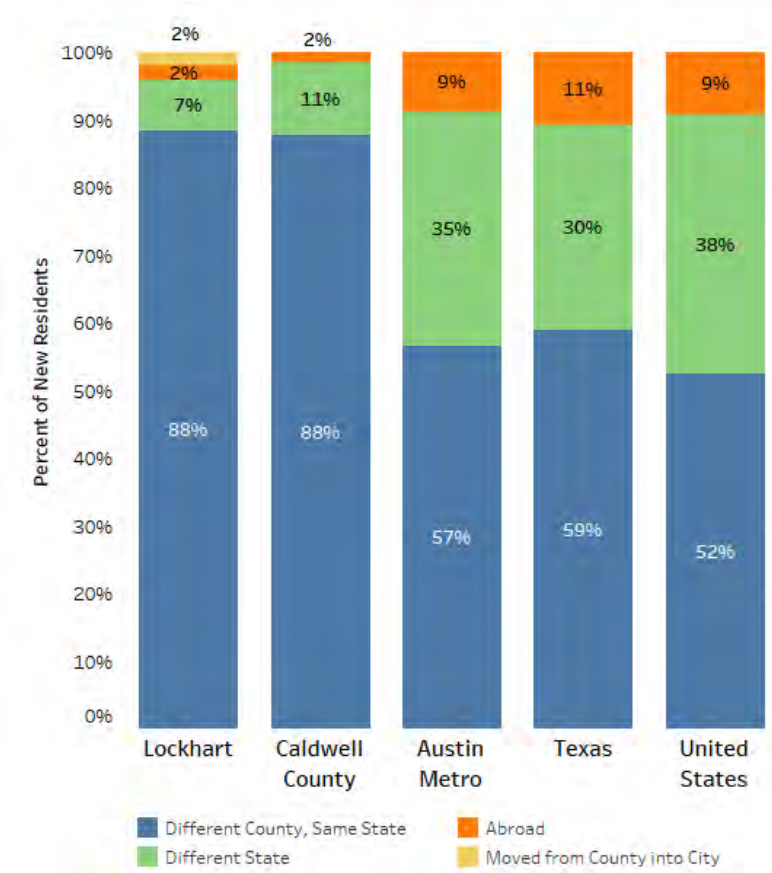
Source: ESRI, Garner Economics

➔ Migration/Geographic Mobility

Table 4.3 Source of Residents Who Moved into Current City/County within Past Year, 2021

Category	Lockhart	Caldwell County	Austin Metro	Texas	United States
Total Residents Who Moved in Past Year	1,619	5,427	400,549	4,237,650	43,820,703
Movers as % of Total Population	11%	12%	18%	15%	13%
Estimated New Residents	1,117	4,197	192,526	1,815,461	19,584,161
New Residents as % of Total Population	8%	9%	9%	6%	6%

Figure 4.6 Current Residents Who Moved from Outside Lockhart, 2021



1,095

Moved into the City of Lockhart in Past Year

8%

New Residents as % of Total Population

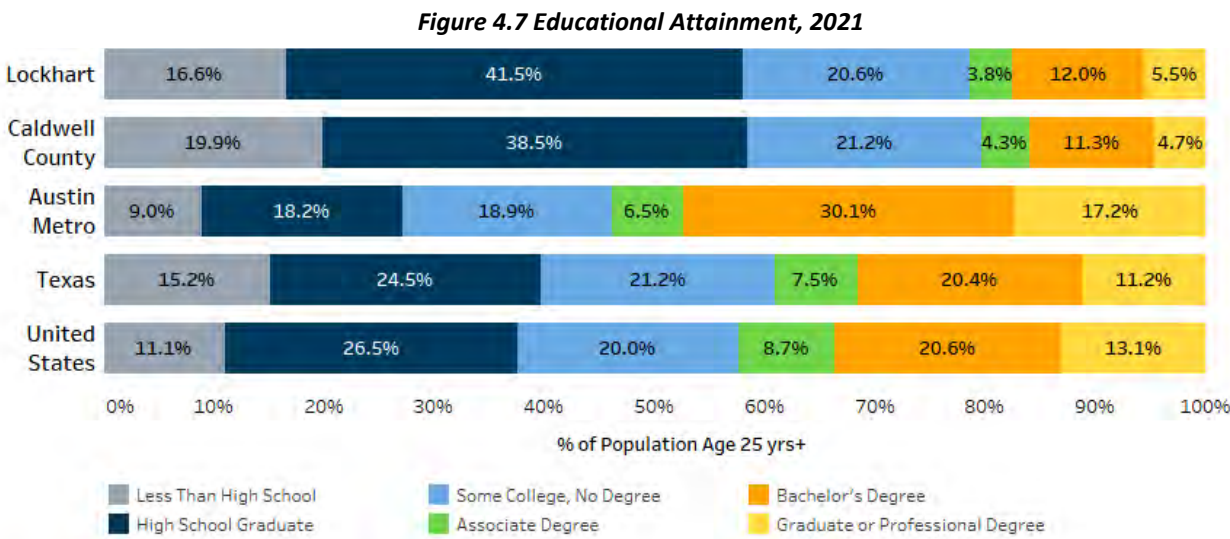
Source: US Census Bureau, Garner Economics

Since talent is at the center of most site selection and business operations, attracting new residents from a diversity of outside locations can reflect a city’s broader appeal and add to the existing talent pipeline. This measure reflects the population that has moved within the past year, which is an indicator of new residents **but shows incoming residents, not net migration.**

Lockhart has a close relationship with the Austin-Round Rock Metro and other Texas counties when it comes to migration. Lockhart gained an estimated 1,117 people who moved into the city in the last year from outside city limits. A small percentage (2%) moved from elsewhere in Caldwell County based on Census estimates. Approximately 500 people moved but stayed with the City of Lockhart. Previous limitations of housing options may have hindered additional residents from finding homes inside city limits. New housing options in Lockhart are now significant.

Most of Lockhart and Caldwell County’s migrating residents are from Texas (88%) with only 7% moving from a *Different State*. Lockhart gains only 2% of its incoming migration from *Abroad* which could include U.S. citizens returning from service or extended work assignments. New residents make up about 8% of the total population.

➔ Educational Attainment

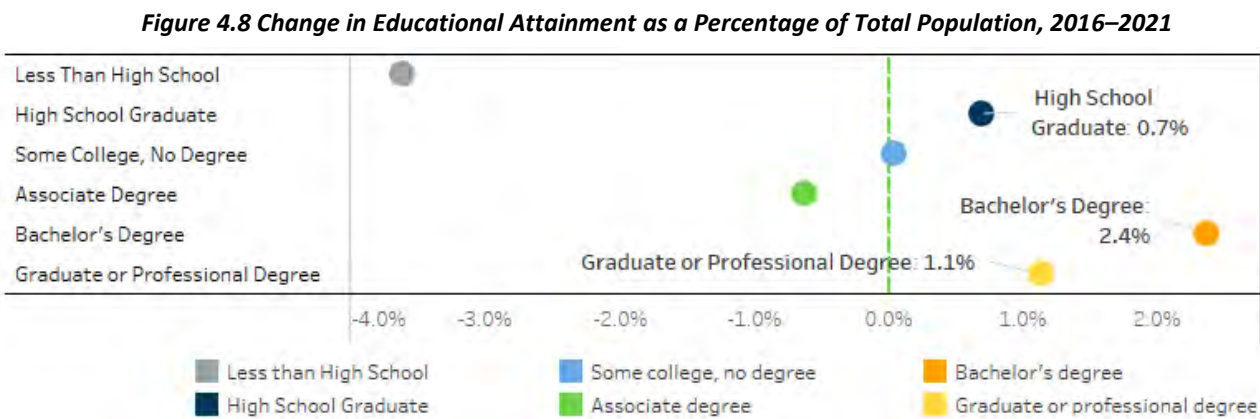


Source: US Census Bureau, Garner Economics

The level of education of the community’s population is a good indicator of labor force quality and is a decisive factor in economic competitiveness. Firms understand the need to operate in areas with a sufficient supply of workers that meet or exceed their demands. They also know that the lack of an educated workforce can significantly affect business performance.

Lockhart’s population 25 years or older is 83% High School educated, the lowest of benchmarks except for Caldwell County. Approximately 42% of Lockhart’s population has at least some post-secondary education. However, Lockhart and Caldwell County are below all other benchmarks for those holding a Bachelor’s or higher degree. All areas show a similar level of Associate degree holders at approximately 19-21%.

➔ Change in Educational Attainment



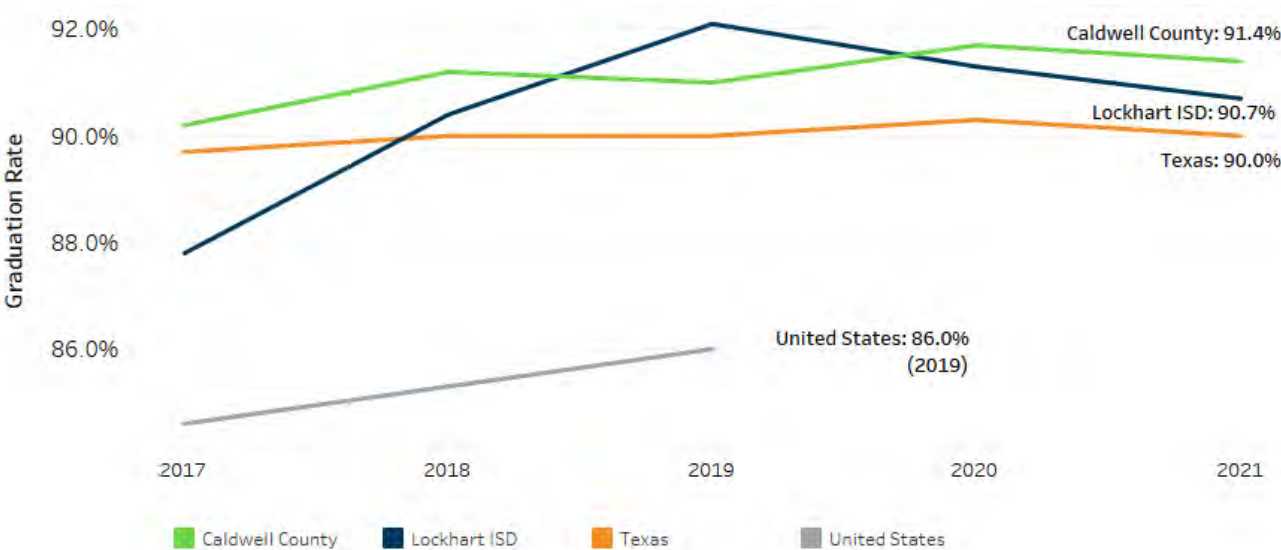
Source: US Census Bureau, Garner Economics

Percentage points gained or lost for educational categories indicates some positive changes including the rise in the percentage of those with Graduate or Professional degrees (1.1%) and Bachelor’s degrees (2.4%). Of concern was Lockhart’s decline in those obtaining an Associate Degree since that is a key element in many technical fields.

Secondary School Performance: Graduation Rates

An indicator of success of the local public school system is the share of high school students that graduate within four years of beginning ninth grade. This four-year graduation rate is an important measure of local public schools as well as the education level of future workers. Lockhart Independent School District (ISD) has a graduation rate above that of Texas in 2021, but just below Caldwell County as a whole. Lockhart ISD’s graduation rate has risen since 2017, however, the effects of COVID-19 may have affected this continued increase. The graduation rate for 2021 is still far above 2017 levels, an increase of nearly 3%. Lockhart ISD has consistently performed better than the national average graduation rate which is not yet available for recent years.

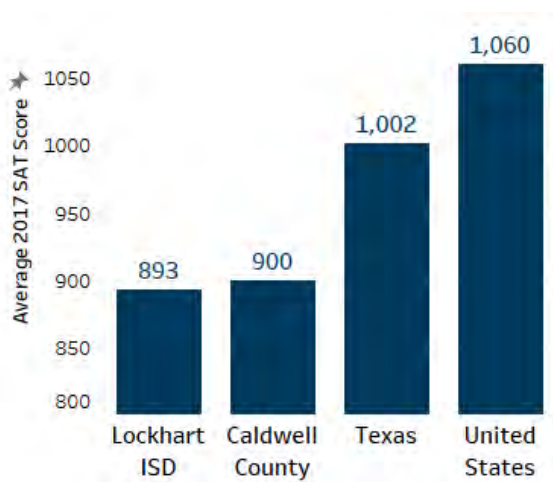
Figure 4.9 Graduation Rate (4-Year Cohort), 2017–2021



Source: Texas Education Agency, National Center for Education Statistics, Garner Economics

Secondary School Performance: Test Scores

Figure 4.10 Average SAT Scores, 2021



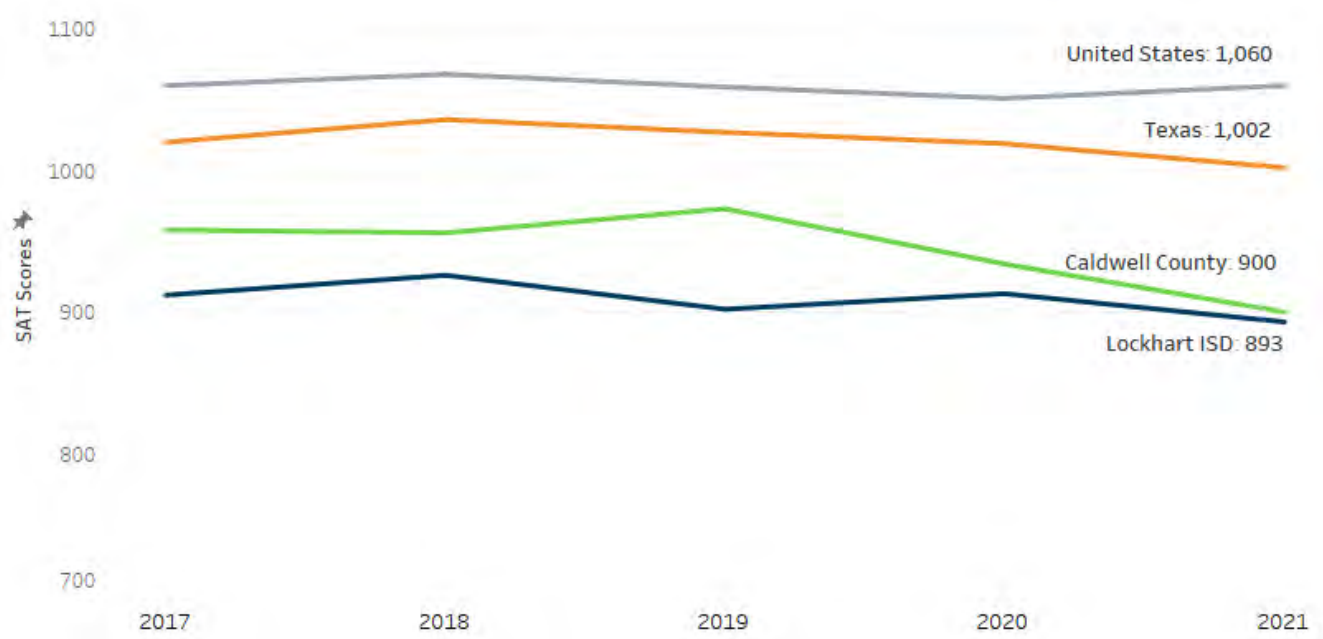
Source: Texas Education Agency, College Board, Garner Economics

Standardized testing is another comparative tool to reflect the performance of secondary schools. The ACT and SAT exams are standardized tests for college admissions in the United States and are widely accepted as a measure of education quality.

There are three school districts in Caldwell County: Lockhart ISD, Luling ISD, and the Prairie Lea ISD. The districts have higher student participation rates with the SAT than with the ACT. For instance, the percentage of students from Lockhart ISD taking the ACT in 2021 was 1.6%. The SAT will be the sole test for measuring student achievement and college readiness in this report. Lockhart Independent School District (ISD) had the lowest scores compared to Caldwell County, state, and national performance.

Secondary School Performance: Test Scores (continued)

Figure 4.11 Composite ACT Scores, 2017-2021



Source: Texas Education Agency, College Board, Garner Economics

Per Capita Income

In Lockhart, the Per Capita Income, or the average income for every person in the city, is \$26,361 for 2021. This is just below Caldwell County, but significantly less than all other benchmarks. Adjusted for inflation, the per capita income in 2016 was \$23,249 for the city. Lockhart did have the second-highest percent change between 2016 and 2021 increasing by 13.4%, behind the Austin Metro’s 15.9% growth for the same period.

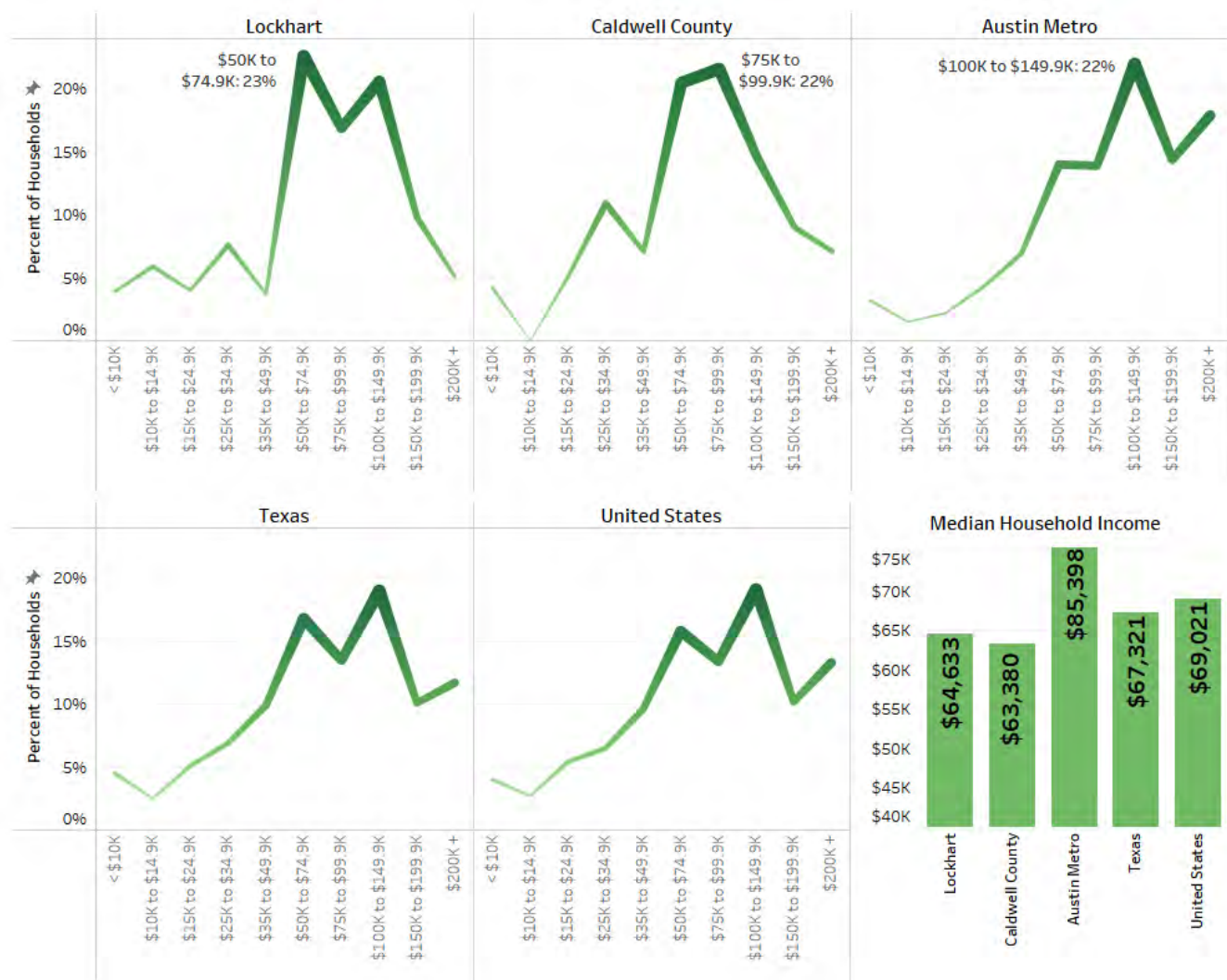
Figure 4.12 Per Capital Income (2021 dollars)

	2016	2021	Change 2016-2021
Lockhart	\$23,249	\$26,361	13.4%
Caldwell County	\$24,376	\$27,202	11.6%
Austin Metro	\$38,680	\$44,830	15.9%
Texas	\$31,572	\$34,255	8.5%
United States	\$33,842	\$37,638	11.2%

Source: US Census Bureau, 2016 adjusted for inflation, Garner Economics

Household Income

Figure 4.13 Household Income Distribution & Median Household Income, 2021



Source: US Census Bureau, Garner Economics

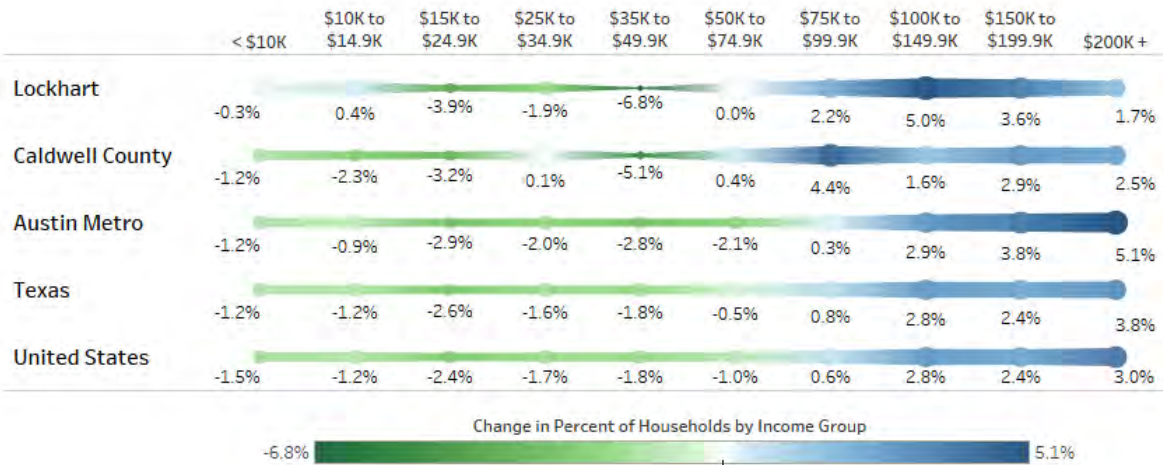
Household income reflects income for residents and is an indicator of wealth in the community. Lockhart has a concentration in middle-income levels with the highest percentage of households earning between \$50,000 to \$74,999 per year (23%) and the second-highest level earning \$100,000 to \$149,999 per year (21%). Caldwell County household incomes are also concentrated in the middle-income levels with the top percentage of households earning between \$75,000 to \$99,999 annually. The Austin Metro shows a much wealthier profile overall with 22% of households earning \$100,000 to \$149,999 per year and 18% crossing the \$200,000 or more mark. Household income at the state and national levels illustrates more households earning \$100,000 to \$149,999 annually, more than all other income levels.

Lockhart has a median household income of \$64,633 annually, higher than Caldwell County as a whole, but behind all other benchmarks. The Austin Metro’s median household income of \$85,398 per year far exceeds all median incomes in comparison.

↑

Change in Household Income

Figure 4.14 Change in Household Income Distribution, 2016–2021



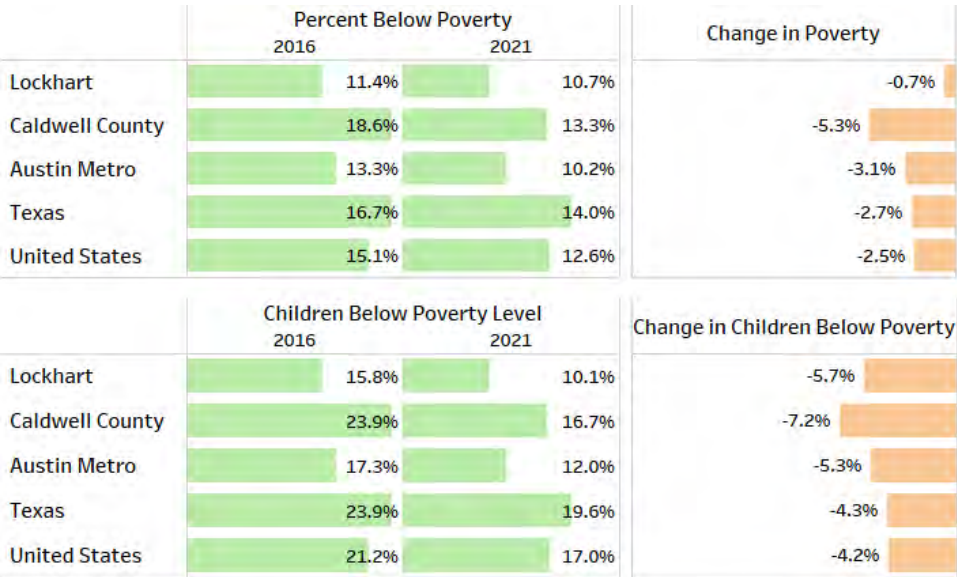
Source: US Census Bureau, Garner Economics

Overall, households were earning more in 2021 with all geographies showing an increase in the percentage of households earning \$75,000 or more. Lockhart had significant growth in households earning \$100,000 to \$149,999 per year (5%) as well as a 3.6% growth of incomes at \$150,000 to \$199,999 per year. The change between 2016 and 2021 shows the Austin Metro’s households earning \$200,000 or more grew significantly increasing by 5.1%.

↑

Poverty

Figure 4.15 Poverty



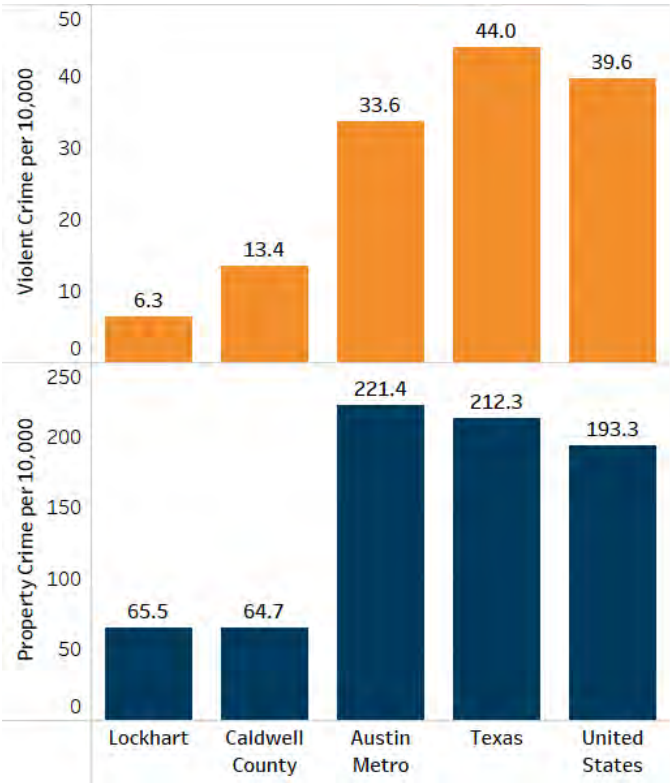
Source: US Census Bureau, Garner Economics

The measurement of poverty in a community helps to evaluate the well-being of the citizens and the state of the economy. In 2021, Lockhart’s poverty rate (10.7%) was slightly higher than the Austin Metro but lower than all other benchmarks. The poverty rate for children under 18 is lower than the general poverty rate and below all other areas.

The City of Lockhart decreased the level of poverty by 5.7% for children under 18 comparing 2016 to 2021.

↑ Crime Rates

Figure 4.16 Crime Rates per 10,000 Residents, 2021



Crime rates are a widely accepted, objective gauge of community livability. Crime rates may reflect underlying economic conditions and could signal deeper systemic problems more so than standard economic measures show. The City of Lockhart has low crime rates for both violent and property crimes in 2021.

The *Violent Crime Rate* shows only 6.3 crimes reported per 10,000 persons, a rate significantly below metro, state, and national benchmarks, and the rate for Caldwell County as a whole.

The *Property Crime Rate* is 65.5 crimes reported per 10,000 persons, a level also below metro, state and national measures. Caldwell County does have a slightly lower rate than the City of Lockhart for property crime.

For a unilateral view of crime rates, research is based on crimes reported via the FBI’s National Incident-Based Reporting System (NIBRS) which has participation from Texas law enforcement agencies and data is comparable to reports from the Texas Department of Public Safety.

Sources: FBI National Incident-Based Reporting System, Texas Department of Public Safety; Garner Economics

↑ Cost-of-Living

Figure 4.17 Cost-of-Living-Index, 2019

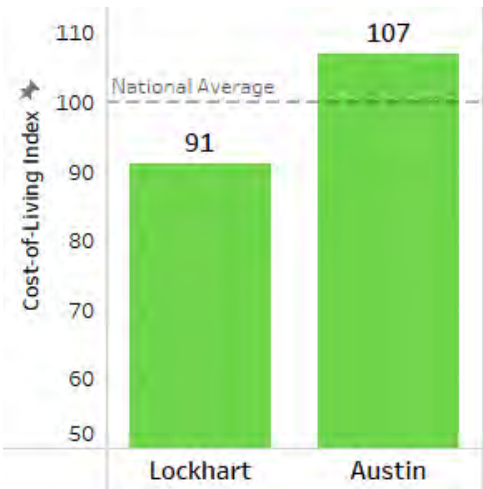


Table 4.4 Cost-of-Living-Index Categories, 2019

Index	Lockhart	Austin
Cost-of-Living Index	91	107
Goods & Services Index	101	101
Groceries Index	90	92
Health Care Index	101	105
Housing Index	72	133
Transportation Index	105	86
Utilities Index	98	95

The cost of living in Lockhart is relatively low with an index rate of 91 compared to Austin at 107 and the national base of 100. Goods & Services, Health Care, and Transportation are slightly above the national average.

Source: AreaVibes.com derived from C2ER Index for 2022, National Average=100, Garner Economics

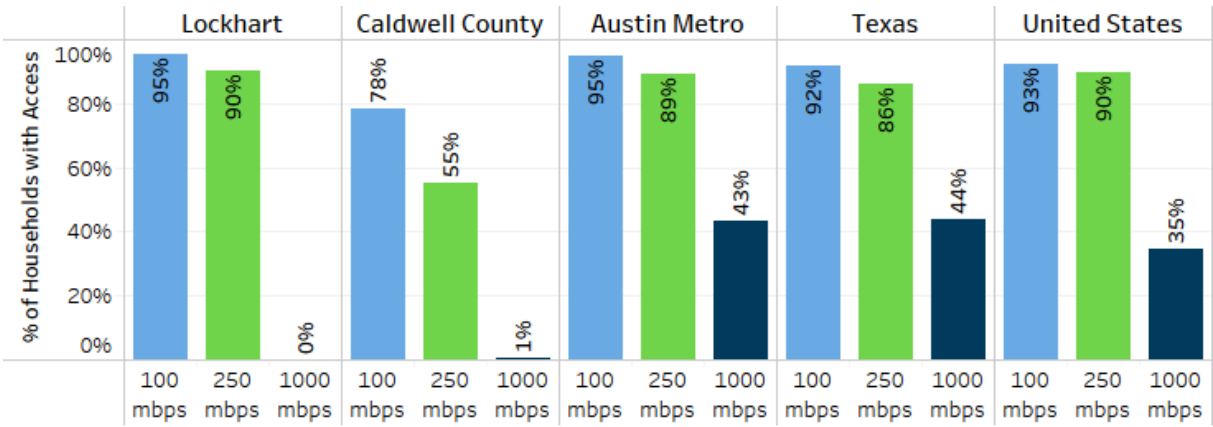
➔ Broadband Access & Speed

Broadband access and speed have a big impact on the local economy in terms of supporting business, entrepreneurship, and educational opportunities. As we witnessed in the COVID-19 pandemic, broadband access is crucial for a community to succeed in business and to offer equitable opportunities for success.

Access is the first internet indicator presented in this study and is measured by the percent of an area’s households that have access to broadband internet service via several technologies such as cable, fiber, DSL, or fixed wireless. The City of Lockhart has ample access to internet service with speeds of 250 megabits per second (Mbps) at 90% to 95% of households able to get service. Most of the city is covered by at least 4 internet service providers according to the [Texas Broadband Map](#), however, past city limits, there are areas without service.

At higher speeds of 1000 mbps or 1 gig, Lockhart does not have service as of June 2022. Advertised speeds for the area include one provider stating 1000 mbps service currently, so there may be a lag in data as broadband is being improved. One gig service is not as common across the United States, only 35% of households have access, however, this level will be expected by many operations in the future.

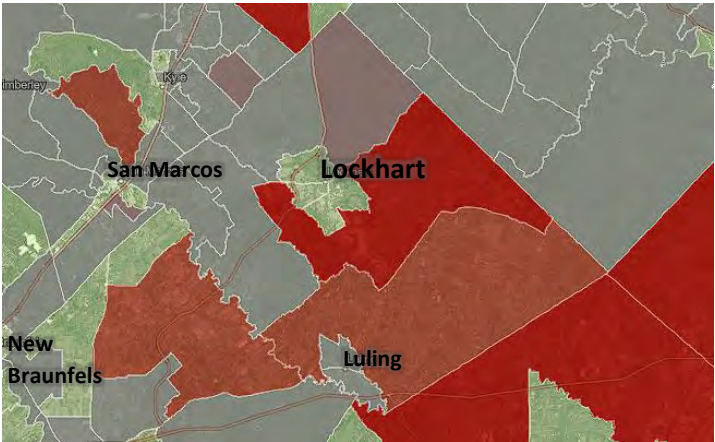
Figure 4.18 Access to Broadband Internet by Speed level, 2022



Source: FCC Broadband Map as of June 2022, Garner Economics (includes ADSL, Cable, Fiber, Fixed Wireless, Satellite, Other)

While broadband access is important, speed is also a vital measure to show the connectivity performance of an area. The FCC considers 25 mbps “broadband” however most households today need at least 100-200 mbps for common activities such as streaming and video chatting and higher speeds for 4K content, gaming and downloading large files. The use of internet-based tools has grown immensely since the COVID-19 pandemic with many people relying on reliable, fast internet to run their businesses, conference with clients, participate in webinars, and a variety of other essential tasks. Figure 4.19 shows the need for broadband in Caldwell County outside Lockhart.

Figure 4.19 Indicators of Broadband Need, 2022



Source: BroadbandUSA, National Telecommunications and Information Administration, accessed March 2023, Garner Economics

Speed tests performed in Lockhart registered speeds up to 347 Mbps however, these tests were concentrated in small areas likely performed by the same address. Data from 2021 show the median download speed was 24 Mbps for Lockhart, 141 Mbps for Austin and 105 Mbps for the state of Texas. With the rapid building out of internet service, these speed levels seem outdated compared to the current speed tests that are showing up, but not with enough consistency to apply to this measure.

➔ Walk & Bike Score

Cost of living, crime, and other measures figure into the evaluation of a community in addition to economic and demographic data. Another way to look at the vibe and attractiveness of an area includes some nontraditional data to measure the livability of the community.

Walk Score is a branded measure of the walkability to nearby amenities by analyzing walking routes. Amenities within a 5-minute walk (.25 miles) are given maximum points, with no points given after a 30-minute walk. Walk Score also measures pedestrian friendliness by analyzing population density and road metrics.

Downtown Lockhart has a Walk Score of 74, which is below the score of Austin’s downtown (92), but still declared “Very Walkable” by the Walk Score publisher. An average score for Lockhart overall was not available. For reference, San Francisco—the top-ranked city in this measure—has a Walk Score of 100 in the Chinatown neighborhood. Scoring is on 100 point scale with the higher numbers reflecting a more walkable area.

The **Bike Score**, another Walk Score ranking, conveys whether a location is good for biking. For a given location, a Bike Score is calculated by measuring bike infrastructure (lanes, trails, etc.), hills, destinations, and road connectivity as well as the number of bike commuters. Component scores are based on data from the United States Geological Survey, Open Street Map, and the U.S. Census.

Lockhart has a Bike Score of 48 for its downtown, lower than Austin’s overall score of 54. The nation’s top score is in Minneapolis at 83. Scoring is on 100 point scale with the higher numbers reflecting a more bike-friendly area.

Figure 4.20 Walk and Bike Scores, 2023

	Lockhart	Austin
 Walk Score (Downtown)		
 Bike Score (Downtown)		

Source: Walk Score, www.walkscore.com accessed March 2023

Chapter 5: Labor Force & Employment

This chapter focuses on the labor market of Lockhart, Texas, beginning with the residents within the City and Caldwell County, then exploring commuting patterns with the surrounding area and the full labor force draw within a 45-minute drive-time from the center of Lockhart.

The data then transitions to employer-based information, including employment, industry composition, and wage comparisons, for those working in the Lockhart area. City and county-level data are used for evaluating employer dynamics as some datasets had limitations in available data for the city.

Measurements included

- Labor Force & Unemployment
- Labor Force Participation
- Job Growth
- Industry Sector Composition
- Estimated Annual Wage
- Self-Employment
- Startups
- Labor Draw Analysis
- Commuting Patterns
- College Enrollment & Degrees

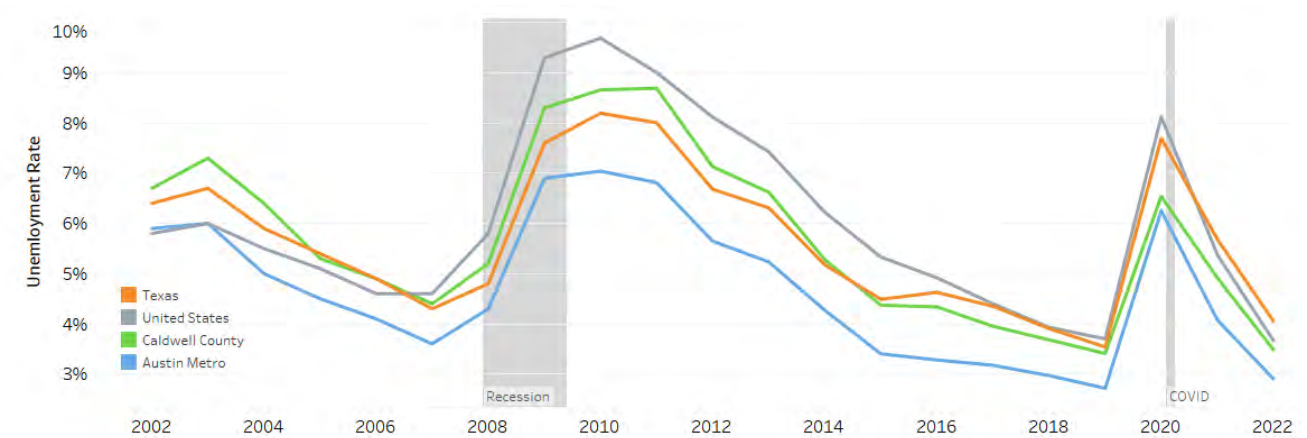
Labor Force & Unemployment

Caldwell County has an average labor force of approximately 18,371 residents with 17,645 employed in 2022. This has increased by 12.5% and 13.1% respectively over the past five years, a rate higher than the state and the nation. Unemployment rates have returned to low levels after a brief recession brought on by the COVID-19 pandemic.

Table 5.1 Labor Force & Employment Status, 2022

	Caldwell County	Austin Metro	Texas	United States
Civilian Labor Force	18,371	1,150,181	13,473,991	161,841,128
Employed	17,645	1,113,688	12,888,025	154,721,775
Unemployment Rate	4.0%	3.2%	4.4%	4.4%
5-Year Change (2017-2022 Annual Average)				
Civilian Labor Force	12.6%	17.8%	8.1%	2.2%
Employed	13.1%	18.2%	8.4%	3.0%
Unemployment Rate	-0.5%	-0.3%	-0.3%	-0.7%

Figure 5.1 Unemployment Rate Trends, 2002–2022

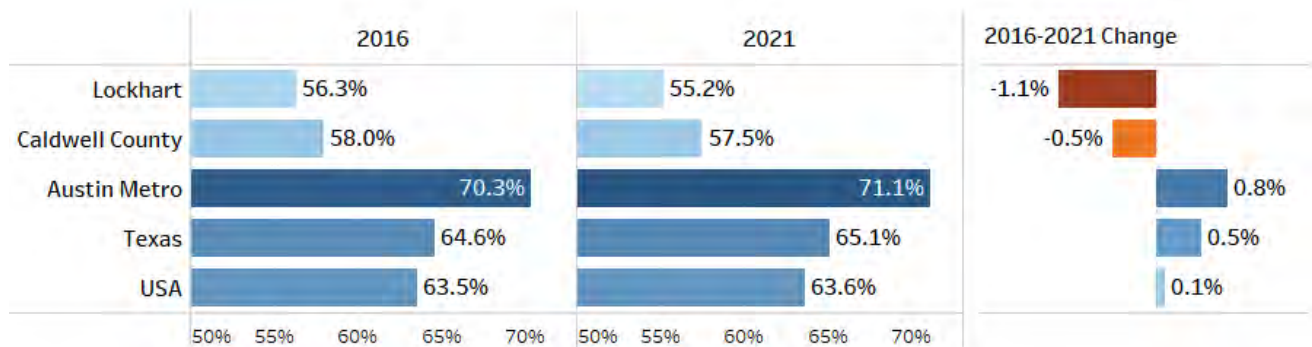


Source: Bureau of Labor Statistics, Garner Economics. Lockhart data is not available.

↓ Labor Force Participation

Labor Force Participation rates have been dropping across the country due to an aging population and other employment factors. Lockhart's participation rate was 55.2% in 2021, below all benchmarks. This is particularly a sharp contrast to the participation rate of 71.1% for the Austin Metro region overall. Both Lockhart and Caldwell County showed a decline in their rates since 2016 while the metro, state, and nation increased.

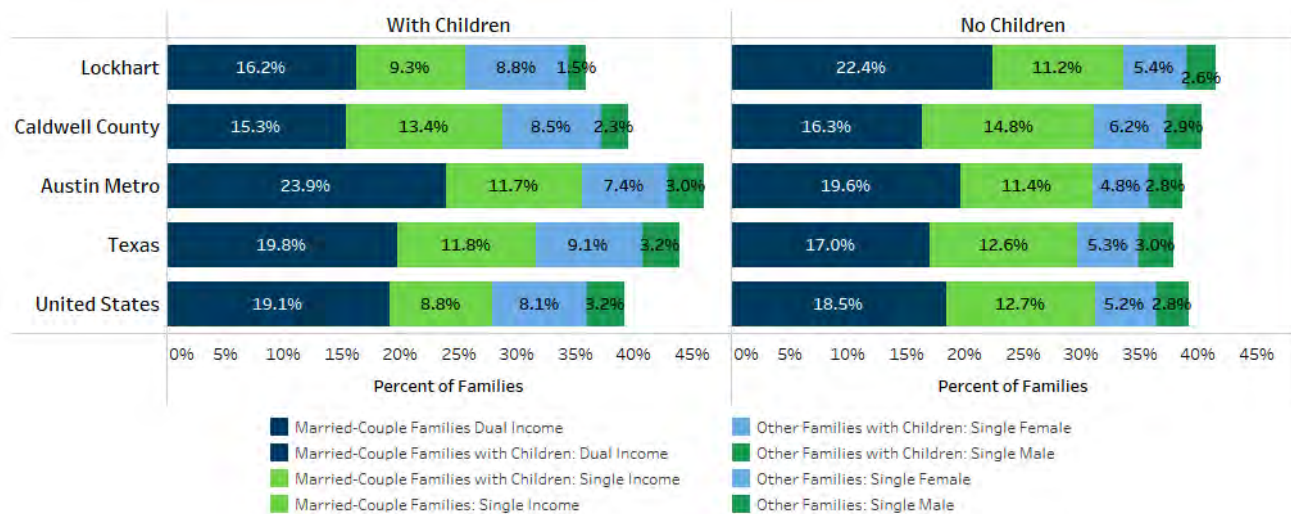
Figure 5.2 Labor Force Participation, 2016–2021



Source: US Census Bureau, Garner Economics

↓ Labor Force Participation – Families

Figure 5.3 Labor Force Participation of Families, 2021



Source: US Census Bureau, Garner Economics

The overall low labor force participation rate is also apparent in the percentage of families in the labor force. Of all families in the City of Lockhart, 77.3% of them participate in the labor force, a rate below all other benchmarks. The largest category of family working is the *Dual Income Families with No Children Under 18 at home* (22.4%). Overall, *Families With Children* in Lockhart (35.8%) participate at a lesser rate than *Families with No Children* (41.6%) in 2021. This is the lowest percentage for *Families With Children* for all benchmarks which may reveal barriers for parents such as childcare or variable school schedules during the pandemic.

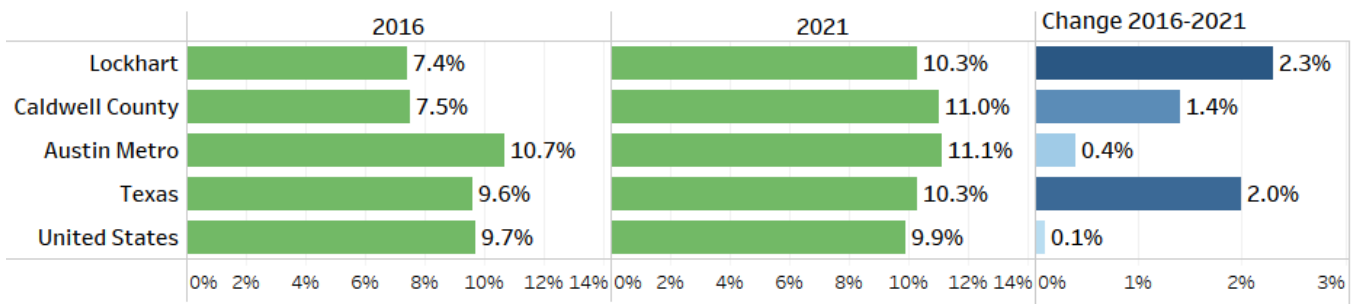
Table 5.2 Labor Force Participation of Families, 2021

	Lockhart	Caldwell County	Austin Metro	Texas	United States
Families With Children	35.8%	39.5%	46.0%	43.9%	39.2%
Married-couple Families with Children: Dual Income	16.2%	15.3%	23.9%	19.8%	19.1%
Married-couple Families with Children: Single Income	9.3%	13.4%	11.7%	11.8%	8.8%
Other Families with Children: Single Female	8.8%	8.5%	7.4%	9.1%	8.1%
Other Families With Children: Single Male	1.5%	2.3%	3.0%	3.2%	3.2%
Families with No Children	41.6%	40.2%	38.6%	37.9%	39.2%
Married-couple Families Dual Income	22.4%	16.3%	19.6%	17.0%	18.5%
Married-couple Families: Single Income	11.2%	14.8%	11.4%	12.6%	12.7%
Other Families: Single Female	5.4%	6.2%	4.8%	5.3%	5.2%
Other Families: Single Male	2.6%	2.9%	2.8%	3.0%	2.8%
Total Families Participating in Labor Force	77.3%	79.7%	84.6%	81.8%	78.4%

Source: US Census Bureau, Garner Economics

Self-Employment

Figure 5.4 Self Employment

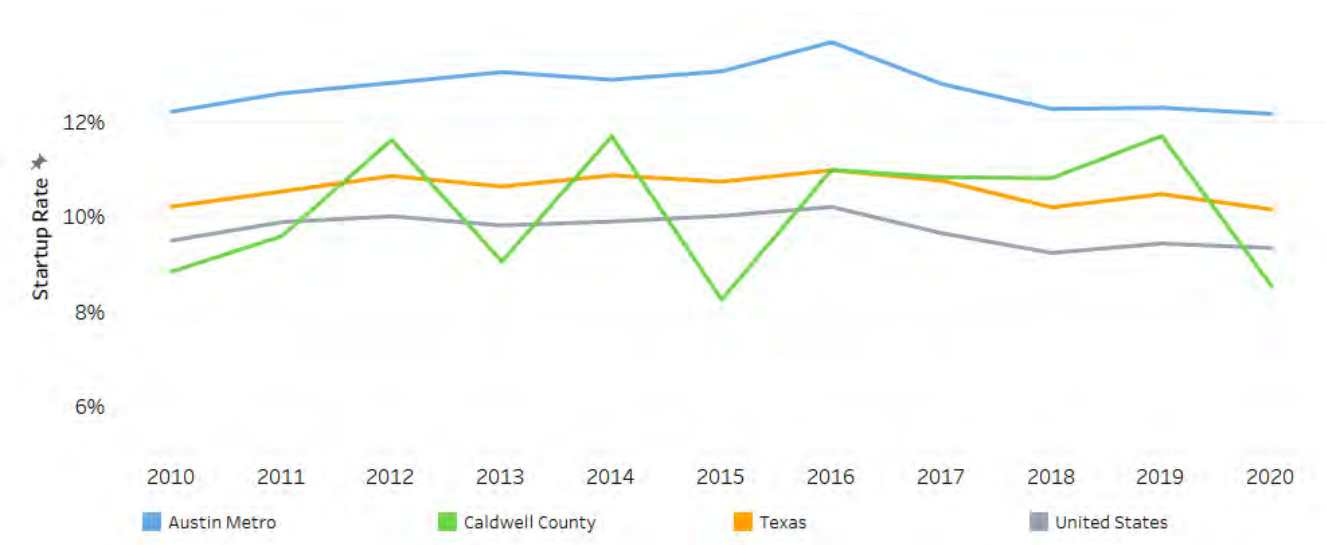


Source: US Census Bureau, Garner Economics

Measuring the proportion of people who are *Self-Employed* is a rough means to gauge entrepreneurial activity, which, in turn, can provide a view of local risk-taking and economic dynamism. Lockhart has a self-employment rate of 10.3% for 2021. This is higher than the nation, equal to Texas but slightly below Caldwell County and the Austin Metro. Given that the Austin Metro is known as an entrepreneurial hub, Lockhart's self-employment rate along with the highest rate of growth (2.3%) over the past five years, is a positive sign for the city.

➔ Startups

Figure 5.5 Startup Ratio



Source: US Census Bureau, Business Dynamics Statistics, Garner Economics

The number of new firms that start in Caldwell County, the smallest area available, had a startup rate below all other geographies analyzed. The Austin Metro, known for its entrepreneurial culture, had the highest startup rate well above all other benchmarks.

Caldwell County’s startup rate did increase from 2015 to 2020 by 0.3% when all other geographies – including the Austin Metro, decreased. Additionally, the rate of establishments exiting during the same period decreased by 0.8%, again trending the opposite of other benchmarks.

Table 5.3 Startup & Exits

	Caldwell County		Austin Metro		Texas		United States	
	2015	2020	2015	2020	2015	2020	2015	2020
Establishments born during the last 12 months	45	51	5,665	6,172	55,596	56,572	688,532	669,205
Rate of establishments born during the last 12 months	8.2%	8.5%	13.1%	12.2%	10.7%	10.2%	10.0%	9.3%
Establishments exited during the last 12 months	48	48	4,133	4,933	46,398	53,502	608,652	675,145
Rate of establishments exited during the last 12 months	8.8%	8.0%	9.5%	9.7%	9.0%	9.6%	8.9%	9.4%

Source: US Census Bureau, Business Dynamics Statistics, Garner Economics

1,532,918
Population

845,000
Labor Force

3.6%
Unemployment

2022

Map showing the location of **LOCKHART** in Central Texas, near San Antonio and Austin. The map includes major highways and surrounding cities.

The effective labor draw considers the documented labor pool for a location based on the existing residential workforce and local road network. The analysis considers the pool of active workers residing within representative drive time from a site. Using a 45-minute drive time analysis from the center of Lockhart, the estimated 2022 population is 1,532,918.

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Commuting Patterns

Figure 5.7 Commuting Patterns City of Lockhart & Caldwell County, 2019

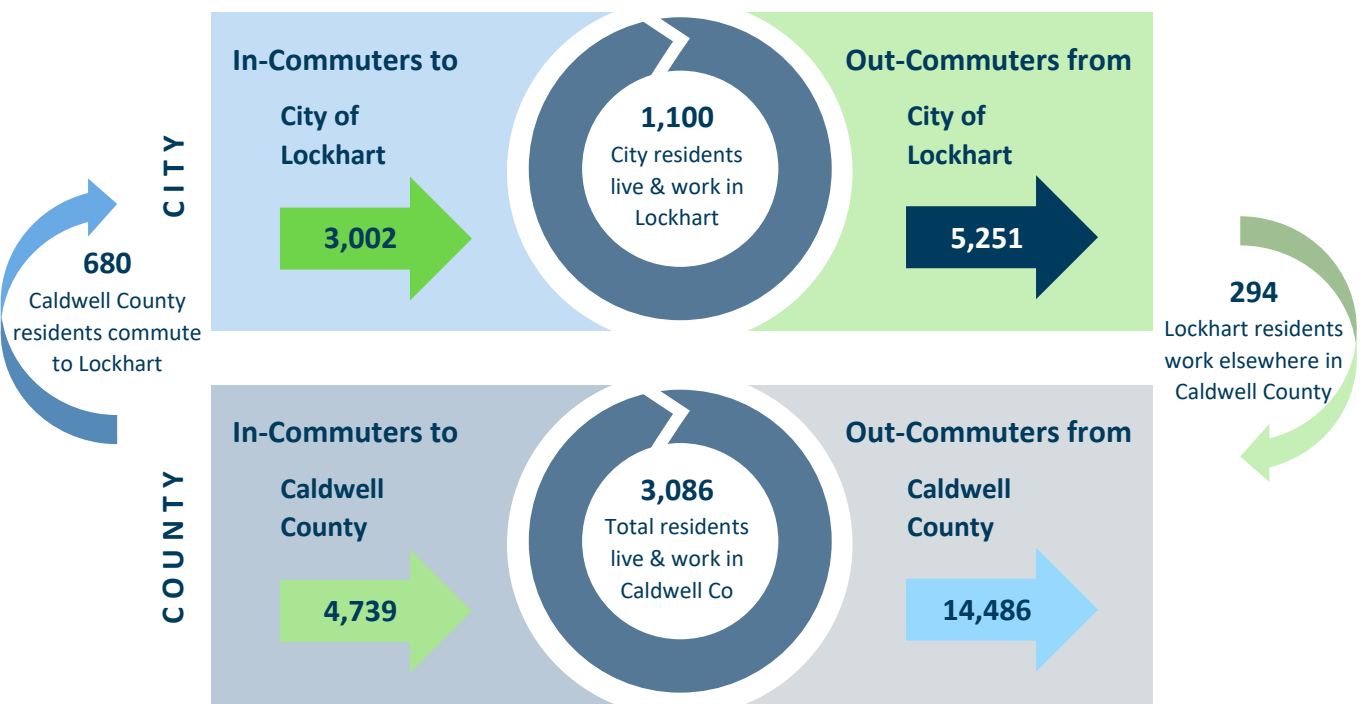


Figure 5.8 In-Commuting Home County
Where People Live Who Work in Lockhart, 2019

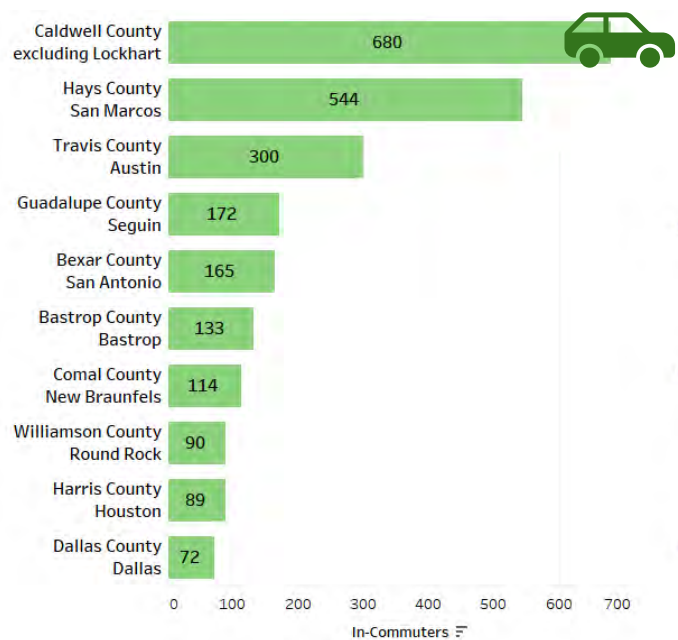
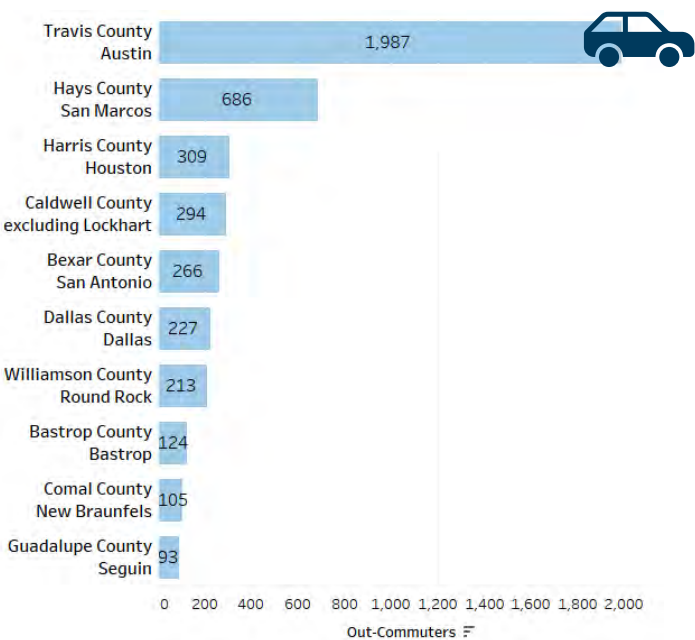


Figure 5.9 Out-Commuting Employer County
Where People Are Employed Who Live in Lockhart, 2019



Source: 2019 U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), Garner Economics

Worker flows help define the size of a local economy’s labor draw, and trends help describe attraction and regional competition. Worker flows represent both daily commuters and short-term, away-from-home assignments. Lockhart residents that remain in the city limits for work are about 27% of the employee base in the City. It is estimated that the 5-year average (2016-2021) for Lockhart residents who work from home is 6.5%. This is below the national rate of 9.7% for the same period. More than 3,000 workers commute into Lockhart for work (Figure 5.9) including nearly 700 that live elsewhere in Caldwell County. A majority of Lockhart residents who work outside of the City commute to Austin and other locations in Travis County which is an employment center for much of the region.

The City of Lockhart exports more workers than it retains and imports leaving a net outflow of -2,249 in 2019. The number of Out-Commuters leaving Lockhart for employment elsewhere has risen since 2015 along with in-commuters. Lockhart serves as an employment center drawing commuters in, however, the balance of net commuters have stayed relatively steady since 2014.

Figure 5.10 City of Lockhart Commuting Trends, 2009-2019

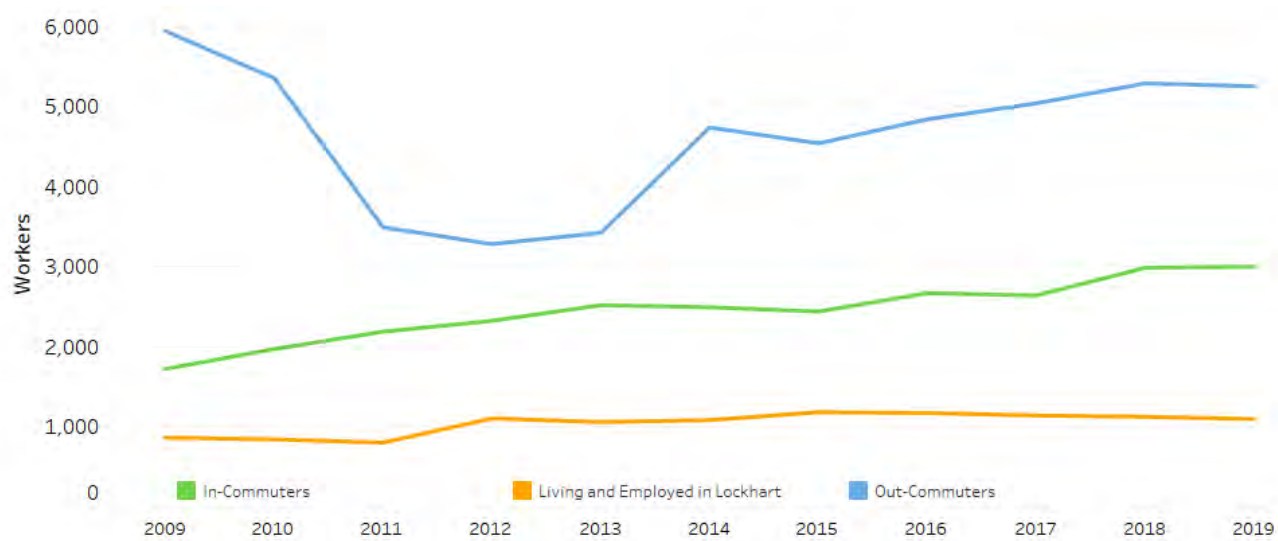
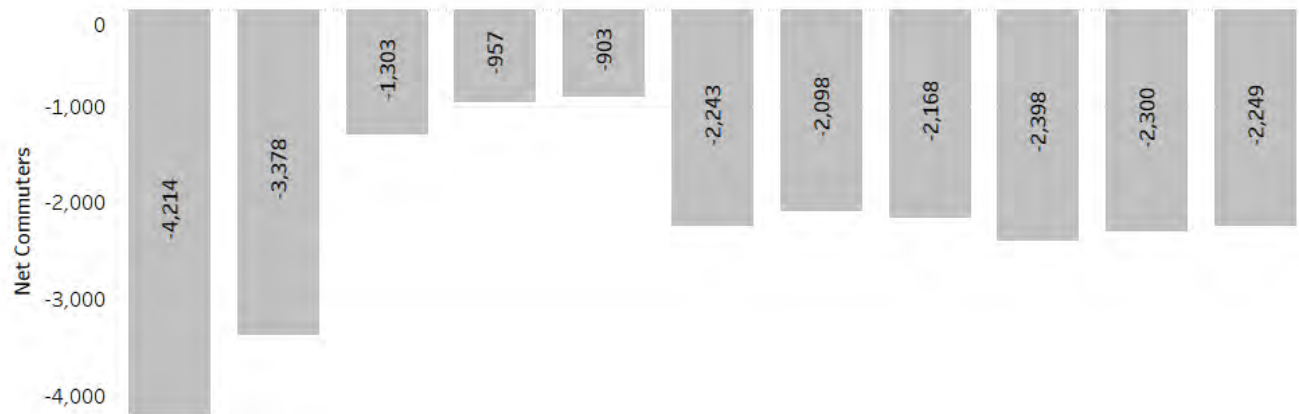


Figure 5.11 City of Lockhart Net Commuter Outflow Trend, 2009-2019



Source: 2017 U.S. Census Bureau, Longitudinal Employer-Household Dynamics (LEHD), Garner Economics

↑

Job Growth

A key indicator of economic success is the growth of jobs in an area. Lockhart has shown steady and impressive job growth over the past decade growth of 28%. This growth rate is above all benchmarks except the Austin Metro which experienced a 44.7% increase in employment. The City’s growth has been stronger in the last five years, adding approximately 700 jobs, an increase of 16% since 2017. Once again, this rate is second only to the Austin Metro and four times that of the United States as a whole.

Figure 5.12 Job Growth, 2012–2022

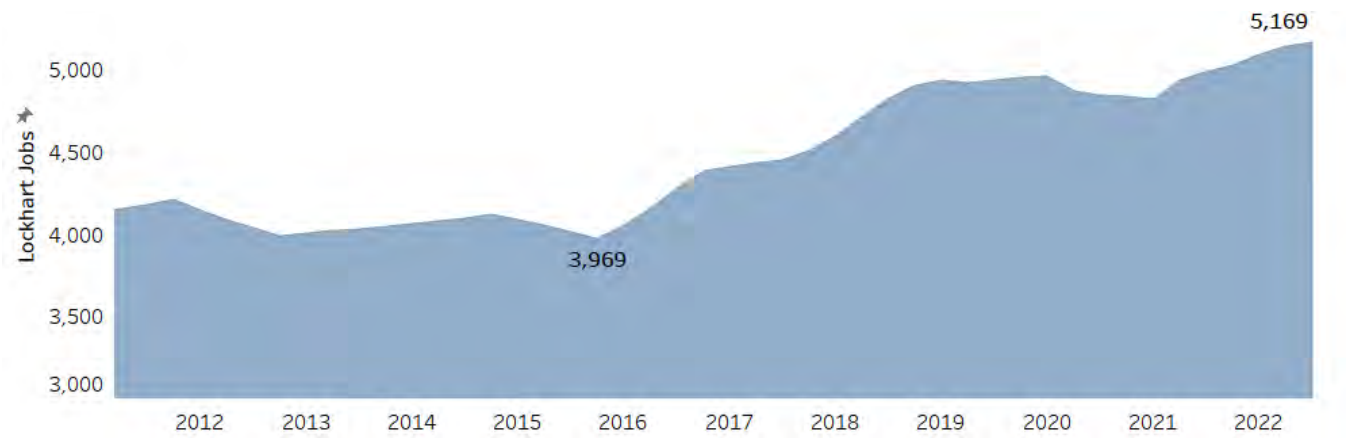


Table 5.4 Job Growth

	2022	5-Year Change (2017-2022)		10-Year Change (2012-2022)	
		#	%	#	%
Lockhart	5,169	722	16.2%	1,132	28.0%
Caldwell County	11,440	1,100	10.6%	1,977	20.9%
Austin Metro	1,263,559	205,645	19.4%	390,361	44.7%
Texas	14,259,655	1,193,274	9.1%	2,567,018	22.0%
United States	160,228,873	5,702,579	3.7%	17,981,035	12.6%

Source: JobsEQ, Garner Economics

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Estimated Annual Wages

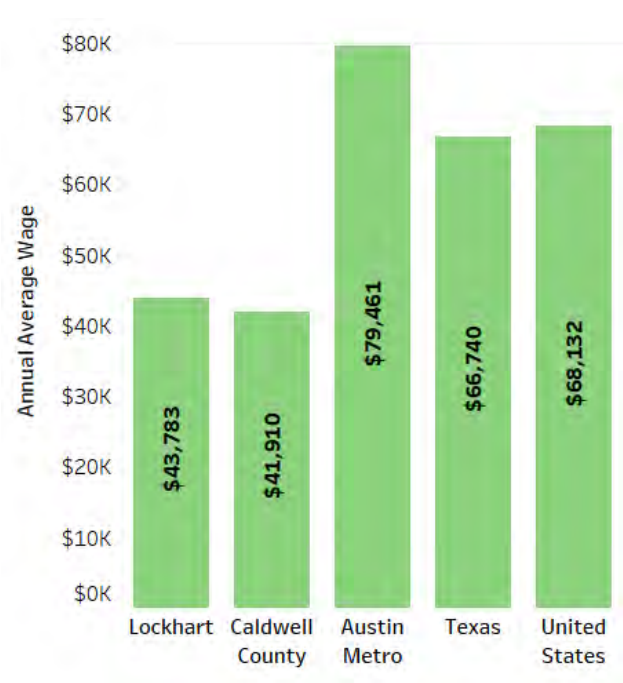
Table 5.5 Wage Growth

	2022	5-Year Change (2017-2022)		10-Year Change (2012-2022)	
		#	%	#	%
Lockhart	\$43,783	\$579	1.3%	\$2,137	5.1%
Caldwell County	\$41,910	\$697	1.7%	\$1,792	4.5%
Austin Metro	\$79,461	\$10,466	15.2%	\$15,198	23.6%
Texas	\$66,740	\$2,729	4.3%	\$4,976	8.1%
United States	\$68,132	\$4,186	6.5%	\$7,442	12.3%

Source: JobsEQ, Garner Economics Figures adjusted for inflation.

Estimated Annual Wages (continued)

Figure 5.13 Average Annual Wage, 2022



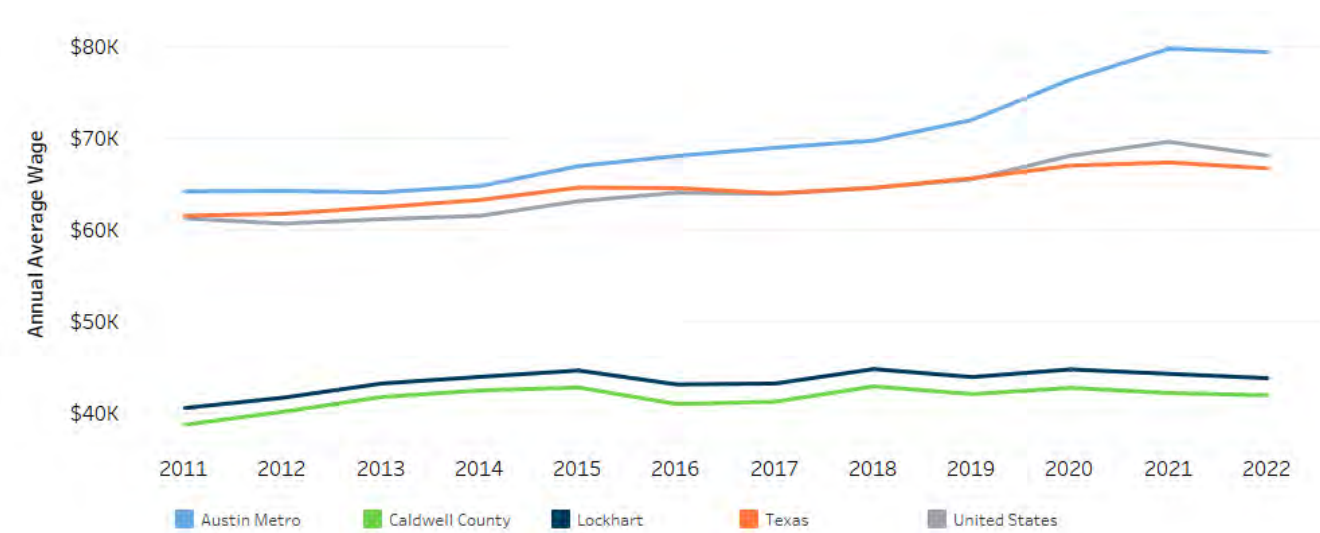
Source: JobsEQ, Garner Economics

The average annual wage per worker for all industries in 2022 is \$43,783 for workers in Lockhart. This wage is the second lowest wage among benchmarks. The wage for Caldwell County is lower at \$41,910 for the same year. The overall average wage for the Austin Metro of \$79,461, significantly higher than any other geography. It should be noted that wage applies only to employment in each geography and does not measure wages for those residents who live in the area but commute outside for employment.

Lockhart has seen modest wage growth over the past five years growing only 1.3% after adjusting for inflation. Lockhart and Caldwell County trail wage growth for 5- and 10-year growth compared to all other benchmarks.

The wage trend in Figure 5.14 illustrates that Lockhart and Caldwell County wage growth has been flat after adjusting for inflation. Texas and the national average have also been relatively modest in growth but Austin continues to outpace growth in recent years.

Figure 5.14 Average Wage Growth (Adjusted for Inflation), 20012-2022



Source: JobsEQ, Garner Economics Figures adjusted for inflation.

Industry Sector Composition

A comparison of major industry employment composition provides a broad relative assessment of differences among economies and may help indicate areas of uniqueness.

The top three industries in the City of Lockhart are *Retail Trade*, *Accommodation & Food Services*, and *Educational Services*. Caldwell County also has *Retail Trade* as the highest proportion of total employment, however, *Health Care & Social Assistance*, and *Construction* are the other top employers. At the regional level, *Professional, Scientific & Technical Services* is the largest percentage of employment for the entire Austin Metro.

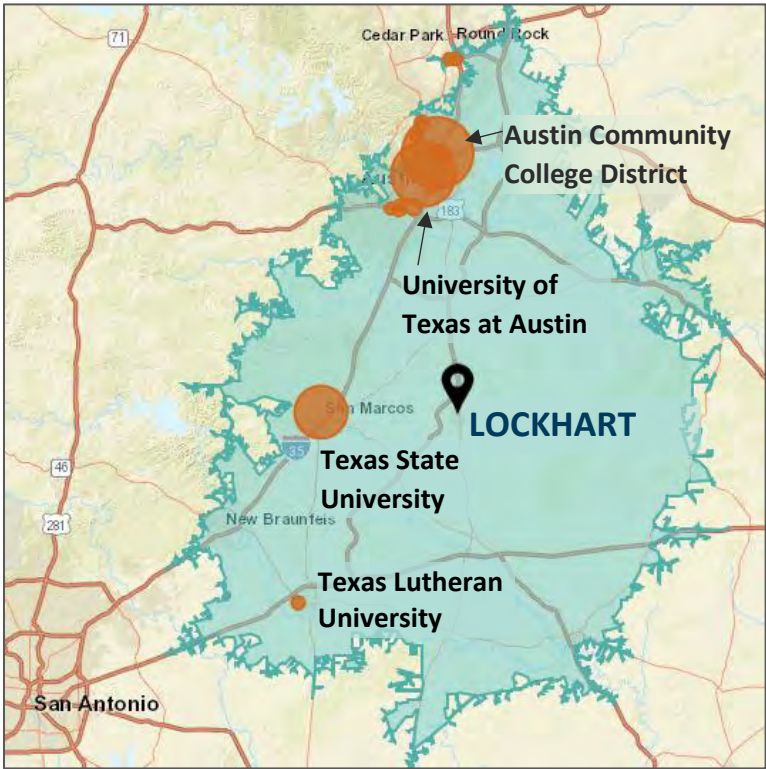
Table 5.6 Industry Sector Composition, Average Annual Employment 2022
Highest Industry Group for Each Geography in Gray

Industry Title	Lockhart	Caldwell County	Austin Metro	Texas	United States
Retail Trade	18.3%	15.0%	9.4%	10.1%	10.1%
Accommodation & Food Services	15.4%	10.3%	9.5%	8.9%	8.5%
Educational Services	13.4%	9.8%	8.4%	8.9%	8.0%
Health Care & Social Assistance	7.2%	14.6%	10.1%	12.7%	14.4%
Public Administration	7.2%	4.5%	4.8%	3.3%	4.6%
Manufacturing	7.1%	5.0%	5.5%	6.6%	8.1%
Construction	6.3%	11.4%	7.1%	7.1%	6.0%
Administrative, Support, Waste Management & Remediation Services	5.7%	3.9%	6.8%	7.1%	6.5%
Finance & Insurance	4.0%	2.2%	4.0%	4.4%	4.0%
Transportation & Warehousing	3.9%	3.7%	3.0%	5.2%	5.0%
Other Services	3.2%	3.8%	4.3%	4.3%	4.3%
Professional, Scientific & Technical Services	2.5%	2.1%	12.6%	7.5%	7.3%
Agriculture, Forestry, Fishing & Hunting	1.6%	7.1%	0.4%	1.2%	1.3%
Wholesale Trade	1.1%	1.4%	3.8%	4.4%	3.8%
Real Estate, Rental & Leasing	1.1%	0.9%	2.3%	2.0%	1.8%
Information	0.7%	0.5%	3.7%	1.7%	2.0%
Utilities	0.6%	0.6%	0.7%	0.6%	0.5%
Arts, Entertainment & Recreation	0.4%	0.9%	1.9%	1.4%	1.9%
Mining, Quarrying, Oil & Gas Extraction	0.2%	2.1%	0.3%	1.4%	0.3%
Management of Companies & Enterprises	0.1%	0.0%	1.4%	1.1%	1.5%

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Colleges & Universities

Figure 5.15 Colleges & Universities (45-Minute Drive Time of Lockhart)
Size of marker relative to 2021 enrollment



Neither Lockhart or Caldwell County have a college or university campus within their boundaries. Colleges and universities within a 45-minute drive offer potential talent for Lockhart businesses. Fourteen schools in the drive-time have an enrollment of nearly 170,000 students. The closest campus to Lockhart is Texas State University located in San Marcos with 42,000 students enrolled. Austin Community College District’s more than 61,000 students are distributed throughout the 11-campus system in the greater Austin area.

Colleges on this list offer certificates under two years upwards to Doctoral degrees in a wide variety of programs. The largest detractor to this large number of students is the competition for talent in the area, particularly as the majority of institutions are located within Austin.

Table 5.7 College & University Enrollment, 2021 (45-Minute Drive Time of Lockhart)

Institution Name	Location	Highest Level Offered	2021 Enrollment
Austin Community College District	Austin	Bachelor's degree	61,370
The University of Texas at Austin	Austin	Doctor's degree	53,502
Texas State University	San Marcos	Doctor's degree	42,111
Saint Edward's University	Austin	Doctor's degree	4,006
Southern Careers Institute-Austin	Austin	Associate degree	2,113
Texas Lutheran University	Seguin	Master's degree	1,580
Huston-Tillotson University	Austin	Master's degree	1,269
The College of Health Care Professions-Austin	Austin	Associate degree	957
Auguste Escoffier School of Culinary Arts-Austin	Austin	Associate degree	912
CyberTex Institute of Technology	Austin	Certificate	733
South University-Austin	Round Rock	Master's degree	697
The Art Institute of Austin	Bastrop	Bachelor's degree	330
AOMA Graduate School of Integrative Medicine	Austin	Doctor's degree	180
Texas Health and Science University	Austin	Master's degree	146
Total 2021 Unduplicated Headcount			169,906

Source: National Center for Education Statistics, Garner Economics

Colleges & Universities: Degrees & Certifications

Figure 5.16 Credentials Granted by Type, 2021

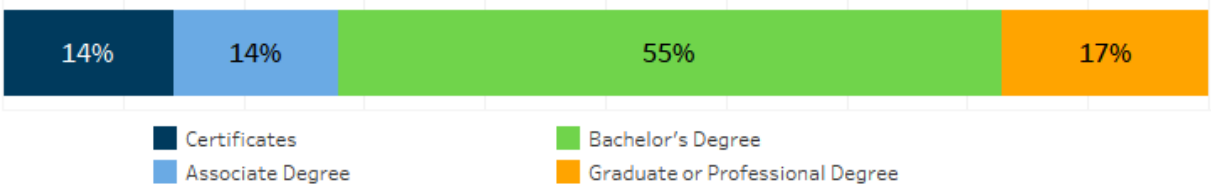


Table 5.8 Credentials Granted by Area of Study, 2021

Area of Study	Credentials Awarded
Business, Management, Marketing, and Related Support Services	5,388
Health Professions and Related Programs	3,503
Communication, Journalism, and Related Programs	2,381
Liberal Arts and Sciences, General Studies and Humanities	2,272
Engineering	2,245
Computer and Information Sciences and Support Services	2,203
Multi/Interdisciplinary Studies	2,174
Biological and Biomedical Sciences	1,854
Social Sciences	1,847
Visual and Performing Arts	1,504
Psychology	1,396
Parks, Recreation, Leisure, Fitness, and Kinesiology	1,083
Education	871
Homeland Security, Law Enforcement, Firefighting and Related	815
Public Administration and Social Service Professions	693
Family and Consumer Sciences/Human Sciences	672
Foreign Languages, Literature, and Linguistics	644
English Language and Literature/Letters	636
Mathematics and Statistics	633
Engineering/Engineering-related Technologies/Technicians	508
Legal Professions and Studies	474
Physical Sciences	469
History	307
Culinary, Entertainment, and Personal Services	272
Precision Production	187
Architecture and Related Services	174
Area, Ethnic, Cultural, Gender, and Group Studies	167
Philosophy and Religious Studies	147
Agricultural/Animal/Plant/Veterinary Science and Related Fields	142
Natural Resources and Conservation	137
Mechanic and Repair Technologies/Technicians	103
Total Degrees/Certificates Granted in 2021	36,006

Source: National Center for Education Statistics, Garner Economics

Chapter 6: Local Specialization & Growth

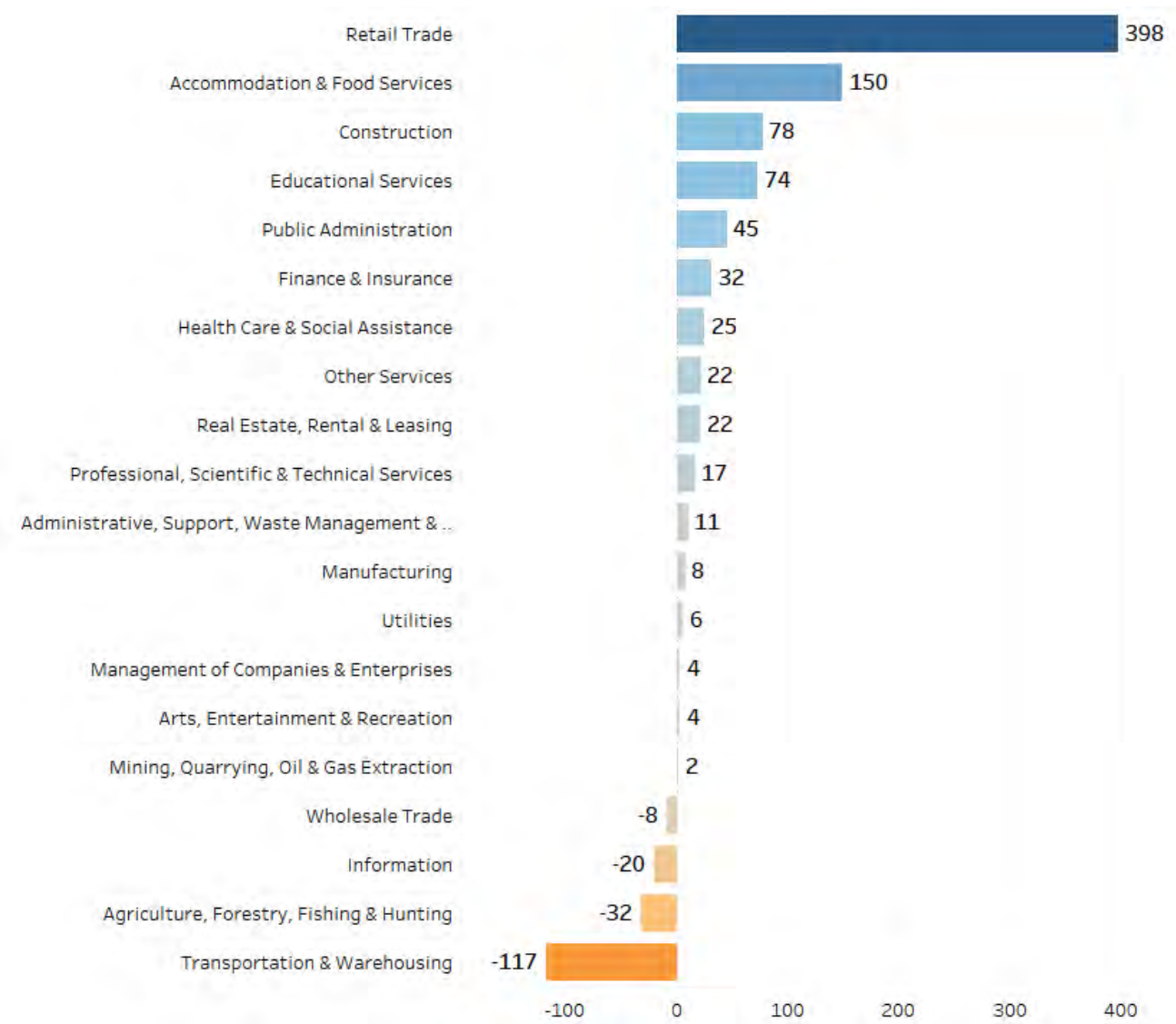
The following section provides a more detailed and in-depth assessment of Lockhart and Caldwell County. The analysis examines the local economy from several different perspectives, each adding a supporting layer of information. The main goals are to provide historical context, reveal areas of unique specialization and help uncover emerging trends and opportunities. The two main areas of analysis are major industries and occupational groups.

Measurements included

- Major Industry Sector Change
- Industry Earnings
- Occupational Change
- Occupational Earnings
- Local Specialization & Growth

Major Industry Sector Change

Figure 6.1 Employment Change by Major Industry, 2017–2022
Ranked by Absolute Change



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

A majority of industry sectors in Lockhart experienced some job growth between 2017 and 2022 with the largest absolute industry increase occurring within *Retail* operations, gaining nearly 400 jobs. Other sectors with large employment gains include *Accommodation & Food Services* (+150 jobs) and *Construction* (+78 jobs). Overall, Lockhart had employment of 5,169 in 2022 as of the third quarter and added 722 jobs between 2017 and 2022. Caldwell County has 11,440 employees for the same time frame and added 1,100 jobs in the past five years.

Manufacturing jobs stayed steady for both Lockhart and Caldwell County adding under ten jobs for the five years studied. The *Transportation and Warehousing* sector lost 117 jobs in Lockhart and another 158 in the rest of the county (-275 jobs in Caldwell County overall).

As work-from-home trends grew in 2020, it is important to note that data used in this chapter reflect employment reported in the geography of the business establishment. As mentioned in Chapter 5: Commuting, there is an average of 6.5% of Lockhart's residents reporting that they work from home.

Table 6.1 Employment Change by Major Industry, 2017–2022
Ranked by Absolute Change

Industry Sector	Lockhart			Caldwell County		
	2022 Jobs	5-Year Change	LQ	2022 Jobs	5-Year Change	LQ
Retail Trade	943	398	1.8	1,716	520	1.5
Accommodation & Food Services	794	150	1.8	1,177	238	1.2
Construction	325	78	1.1	1,306	335	1.9
Educational Services	690	74	1.7	1,124	116	1.2
Public Administration	371	45	1.6	510	52	1.0
Finance & Insurance	207	32	1.0	256	36	0.6
Health Care & Social Assistance	371	25	0.5	1,668	22	1.0
Other Services	165	22	0.7	432	24	0.9
Real Estate, Rental & Leasing	57	22	0.6	102	20	0.5
Professional, Scientific & Technical Services	130	17	0.3	238	56	0.3
Administrative, Support, Waste Management & Remediation Services	295	11	0.9	451	-13	0.6
Manufacturing	369	8	0.9	567	9	0.6
Utilities	30	6	1.1	74	1	1.3
Management of Companies & Enterprises	5	4	0.1	5	3	0.0
Arts, Entertainment & Recreation	22	4	0.2	104	9	0.5
Mining, Quarrying, Oil & Gas Extraction	11	2	0.6	242	39	6.1
Wholesale Trade	57	-8	0.3	163	-4	0.4
Information	37	-20	0.3	59	-24	0.3
Agriculture, Forestry, Fishing & Hunting	84	-32	1.2	806	-67	5.3
Transportation & Warehousing	203	-117	0.8	428	-275	0.8
Total - All Industries	5,169	722	1.0	11,440	1,100	1.0

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Industry Earnings

Lockhart and Caldwell County's average industry earnings are significantly lower than national averages for the same industry sectors in 2022. Industry average wages (and employment) reflect occupations at all levels working within a business sector in that geography.

All industry sectors have average wages below its counterpart at the national level. The difference between national and local wages offers insight into areas of cost-saving opportunities for Lockhart in recruitment efforts.

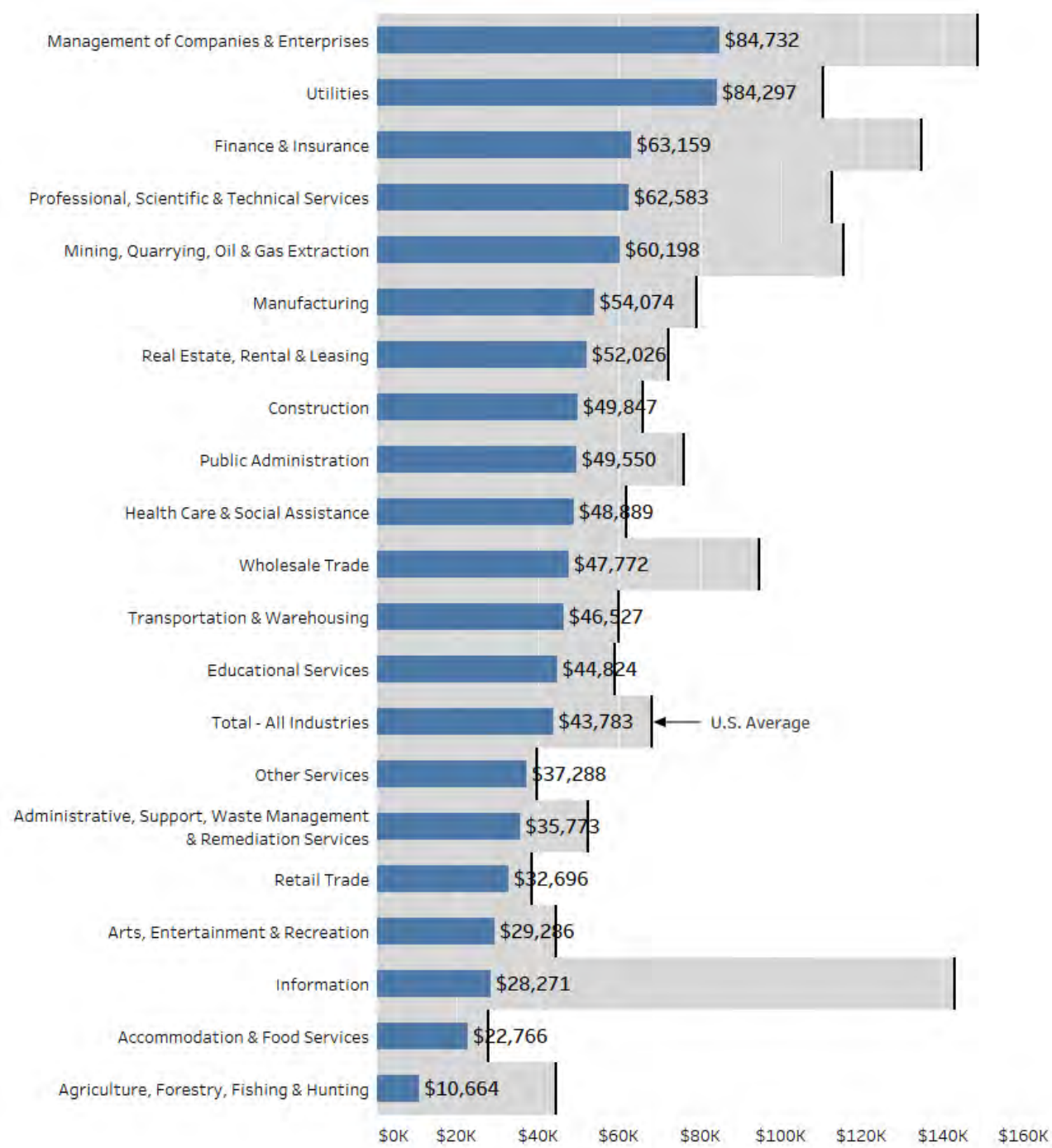
Three industry sector wages reported for the county are 50% or more below national averages. These are *Information* (-80% below), *Agriculture* (-65% below), and *Finance & Insurance* (-53% below). The average annual wage for all private industries in Lockhart is \$43,783 and \$41,910 in Caldwell County. These are 36% and 38% below the national average of \$68,132 respectively.

Table 6.2 Average Annual Industry Salary Comparison, 2022
Ranked by Highest Local Wages
Wages Significantly Lower (-50%) than National are Highlighted in Grey

Industry Sectors	Lockhart Average Wages	Caldwell County Average Wages	Lockhart % Difference	Caldwell County % Difference
Management of Companies & Enterprises	\$84,732	\$84,735	-43%	-43%
Utilities	\$84,297	\$84,026	-24%	-24%
Finance & Insurance	\$63,159	\$63,005	-53%	-53%
Professional, Scientific & Technical Services	\$62,583	\$62,372	-44%	-45%
Mining, Quarrying, Oil & Gas Extraction	\$60,198	\$60,832	-48%	-47%
Manufacturing	\$54,074	\$54,004	-32%	-32%
Real Estate, Rental & Leasing	\$52,026	\$52,061	-28%	-28%
Construction	\$49,847	\$49,925	-24%	-24%
Public Administration	\$49,550	\$49,550	-35%	-35%
Health Care & Social Assistance	\$48,889	\$48,815	-21%	-21%
Wholesale Trade	\$47,772	\$48,134	-49%	-49%
Transportation & Warehousing	\$46,527	\$50,059	-23%	-17%
Educational Services	\$44,824	\$44,620	-24%	-24%
Other Services	\$37,288	\$32,149	-6%	-19%
Administrative, Support, Waste Management & Remediation Services	\$35,773	\$35,689	-32%	-32%
Retail Trade	\$32,696	\$32,363	-15%	-16%
Arts, Entertainment & Recreation	\$29,286	\$29,289	-34%	-34%
Information	\$28,271	\$28,082	-80%	-80%
Accommodation & Food Services	\$22,766	\$22,871	-18%	-18%
Agriculture, Forestry, Fishing & Hunting	\$10,664	\$15,670	-76%	-65%
Total - All Industries	\$43,783	\$41,910	-36%	-38%

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Figure 6.2 Average Annual Industry Salary Comparison, 2022
Ranked by Highest Local Wages

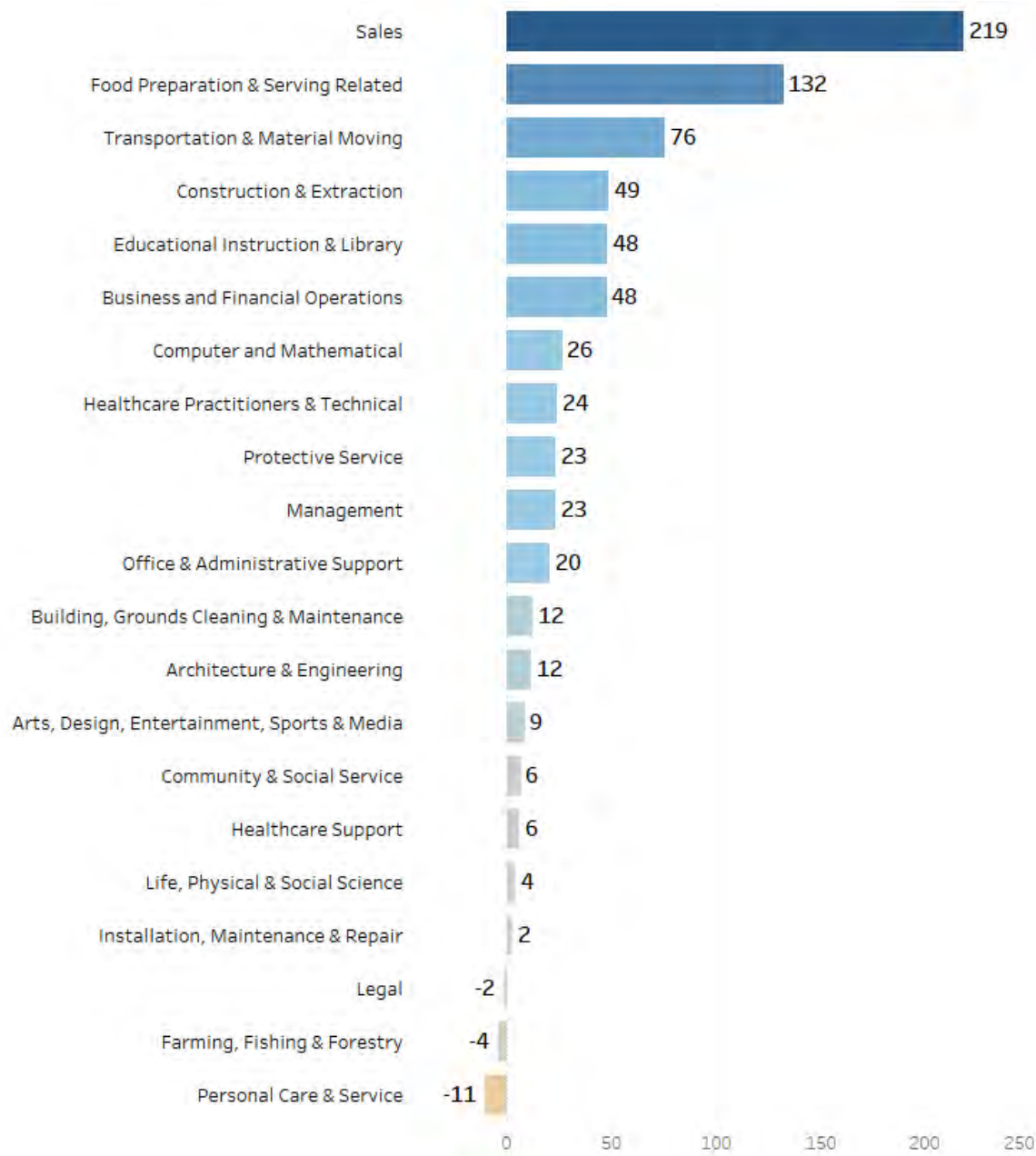


Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Major Occupational Change

Occupational groups work in a variety of industry sectors but have a commonality in the type of work performed. Most occupational categories remained steady or gained jobs during the past five years in both Lockhart and Caldwell County. The largest job increase was in the *Sales* occupational group gaining 219 jobs since 2017 in Lockhart. An additional 61 jobs were added in *Sales* elsewhere in the county for a total of 280 new sales jobs in Caldwell County. With the *Retail* business sector creating the most jobs, it is likely most of that growth is in the form of retail sales or cashier-type workers.

Figure 6.3 Employment Change by Occupational Group, 2017–2022



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

In Lockhart, major growth also occurred in *Food Preparation & Serving Related* (+132 jobs) and *Transportation & Material Moving* (+76 jobs). Interestingly the *Transportation and Warehousing* industry sector lost 117 jobs indicating distribution is still a part of Lockhart's economy – but it may not be in a company with a singular transportation or warehousing focus.

Caldwell County as a whole also reflected job growth in *Food Preparation & Serving Related* and *Construction & Extraction* positions. *Transportation & Material Moving* job growth occurred in Lockhart with no additional employment reported outside the city.

Table 6.3 Employment Change by Major Occupational Group, 2017–2022
Ranked by Absolute Change in Lockhart

Occupational Group	Lockhart			Caldwell County		
	2022 Employment	5-Year Change	LQ	2022 Employment	5-Year Change	LQ
Sales	666	219	1.4	1,286	280	1.2
Food Preparation & Serving Related	751	132	1.8	1,150	202	1.3
Construction & Extraction	237	49	1.0	964	220	1.9
Transportation & Material Moving	437	76	1.0	810	76	0.8
Business and Financial Operations	191	48	0.6	388	90	0.5
Educational Instruction & Library	462	48	1.7	784	70	1.3
Healthcare Practitioners & Technical	146	24	0.5	580	56	0.9
Computer and Mathematical	75	26	0.4	145	43	0.4
Protective Service	223	23	2.0	310	28	1.3
Management	347	23	1.0	1,229	23	1.6
Community & Social Service	68	6	0.8	232	31	1.2
Office & Administrative Support	475	20	0.7	1,036	16	0.7
Architecture & Engineering	42	12	0.5	94	17	0.5
Arts, Design, Entertainment, Sports & Media	52	9	0.6	124	16	0.6
Life, Physical & Social Science	25	4	0.5	59	10	0.6
Building, Grounds Cleaning & Maintenance	217	12	1.3	412	-0	1.1
Installation, Maintenance & Repair	210	2	1.1	460	-4	1.0
Legal	29	-2	0.7	51	-2	0.5
Personal Care & Service	89	-11	0.7	242	-2	0.9
Production	290	0	1.0	500	-15	0.8
Farming, Fishing & Forestry	9	-4	0.3	115	-14	1.6
Healthcare Support	128	6	0.6	469	-42	0.9
Total - All Occupations	5,169	722	1.0	11,440	1,100	1.0

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Table 6.3 below reflects data of both residence-based and work-based data. The table shows the number of residents living in Lockhart and Caldwell County that perform the type of work in the occupational category – regardless of where they are employed (2022 Residents column). The table also reflects workplace-based occupations (also in Table 6.3). The comparison of the two shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Table 6.4 Occupational Group Employment of Residents and Workers, 2022

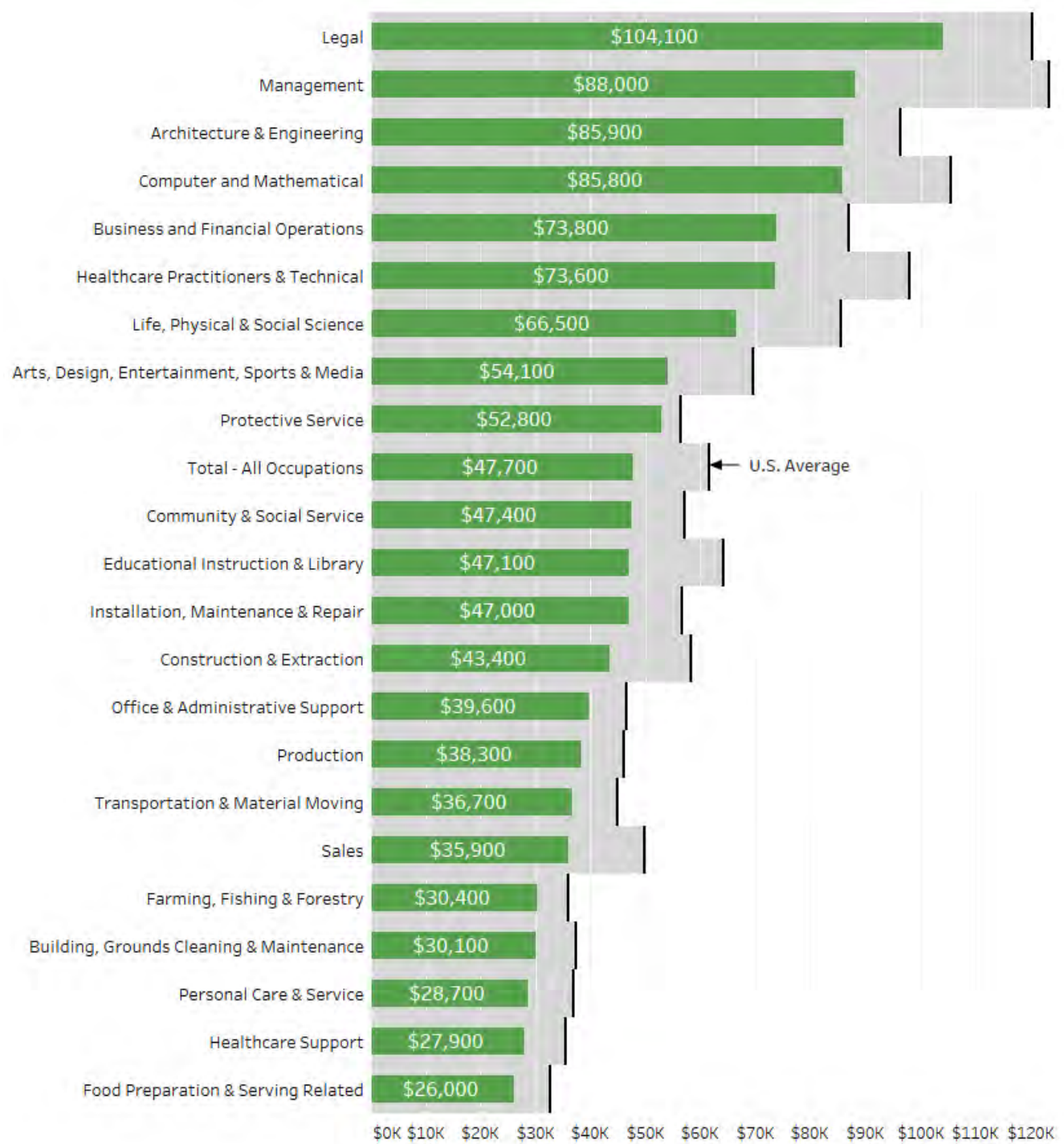
	Lockhart			Caldwell County		
	2022 Residents	2022 Employment	Net Commuters	2022 Residents	2022 Employment	Net Commuter
Sales	602	666	64	1,691	1,286	(405)
Food Preparation & Serving	771	751	(20)	2,477	1,150	(1327)
Construction & Extraction	495	237	(258)	2,021	964	(1057)
Transportation & Material Moving	718	437	(281)	2,064	810	(1254)
Business and Financial Operations	108	191	83	270	388	118
Educational Instruction & Library	279	462	183	671	784	113
Healthcare Practitioners & Technical	106	146	40	564	580	16
Computer and Mathematical	44	75	31	116	145	29
Protective Service	144	223	79	365	310	(55)
Management	358	347	(11)	1,162	1,229	67
Community & Social Service	33	68	35	137	232	95
Office & Administrative Support	523	475	(48)	1,674	1,036	(638)
Architecture & Engineering	7	42	35	67	94	27
Arts, Design, Entertainment, Sports & Media	13	52	39	56	124	68
Life, Physical & Social Science	5	25	20	33	59	26
Building, Grounds Cleaning & Maintenance	294	217	(77)	1,016	412	(604)
Installation, Maintenance & Repair	398	210	(188)	1,193	460	(733)
Legal	17	29	12	50	51	1
Personal Care & Service	103	89	(14)	343	242	(101)
Production	467	290	(177)	1,459	500	(959)
Farming, Fishing & Forestry	26	9	(17)	192	115	(77)
Healthcare Support	178	128	(50)	842	469	(373)
Total - All Occupations	5,689	5,169	(520)	18,462	11,440	(7022)

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Net Commuters – The minimum number of workers who commute in or out of the region to satisfy the regional numbers of jobs held. A positive number describes commuters entering a region, while a negative number describes commuters leaving a region.

Occupational Earnings

Figure 6.4 Average Annual Occupational Salary Comparison, 2022
Ranked by Highest Local Wages



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economics

Average annual occupational wages for Lockhart and Caldwell County are virtually the same as each other and, on the whole, less than national levels. The average annual wage for all occupations in Lockhart was \$47,700, compared to \$61,600 for the national average, a difference of -23%. Every occupational group has average wages reported for Lockhart that are below national averages. However, unlike industry categories, the differences are not as dramatic between national and local pay scales. None of the wage differentials topped 30% over or under aligning closer to the national level than industry wage comparisons.

Table 6.5 Average Annual Occupational Group Salary Comparison, 2022
Ranked by Highest Local Wages
Wages Significantly Lower (-30%) than National are Highlighted in Grey

Occupational Group	Lockhart Average Wages	Lockhart % Difference
Legal	\$104,100	-14%
Management	\$88,000	-29%
Architecture & Engineering	\$85,900	-11%
Computer and Mathematical	\$85,800	-19%
Business and Financial Operations	\$73,800	-15%
Healthcare Practitioners & Technical	\$73,600	-25%
Life, Physical & Social Science	\$66,500	-22%
Arts, Design, Entertainment, Sports & Media	\$54,100	-22%
Protective Service	\$52,800	-7%
Community & Social Service	\$47,400	-17%
Educational Instruction & Library	\$47,100	-27%
Installation, Maintenance & Repair	\$47,000	-17%
Construction & Extraction	\$43,400	-25%
Office & Administrative Support	\$39,600	-15%
Production	\$38,300	-17%
Transportation & Material Moving	\$36,700	-18%
Sales	\$35,900	-28%
Farming, Fishing & Forestry	\$30,400	-15%
Building, Grounds Cleaning & Maintenance	\$30,100	-20%
Personal Care & Service	\$28,700	-22%
Healthcare Support	\$27,900	-21%
Food Preparation & Serving Related	\$26,000	-20%
Total - All Occupations	\$47,700	-23%

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic

Major Industry Sector Specialization & Growth

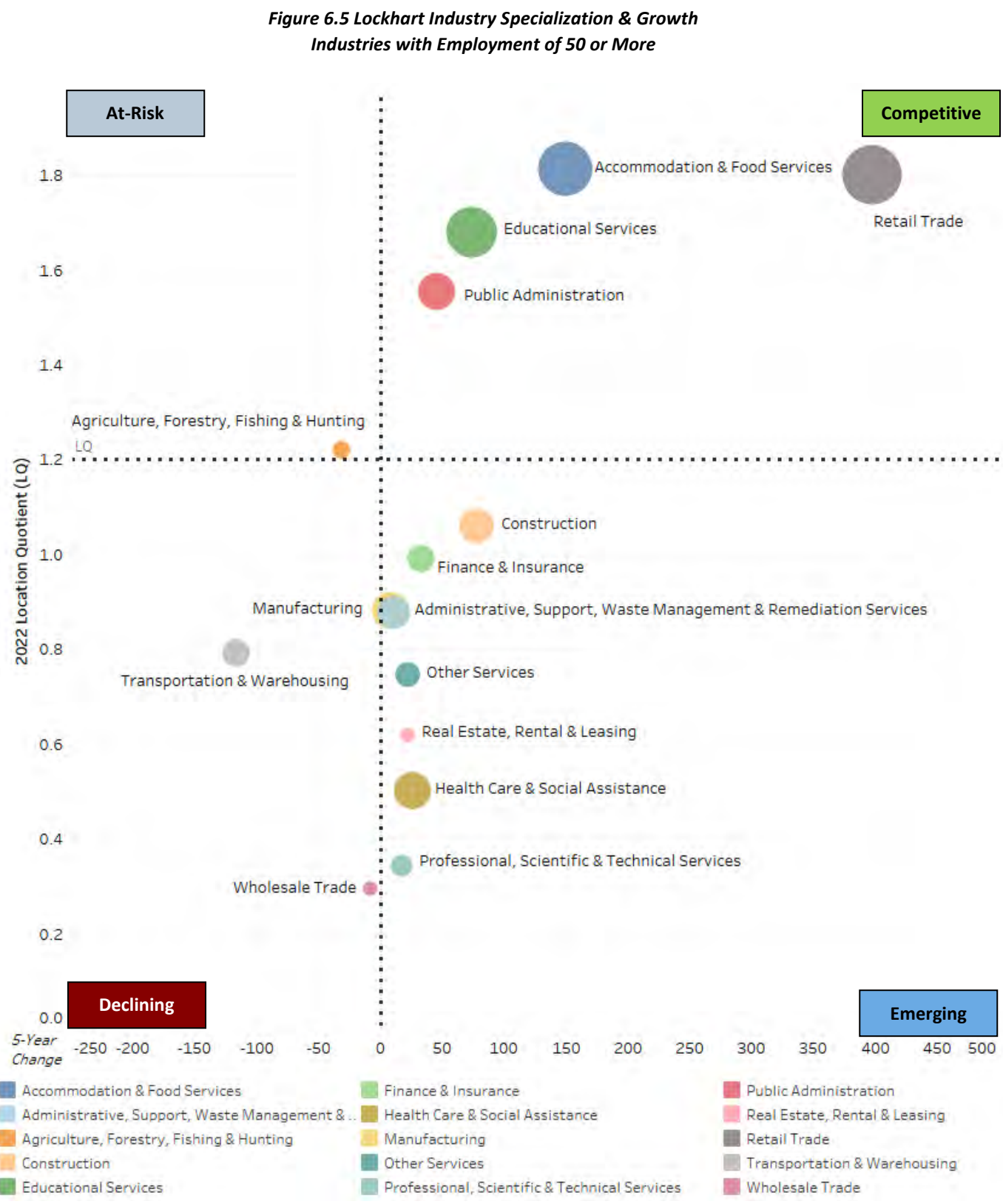
Major industry sector specialization focuses on the geographic concentrations of similar industries, or location quotient (LQ). This indication of specialization measures the relative concentration of a particular industry to the nation. In simple terms, a high LQ (above 1.2) indicates what a local economy is good at doing and implies there are unique skills, institutions, raw materials, etc., that support this position.

- Seven industry sectors have a local specialization greater than one and experienced job growth in the past five years in Lockhart. These make up the **Competitive** category and can be found below under the green heading. The top growth industry sectors are *Retail* and *Accommodation & Food Services*.
- Nine industry sectors had local specialization below one but experienced job growth within the past five years and are considered **Emerging**. They can be found below under the orange heading. Most of these sectors had modest job growth.
- Two sectors were classified as **Declining** due to job loss and low local specialization. *Wholesale* and *Transportation & Warehousing* declines are concerning, as these sectors can be key to the supply chain manufacturing operations.
- The *Agriculture, Forestry, Fishing & Hunting* industry is deemed **At-Risk** because of a combination of an LQ of more than one combined with job loss in the last five years.

Table 6.6 Lockhart Industry Specialization and Change

Industry Sector	5-Year Employment Change	2022 Employment	2022 Location Quotient
Competitive			
Retail Trade	398	943	1.8
Accommodation & Food Services	150	794	1.8
Construction	78	325	1.1
Educational Services	74	690	1.7
Public Administration	45	371	1.6
Finance & Insurance	32	207	1.0
Utilities	6	30	1.1
Emerging			
Health Care & Social Assistance	25	371	0.5
Other Services	22	165	0.7
Real Estate, Rental & Leasing	22	57	0.6
Professional, Scientific & Technical Services	17	130	0.3
Administrative, Support, Waste Management & Remediation Services	11	295	0.9
Manufacturing	8	369	0.9
Management of Companies & Enterprises	4	5	0.1
Arts, Entertainment & Recreation	4	22	0.2
Mining, Quarrying, Oil & Gas Extraction	2	11	0.6
Declining			
Wholesale Trade	-8	57	0.3
Information	-20	37	0.3
Transportation & Warehousing	-117	203	0.8
At-Risk			
Agriculture, Forestry, Fishing & Hunting	-32	84	1.2

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic



Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic

Occupational Specialization & Growth

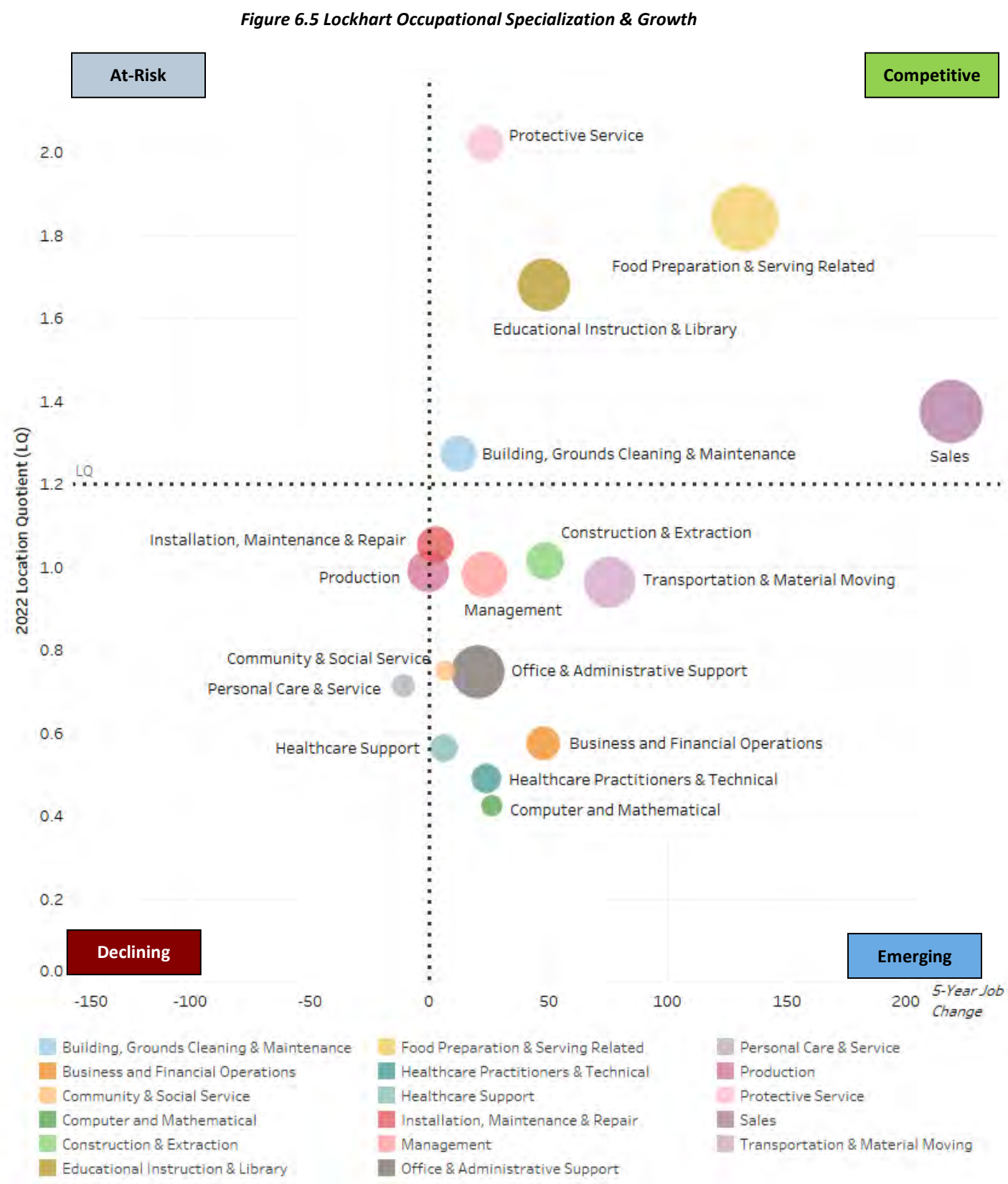
Occupational groupings represent similar skills and educational qualifications but not necessarily specific industry sectors. In this analysis, major occupational groups are evaluated for their growth and concentration.

- Nine occupation groups have a local specialization greater than 1 and experienced job growth in the past five years. Classified as **Competitive**, these are listed below under the green heading. The top occupational group by job growth is *Sales* with 219 net job growth and an LQ of 1.4, while the highest LQ is that of *Protective Service* occupations which grew a modest 23 jobs.
- Nine occupation groups had local specialization below 1 but experienced job growth within the past five years and are considered **Emerging**. They are below under the orange heading. *Business & Financial Operations* added the most jobs (+48).
- Three sectors are classified as **Declining** due to job loss and low local specialization and are under the red heading.
- Finally, one industry sector is considered **At-Risk** due to an LQ of one or more and a lack of job growth. *Production* jobs have not grown while overall *Manufacturing* industry jobs added 8 jobs. This may be due to the changing nature of manufacturing.

Table 6.7 Lockhart Occupational Specialization and Change

Occupational Group	5-Year Employment Change	2022 Employment	2022 Location Quotient
Competitive			
Sales	219	666	1.4
Food Preparation & Serving Related	132	751	1.8
Transportation & Material Moving	76	437	1.0
Construction & Extraction	49	237	1.0
Educational Instruction & Library	48	462	1.7
Protective Service	23	223	2.0
Management	23	347	1.0
Building, Grounds Cleaning & Maintenance	12	217	1.3
Installation, Maintenance & Repair	2	210	1.1
Emerging			
Business & Financial Operations	48	191	0.6
Computer & Mathematical	26	75	0.4
Healthcare Practitioners & Technical	24	146	0.5
Office & Administrative Support	20	475	0.7
Architecture & Engineering	12	42	0.5
Arts, Design, Entertainment, Sports & Media	9	52	0.6
Community & Social Service	6	68	0.8
Healthcare Support	6	128	0.6
Life, Physical & Social Science	4	25	0.5
Declining			
Legal	-2	29	0.7
Farming, Fishing & Forestry	-4	9	0.3
Personal Care & Service	-11	89	0.7
At-Risk			
Production	0	290	1.0

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic



Chapter 7: Targets

The optimal business sector selection is based on the specific characteristics of the economy and assets of Lockhart, Texas. Garner Economics worked to validate existing targets, look for new opportunities, and group business sectors in target families that are thematically similar or leverage the same assets within the city and surrounding area. These recommended targets are designed to assist the City and its economic development efforts in focusing resources on sectors in which Lockhart holds a competitive advantage, has growth potential, and/or improves the quality of place. This approach will help policymakers prioritize the City’s community and economic development strategy. It is important to note that some activity is occurring organically and is not included or prioritized for marketing dollars. For instance, transportation and distribution investments will naturally follow the types of companies in the suggested target families.

Garner Economics uses a desirability and feasibility screening matrix to determine the optimal targets. Desirability begins by considering the types of business sectors that stakeholders of Lockhart would like to see in the community (Figure 7.1). Feasibility includes what the City can reasonably achieve in the short- to mid-term, based on current or planned locational assets and an analytical review of the economy.

Using results from the Economic and Labor Force research, Assets & Challenges Assessment, and field visits, four business and industry families were chosen that best match Lockhart’s unique competitive advantages. Targets are grouped into families with similar themes, needs, or relative scale of projects the assets will attract. These targets are presented as collaborative, community targets led by LEDC or other relevant organizations to leverage the best resources to meet the needs of particular industry sectors. The four target families are *All Things Mega*, *Industry 4.0*, *Food Processing*, and *Experience Lockhart*.

Figure 7.1: Optimal Target Screening Process

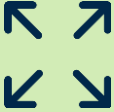


- All Things Mega
- Industry 4.0 (Manufacturing)
- Food Processing
- Experience Lockhart

For each targeted business sector, the community’s competitive advantages are presented along with national trends and projections of the targets. Target sectors may be stagnant or losing jobs nationally, but the particular set of economic development assets in Lockhart position it to capture any growing demand to produce new jobs and improve gross domestic/regional product.

For each target, a list of individual subsectors with accompanying NAICS classifications as well as a list of rationales that are identified as appealing to the needs of prospects (P) or the community (C) is presented. This material can be used in marketing and community support efforts or to help economic development personnel prioritize targeting efforts.

Optimal Targets for Lockhart

All Things Mega	Industry 4.0
	
Ideal Large-Scale Manufacturers	Auto Parts, Metal & Electronic Manufacturing
- Semiconductor Manufacturing - Electronic Vehicle OEM - Battery Manufacturing	- Auto Parts Mfg. - Computer & Peripheral Equipment Mfg. - Electrical Equipment & Component Mfg. - Metal Product Mfg. - Architectural & Structural Metals Mfg. - Ventilation, Heating, Air-Conditioning, & Refrigeration Equipment Mfg. - Metalworking Machinery Mfg. - Industrial Machinery Mfg. - Machine Shops
Food Processing	Experience Lockhart
	
Food & Beverage Manufacturing	Experiential Tourism & Hospitality
- Seasoning & Dressing Mfg. - Snack Food Mfg. - Specialty Food & Flavoring Mfg. - Fruit & Vegetable Processing - Frozen Food Mfg. - Soft Drink & Ice Mfg. - Bakeries & Tortilla Mfg. - Meat Processing - Animal Food Mfg. - Grocery Wholesalers - Refrigerated Warehousing & Storage	- Full-Service Hotels - Retail Development - Wineries, Distilleries & Breweries - Festivals & Day-Trip Experiences

Note: Transportation and Logistics are an important part of these targets, particularly Industry 4.0 and Food Processing. Logistics and distribution will follow these industries organically without significant proactive marketing attention.



The “All Things Mega” target family is focused on the megasite in Caldwell County. A megasite is a large land site with sufficient utilities to support a large manufacturing user, usually from 1,000 to 2,000 acres of contiguous land for development. In the past several years there has been an increase in large-scale projects that are in search of megasites and a shift in the types of industries in play. These mega-projects have high capital investments and large job creation numbers which emphasize the need to be near large population centers.

The greater Austin Metro is home to more than 45,000 production workers. Understanding that Lockhart is part of the Austin Metro, but can also access a workforce further south and west, a 45-minute drive-time analysis reveals a labor force of 845,000 with nearly 60,000 Manufacturing employees. While the competition for talent remains strong, the sheer number of manufacturing talent in the region is positive.

The stress on global supply chains during and after the COVID-19 pandemic increased the need to bring some industries to the United States – particularly semiconductor manufacturing. The rise of electric vehicle production and related industries such as battery manufacturing has also boomed in recent years as the nation transitions to meet green energy goals. The nearby Tesla factory, or “Giga Texas”, a 10 million-square-foot factory, announced plans to expand in 2023 to continue its manufacturing of the Model Y and future Cybertruck production.

The focus of this target family will be on the attraction of semiconductor manufacturers along with electronic vehicle OEMs (Original Equipment Manufacturers or OEMs), and battery manufacturers. While not within the city limits of Lockhart, the close proximity of this land and the types of projects it will attract make it a potentially transformational development. A mega-project will impact the entire region and bring ancillary businesses for years to come.

Target rationales include:

- Availability of megasite (P)
- Positioned to serve regional, national & international markets (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/ college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 59.5% (P)(C)
- Historical national 10-year job growth of 35% (P)(C)
- National. job growth forecast 2.6% for next decade (P)(C)
- Caldwell County growth forecast 16.4% for next decade (P)(C)
- National average wage \$129,847 (C)
- 13,689 degrees and certificates granted in majors related to target (P)

*Legend: Items appealing to needs of **prospects (P)** or **community (C)**.*

Table 7.1 All Things Mega Target Job & GDP Trend & Outlook, 2022

NAICS	Industry	United States			Caldwell County		LQ
		10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	
334413	Semiconductor Device Mfg.	48.2%	5.0%	3.3%	n/a	16.5%	0.29
335910	Battery Mfg.	117.8%	70.7%	16.8%	n/a	7.8%	n/a
3361	Motor Vehicle Mfg.	72.7%	62.4%	6.6%	n/a	13.1%	n/a
Total Target		59.5%	35.0%	6.2%	n/a	16.4%	0.11

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The top occupations for the All Things Mega target are a mix of jobs from a variety of fields and are derived from studying staffing patterns in the target industry family. These occupations are listed with employment levels from several different aspects:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations vary from no education needed and short-term on-the-job training to requiring a certificate, five years of experience, or moderate-term on-the-job training. Occupations in Table 7.2 show a variety of typical requirements showing the need for higher education and technical training.

The 2020 Strategic Plan recommended that workforce training initiatives should be explored to offer postsecondary vocational training at an ISD facility, either in partnership with Austin Community College (ACC) or Texas State Technical College (TSTC). It is noted that this effort has started by the Lockhart EDC. However, the “All Things Mega” target projects will likely have large employment requirements and workforce development programs will be in demand. **Vocational training and partnerships with ACC or TSTC are critical to recruiting mega users to Lockhart.**

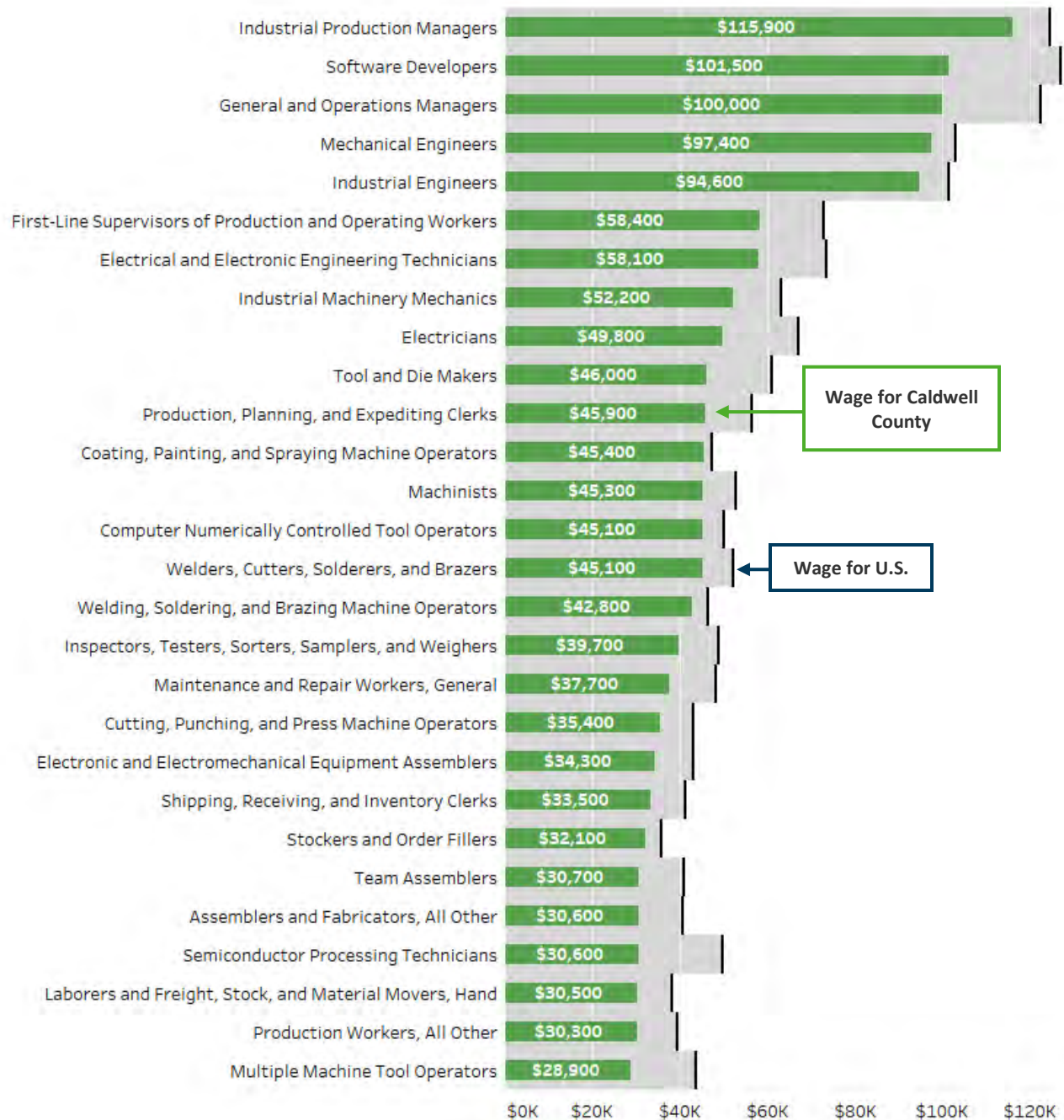
Table 7.2 All Things Mega Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
47-2111	Electricians	166	106	-60	HS, Apprenticeship
51-2092	Team Assemblers	134	38	-96	
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
51-4121	Welders, Cutters, Solderers, and Brazers	113	33	-79	HS, Moderate
51-1011	First-Line Supervisors of Production and Operating Workers	83	39	-44	HS, <5 yrs
49-9041	Industrial Machinery Mechanics	79	34	-45	HS, Long-term
15-1252	Software Developers	60	45	-15	B
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	60	28	-32	HS, Moderate
51-4041	Machinists	58	15	-43	HS, Long-term
51-2099	Assemblers and Fabricators, All Other	43	8	-35	
51-2028	Electrical, Electronic, and Electromechanical Equipment Assemblers	40	2	-39	HS, Moderate
51-9124	Coating, Painting, and Spraying Machine Operators	32	8	-25	HS, Moderate
51-9199	Production Workers, All Other	28	5	-22	HS, Moderate
51-9161	Computer Numerically Controlled Tool Operators	25	8	-18	HS, Moderate
51-4081	Multiple Machine Tool Operators	23	4	-19	HS, Moderate
51-4031	Cutting, Punching, and Press Machine Operators	23	4	-19	HS, Moderate
51-9141	Semiconductor Processing Technicians	14	1	-13	HS, Moderate
43-5061	Production, Planning, and Expediting Clerks	13	17	4	HS, Moderate
51-4122	Welding, Soldering, and Brazing Machine Operators	10	1	-9	HS, Moderate
51-4111	Tool and Die Makers	8	2	-5	C, Long-term
17-3023	Electrical and Electronic Engineering Technicians	7	3	-4	A
11-3051	Industrial Production Managers	6	11	5	B, 5 yrs+
17-2112	Industrial Engineers	5	9	3	B
17-2141	Mechanical Engineers	4	7	3	B

Source: *JobsEQ, 2022 Average*. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

**Figure 7.2: All Things Mega Target Wages for Top Occupations, 2022
Caldwell County, United States**



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.3 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Engineering	57	97	1,441	650	2,245
Computer & Information Sciences	718	300	859	326	2,203
Mathematics & Statistics	97	35	377	124	633
Engineering Technologies	218	91	174	25	508
Precision Production	151	36			187
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	2,027	1,189	7,806	2,667	13,689

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics



Industry 4.0



The Industry 4.0 target family brings together manufacturing-oriented sectors that build on the assets of Lockhart. Industry 4.0 represents the “next industrial revolution” and highlights the advances of digitization and connectivity or integration. At the core of this are the adoption of computers and automation and the connection to smart and autonomous systems that can ultimately be run without human interaction. While this may not be a reality for every manufacturer today, smart components and the analysis of data are helping to optimize operations and problem-solve irregularities or costly mistakes.

This target includes Auto Parts, Metalworking, Computer, and Electronics Manufacturing. Auto Parts suppliers remain a strong target component due to local manufacturing talent and the proximity of Lockhart to four vehicle assembly plants – Tesla’s Giga Texas, GM (Arlington), Peterbilt (Denton), and Toyota (San Antonio). Austin is known for technology and electronics anchored by tech giants such as Apple and Dell, which is homegrown and headquartered in the region. These high-profile companies help focus attention on what the region is good at, and Lockhart can leverage this.

Caldwell County has nearly 600 people employed in Manufacturing, with an industry average wage of \$54,000 as of 2022. The number of production workers who live in Caldwell County is almost 1,500 while only 500 production jobs are located in the county leaving a net loss of at least 959 workers leaving Caldwell County for their production jobs. This is a set of individuals who could be recruited for local jobs depending on matching skill sets.

Pure Castings Company is a great example of operations that will flourish in Lockhart. This metalworking company manufactures precision investment castings for a variety of industries.

Target rationales include:

- Availability of industrial sites (P)
- Positioned to serve regional, national & international markets (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/ college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 46% (P)(C)
- Historical national 10-year job growth of 6% (P)(C)
- Caldwell County growth forecast 12% for next decade (P)(C)
- National average wage \$82,725 (C)
- 13,689 degrees and certificates granted in majors related to target (P)

*Legend: Items appealing to needs of **prospects (P)** or **community (C)**.*

Table 7.4 Industry 4.0 Target Job & GDP Trend & Outlook, 2022

NAICS	Industry	United States			Caldwell County		
		10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	LQ
3321	Forging & Stamping	3.7%	-6.8%	-4.1%	73.5%	10.7%	0.03
3323	Architectural & Structural Metals Mfg.	46.1%	16.5%	3.7%	40.6%	21.4%	0.07
3325	Hardware Mfg.	20.2%	4.4%	-4.1%	73.0%	10.7%	0.05
3326	Spring & Wire Product Mfg.	17.1%	-3.4%	-4.1%	22.7%	10.7%	0.04
3327	Machine Shops	12.4%	-7.0%	5.1%	-46.4%	20.9%	1.07
3329	Other Fabricated Metal Product Mfg.	26.7%	1.8%	-4.1%	-48.7%	9.4%	0.38
3332	Industrial Machinery Mfg.	52.5%	23.4%	-11.7%	-52.7%	1.8%	2.79
3334	Ventilation, Heating, Air-Conditioning, & Commercial Refrigeration Equip. Mfg.	33.3%	12.8%	-11.8%	-98.1%	11.7%	0.03
3335	Metalworking Machinery Mfg.	17.3%	-8.7%	-12.8%	151.7%	29.3%	0.13
3341	Computer & Peripheral Equipment Mfg.	101.5%	2.4%	4.8%	-20.7%	12.6%	0.01
3353	Electrical Equipment Mfg.	23.8%	-1.6%	1.1%	-19.5%	9.1%	0.02
3359	Other Electrical Equipment & Component Mfg.	61.6%	19.9%	16.7%	-2.4%	7.8%	0.02
3363	Motor Vehicle Parts Mfg.	50.6%	14.0%	1.1%	-39.1%	11.7%	0.03
Total Target		46.1%	6.0%	0.1%	-52.4%	11.9%	0.35

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The Industry 4.0 top occupations for the target are a mix of jobs from production and support positions to engineering and other technical fields. The top roles for this target are found by analyzing staffing patterns in the target industry family NAICS codes. Employment levels are shown from several different perspectives:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations include a few that need no education needed or on-the-job training to those requiring a certificate or degree, on-the-job training or certifications or degrees relevant to the role. Occupations in Table 7.5 show a variety of typical requirements showing the need for higher education and technical training.

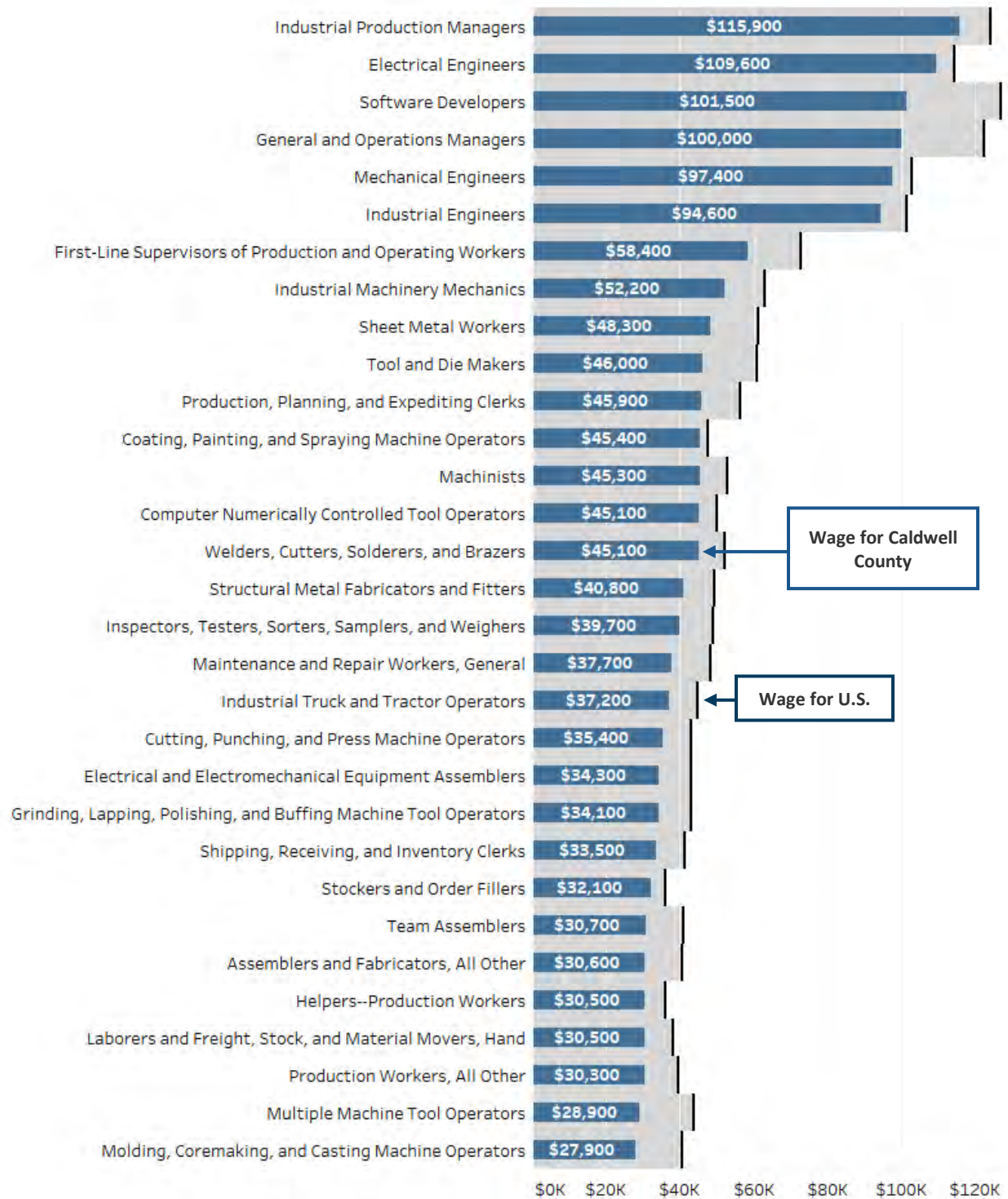
Table 7.5 Industry 4.0 Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
53-7051	Industrial Truck and Tractor Operators	163	21	-143	Short-term
51-2092	Team Assemblers	134	38	-96	
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
51-4121	Welders, Cutters, Solderers, and Brazers	113	33	-79	HS, Moderate
51-1011	First-Line Supervisors of Production and Operating Workers	83	39	-44	HS, < 5 yrs
49-9041	Industrial Machinery Mechanics	79	34	-45	HS, Long-term
15-1252	Software Developers	60	45	-15	B
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	60	28	-32	HS, Moderate
51-4041	Machinists	58	15	-43	HS, Long-term
51-2099	Assemblers and Fabricators, All Other	43	8	-35	
51-9198	Helpers--Production Workers	42	10	-32	HS, Short-term
51-2028	Electrical and Electromechanical Equipment Assemblers	40	2	-39	HS, Moderate
47-2211	Sheet Metal Workers	36	10	-26	HS, Apprenticeship
51-9124	Coating, Painting, and Spraying Machine Operators	32	8	-25	HS, Moderate
51-9199	Production Workers, All Other	28	5	-22	HS, Moderate
51-4072	Molding, Coremaking, and Casting Machine Operators, Metal and Plastic	26	11	-15	HS, Moderate
51-9161	Computer Numerically Controlled Tool Operators	25	8	-18	HS, Moderate
51-4081	Multiple Machine Tool Operators, Metal and Plastic	23	4	-19	HS, Moderate
51-4031	Cutting, Punching, and Press Machine Operators, Metal and Plastic	23	4	-19	HS, Moderate
51-2041	Structural Metal Fabricators and Fitters	16	3	-13	HS, Moderate
43-5061	Production, Planning, and Expediting Clerks	13	17	4	HS, Moderate
51-4033	Grinding, Lapping, Polishing, and Buffing Machine Tool Operators	13	7	-6	HS, Moderate
51-4111	Tool and Die Makers	8	2	-5	C, Long-term
11-3051	Industrial Production Managers	6	11	5	B, 5 yrs+
17-2112	Industrial Engineers	5	9	3	B
17-2141	Mechanical Engineers	4	7	3	B
17-2071	Electrical Engineers	2	5	3	B

Source: *JobsEQ, 2022 Average*. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

Figure 7.3: Industry 4.0 Target Wages for Top Occupations, 2022
Caldwell County, United States



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.6 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Engineering	57	97	1,441	650	2,245
Computer & Information Sciences	718	300	859	326	2,203
Mathematics & Statistics	97	35	377	124	633
Engineering Technologies	218	91	174	25	508
Precision Production	151	36			187
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	2,027	1,189	7,806	2,667	13,689

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics



Food Processing



The Food and Beverage industry continues to grow nationally with a 47% increase in Gross Domestic Product (GDP) and a 12% rise in employment over the past decade for this particular target family. United States employment in this target is forecast to grow by 2.5% while Caldwell County is predicted to increase by 20%.

Lockhart is well situated for Food and Beverage Processing with ample water, proximity to regional and national markets, and proximity to agricultural products. *Animal Food* and *Snack Food* manufacturing have a high concentration of employment within Caldwell County with location quotients (a measure of concentration) of 4.58 and 3.93 respectively for those subsectors. In general, an LQ above 1.2 is a good indicator of specialization.

Consumer trends toward healthy, fresh, organic, and local foods are here to stay with particular attention on convenience and ready-to-eat. In fact with both in-person grocers and meal delivery services like Blue Apron or Hello Fresh, processing for convenience adds value to the preparation of raw foods for eating at home.

Refrigerated storage is another part of this target that is in high demand and is recommended to support Food & Beverage Processing. The U.S. currently has 3.7 billion cubic feet of gross refrigerated storage capacity, up by 2.2% from 2020, according to the USDA. Cold storage demand follows population changes with Lockhart's proximity to the Austin and San Antonio regions becoming another asset in the ability to attract this subsector.

A prime example of how Lockhart assets can attract *Food and Beverage Processing* is the recent announcement of Ziegenfelder Company establishing a new frozen dessert manufacturing facility in the City. Predating this development, Iron Ox opened a greenhouse facility in Lockhart growing produce with the technology of AI and robots.

The Food & Beverage Processing target is a natural fit for Lockhart for many reasons, but none more satisfying than touting the City's renowned reputation for Texas barbeque.

Target rationales include:

- Availability of industrial sites (P)
- Positioned to serve regional, national & international markets (P)
- Agricultural product in region (P)
- Availability of water/wastewater treatment capacity (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 47% (P)(C)
- Historical national 10-year job growth of 12% (P)(C)
- National job growth forecast 2.6% for next decade (P)(C)
- Caldwell County growth forecast 20% for next decade (P)(C)
- National average wage \$62,567 (C)
- 14,503 degrees and certificates granted in majors related to target (P)

Legend: Items appealing to needs of prospects (P) or community (C).

Table 7.7 Food & Beverage Processing Target Job & GDP Trend & Outlook

		United States			Caldwell County		
NAICS	Industry	10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	LQ
3111	Animal Food Mfg.	67.1%	34.7%	3.0%	-48.6%	16.4%	4.58
3116	Meat Processing	70.4%	9.4%	1.2%	152.5%	17.3%	0.04
3118	Bakeries & Tortilla Mfg.	40.9%	14.9%	5.1%	-77.6%	52.9%	0.08
31141	Frozen Food Mfg.	52.2%	9.4%	1.0%	-98.1%	15.2%	0.01
31142	Fruit & Vegetable Preservation	28.6%	-1.0%	1.0%	-43.9%	15.2%	0.04
31191	Snack Food Mfg.	54.5%	27.4%	7.6%	n/a	21.0%	3.93
31193	Flavoring Syrup & Concentrate Mfg.	-64.1%	-8.3%	7.5%	-54.1%	16.5%	0.05
31194	Seasoning & Dressing Mfg.	66.6%	36.2%	7.5%	-47.2%	16.5%	0.06
31211	Soft Drink & Ice Mfg.	42.5%	13.1%	2.8%	n/a	16.4%	0.06
4244	Grocery Wholesalers	48.0%	8.9%	1.5%	-97.6%	-5.3%	0.00
49312	Refrigerated Warehousing	32.8%	40.8%	8.5%	60.6%	27.0%	0.01
Total Target		47.3%	12.1%	2.6%	-35.7%	19.6%	0.29

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The top occupations for the Food & Beverage Processing target include production roles as well as food handling and agriculture-related occupations. Analysis of staffing patterns in the target industry revealed those with the highest employment and are listed here in several different ways:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations in the Food and Beverage sector have many which require short and moderate on-the-job training with a few management positions typically needing individuals with degrees and years of experience. Occupations in Table 7.82 show a variety of typical requirements showing the need for higher education and technical training. Roles needing short and moderate training can benefit greatly from community or technical college programs. In the competitive site selection process, offering ways a company can advance its production schedule by pre-training workers can make the difference in winning the project.

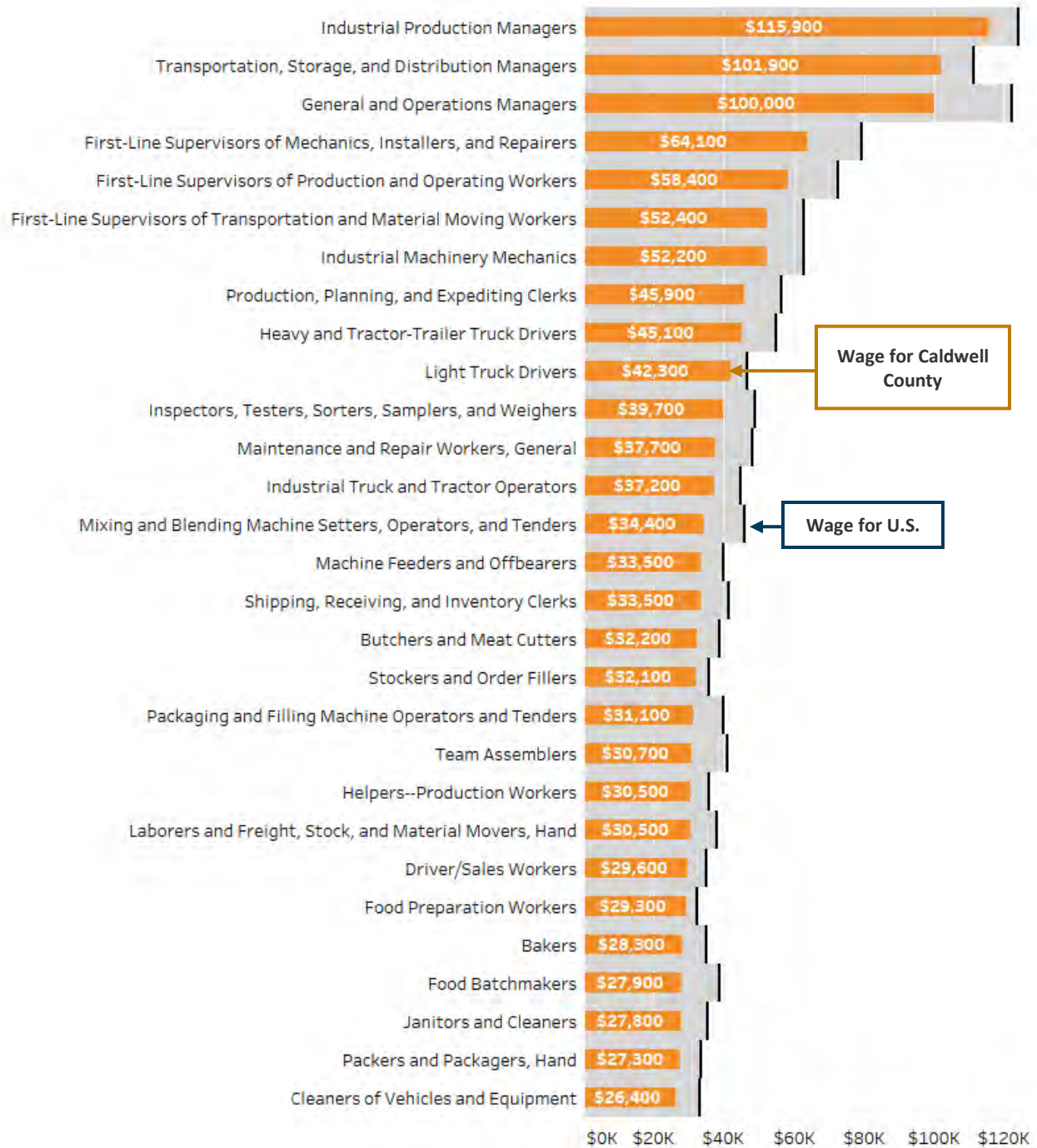
Table 7.8 Food & Beverage Processing Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
37-2011	Janitors and Cleaners	401	183	-218	Short-term
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-3032	Heavy and Tractor-Trailer Truck Drivers	321	134	-187	C, Short-term
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
35-2021	Food Preparation Workers	210	82	-128	Short-term
53-7051	Industrial Truck and Tractor Operators	163	21	-143	Short-term
53-3033	Light Truck Drivers	142	42	-100	Short-term
51-2092	Team Assemblers	134	38	-96	
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
53-7064	Packers and Packagers, Hand	125	20	-105	Short-term
53-7061	Cleaners of Vehicles and Equipment	124	34	-89	Short-term
53-3031	Driver/Sales Workers	119	49	-70	HS, Short-term
51-1011	First-Line Supervisors of Production and Operating Workers	83	39	-44	HS, < 5 yrs
49-9041	Industrial Machinery Mechanics	79	34	-45	HS, Long-term
49-1011	First-Line Supervisors of Mechanics, Installers, and Repairers	77	41	-36	HS, < 5 yrs
53-1047	First-Line Supervisors of Transportation and Material Moving Workers	74	37	-37	HS, < 5 yrs
51-9111	Packaging and Filling Machine Operators	70	15	-56	HS, Moderate
51-3021	Butchers and Meat Cutters	60	14	-46	Long-term
51-9061	Inspectors, Testers, Sorters, Samplers, and Weighers	60	28	-32	HS, Moderate
51-3011	Bakers	54	17	-36	Moderate
51-9198	Helpers--Production Workers	42	10	-32	HS, Short-term
51-3092	Food Batchmakers	34	8	-26	HS, Moderate
51-9023	Mixing and Blending Machine Operators	20	7	-13	HS, Moderate
53-7063	Machine Feeders and Offbearers	17	3	-14	Short-term
43-5061	Production, Planning, and Expediting Clerks	13	17	4	HS, Moderate
11-3071	Transportation, Storage, and Distribution Managers	8	5	-3	HS, 5 yrs+
11-3051	Industrial Production Managers	6	11	5	B, 5 yrs+

Source: JobsEQ, 2022 Average. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

**Figure 7.4: Food & Beverage Processing Target Wages for Top Occupations, 2022
Caldwell County, United States**



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.9 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Engineering	57	97	1,441	650	2,245
Computer & Information Sciences	718	300	859	326	2,203
Family & Consumer Sciences	14	6	609	43	672
Mathematics & Statistics	97	35	377	124	633
Engineering Technologies	218	91	174	25	508
Culinary, Entertainment & Personal Services	30	242			272
Precision Production	151	36			187
Agricultural & Related Fields		10	125	7	142
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	2,041	1,205	8,540	2,717	14,503

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics



“Experiential” has become a popular term for retail, hospitality, and tourism industries and is focused on people placing as much value on the experience as the actual service or good. The ambiance of a store. The grass-roots feel of a charming downtown with homegrown restaurants. The ability to offer unique and memorable experiences for visitors and residents alike makes the Experience Lockhart target a tool for talent retention and attraction. Quality of life was identified as the second most important factor in site selection based on *Area Development Magazine’s* 2022 Corporate Survey making this target a valuable part of Lockhart’s strategy.

Lockhart’s current downtown (central business district) renaissance is prime for being a major focus for this effort. Target subsectors such as specialty retail along with breweries, wineries, and distilleries would be a good fit for downtown helping to round out current establishments already thriving. The support and financial incentives for downtown development will help spur the growth of these businesses.

One of the recommendations given in this report is to recruit a hotel developer to help improve the quality of life assets in Lockhart. A quality hotel can host business clients and visitors and help stretch any day trips for regional tourism into overnight stays boosting retail and food sales in Lockhart.

One of the most popular forms of experiential travel is culinary tourism. With Lockhart reigning as the Barbeque Capital of Texas, the City is a natural fit. This fact already helps to draw tourists and the BBQ festival enhances that pull for visitors. Additional festivals and events could also bring in more regional attendees with the culinary factor always playing a role in attracting the foodies among festival goers. Another recommendation offered in this strategy is the formation of a Convention and Visitors Bureau to focus on these types of events that can draw visitors and additional revenue to Lockhart.

Target rationales include:

- Positioned to serve regional market (P)
- Proximity to Austin-Bergstrom International Airport (P)(C)
- Within ½ hour of major university/ college (P)(C)
- Competitive cost of labor (P)
- Availability of tax-exempt financing for new industrial facilities (P)
- Availability of local incentives (P)
- Relatively low cost of living (P)(C)
- Relatively low property taxes (P)(C)
- Historical national 10-year GDP growth of 40% (P)(C)
- National. job growth forecast 10% for next decade (P)(C)
- Caldwell County historical job growth of 38% (P)(C)
- Caldwell County growth forecast 16% for next decade (P)(C)
- 11,060 degrees and certificates granted in majors related to target (P)

Legend: Items appealing to needs of prospects (P) or community (C).

Table 7.10 Experience Lockhart Target Job & GDP Trend & Outlook

NAICS	Industry	United States			Caldwell County		
		10-Year % GDP Change	10-Year Employment Change %	10-Year Employment Forecast %	10-Year Employment Change %	10-Year Employment Forecast %	LQ
72111	Hotels	5.8%	-1.7%	22.8%	-12.0%	32.7%	0.26
31212	Breweries	100.4%	255.7%	2.8%	n/a	17.1%	0.06
31213	Wineries	114.7%	65.1%	2.8%	241.0%	17.1%	0.11
31214	Distilleries	100.4%	210.2%	2.8%	n/a	17.1%	0.09
4452	Specialty Food Retailers	53.8%	0.9%	-5.0%	136.8%	9.1%	1.46
4581	Clothing & Clothing Accessories Retailers	35.0%	-21.5%	1.4%	198.1%	12.2%	0.64
4583	Jewelry, Luggage, & Leather Goods Retailers	38.9%	-15.1%	0.8%	-67.4%	-3.7%	0.08
4599	Other Miscellaneous Retailers	121.4%	30.9%	2.1%	-2.8%	14.1%	0.97
Total Target		40.3%	-1.0%	9.8%	37.8%	16.0%	0.55

Source: JobsEQ 2022, Garner Economics, GDP figures represent 2021 data.

Occupations

The top occupations for the Experience Lockhart target trend toward retail and service positions with a few roles on the inventory and stocking side of these business sectors. Again, a look at staffing patterns highlights those jobs that had high employment levels relevant to the types of businesses in the target family. These occupations are listed with employment levels from several different aspects:

1. Workers who live in Caldwell County within that occupation category, regardless of where they work.
2. Those who work at companies located in Caldwell County, regardless of where workers reside.
3. Net commuting compares residents and workers in each occupation. This figure is to assess talent potential.

The comparison of residents and workers shows net commuting and is an indicator of supply and demand at a high level for the occupation. This net commuter figure show how the supply of residents matches – again from a broad perspective – jobs for the occupational group. A positive number of net commuters means it is likely that commuters are entering the city or county for work, while a negative figure indicates commuters leaving the area for employment.

Education and training levels needed for entry into target occupations vary from short-term on-the-job training to those requiring a certificate or degree and/or years of experience, or moderate-term on-the-job training. Occupations in Table 7.11 show a variety of typical requirements showing the need for higher education and technical training.

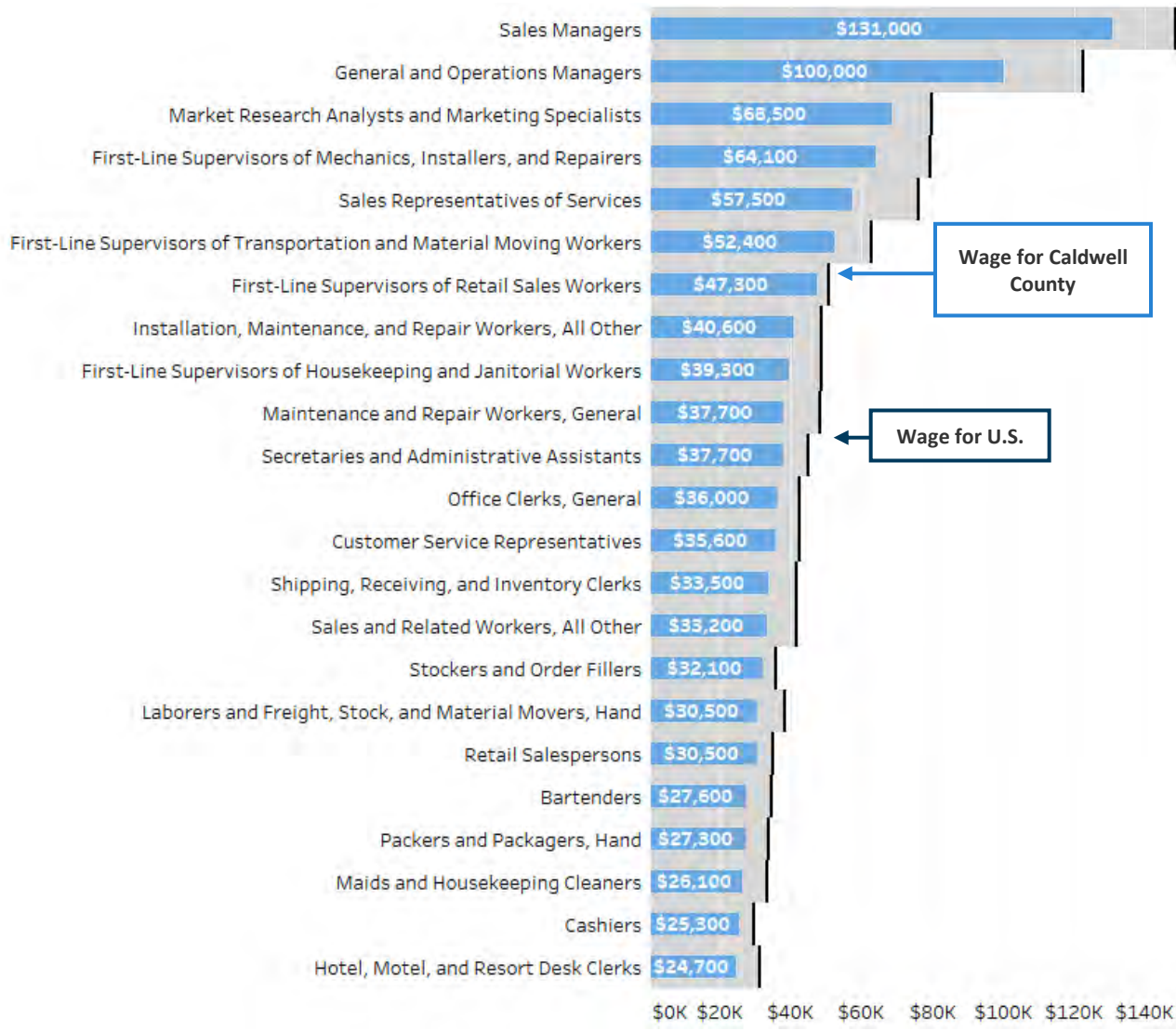
Table 7.11 Experience Lockhart Target Top Occupations, 2022
Sorted by Employment-Live within Caldwell County

SOC	Occupation	Employment (Live in County)	Employment (Work in County)	Net Commuters	Typical Education & Training
41-2011	Cashiers	770	557	-212	Short-term
41-2031	Retail Salespersons	484	285	-199	Short-term
53-7065	Stockers and Order Fillers	389	172	-217	HS, Short-term
11-1021	General and Operations Managers	347	226	-120	B, 5 yrs+
53-7062	Laborers and Freight, Stock, and Material Movers, Hand	316	77	-239	Short-term
43-9061	Office Clerks, General	294	162	-132	HS, Short-term
43-4051	Customer Service Representatives	259	127	-132	HS, Short-term
37-2012	Maids and Housekeeping Cleaners	255	77	-178	Short-term
49-9071	Maintenance and Repair Workers, General	234	92	-142	HS, Moderate
41-1011	First-Line Supervisors of Retail Sales Workers	226	179	-48	HS, < 5 yrs
43-6014	Secretaries and Administrative Assistants	206	129	-77	HS, Short-term
43-5071	Shipping, Receiving, and Inventory Clerks	128	37	-91	HS, Short-term
53-7064	Packers and Packagers, Hand	125	20	-105	Short-term
49-1011	First-Line Supervisors of Mechanics, Installers, and Repairers	77	41	-36	HS, < 5 yrs
53-1047	First-Line Supervisors of Transportation and Material Moving Workers	74	37	-37	HS, < 5 yrs
35-3011	Bartenders	63	25	-38	Short-term
37-1011	First-Line Supervisors of Housekeeping and Janitorial Workers	61	29	-33	HS, < 5 yrs
41-3091	Sales Representatives of Services	57	43	-14	HS, Moderate
49-9099	Installation, Maintenance, and Repair Workers, All Other	52	15	-37	HS, Moderate
43-4081	Hotel, Motel, and Resort Desk Clerks	33	5	-28	HS, Short-term
41-9099	Sales and Related Workers, All Other	14	22	8	HS
13-1161	Market Research Analysts and Marketing Specialists	11	19	7	B
11-2022	Sales Managers	11	18	7	B, < 5 yrs

Source: JobsEQ, 2022 Average. Employment — Work in County represents those employed by companies located in Caldwell County regardless of where workers reside. Employment — Live in County represents those who reside in Caldwell County regardless of where they work.

Typical Education & Training shows the typical education, on-the-job training, and experience needed to work in a given occupation. Legend: HS-High School, B-Bachelor Degree, C-Certification, Some College-College courses no degree.

Figure 7.5: Experience Lockhart Target Wages for Top Occupations, 2022
Caldwell County, United States



Source: JobsEQ, 2022 Average Annual Salary, Garner Economics

Table 7.12 Regional Degree Completions in Majors Related to Target, 2021

Degrees by Area of Study	Certificate	Associate	Bachelor	Graduate or Professional	Number of Degrees 2021
Business, Management & Marketing	650	500	2,826	1,412	5,388
Communication & Related Programs	42	99	2,110	130	2,381
Computer & Information Sciences	718	300	859	326	2,203
Family & Consumer Sciences	14	6	609	43	672
Culinary, Entertainment & Personal Services	30	242			272
Mechanic & Repair Technologies	81	22			103
Communications Technologies	13	9	19		41
Grand Total	1,548	1,178	6,423	1,911	11,060

Graduates from colleges & universities within a 45-minute drive-time from Lockhart are included.
Source: National Center for Education Statistics, Garner Economics

Chapter 8: Where Do We Go From Here?

In the initial strategy of 2020 titled ***A Competitive Realities Report and Target Industry Strategy for Lockhart, Texas***, Garner Economics offered 5 recommendations for the City and EDC to implement that were related to their organization, or a collective group of organizations needed to take on to enhance the competitiveness of the City. A scorecard of these recommendations and related progress is included in Chapter 2 of this report.

Both the 2020 strategy and the current plan were developed from a site selector's perspective. The recommendations are built with an eye toward those areas that may differentiate the City.

Recommendations for action are categorized under two areas of opportunity: **Asset Development (Product Improvement)**, and **Execute Effectively (Organizational)**. These recommendations are developed with the thought that they can potentially have a significant positive impact on the area if implemented.

Asset Development

Product improvement initiatives to ensure Lockhart can compete to attract, retain, and grow the types of companies and talent the community desires.



1

Continue the City's efforts to grow its industrial land inventory to accommodate the needs of the targeted industry sectors.

The City has been simply amazing in its success in attracting business over the last 3 years. Its recently developed industrial parks are sold out or close to being sold out. Without available product, the opportunity to attract business for a greenfield project will be non-existent (*No Product, No Project!*[®]). We recommend the City partner with private developers to create quality sites, or if necessary, independently.

Also, and equally important, the City should extend utility infrastructure to areas of the city with preferred development locations and “activate” the property for potential development. This would attract private developers to advance sites with the infrastructure already in place.

Funding for these efforts can be designated through Type B sales tax, or from the voluminous amount of Federal stimulus dollars still out there.



Asset Development Product Improvement



2

Enhance Lockhart's Quality of Place by developing assets needed to build upon the City's quality of life.

Recruit a hotel developer: In the 2020 target industry strategy and recommendations, there was significant anecdotal feedback from businesses and individuals regarding utilizing accommodations properties outside of Lockhart, e.g. San Marcos and Austin, to host clients, customers, suppliers, and visitors rather than utilizing the one franchised hotel in Lockhart. This translates to a loss of sales tax revenue for the City, inconvenience for the guest, and a usual apology from the local business that there are no more options for a hotel/motel of a business standard in Lockhart.

The LEDC should work diligently to identify potential hotel developers for Lockhart and create an incentive package to attract that developer to build a quality, franchised property that includes business meeting space as part of the property. We are not recommending the development of a fully serviced conference center. Rather, many limited-service hotels, e.g., Hampton Inn, Hilton Garden Inn, Holiday Inn Express, etc., include meeting space as part of their real estate footprint to help with the economic viability and financial stability of the property. This is what we are suggesting for Lockhart. Texas Type B monies can be used for these types of projects (if meeting space is included).¹

¹ <https://comptroller.texas.gov/economy/local/type-ab/type-b.php>

Execute Effectively

Organizational adjustments and programming that allow the City to work proactively in those areas that will directly impact the economic growth the community desires.



Execute Effectively *Organizational*



1

Create a Convention and Visitor's Bureau (CVB) in Lockhart focused on visitor recruitment and hospitality product.

Lockhart is the Barbeque Capital of Texas! People from near and far know the city for its culinary treasure. Lockhart also has a charming downtown with its iconic County Courthouse. The city has spent nearly \$10 million on downtown improvement initiatives. When visiting Lockhart, it's evident there are lots of day trippers from the region enjoying the downtown collection of its boutique specialty shops, barbeque restaurants, and other culinary options.

In Chapter 7, the "Experience Lockhart" target, the focus is on visitors and residents having an enjoyable experience, which is an important goal and objective. But organizationally, more can be done to execute effectively. The city collects a 7% Hotel Occupancy Tax (HOT) that generated \$160,000 in 2022. By adding additional hotels or B&B properties, that number will increase. The CVB budget should be incrementally based on revenue growth and have a more proactive regional marketing campaign to attract visitors. Additionally, tourism is economic development. The LEDC should find ways to partner with the CVB to participate in creating initiatives, e.g., travel writer familiarization tours, consultant tours (during the BBQ festival), and more.

Organizationally, a dedicated person promoting tourism can be a part of the LEDC structure, funded by the HOT or funded by the LEDC until HOT funds have increased as a result of more beds and room nights taxed. A separate board of directors would make up the CVB governing board with individuals who have business or professional expertise related to the hospitality sector.

Alternatively, the CVB can be part of the Chamber of Commerce and partially funded through a contract with the City to fund the operations of the CVB. This structure is most effective where there is an effective and well-managed Chamber of Commerce, and government has a philosophy of having the private sector lead economic development and tourism promotion efforts. Based on our knowledge of the City and the effectiveness of the LEDC, we recommend that the City/LEDC lead this effort of operating a CVB, at least initially.

Chapter 9: Call to Action

With an advantageous location between Austin and San Antonio, strong population growth, effective public and private leadership, Lockhart has a wealth of amenities that make it an ideal location for investment. The City has invested (wisely) in creating industrial product with the development of new industrial parks. Now is not the time to take your foot off the gas pedal. The bar needs to be raised.

Through this report, ***Lockhart's Next Chapter: A targeted business strategy refresh***, community leaders can make long-term structural investments to ensure that the City can attract the types of activity it wants while also taking on game-changing initiatives to augment the area's quality of place assets.

To create such change, the City and its economic development office will facilitate dialogue with public and private leaders, continue to be more proactive rather than reactive, and execute its tourism promotion efforts differently. It will need to take the lead in proposing and attracting different types of activities and be a champion for long-term investments that will add to the community's product and quality of place for its citizens.

thank you

Garner Economics would like to thank the City of Lockhart, its economic development office led by Mike Kamerlander, and its city manager, Steve Lewis. Their feedback, compilation of data, and information—as well as their openness and willingness to explore various opportunities to strengthen operations—have contributed to the richness and rigor of this report.

Appendix A: Industry Sector Details

The industry listing below marks major categories in blue. Specialized industries have location quotients greater than 1.2 and are shaded.

NAICS	Industry Sector	Lockhart			Caldwell County		
		2022 Employment	5 Year Change	LQ	2022 Employment	5 Year Change	LQ
11	Agriculture, Forestry, Fishing and Hunting	84	-32	1.2	806	-67	5.3
111	Crop Production	4	-4	0.2	57	-19	0.9
112	Animal Production and Aquaculture	77	-26	3.4	714	-43	14.1
113	Forestry and Logging	0	0	0.0	0	-1	0.0
114	Fishing, Hunting and Trapping	0	0	0.2	2	1	0.7
115	Support Activities for Agriculture and Forestry	3	-2	0.2	32	-5	1.0
21	Mining, Quarrying, and Oil and Gas Extraction	11	2	0.6	242	39	6.1
211	Oil and Gas Extraction	2	0	0.6	53	-14	6.2
212	Mining (except Oil and Gas)	0	0	0.0	0	-2	0.0
213	Support Activities for Mining	8	2	1.0	189	55	10.5
22	Utilities	30	6	1.1	74	1	1.3
23	Construction	325	78	1.1	1,306	335	1.9
236	Construction of Buildings	74	11	1.0	200	-7	1.3
237	Heavy and Civil Engineering Construction	20	-5	0.5	127	-21	1.4
238	Specialty Trade Contractors	232	72	1.2	980	362	2.3
31	Manufacturing	369	8	0.9	567	9	0.6
311	Food Manufacturing	59	7	1.1	77	9	0.6
312	Beverage and Tobacco Product Manufacturing	2	-1	0.2	3	-2	0.1
314	Textile Product Mills	0	0	0.1	1	0	0.1
315	Apparel Manufacturing	17	0	4.8	20	-2	2.5
316	Leather and Allied Product Manufacturing	20	-25	20.3	32	-53	14.6
321	Wood Product Manufacturing	17	14	1.2	51	24	1.6
323	Printing and Related Support Activities	19	3	1.5	27	5	1.0
325	Chemical Manufacturing	21	20	0.7	31	30	0.5
326	Plastics and Rubber Products Manufacturing	37	37	1.5	54	54	1.0
327	Nonmetallic Mineral Product Manufacturing	2	2	0.2	9	5	0.3
331	Primary Metal Manufacturing	67	67	5.8	98	97	3.8
332	Fabricated Metal Product Manufacturing	28	-10	0.6	48	-17	0.5
333	Machinery Manufacturing	6	-5	0.2	31	-10	0.4
334	Computer and Electronic Product Manufacturing	5	4	0.1	5	5	0.1
335	Electrical Equipment, Appliance, and Component Manufacturing	1	0	0.0	1	0	0.0
336	Transportation Equipment Manufacturing	2	1	0.0	4	2	0.0
337	Furniture and Related Product Manufacturing	56	-105	4.4	63	-134	2.2
339	Miscellaneous Manufacturing	9	-2	0.4	11	-4	0.2
42	Wholesale Trade	57	-8	0.3	163	-4	0.4
423	Merchant Wholesalers, Durable Goods	8	4	0.1	53	17	0.2
424	Merchant Wholesalers, Nondurable Goods	5	-2	0.1	44	-9	0.3
425	Wholesale Trade Agents and Brokers	45	-11	2.6	66	-12	1.7

NAICS	Industry Sector	Lockhart			Caldwell County		
		2022 Employment	5 Year Change	LQ	2022 Employment	5 Year Change	LQ
44	Retail Trade	943	398	1.8	1,716	520	1.5
441	Motor Vehicle and Parts Dealers	109	28	1.6	147	23	1.0
444	Building Material and Garden Equipment and Supplies Dealers	161	117	3.4	284	210	2.8
445	Food and Beverage Retailers	230	97	2.2	344	125	1.5
449	Furniture, Home Furnishings, Electronics, and Appliance Retailers	31	4	1.0	37	4	0.5
455	General Merchandise Retailers	151	71	1.4	234	66	1.0
456	Health and Personal Care Retailers	35	7	0.9	70	17	0.8
457	Gasoline Stations and Fuel Dealers	151	55	4.5	452	60	6.2
458	Clothing, Clothing Accessories, Shoe, and Jewelry Retailers	33	14	0.8	67	33	0.8
459	Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers	43	5	0.8	79	-19	0.6
48	Transportation and Warehousing	203	-117	0.8	428	-275	0.8
481	Air Transportation	0	-29	0.0	0	-202	0.0
482	Rail Transportation	4	-1	0.7	14	0	1.3
484	Truck Transportation	14	-10	0.3	79	35	0.7
485	Transit and Ground Passenger Transportation	139	-23	4.6	155	-15	2.3
486	Pipeline Transportation	33	-15	20.3	78	-34	21.6
488	Support Activities for Transportation	8	-34	0.3	34	-45	0.6
491	Postal Service	5	4	0.2	57	3	1.3
492	Couriers and Messengers	1	-3	0.0	10	4	0.1
493	Warehousing and Storage	0	-6	0.0	1	-22	0.0
51	Information	37	-20	0.3	59	-24	0.3
512	Motion Picture and Sound Recording Industries	15	-30	0.9	15	-30	0.4
513	Publishing Industries	3	-5	0.1	5	-8	0.1
516	Broadcasting and Content Providers	0	0	0.0	1	0	0.0
517	Telecommunications	17	16	0.8	19	17	0.4
518	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services	1	0	0.1	2	0	0.1
519	Web Search Portals, Libraries, Archives, and Other Information Services	0	-2	0.0	17	-3	0.7
52	Finance and Insurance	207	32	1.0	256	36	0.6
522	Credit Intermediation and Related Activities	146	20	1.7	175	25	0.9
523	Securities, Commodity Contracts, and Other Financial Investments and Related Activities	9	-4	0.3	10	-5	0.1
524	Insurance Carriers and Related Activities	48	13	0.6	68	13	0.4
525	Funds, Trusts, and Other Financial Vehicles	3	3	3.6	3	3	1.9
53	Real Estate and Rental and Leasing	57	22	0.6	102	20	0.5
531	Real Estate	52	25	0.7	88	24	0.5
532	Rental and Leasing Services	5	1	0.3	14	9	0.4
54	Professional, Scientific, and Technical Services	130	17	0.3	238	56	0.3
55	Management of Companies and Enterprises	5	4	0.1	5	3	0.0

NAICS	Industry Sector	Lockhart			Caldwell County		
		2022 Employment	5 Year Change	LQ	2022 Employment	5 Year Change	LQ
56	Administrative and Support and Waste Management and Remediation Services	295	11	0.9	451	-13	0.6
561	Administrative and Support Services	292	9	0.9	434	1	0.6
562	Waste Management and Remediation Services	2	2	0.1	17	-14	0.5
61	Educational Services	690	74	1.7	1,124	116	1.2
62	Health Care and Social Assistance	371	25	0.5	1,668	22	1.0
621	Ambulatory Health Care Services	146	25	0.5	321	67	0.5
622	Hospitals	4	2	0.0	428	-20	0.9
623	Nursing and Residential Care Facilities	145	-7	1.4	693	-37	3.1
624	Social Assistance	76	6	0.5	227	13	0.7
71	Arts, Entertainment, and Recreation	22	4	0.2	104	9	0.5
711	Performing Arts, Spectator Sports, and Related Industries	14	3	0.4	48	10	0.7
712	Museums, Historical Sites, and Similar Institutions	2	0	0.3	33	-4	2.0
713	Amusement, Gambling, and Recreation Industries	6	0	0.1	24	2	0.2
72	Accommodation and Food Services	794	150	1.8	1,177	238	1.2
721	Accommodation	10	-9	0.2	36	-21	0.3
722	Food Services and Drinking Places	783	159	2.1	1,141	259	1.4
81	Other Services (except Public Administration)	165	22	0.7	432	24	0.9
811	Repair and Maintenance	91	12	1.8	176	22	1.6
812	Personal and Laundry Services	42	6	0.6	100	5	0.6
813	Religious, Grantmaking, Civic, Professional, and Similar Organizations	30	6	0.3	150	2	0.7
814	Private Households	2	-2	0.3	6	-5	0.4
92	Public Administration	371	45	1.6	510	52	1.0
921	Executive, Legislative, and Other General Government Support	206	40	2.1	284	51	1.3
922	Justice, Public Order, and Safety Activities	104	-5	1.7	143	-9	1.1
923	Administration of Human Resource Programs	28	3	1.0	38	4	0.6
924	Administration of Environmental Quality Programs	19	5	1.7	26	4	1.1
925	Administration of Housing Programs, Urban Planning, and Community Development	4	0	1.3	6	-1	0.8
926	Administration of Economic Programs	10	2	0.5	13	2	0.3

Source: JobsEQ, 4 Quarter Average ending Q3 2022, Garner Economic

Appendix B: Occupational Details

The occupation listing below marks major categories in blue. Specialized Occupations have location quotients greater than 1.2 and are shaded.

SOC	Occupational Group	Lockhart				Caldwell County	
		2022 Employment	2022 Residents	5-Year Change	LQ	2022 Employment	LQ
11-0000	Management	347	358	23	1.0	1,229	1.6
11-1000	Top Executives	108	123	24	0.9	262	1.0
11-2000	Advertising, Marketing, Promotions, Public Relations, and Sales Managers	14	4	2	0.5	30	0.5
11-3000	Operations Specialties Managers	40	13	4	0.5	79	0.5
11-9000	Other Management	185	218	-7	1.4	858	2.8
13-0000	Business and Financial Operations	191	108	48	0.6	388	0.5
13-1000	Business Operations Specialists	119	73	36	0.5	272	0.5
13-2000	Financial Specialists	72	34	12	0.7	116	0.5
15-0000	Computer and Mathematical	75	44	26	0.4	145	0.4
15-1200	Computer	72	43	25	0.4	138	0.4
15-2000	Mathematical Science	3	0	1	0.3	7	0.4
17-0000	Architecture and Engineering	42	7	12	0.5	94	0.5
17-1000	Architects, Surveyors, and Cartographers	6	1	4	0.9	11	0.7
17-2000	Engineers	22	4	4	0.4	55	0.4
17-3000	Drafters, Engineering Technicians, and Mapping Technicians	14	2	4	0.6	29	0.6
19-0000	Life, Physical, and Social Science	25	5	4	0.5	59	0.6
19-1000	Life Scientists	4	1	0	0.3	10	0.4
19-2000	Physical Scientists	3	1	0	0.3	7	0.4
19-3000	Social Scientists and Related Workers	9	2	1	0.9	17	0.8
19-4000	Life, Physical, and Social Science Technicians	5	1	1	0.4	12	0.5
19-5000	Occupational Health and Safety Specialists	4	0	1	0.9	13	1.3
21-0000	Community and Social Service	68	33	6	0.8	232	1.2
21-1000	Counselors, Social Workers, and Other Community and Social Service Specialists	63	31	4	0.8	199	1.2
21-2000	Religious Workers	5	2	2	0.3	33	0.9
23-0000	Legal	29	17	-2	0.7	51	0.5
23-1000	Lawyers, Judges, and Related Workers	21	16	-1	0.7	36	0.6
23-2000	Legal Support Workers	8	2	0	0.6	15	0.4
25-0000	Educational Instruction and Library	462	279	48	1.7	784	1.3
25-1000	Postsecondary Teachers	5	4	0	0.1	10	0.1
25-2000	Preschool, Elementary, Middle, Secondary, and Special Education Teachers	310	184	31	2.3	504	1.7
25-3000	Other Teachers and Instructors	53	29	7	1.4	110	1.3
25-4000	Librarians, Curators, and Archivists	10	1	1	1.3	17	1.0
25-9000	Other Educational Instruction and Library	85	60	9	1.5	143	1.2
27-0000	Arts, Design, Entertainment, Sports, and Media	52	13	9	0.6	124	0.6
27-1000	Art and Design Workers	23	7	7	0.8	44	0.7
27-2000	Entertainers and Performers, Sports and Related Workers	11	3	1	0.4	37	0.7
27-3000	Media and Communication Workers	12	2	-1	0.5	31	0.6
27-4000	Media/Communication Equipment Workers	6	1	2	0.6	12	0.5

SOC	Occupational Group	Lockhart				Caldwell County	
		2022 Employment	2022 Residents	5-Year Change	LQ	2022 Employment	LQ
29-0000	Healthcare Practitioners and Technical	146	106	24	0.5	580	0.9
29-1000	Healthcare Diagnosing or Treating Practitioners	82	68	14	0.4	355	0.8
29-2000	Health Technologists and Technicians	63	37	10	0.7	219	1.0
29-9000	Other Healthcare Practitioners and Technical	1	0	1	0.3	6	0.6
31-0000	Healthcare Support	128	178	6	0.6	469	0.9
31-1100	Home Health/Personal Care Aides; Nursing Assistants, Orderlies, and Psychiatric Aides	91	159	2	0.6	366	1.0
31-2000	Occupational Therapy and Physical Therapist Assistants and Aides	7	0	4	1.1	22	1.6
31-9000	Other Healthcare Support	30	18	0	0.5	81	0.6
33-0000	Protective Service	223	144	23	2.0	310	1.3
33-1000	Supervisors of Protective Service Workers	23	3	3	2.1	32	1.3
33-2000	Firefighting and Prevention Workers	34	17	7	3.3	48	2.1
33-3000	Law Enforcement Workers	108	68	0	2.9	144	1.7
33-9000	Other Protective Service Workers	58	56	13	1.1	85	0.7
35-0000	Food Preparation and Serving Related	751	771	132	1.8	1,150	1.3
35-1000	Supervisors of Food Preparation and Serving Workers	92	89	24	2.2	139	1.5
35-2000	Cooks and Food Preparation Workers	183	220	40	1.5	294	1.1
35-3000	Food and Beverage Serving Workers	423	385	68	2.1	637	1.4
35-9000	Other Food Preparation and Serving Related Workers	52	77	1	1.2	80	0.9
37-0000	Building and Grounds Cleaning and Maintenance	217	294	12	1.3	412	1.1
37-1000	Supervisors of Building and Grounds Cleaning and Maintenance Workers	26	39	2	1.8	48	1.5
37-2000	Building Cleaning and Pest Control Workers	148	196	13	1.3	256	1.0
37-3000	Grounds Maintenance Workers	42	60	-3	1.0	108	1.2
39-0000	Personal Care and Service	89	103	-11	0.7	242	0.9
39-1000	Supervisors of Personal Care and Service Workers	6	1	1	0.8	16	0.9
39-2000	Animal Care and Service Workers	10	7	1	0.8	35	1.2
39-3000	Entertainment Attendants and Related	9	4	-13	0.6	15	0.4
39-4000	Funeral Service Workers	1	0	-1	0.4	2	0.4
39-5000	Personal Appearance Workers	20	47	6	0.7	43	0.7
39-6000	Baggage Porters, Bellhops, and Concierges	0	0	-1	0.3	1	0.3
39-7000	Tour and Travel Guides	1	0	0	0.4	3	1.0
39-9000	Other Personal Care and Service Workers	42	43	-3	0.8	126	1.1
41-0000	Sales and Related	666	602	219	1.4	1,286	1.2
41-1000	Supervisors of Sales Workers	108	84	30	1.7	205	1.5
41-2000	Retail Sales Workers	448	444	172	1.7	872	1.5
41-3000	Sales Representatives, Services	43	32	5	0.6	78	0.5
41-4000	Sales Representatives, Wholesale and Mfg.	26	23	-3	0.5	55	0.5
41-9000	Other Sales and Related Workers	42	20	14	1.2	75	0.9
43-0000	Office and Administrative Support	475	523	20	0.7	1,036	0.7
43-1000	Supervisors of Office and Administrative Support Workers	40	46	3	0.8	81	0.7
43-2000	Communications Equipment Operators	1	0	0	0.3	2	0.5

SOC	Occupational Group	Lockhart				Caldwell County	
		2022 Employment	2022 Residents	5-Year Change	LQ	2022 Employment	LQ
43-3000	Financial Clerks	74	63	-5	0.7	152	0.7
43-4000	Information and Record Clerks	148	140	21	0.8	266	0.6
43-5000	Material Recording, Scheduling, Dispatching, and Distributing Workers	53	78	2	0.7	151	0.9
43-6000	Secretaries and Administrative Assistants	77	87	1	0.7	188	0.8
43-9000	Other Office and Administrative Support Workers	84	110	0	0.7	196	0.8
45-0000	Farming, Fishing, and Forestry	9	26	-4	0.3	115	1.6
45-1000	Supervisors of Farming, Fishing, and Forestry Workers	1	1	0	0.3	4	1.1
45-2000	Agricultural Workers	8	24	-4	0.3	109	1.7
45-3000	Fishing and Hunting Workers	0	1	0	0.2	1	0.7
45-4000	Forest, Conservation, and Logging Workers	0	1	0	0.2	1	0.2
47-0000	Construction and Extraction	237	495	49	1.0	964	1.9
47-1000	Supervisors of Construction and Extraction Workers	25	60	4	1.0	104	1.9
47-2000	Construction Trades Workers	183	353	38	1.0	716	1.8
47-3000	Helpers, Construction Trades	8	15	3	1.1	32	2.0
47-4000	Other Construction and Related Workers	17	31	3	1.1	39	1.2
47-5000	Extraction Workers	5	36	0	0.7	73	4.9
49-0000	Installation, Maintenance, and Repair	210	398	2	1.1	460	1.0
49-1000	Supervisors of Installation, Maintenance, and Repair Workers	19	30	0	1.0	41	1.0
49-2000	Electrical and Electronic Equipment Mechanics, Installers, and Repairers	13	6	3	0.7	28	0.7
49-3000	Vehicle and Mobile Equipment Mechanics, Installers, and Repairers	78	143	-11	1.3	159	1.2
49-9000	Other Installation, Maintenance, and Repair	101	219	10	1.0	233	1.0
51-0000	Production	290	467	0	1.0	500	0.8
51-1000	Supervisors of Production Workers	23	37	3	1.1	41	0.8
51-2000	Assemblers and Fabricators	35	89	-28	0.6	59	0.4
51-3000	Food Processing Workers	31	47	10	1.1	46	0.8
51-4000	Metal Workers and Plastic Workers	54	105	26	1.0	101	0.8
51-5100	Printing Workers	8	18	0	1.1	11	0.7
51-6000	Textile, Apparel, and Furnishings Workers	36	26	-34	2.1	55	1.5
51-7000	Woodworkers	9	16	3	1.1	19	1.0
51-8000	Plant and System Operators	19	9	-2	2.0	44	2.1
51-9000	Other Production	75	120	22	0.9	123	0.7
53-0000	Transportation and Material Moving	437	718	76	1.0	810	0.8
53-1000	Supervisors of Transportation and Material Moving Workers	20	26	0	0.9	37	0.8
53-2000	Air Transportation Workers	1	1	-12	0.1	4	0.2
53-3000	Motor Vehicle Operators	203	283	32	1.3	369	1.1
53-4000	Rail Transportation Workers	4	1	-5	1.1	12	1.5
53-5000	Water Transportation Workers	0	3	0	0.2	2	0.4
53-6000	Other Transportation Workers	12	30	2	1.2	25	1.1
53-7000	Material Moving Workers	196	374	59	0.8	361	0.7

Source: JobsEQ, 4 Quarter Average ending Q3 2022

**RESOLUTION 2023-01 OF THE BOARD OF DIRECTORS OF THE
LOCKHART ECONOMIC DEVELOPMENT CORPORATION
ADOPTING A TARGET INDUSTRY STRATEGY REPORT REFRESH;
PROVIDING AN EFFECTIVE DATE**

WHEREAS, in February, 2023, the City of Lockhart (“City”) and the Lockhart Economic Development Corporation (“LEDC”) retained Garner Economics, LLC to assist in preparing a “Competitive Realities Report and Target Industry Strategy Refresh” in order to assist the City and the LEDC to focus its economic development priorities to help create jobs in the Community by focusing efforts that leverage the community’s assets and strengths; and

WHEREAS, the TIS Refresh prepared by Garner Economics, LLC is complete and has been reviewed by the Board and staff of the LEDC; and

WHEREAS, it is the desire of the Board of Directors of the LEDC to approve and adopt the TIS Refresh;

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE LOCKHART ECONOMIC DEVELOPMENT CORPORATION, THAT:

1. The foregoing recitals are adopted and incorporated herein for all purposes.
2. The report titled “Lockhart’s Next Chapter: A Targeted Business Strategy Refresh” prepared by Garner Economics, LLC, a copy of which is attached hereto, is hereby approved and adopted as the Target Industry Strategy for the LEDC.

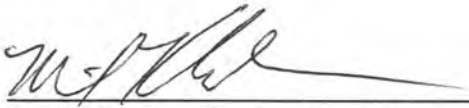
ADOPTED AND APPROVED effective on this, the 10th day of July 2023.

**LOCKHART ECONOMIC
DEVELOPMENT CORPORATION:**



Alan Fielder, Chairman

ATTEST:



Michael Kamerlander, Secretary

City of Lockhart, Texas

Council Agenda Item Cover Sheet

COUNCIL MEETING DATE: July 18, 2023

AGENDA ITEM CAPTION: Discussion of City Ordinance Sec. 56-280 through Sec. 56-286, Operating Golf Carts on City Streets.

ORIGINATING DEPARTMENT AND CONTACT: Police - Gary Williamson

ACTION REQUESTED: Direction

BACKGROUND/SUMMARY/DISCUSSION: In 2011, the City adopted Ordinance No. 2011-03 allowing the permitting and operation of golf carts on city streets. Currently, the ordinance requires a golf cart permit through the police department with an annual renewal. Golf cart drivers must be licensed to operate a motor vehicle, carry a valid driver's license and maintain financial responsibility. Drivers must abide by all traffic regulations. Required equipment on the golf cart includes: operational headlamps and tail lamps; side reflectors, an operational parking brake, rearview mirrors, operational turn signals, an operational electric automobile horn, properly operational brakes, operational brake lights, seatbelts for the operator and all passengers and a slow moving vehicle sign. Golf carts may only operate on streets with a speed limit of 30 miles per hour or less. A golf cart may cross a street at an intersection where the road or street has a speed limit of more than 30 miles per hour. Penalties for violations are outlined in the ordinance.

The Lockhart Police Department has been working with the Public Information Officer in creating a dedicated webpage addressing golf carts, which will contain our current policy regarding these vehicles—including links to City ordinance, state law, a diagram illustrating the required safety equipment, and information on how people can register their vehicles and with whom. This page will be easily accessible through the Lockhart Police Department's section in the City of Lockhart's website and will be updated accordingly, also dependent on any Council direction.

Staff seeks direction on whether the ordinance needs to be updated.

PROJECT SCHEDULE (if applicable):

AMOUNT & SOURCE OF FUNDING:

Funds Required:

Account Number:

Funds Available:

Account Name:

FISCAL NOTE (if applicable):

City of Lockhart, Texas

Council Agenda Item Cover Sheet

PREVIOUS COUNCIL ACTION:

COMMITTEE/BOARD/COMMISSION ACTION:

STAFF RECOMMENDATION/REQUESTED MOTION:

LIST OF SUPPORTING DOCUMENTS: City of Lockhart Sec. 56-281 Operation of Golf Carts on Streets, Texas Transportation Code Chapter 551 Operation of Bicycles and Mopeds_Golf Carts and Other Low-Powered Vehicles Subchapter F Golf Carts, TTC_golf carts, .

DIVISION 6. OPERATING GOLF CARTS ON CITY STREETS

Sec. 56-280. Definitions.

Driver. The person driving and having physical control over the golf cart.

Golf cart. A vehicle as defined in V.T.C.A., Transportation Code § 502.001, as amended, and commonly referred to as a golf cart, or a vehicle that is determined to be a golf cart by the Texas Department of Public Safety, which has a minimum of three wheels and has a top speed not greater than 25 miles per hour on a paved level surface and which is manufactured primarily for transporting persons on a golf course.

Golf cart permit. A privilege granted, upon compliance with the terms of this division, to legally operate a golf cart upon certain public streets or roadways within the city limits during the year when the permit is granted.

Golf cart permit decal. A decal to be attached to a golf cart carrying a serial number corresponding to the number of the golf cart license and showing the month and calendar year that the license shall expire.

Golf cart permit fee. A city administrative fee for granting a golf cart permit and issuing a golf cart permit decal.

Owner. The person holding title to the golf cart and the person required to register the golf cart with the city.

Street. A public roadway of the City of Lockhart, Texas by whatever name (e.g., road, alley, avenue, highway, route, boulevard, etc.) that has a posted or designated speed limit of 30 miles per hour or less.

(Ord. No. 2011-03, § I, 4-5-11; Ord. No. 2013-03, § I, 1-15-13)

Sec. 56-281. Operation of golf carts on streets.

- (a) The speed limit on roads and streets within the City of Lockhart is 30 miles per hour unless otherwise posted, and golf carts may be operated only on city streets with speed limits of 30 miles per hour or lower, subject to further prohibitions in subsections (c), (d) and (e) herein.
- (b) A golf cart may cross a road or street within the city at an intersection where the road or street has a speed limit of more than 30 miles per hour.
- (c) The Texas Department of Transportation may prohibit the operation of a golf cart on a highway within the Lockhart city limits if that department determines that the prohibition is necessary in the interest of safety.
- (d) A golf cart is prohibited from operating on a city street within a posted school zone, where the street has a posted speed limit that is greater than 30 miles per hour during nonschool hours.
- (e) A golf cart is specifically prohibited from operating on the following city streets:
 - (1) Colorado Street (Hwy. 183 North and South) in its entirety.
 - (2) West San Antonio Street (Hwy. 142) from the city limits to Main Street.
 - (3) Blackjack Street (F.M. 20 East) in its entirety.
 - (4) State Park Road (F.M. 20 West) in its entirety.
 - (5) Silent Valley Road (F.M. 2001) in its entirety.

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- (6) F.M. 672 (Flores Street east of Colorado Street) in its entirety.
 - (7) F.M. 1322 (S. Commerce Street south of F.M. 20 East (Blackjack Street)), in its entirety.
 - (8) F.M. 2720 north of Hwy. 142 West, in its entirety.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-282. Permitting process and decal.

- (a) Before any golf cart may be operated on a city street pursuant to this division, it must be permitted and receive a decal from the Lockhart Police Department. The annual fee for permitting and the decal is \$75.00, which pays for the city's administrative costs for the permitting process and decal.
- (b) The permitting process is as follows:
 - (1) The applicant shall complete the city's permit application form, which shall include:
 - a. The name and address of the applicant and owner;
 - b. The location where the vehicle is regularly stored overnight;
 - c. The model, make, and golf cart identification number;
 - d. The current driver's license number of the owner;
 - e. A statement that all operators are required to be licensed pursuant to V.T.C.A., Transportation Code §§ 521.001(3) and 521.021, as amended, and that all equipment required by this division is installed and will be kept current during the permit period;
 - f. A statement that the permit holder shall indemnify and hold harmless the City of Lockhart, Texas for any and all civil liability associated with said permitting and waives any and all rights to sue or allow subrogation by any insurance company except as specifically mandated by law; and
 - g. Other information which the city reasonably may require.
- (c) The permit application shall be dated and signed by the applicant/owner and attached to it shall be a check or money order in the amount of \$75.00, current proof of financial responsibility as required by V.T.C.A., Transportation Code § 601.051 for operating the golf cart on city streets, and a clear copy of the applicant/owner's current driver's license. The permit application shall be presented to the appropriate representative of the Lockhart Police Department for review of the paperwork and the required equipment.
- (d) Upon issuance, the permit decal shall be attached to and displayed on the driver's side front panel of the golf cart so as to be clearly visible from the front of the golf cart.
- (e) The permit shall be effective for one year from the date of its issuance or until the permit is revoked or the golf cart is transferred to a new owner.
- (f) The permit is not transferable to another golf cart or to another owner.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-283. Revocation of permit.

The golf cart permit may be revoked if:

- (1) The owner or driver of a golf cart fails to abide by the rules and regulations of this division;
- (2) The owner or driver of a golf cart fails to abide by state and/or city traffic laws; and/or

(Supp. No. 71)

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-
- (3) The owner fails to maintain proof of financial responsibility for the operation of the golf cart on city streets during the entire permit period.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-284. Required equipment for golf carts.

- (a) A golf cart must be equipped with the following minimum equipment as mandated by the V.T.C.A., Transportation Code § 551.404(a), as amended, and as required by the City of Lockhart, Texas to be eligible for a permit pursuant to this division:
 - (1) Operational headlamps and tail lamps;
 - (2) Side reflectors;
 - (3) An operational parking brake;
 - (4) Rearview mirrors;
 - (5) Operational turn signals;
 - (6) An operational electric automobile horn;
 - (7) Properly operational brakes;
 - (8) Operational brake lights;
 - (9) Seat belts for the operator and all passengers; and
 - (10) A slow moving vehicle sign as required by state law.
- (b) The equipment required by this division and its installation shall meet standards, and shall be maintained, as provided by the Texas Transportation Code, as amended.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-285. Operation regulations.

- (a) Drivers must be licensed to operate a motor vehicle as provided by V.T.C.A., Transportation Code § 521.021, carry a valid driver's license as provided by V.T.C.A., Transportation Code § 521.025, and maintain financial responsibility as required for passenger vehicles in V.T.C.A., Transportation Code § 601.051.
- (b) Drivers shall abide by all traffic regulations applicable to vehicular traffic when operating a golf cart on and around city streets.
- (c) Golf carts shall not be operated on sidewalks at any time.
- (d) Drivers may cross a prohibited street described in section 56-281, but otherwise may not operate a golf cart on any prohibited street.
- (e) Golf carts are prohibited from pulling or towing trailers, boats, jet skis, other objects, or people on public streets or in a city right-of-way.
- (f) Drivers and golf cart passengers shall be limited to the seating capacity of the golf cart as designed by the manufacturer and shall wear seat belts at all times while the golf cart is in motion.
- (g) Nothing in this division shall prevent the operation of a golf cart pursuant to V.T.C.A., Transportation Code § 551.403, which includes the operation of golf carts with slow moving vehicle signs on city streets with speed

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limits not over 35 miles per hour, in daylight, to or from a golf course that is not more than two miles from where the golf cart is usually parked.

(Ord. No. 2011-03, § I, 4-5-11)

Sec. 56-286. Penalties.

Violations of any section of this division shall be penalized as follows:

- (1) Traffic violations are unlawful and misdemeanors punishable by a fine not to exceed the maximum allowable under state law, in accordance with the provisions of the Lockhart Code of Ordinances.
- (2) Violations of section 56-282 are unlawful and a misdemeanor offense punishable by a fine not exceeding \$50.00. Each day a violation continues shall constitute a separate offense.
- (3) Violations of subsections 56-285(e) and/or (f) are unlawful and a misdemeanor offense punishable by a fine not exceeding \$200.00 per offense.

(Ord. No. 2011-03, § I, 4-5-11)

Secs. 56-287—56-295. Reserved.

SUBCHAPTER F. GOLF CARTS

Sec. 551.401. DEFINITION. In this subchapter, "golf cart" means a motor vehicle designed by the manufacturer primarily for use on a golf course.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2011, 82nd Leg., R.S., Ch. 1296 (H.B. [2357](#)), Sec. 239, eff. January 1, 2012.

Acts 2017, 85th Leg., R.S., Ch. 1052 (H.B. [1956](#)), Sec. 22(1), eff. September 1, 2017.

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 16, eff. June 14, 2019.

Sec. 551.402. REGISTRATION NOT AUTHORIZED; LICENSE PLATES.

(a) The Texas Department of Motor Vehicles may not register a golf cart for operation on a highway regardless of whether any alteration has been made to the golf cart.

(b) A person may operate a golf cart on a highway in a manner authorized by this subchapter only if the vehicle displays a license plate issued under this section.

(c) The Texas Department of Motor Vehicles:

(1) shall by rule establish a procedure to issue license plates for golf carts; and

(2) may charge a fee not to exceed \$10 for the cost of the license plate, to be deposited to the credit of the Texas Department of Motor Vehicles fund.

(d) A golf cart license plate does not expire. A person who becomes the owner of a golf cart for which the previous owner obtained a license plate may not use the previous owner's license plate.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2013, 83rd Leg., R.S., Ch. 877 (H.B. [719](#)), Sec. 1, eff. June 14, 2013.

Acts 2013, 83rd Leg., R.S., Ch. 1135 (H.B. [2741](#)), Sec. 95, eff. September 1, 2013.

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 17, eff. June 14, 2019.

Sec. 551.403. OPERATION AUTHORIZED IN CERTAIN AREAS. (a)
An operator may operate a golf cart:

(1) in a master planned community:

(A) that is a residential subdivision as defined by Section [209.002](#)(9), Property Code, or has in place a uniform set of restrictive covenants; and

(B) for which a county or municipality has approved one or more plats;

(2) on a public or private beach that is open to vehicular traffic; or

(3) on a highway for which the posted speed limit is not more than 35 miles per hour, if the golf cart is operated:

(A) during the daytime; and

(B) not more than five miles from the location where the golf cart is usually parked and for transportation to or from a golf course.

(b) Notwithstanding Section [551.402](#)(b), a person may operate a golf cart in a master planned community described by Subsection (a) without a golf cart license plate on a highway for which the posted speed limit is not more than 35 miles per hour, including through an intersection of a highway for which the posted speed limit is more than 35 miles per hour.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 18, eff. June 14, 2019.

Acts 2021, 87th Leg., R.S., Ch. 652 (H.B. [1281](#)), Sec. 1, eff. June 15, 2021.

Sec. 551.4031. PROHIBITION OF OPERATION ON HIGHWAY BY MUNICIPALITY, COUNTY, OR DEPARTMENT. (a) A county or municipality may prohibit the operation of a golf cart on a highway under Section [551.403](#) if the governing body of the county or municipality determines that the prohibition is necessary in the interest of safety.

(b) The Texas Department of Transportation may prohibit the operation of a golf cart on a highway under Section [551.403](#) if the department determines that the prohibition is necessary in the interest of safety.

Added by Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 18, eff. June 14, 2019.

Amended by:

Acts 2021, 87th Leg., R.S., Ch. 652 (H.B. [1281](#)), Sec. 2, eff. June 15, 2021.

Sec. 551.404. OPERATION ON HIGHWAY AUTHORIZED BY MUNICIPALITY OR CERTAIN COUNTIES. (a) In addition to the operation authorized by Section [551.403](#), the governing body of a municipality may allow an operator to operate a golf cart on all or part of a highway that:

(1) is in the corporate boundaries of the municipality; and

(2) has a posted speed limit of not more than 35 miles per hour.

(b) In addition to the operation authorized by Section [551.403](#), the commissioners court of a county described by Subsection (c) may allow an operator to operate a golf cart on all or part of a highway that:

(1) is located in the unincorporated area of the county; and

(2) has a speed limit of not more than 35 miles per hour.

(c) Subsection (b) applies only to a county that:

(1) borders or contains a portion of the Red River;
or

(2) borders the Gulf of Mexico and has a population of less than 500,000.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2011, 82nd Leg., R.S., Ch. 1296 (H.B. [2357](#)), Sec. 241, eff. January 1, 2012.

Acts 2013, 83rd Leg., R.S., Ch. 877 (H.B. [719](#)), Sec. 2, eff. June 14, 2013.

Acts 2017, 85th Leg., R.S., Ch. 171 (H.B. [2968](#)), Sec. 1, eff. May 26, 2017.

Acts 2017, 85th Leg., R.S., Ch. 1052 (H.B. [1956](#)), Sec. 2, eff. September 1, 2017.

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 19, eff. June 14, 2019.

Acts 2021, 87th Leg., R.S., Ch. 652 (H.B. [1281](#)), Sec. 3, eff. June 15, 2021.

Sec. 551.4041. EQUIPMENT. A golf cart operated under Section [551.404](#) must have the following equipment:

- (1) headlamps;
- (2) taillamps;
- (3) reflectors;
- (4) parking brake; and
- (5) mirrors.

Added by Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 19, eff. June 14, 2019.

Sec. 551.405. CROSSING INTERSECTIONS. A golf cart may cross a highway at an intersection, including an intersection with a highway that has a posted speed limit of more than 35 miles per hour.

Added by Acts 2009, 81st Leg., R.S., Ch. 1136 (H.B. [2553](#)), Sec. 10, eff. September 1, 2009.

Amended by:

Acts 2019, 86th Leg., R.S., Ch. 1233 (H.B. [1548](#)), Sec. 20, eff. June 14, 2019.



Q May golf carts be operated on city streets?

A Texas Transportation Code Chapter 551 authorizes the operation of golf carts in the following circumstances:

1. A golf cart may be operated in a master planned community: (a) that has in place a uniform set of restrictive covenants; and (b) for which the city has approved a plat. *See* TEX. TRANSP. CODE § 551.403(1). There appears to be no case or attorney general opinion defining the phrase "master planned community." *See, e.g.,* Tex. Att'y Gen. Op. No. GA-0966 (2012) (declining to define the phrase). Thus, each city should look to its local regulations and consult local legal counsel for guidance regarding the meaning of the phrase.
2. So long as it is not in an area prohibited by the city, a golf cart may be operated on a public or private beach that is open to vehicular traffic. *See* TEX. TRANSP. CODE § 551.403(2); TEX. NAT. RES. CODE § 61.011; 31 T.A.C. § 15.7.
3. A golf cart may be operated on a highway for which the posted speed limit is not more than 35 miles per hour, if the cart is operated: (a) during the daytime; and (b) not more than two miles from the location where the golf cart is usually parked and for transportation to or from a golf course. *See* TEX. TRANSP. CODE § 551.403(3). The attorney general concluded that the purpose of driving the golf cart on the highway under this subsection must be to transport a person to and from a golf course. *See* Tex. Att'y Gen. Op. No. GA-0966 (2012).
4. So long as the city authorizes the operation and the Texas Department of Transportation does not prohibit it, a golf cart may be operated on any highway in the city that has a posted speed limit of not more than 35 miles per hour. *See* TEX. TRANSP. CODE §§ 551.4031, 551.404.
5. For the purpose of retrieving or delivering mail and

packages, a golf cart may be driven by a motor carrier (e.g., UPS) on a public highway if the posted speed limit is not more than 35 miles per hour, so long as the highway is not an interstate or a limited-access or controlled-access highway. *See id.* § 551.453.

6. For the purpose of retrieving or delivering mail and packages, a golf cart may be driven by a motor carrier on the property of certain subdivisions and condominiums. *See id.* § 551.454(c).
7. So long as the city authorizes it, a golf cart may be driven by a motor carrier for the purpose of retrieving or delivering mail and packages on all or part of any public highway that has a speed limit of not more than 35 miles per hour. *See id.* § 551.455.
8. A golf cart may cross a highway at an intersection, including an intersection with a highway that has a posted speed limit of more than 35 miles per hour. *See id.* §§ 551.405, 551.456. Presumably, the cart must otherwise be lawfully operated.

For purposes of the above provisions, the term "golf cart" is defined to mean "a motor vehicle designed by the manufacturer primarily for use on a golf course," and the term "highway" is defined to mean "the width between the boundary lines of a publicly maintained way any part of which is open to the public for vehicular travel." *Id.* §§ 541.302, 551.401, 551.451.

Q Have any bills been filed that would impact the operation of a golf cart?

A Yes. Although the 87th Regular Legislative Session did not begin until January 12, 2021, legislators started pre-filing bills on November 9, 2020. One pre-filed bill, Senate Bill 206, by Senator Schwertner, would amend Transportation Code Chapter 551 to: (1) allow a neighborhood electric vehicle and golf cart to be operated: (a) in a master planned community; (b) that is a residential subdivision as defined

by Section 209.002(g), Property Code, or has in place a uniform set of restrictive covenants; and (c) for which a county or city has approved one or more plats; (2) provide that a person may operate a golf cart in a master planned community described in (1) without a golf cart license plate; and (3) allow a city to prohibit the operation of a golf cart on a highway in the following areas if the city council determine the prohibition is necessary in the interest of safety: (a) master planned community described in (1); (b) on a public or private beach that is open to vehicular traffic; or (c) on a highway for which the posted speed limit is not more than 35 miles per hour.

Stay informed about this, and other bills, by checking TML's Legislative Update for summaries of city-related bills and associated articles, available here: <https://www.tml.org/579/Legislative-Update>.

Q Must a golf cart be registered?

A Neither the Texas Department of Motor Vehicles nor a county tax assessor-collector may register a golf cart. *See* TEX. TRANSP. CODE §§ 551.402(a) 551.453(b) (providing the Department of Motor Vehicles may not require the registration of a golf cart operated by a motor carrier delivering or retrieving packages unless the registration is required by other law); 43 T.A.C. § 217.45(j).

Q Must a golf cart have a license plate?

A A golf cart must have a license plate when operated as described in the first question, above. *See* TEX. TRANSP. CODE §§ 551.402(b), 551.453-551.455; *see also* 43 T.A.C. §§ 217.45, 217.182.

This issue is also addressed on the Texas Department of Motor Vehicles website here: <https://www.txdmv.gov/motorists/buying-or-selling-a-vehicle/unique-vehicles>.



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Q **Must an owner have liability insurance to operate a golf cart?**

A An owner must have liability insurance unless the golf cart is operated under (1)-(3), as described in the first question, above. *See* TEX. TRANSP. CODE §§ 601.051-601.052.

Q **Must a golf cart have certain equipment when operated on city streets?**

A A golf cart must have headlamps, taillamps, reflectors, a parking brake, and mirrors when operated as described in the first question, above. *See id.* §§ 551.4041, 551.452(a). In addition, a golf cart that is operated at a speed of not more than 25 miles per hour is required to display a slow-moving-vehicle emblem when it is operated on a highway. *See id.* § 547.703(d).

This issue is also addressed on the Texas Department of Motor Vehicles website here: <https://www.txdmv.gov/motorists/buying-or-selling-a-vehicle/unique-vehicles>.

Q **Must a golf cart be inspected?**

A A vehicle required to display a slow-moving vehicle emblem is not subject to inspection. *See id.* § 548.052.

Q **Must a golf cart operator be licensed?**

A This question is the subject of a pending attorney general opinion. In RQ-0381-KP, the Montgomery County District Attorney and the Montgomery County Attorney ask the attorney general to issue an opinion addressing the following question: "Must a person possess a driver's license to lawfully operate a golf cart on a public street in a master-planned community or municipality in which the operation of golf carts on public streets is expressly authorized by the Transportation Code." Once issued, the opinion will be

published here: <https://www.texasattorneygeneral.gov/opinions>.

Q **Is a "neighborhood electric vehicle" the same thing as a golf cart, and may such a vehicle be operated on a city street?**

A No, golf carts should not be confused with neighborhood electric vehicles (NEVs), which are larger than golf carts but smaller than most passenger vehicles. The Transportation Code defines a NEV to mean "a vehicle that can attain a maximum speed of 35 miles per hour on a paved level surface and otherwise complies with Federal Motor Vehicle Safety Standard 500 (49 C.F.R. Section 571.500)." TEX. TRANSP. CODE § 551.301. NEVs may be operated in areas similar to where golf carts may be operated. *See id.* §§ 551.303-304, 551.451-456.

Q **Is an "off-highway vehicle" the same thing as a golf cart, and may such a vehicle be operated on a city street?**

A No, an off-highway vehicle (OHV) is not the same thing as a golf cart. Transportation Code Section 551A.001 defines an OHV to encompass the following multiples types of motor vehicles: an all-terrain vehicle, a recreational off-highway vehicle, and a utility vehicle.

An OHV may be operated on a city street in some circumstances. For instance, a peace officer or other person who provides law enforcement, firefighting, ambulance, medical, or other emergency services may operate an unregistered OHV on a highway that is not an interstate or limited-access highway if: (1) the transportation is in connection with the performance of the operator's official duty; (2) the operator attaches to the back of the vehicle a triangular orange flag that is at least six feet above ground level; (3) the vehicle's headlights and taillights are illuminated; and (4) the operation of the vehicle does not exceed a distance of 10 miles from the point of origin to the destination. *See id.* § 551A.058.

Like a golf cart, an OHV may also be operated on a city street when driven by a motor carrier for the purpose of retrieving or delivering mail and packages. *See id.* §§ 551.451-456. ★



Lockhart

T E X A S

2022-2023 Strategic Work Plan



The Strategic Planning Process

From January through April 2022, the City of Lockhart embarked on a strategic planning process to create strategic priorities for 2022-2023. The following is the process used to reach the conclusions for the plan:

The process kicked off with a preliminary Zoom between the City Manager, Steve Lewis, Mayor Lew White, and professional facilitator Alysia A. Cook, PCED, IOM with Opportunity Strategies LLC. The three met to review key issues facing the city, understand the programs and projects currently underway, and to prepare the process and format for the planning session.

On April 8, 2022, the City of Lockhart Management Team met at the Library for Part 1 of the Strategic Work Planning Session for 2022-2023.

On April 9, 2022, the City of Lockhart City Council and City Manager met at the Library for Part 2 of the Strategic Work Planning Session for 2022-2023.



Day One – Management Team

Day One began with City Manager Steve Lewis reviewing with the Management Team the City of Lockhart's accomplishments and success stories of 2021.

Following that, the City Manager and the facilitator shared some leadership concepts and considerations with the Lockhart Management Team. This led to some group discussions about the importance of continuous learning and leadership development.

The City Manager discussed with the participants that when goals are adopted by the City Council, they provide a positive impact for the Management Team in at least 4 different ways:

- a) Direction is clearly set by City Council
- b) Once that direction is established, differences can be discussed in a more open, less polarizing manner
- c) Saves time in decision making on projects/programs
- d) City Manager's recommendations can be better aligned with ultimate objectives

Mission of Lockhart Management Team

To promote and influence the alignment of organizational resources by focusing on:

- a) Organizational planning and issues
- b) Open communication with elected officials, staff, boards, commissions, and citizens
- c) Ensuring City of Lockhart is a leader in Central Texas regarding issues with community relevance
- d) Implementing programs that derive from the City Council and community's goals

Start – Stop – Continue

The facilitator then engaged the Management Team in a group exercise called *Start – Stop – Continue* which divides participants into small groups and has them offer feedback on what the City needs to start doing, stop doing, and continue doing.

These are individual manager recommendations and not necessarily agreed to by all managers or by City Council members. The responses are as follows:

Start

- Long-term capital planning
- Increasing non-emergency communications
- Administering annual customer service surveys that are statistically valid
- Developing recreation programs
- Indoor community recreation center
- City facilities and community infrastructure improvements
- New spaces for city facilities
- Modernize Human Resources policies including technology
- A vehicle acquisition fund
- Decreasing steps in the hiring process
- Staff planning for future growth
- Modernizing our contracts, best practices, attorney, etc. including reviewing for mutually beneficial language and avoiding one-sided contracts

Stop

- Ineffective/outdated contracts
- Thinking small
- Six-month probationary period for personnel
- Reconnecting customers after 10pm
- Providing free services (such as banners and road closures) and establish a fee schedule for these special requests
- Requiring utility inspections for every change of occupant

Continue

- Longevity pay
- Forward-looking planning for quality growth
- Law enforcement outreach with community
- Contracting (sending RFPs) for solid waste collection
- Supporting tourism
- Modernizing technology, e.g. paperless, Go Green
- Enhancing community investment
- Planning our wayfinding and signage
- Growing events that enhance overnight stays in Lockhart and maximize HOT \$ collections
- Economic growth including considering developing a 4th industrial park
- Striving for improved customer service
- Community engagement including public open houses and social media



Next, the Management Team embarked on a discussion around the following topics which also included some departmental reports on the status of various projects:

- Growth Trends
- Land Development
- Economic Development
- Service Delivery
- Workforce Development
- Long Range Financial Outlook

Following those discussions, the facilitator led the Management Team through a discussion of what they each thought should be the 2022-2023 goals City Council would establish the following day. She recorded those recommendations, then the group reached consensus on what would be put forth to the Council to consider.

The final decisions for 2022-2023 were made by City Council the following day and are listed below.

Day Two – City Council

Day Two began with City Manager Steve Lewis reviewing with City Council the City of Lockhart's accomplishments and success stories of 2021.

Expectations – City Council

Following that, the facilitator asked City Council to share any expectations for the day. Responses were as follows:

- TxDOT – Wayfinding and Signage
- Summerside Subdivision turn lane and traffic light
- Urgent Care facility
- Comprehensive mental health care for first responders
- Keeping City Staff wages competitive
- Need for an Assistant City Manager
- Need for a grantwriter
- Regional animal shelter
- Next industrial park and/or property

The following is the City of Lockhart 2022-2023 Strategic Work Plan.

City of Lockhart Vision:

- To be a first-class community that has maintained its integrity and sense of community characterized by livable neighborhoods and quality schools.
- To be a City that focuses on family by ensuring quality recreational and cultural activities, services, housing, economic, and educational opportunities that promote a well-rounded productive member of the community.
- To be a City that is friendly to visitors and future residents with a spirit of fellowship and cooperation by accommodating their needs and recognizing the wealth in cultural, ethnic and age diversity.
- To be a City committed to sustainability by diligently balancing community needs with available resources and managing growth in a smart and fiscally responsible manner.
- To be a City that celebrates and embraces its long and rich history by reinvesting in neighborhoods, preserving areas and buildings of historic significance and returning the Central Business District to an economically viable and lively activity center.
- To be a City recognized for the quality of its built environment and the integration of the natural landscape throughout the community.
- To be a City that ensures a good balance between residential, commercial, industrial, and public/institutional uses supported by quality infrastructure and transportation systems.
- To be a City known for its innovative solutions to managing growth, progressiveness of City government, and responsiveness to the needs of citizens and businesses.

Source: Lockhart 2020 Comprehensive Plan

Goal #1:

**City
Facilities**

Goal #2:

**Human Resources/
Staffing**

Goal #3:

**Parks &
Recreation**

Goal #4:

Infrastructure

Goal #5:

**Modernization &
Communications**

Goal #6:

**Development &
Quality of Life**

Goal #7:

**Revenue
Sustainability**

2022-2023 Goals:

Each of the following seven goals is guided by the values of diversity and inclusion. Diversity and inclusion are a tapestry that is woven through every goal, every service, and every program.

Goal #1: City Facilities

To begin planning for new city facilities and offices.

Goal #2: Human Resources/Staffing

To enhance our HR services to ensure Lockhart remains a competitive employer.

Goal #3: Parks & Recreation

To develop the Parks & Recreation program and services.

Goal #4: Infrastructure

To enhance physical infrastructure and branded wayfinding throughout Lockhart.

Goal #5: Modernization & Communications

To modernize our in-house and online technology, systems, and communications to serve residents more efficiently and tell the Lockhart story.

Goal #6: Development & Quality of Life

To continually improve the quality of life and employment opportunities of the people of Lockhart.

Goal #7: Revenue Sustainability

To ensure the long-term financial health and sustainability of the City of Lockhart.

Goal #1: City Facilities

To begin planning for new city facilities and offices.

- 1.1 Consider which facilities improvements should be funded by certificates of obligation vs. bonds
- 1.2 Begin plans to replace/update City Hall
- 1.3 Begin plans to replace/update Police/Fire/Training facilities
- 1.4 Begin plans to replace/update Maintenance/City Barn Utilities
- 1.5 Reclaim old space at the hospital
- 1.6 Lease additional space at the EDC building
- 1.7 Conduct a Facilities Study with architects and engineers
- 1.8 Consider Airport improvements (TxDOT Aviation) in the study

Goal #2: Human Resources/Staffing

To enhance our HR services to ensure Lockhart remains a competitive employer.

- 2.1 Hire ACM (Assistant City Manager) immediately
- 2.2 Hire City Manager Support Staff (Executive Assistant or Administrative Assistant)
- 2.3 Once new ACM is hired, assign him/her with developing a Staffing Plan
- 2.4 Once new ACM is hired, assign him/her with developing a Succession Plan
- 2.5 Consider adding additional staff city-wide as needed
- 2.6 Retain law enforcement officers by ensuring compensation competitiveness
- 2.7 Implement a formal EAP (Employee Assistance Program)
- 2.8 Secure a grantwriter (explore opportunities for hiring one vs. contractor)

Goal #3: Parks & Recreation

To develop the Parks & Recreation program and services.

- 3.1 Develop adult and youth programming that utilize existing facilities
- 3.2 Conduct successful outreach to sports leagues across Texas and neighboring states
- 3.3 Consider new Parks & Rec facilities such as pickleball, volleyball, and frisbee golf
- 3.4 Plan for and implement safety improvements of existing facilities
- 3.5 Plan for and implement aesthetic improvements of existing facilities
- 3.6 City Council requests to meet with Parks & Rec Director and City Manager to discuss ideas and brainstorm next steps in the Parks Plan including:
 - Work session, then tour Parks facilities with Parks & Rec Director
 - Discuss short-term vs. long-term Parks & Rec needs
 - Develop plan to survey citizens including bond exploration

Goal #4: Infrastructure

To enhance physical infrastructure and branded wayfinding throughout Lockhart.

- 4.1 Conduct public open houses to determine public wishes for Downtown
- 4.2 Council to approve a final Downtown Conceptual Design and authorize staff to implement
- 4.3 Consider an additional commercial district with retail and mixed-use offerings
- 4.4 Issue the RFP for a Comprehensive Plan update (hire firm by January 2023, then CIP (capital improvement plan) to follow
- 4.5 Explore downtown WiFi options including geofencing

Goal #5: Modernization & Communications

To modernize our in-house and online technology, systems, and communications to serve residents more efficiently and tell the Lockhart story.

- 5.1 PIO (Public Information Officer) to secure proposals for a new website design including:
 - Online forms and application portals (permitting, employment, variance requests, etc.)
 - Must be mobile responsive platform
 - Ensure ease of use and innovative utility of site
 - Include a portal to the Lockhart Economic Development Corporation website
- 5.2 Hire a consultant to 1) build a survey to ask the public what information they seek to find on the City of Lockhart website and 2) compare Lockhart website to other communities with high utilization of an innovative website
- 5.3 Streamline application processes of permits, developer proposals, engineering, employment, etc. to be placed on website (see 5.1)
- 5.4 Verify internet access at all City facilities



Goal #6: Development & Quality of Life

To continually improve the quality of life and employment opportunities of the people of Lockhart.

- 6.1 Consider proposed sidewalk ordinance
- 6.2 Facilitate/incentivize more housing options including:
 - Rental housing options
 - Workforce housing options
 - Higher-income housing
 - Infill/revitalized housing within centers of commerce (existing or planned)
 - Senior/retiree housing
- 6.3 Continue to promote family-friendly events in Downtown
- 6.4 Encourage higher development standards (within state legislature constraints) to research modernization techniques and make recommendations to City Manager for consideration
- 6.5 Continue to implement Animal Control Audit recommendations
- 6.6 Continue to provide concerts on the square

Goal #7: Revenue Sustainability

To ensure the long-term financial health and sustainability of the City of Lockhart.

- 7.1 Explore and increase film production permitting fees
- 7.2 Create and implement fees for banners, road closures, event special requests
- 7.3 Use grantwriter (see 2.8) to find and write grants that benefit the City of Lockhart and its residents
- 7.4 Conduct discussions between City Council and Staff regarding which items can/should be funded by certificates of obligation vs. bonds
- 7.5 Update/increase construction permit fees and impact fees
- 7.6 Explore a bond vote for the items proposed by Parks & Rec and Council from Goal #3
- 7.7 Explore the concept of a Community Foundation with community benefactor options including other communities who have successfully created and implemented a Community Foundation

City of Lockhart Leadership

The 2022 City Council and Management Team participating:

City Council:

Lew White, Mayor
Angie Gonzales-Sanchez, Mayor Pro-Tem
Brad Westmoreland, Councilmember At-Large
Juan Mendoza, Councilmember District 1
David Bryant, Councilmember District 2
Kara McGregor, Councilmember District 3
Jeffrey Michelson, Councilmember District 4

Management Team:

Steve Lewis, City Manager
Julie Bowermon, Director of Human Resources
Connie Constancio, City Secretary
Travis Hughes, Director of Parks & Recreation
Randy Jenkins, Fire Chief
Mike Kamerlander, Economic Development Director
Sean Kelley, Public Works Director
Pam Larison, Director of Finance
Bobby Leos, Electric Superintendent
Victoria Maranan, Public Information Officer
Bertha Martinez, Director of Library Services
Ernest Pedraza, Chief of Police





City of Lockhart

2020-2021 Strategic Priorities

Prepared by:

