



AGENDA

**CITY COUNCIL WORK SESSION
City of Garland
Duckworth Building, Goldie Locke Room
217 North Fifth Street
Garland, Texas
June 30, 2014**

5:30 p.m.

EXECUTIVE SESSION AGENDA

- 1. Discussions, deliberations, voting on, and taking final action with regard to any competitive matter, that being a utility-related matter that is related to the City's competitive activity, including commercial information, and would, if disclosed, give advantage to competitors or prospective competitors including any matter that is reasonably related to the following categories of information:**
 - (A) generation unit specific and portfolio fixed and variable costs, including forecasts of those costs, capital improvement plans for generation units, and generation unit operating characteristics and outage scheduling;**
 - (B) bidding and pricing information for purchased power, generation and fuel, and Electric Reliability Council of Texas bids, prices, offers, and related services and strategies;**
 - (C) effective fuel and purchased power agreements and fuel transportation arrangements and contracts;**
 - (D) risk management information, contracts, and strategies, including fuel hedging and storage;**
 - (E) plans, studies, proposals, and analyses for system improvements, additions, or sales, other than transmission and distribution system improvements inside the service area for which the public power utility is the sole certificated retail provider; and**

(F) customer billing, contract, and usage information, electric power pricing information, system load characteristics, and electric power marketing analyses and strategies;

[Sec. 551.806; Sec. 552.133, Tex. Gov't Code]

- Consider an interim agreement for cost sharing and responsibility relating to the ERCOT-approved Houston Import Project.

DEFINITIONS:

Written Briefing: Items that generally do not require a presentation or discussion by the staff or Council. On these items the staff is seeking direction from the Council or providing information in a written format.

Verbal Briefing: These items do not require written background information or are an update on items previously discussed by the Council.

Regular Item: These items generally require discussion between the Council and staff, boards, commissions, or consultants. These items are often accompanied by a formal presentation followed by discussion.

NOTICE: The City Council may recess from the open session and convene in a closed executive session if the discussion of any of the listed agenda items concerns one or more of the following matters:

(1) Pending/contemplated litigation, settlement offer(s), and matters concerning privileged and unprivileged client information deemed confidential by Rule 1.05 of the Texas Disciplinary Rules of Professional Conduct. Sec. 551.071, TEX. GOV'T CODE.

(2) The purchase, exchange, lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.072, TEX. GOV'T CODE.

(3) A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Sec. 551.073, TEX. GOV'T CODE.

(4) Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Sec. 551.074, TEX. GOV'T CODE.

(5) The deployment, or specific occasions for implementation of security personnel or devices. Sec. 551.076, TEX. GOV'T CODE.

(6) Discussions or deliberations regarding commercial or financial information that the City has received from a business prospect that the City seeks to have locate, stay, or expand in or near the territory of the City and with which the City is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect of the sort described in this provision. Sec. 551.087, TEX. GOV'T CODE.

(7) Discussions, deliberations, votes, or other final action on matters related to the City's competitive activity, including information that would, if disclosed, give advantage to competitors or prospective competitors and is reasonably related to one or more of the following categories of information:

- generation unit specific and portfolio fixed and variable costs, including forecasts of those costs, capital improvement plans for generation units, and generation unit operating characteristics and outage scheduling;
- bidding and pricing information for purchased power, generation and fuel, and Electric Reliability Council of Texas bids, prices, offers, and related services and strategies;
- effective fuel and purchased power agreements and fuel transportation arrangements and contracts;
- risk management information, contracts, and strategies, including fuel hedging and storage;
- plans, studies, proposals, and analyses for system improvements, additions, or sales, other than transmission and distribution system improvements inside the service area for which the public power utility is the sole certificated retail provider; and
- customer billing, contract, and usage information, electric power pricing information, system load characteristics, and electric power marketing analyses and strategies. Sec. 551.086; TEX. GOV'T CODE; Sec. 552.133, TEX. GOV'T CODE]

1. Written Briefings:

a. Winters Park and Spring Creek Greenbelt Trail Development – Dallas County Cost-Share Agreement

Council is requested to consider entering into a capital improvement program project specific agreement with Dallas County for cost-shared funding for trail development in Winters Park and Spring Creek Greenbelt. If Council concurs, this item will be scheduled for formal consideration at the July 15, 2014 Regular Meeting.

b. External Auditing Services

Council is requested to consider authorizing an engagement letter with Weaver Tidwell LLP for external auditing services for the fiscal year ended September 30, 2014.

c. GDC Review and Public Hearing Schedule

The schedule for final review and public hearing regarding the Garland Development Code (GDC) is provided for Council's review and information.

d. Professional Services Agreements and Reports

At the request of Council Member Lori Barnett Dodson and Deputy Mayor Pro Tem Tim Campbell, staff will provide listings and copies of professional services agreements that the City has entered into and copies of monthly reports, if required by the agreement, for the period 2012 – June 27, 2014. This information will be provided to Council at the meeting.

Item	Key Person
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2. Verbal Briefings:

a. Interviews for Appointment to the DART Board of Directors

Council

The terms of office for Mark Enoch and Michael Cheney as City of Garland representatives on the DART Board of Directors will expire on June 30, 2014. Information was posted on the City's website for

14 days in order to provide an opportunity for citizens to apply for the positions. At the close of the 14-day notice period, Mark Enoch, Michael Cheney, Tom Cooper, Jonathan Kelly, and Thomas Campbell responded. Council is scheduled to interview Michael Cheney, Tom Cooper, and Jonathan Kelly at this meeting. Mark Enoch and Thomas Campbell were previously interviewed by Council at the June 16, 2014 Work Session. At the July 1, 2014 Regular Meeting, Council will formally appoint two individuals from among the candidates to serve on the DART Board of Directors for a two-year term from July 1, 2014 to June 30, 2016.

**b. Economic Development Incentive –
La Fabrica, LLC**

Mayer/Schuster

La Fabrica, LLC is considering relocating a fresh baked goods production facility from Mexico to a vacant warehouse in Garland that was previously occupied by El Rancho (their parent company). The company would make leasehold improvements into a state of the art manufacturing facility/commissary to sell and distribute to grocery locations. La Fabrica is planning to hire up to 100 new hires with at least \$3 million in building improvements and approximately \$7 million in new equipment over the next three years. This project will bring in a total of over \$63,000 to the City annually. As part of the Garland Economic Development Partnership's (GEDP) attraction program of encouraging quality development in the City of Garland, the GEDP's Steering Committee recommends that Council provide: 1.) general support for the project and 2.) support of a 75% City Tax Abatement on new Business Personal Property Value for 10 years – maximum of \$369,915. If Council concurs, this item will be scheduled for formal consideration at the July 15, 2014 Regular Meeting.

c. Transportation Report

Dean/Schaffner

Dean International, the City's transportation consultant, will update Council on the following:

- *IH-635 East*
 - *Express lane implementation*
 - *IH-635 East sound wall update*
 - *IH-635 East resolution*
- *IH-30*
 - *Eastern Gateway Project*
 - *Blacklands Corridor Study*

- SH-78
- Missions
 - Washington, DC
 - Austin, TX
- Strategic Events
 - IH-635 East
 - SH-78
 - IH-30
- Updates on TEX-21 and THSRTC

d. Technical Issues Related to Ad Hoc Streets Improvement Committee Recommendations **Oliver**

At the June 16, 2014 Work Session, the Citizens Ad Hoc Streets Improvement Committee provided a report to Council on their recommendations in the areas of operations, funding, and street prioritization. Staff will provide information on the technical issues related to the Committee's recommendations.

e. Proper Placement of Residential Solid Waste **B. J. Williams/Stanley**

At the request of Council Member B. J. Williams and Stephen Stanley, staff will provide information on the proper placement of residential solid waste.

f. Animal Services Update **Briley/Chessher**

Staff will provide an update on Animal Services initiatives and the operation of the Animal Shelter.

g. Downtown Construction Update **B. J. Williams/Goebel**

At the request of Council Members B. J. Williams and Anita Goebel, staff will provide an update on downtown construction activity.

h. Sale of Bunker Hill Park **Glenn**

Council will be briefed on the Parks and Recreation Board's recommendation that Council consider calling a future election to

authorize the City to sell Bunker Hill Park. Per state law, parkland may not be sold without the approval by the voters in an election.

i. Audit Committee Report **Cahill**

Mayor Pro Tem Jim Cahill, chair of the Audit Committee, will provide a Committee report on the following items:

- *Hawaiian Falls Agreement Audit*
- *Garland Cultural Arts Commission Inc. Audit*
- *State Narcotic Seizure Audit Follow-up*
- *Wastewater Audit Follow-up*
- *External Audit Firm Selection*
- *FY 2013 External Audit Recommendations – Implementation Status*

j. Council Appointments as Representatives to Organizations **Stanley/Campbell**

At the request of Council Member Stephen Stanley and Deputy Mayor Pro Tem Tim Campbell, Council is requested to discuss appointments of Council members as representatives to organizations of which the City is a member.

k. Appointments to Council Committees **Athas**

In accordance with City Council Policy OPNS-23, "Council Committees", Council members were requested to complete a Council Committee Interest Form. Appointments to Council committees will be made by Mayor Douglas Athas.

3. Discuss Appointments to Boards and Commissions **Council**

- *Michael Lambert – Garland Youth Council (Campbell, District 1)*
- *William Athas – Garland Youth Council (Campbell, District 1)*

4. Consider the Consent Agenda **Council**

A member of the City Council may ask that an item on the consent agenda for the next regular meeting be pulled from the consent agenda and

considered separate from the other consent agenda items. No substantive discussion of that item will take place at this time.

5. Announce Future Agenda Items **Council**

A member of the City Council, with a second by another member, or the Mayor alone, may ask that an item be placed on a future agenda of the City Council or a committee of the City Council. No substantive discussion of that item will take place at this time.

6. Adjourn **Council**



Meeting: Work Session

Date: June 30, 2014

Policy Report

WINTERS PARK & SPRING CREEK GREENBELT TRAIL DEVELOPMENT – DALLAS COUNTY COST-SHARE AGREEMENT

ISSUE

The City Council is requested to consider a Dallas County capital improvement program project specific agreement for cost-shared funding for trail development in Winters Park and Spring Creek Greenbelt.

OPTIONS

1. Approve a resolution authorizing the City Manager to enter into agreement with Dallas County to cost-share in funding for trail construction in Winters Park and Spring Creek Greenbelt.
2. Do not enter into agreement with Dallas County and construct trails using only City funding.
3. Return the issue to staff for other options.

RECOMMENDATION

The Council is requested to authorize the City Manager to enter into a project specific agreement with Dallas County for cost-shared funding for trail construction in Winters Park and Spring Creek Greenbelt. If the Council concurs, a resolution for City Council consideration will be scheduled for the regular meeting of July 15, 2014.

COUNCIL GOAL

- Sustainable Quality Development and Redevelopment throughout Garland

BACKGROUND

Garland received both Dallas County and federal Congestion Mitigation & Air Quality (CMAQ) matching funds for this project, an approximate 2-mile concrete trail through Winters Park and Spring Creek Greenbelt. Council has previously approved the agreement for federal CMAQ funds. This agreement authorizes the City Manager to enter into agreement with Dallas County for the remainder of the project's local share of matching funds.

WINTERS PARK/SPRING CREEK GREENBELT TRAIL – COST-SHARE
AGREEMENT WITH DALLAS COUNTY

Page 2

CONSIDERATIONS

Funding - The project was approved in the 2014 Capital Improvements Program - CIP Project No. 18209 – 1997 Garland Bond Program (\$363K), cost-shared funding from TXDOT (\$726K) and Dallas County (\$363K).

The project meets the priorities in the Development Guidelines for Parks & Recreation 2012-2022 by providing access to greenbelts and major creek corridors through trail development. This project is supported by the Dallas County Trail Plan and reflects the recommendations in the Envision Garland 2030 Comprehensive Plan to develop a continuous trail system with off-street routes connecting residential neighborhoods with parks, schools, commercial centers and trails of adjacent cities.

ATTACHMENT

Project Specific Agreement

Submitted By:

Jim Stone, Managing Director
Parks, Recreation & Cultural Services

Date: June 23, 2014

Approved By:

William E. Dollar
City Manager

Date: June 23, 2014

**DALLAS COUNTY CAPITAL IMPROVEMENT PROGRAM
PROJECT SPECIFIC AGREEMENT
TO THE MASTER AGREEMENT GOVERNING
MAJOR CAPITAL TRANSPORTATION IMPROVEMENT PROJECTS**

This Project Specific Agreement hereinafter called "PSA" to the Master Agreement Governing Transportation Major Capital Improvement Projects ("Master Agreement") is made by and between the City of Garland, Texas, hereinafter "City", and the County of Dallas, Texas, hereinafter "County", acting by and through its duly authorized officials, for the purpose of Transportation Improvements on the Winters Park/Spring Creek Greenbelt Trail, MCIP Project 22007, hereinafter called "Project".

WHEREAS, the City has requested that it be designated as the Lead Agency for the project and will provide the Project Manager; and

WHEREAS, the City has entered into a Local Project Advance Funding Agreement ("LPAFA") with the State of Texas by and through the Texas Department of Transportation ("TxDOT") to provide funding for the Project; and

WHEREAS, Chapter 791 of the Texas Government Code and Texas Transportation Code Article 472.001 provides authorization for local governments to contract with each other for the performance of governmental functions and services as well as joint funding of road construction or improvement of road or street projects.

NOW THEREFORE THIS PSA is made by and entered into by the City and the County for the mutual consideration stated herein.

Witnesseth

Article I.

Project Specific Agreement

This PSA is to specifically identify the Project, changes in the rights and responsibilities of each of the parties as set forth in the Master Agreement and additions thereto as incorporated herein. This PSA will be an addition to the Master Agreement and incorporate each of its terms and conditions. All terms of the Master Agreement remain in full force and effect except as modified herein. In the event of any conflict between the Master Agreement and this PSA, this PSA shall control.

Article II
Incorporated Documents

This PSA incorporates, as if fully reproduced herein word for word and number for number, the following items:

1. Master Agreement authorized by County Commissioners Court Order _____ dated _____, and additions thereto as incorporated herein.
2. Describing the Project Scoping Sheets, attached and incorporated herein as Attachment “A”.
3. Current Cost Estimates and Funding Sources, attached and incorporated herein as Attachment “B”.

Article III
Term of Agreement

This PSA becomes effective when signed by the last party whose signature makes the respective agreement fully executed and shall terminate upon the completion and acceptance of the Project by Dallas County Commissioners Court or upon the terms and conditions in the Master Agreement, Article IV.

Article IV
Project Description

This PSA is entered into by the parties for public transportation improvements to Winters Park / Spring Creek Trail MCIP Project 22007, from Brand Road to Ranger Drive, as more specifically described in Attachment “A”, Project Scoping Sheets. This project will facilitate the movement of public transportation to benefit both the City and County. The City has and hereby does give its approval for expenditure of County funds for the construction, improvement, maintenance, or repair of a street located within the municipality.

Article V
Fiscal Funding

Notwithstanding anything to the contrary herein, this **PSA** is expressly contingent upon the availability of County funding for each item and obligation contained herein. City shall have no right of action against the County of Dallas in the event that the County is unable to fulfill its obligations under this **PSA** as a result of the lack of sufficient funding for any item or obligation from any source utilized to fund this **PSA** or failure of any funding party to budget or authorize funding for this **PSA** during the current or future fiscal years. In the event of insufficient funding, or if funds become unavailable in whole or part, the County, at its sole discretion, may provide funds from a separate source or terminate this **PSA**. In the event that payments or expenditures are made, they shall be made from current funds as required by Chapter 791, Texas Government Code.

Notwithstanding anything to the contrary herein, this **PSA** is expressly contingent upon the availability of City funding for each item and obligation contained herein. County shall have no right of action against the City in the event that the City is unable to fulfill its obligations under this **PSA** as a result of the lack of sufficient funding for any item or obligation from any

source utilized to fund this **PSA** or failure of any funding party to budget or authorize funding for this **PSA** during the current or future fiscal years. In the event of insufficient funding, or if funds become unavailable in whole or part, the City, as its sole discretion, may provide funds from a separate source or terminate this **PSA**. In the event that payments or expenditures are made, they shall be made from current funds as required by Chapter 791, Texas Government Code.

Article VI **Agreements**

I. County and City Responsibilities

1. City will be the Lead Agency for the Project.
2. City and County mutually agree that the Project limits are as stated in the Attachment A, within the CITY boundaries.
3. The agreed upon Standard Basic Project Design for the project is as defined in the Project Scoping Sheets, Attachment "A". Such design shall be the Standard Basic Project Design for the Project and specifically does not include Paving and Drainage Amenities or Utility Betterments as defined in the Master Agreement. If the City adds relocation or adjustment of City Utilities or Utility Betterments, the City agrees that it will pay 100% of the costs of these additions.
4. The City agrees that within this cost-sharing project, County may include any such supplemental item as an optional item to the construction bidding.
5. The Project may require the acquisition of right-of-way which is specifically all real property needed or convenient for roadway and/or drainage purposes as shown in the Project design or right-of-way plans and specifically includes all real property outside of the designed right-of-way needed, if applicable, or convenient to the construction, drainage, interface with adjoining streets or alleys, driveways or other access ways or other Project permanent or temporary easements which is approved by City and County. Such right-of-way acquisition shall be the responsibility of the City as Lead Agency.
6. In order to certify compliance with the expenditure of the Project funding for this PSA, the City agrees to furnish to the County, its Auditor, or its designated representative(s) the unrestricted right to audit any and all accounting and other records regarding any funds paid or claimed under this agreement, including, but not limited to all books, records, reports, tickets, deposits, expenditure, budget or any item therein, supporting data, computer records and programs, and all items of hardware, software or firmware, or any other item utilized by the City regarding this PSA (records). City contracts and agrees that all records shall be kept and maintained for a period of time not less than four (4) years from the date of the termination of this PSA. Such records shall be provided to the County in Dallas County, Texas and available for audit, during normal business hours, upon written request.
7. The results of any audit may be furnished to City for comment. In the event that any audit shall determine that moneys are owed to County such sums are deemed to be due and payable to Dallas County, Texas, within thirty (30) days of the date of an invoice for such cost being received by the City.

8. The audit provisions of this agreement shall survive the termination of this agreement until all Project claims to which the County is or may be a party, are fully paid or reduced to judgment not subject to appeal and barred by the Texas Statute regarding limitation of actions.

II. City Responsibilities

1. City will provide project management of the Project from commencement of planning to completion of construction. City will execute the necessary agreements for the implementation of design and construction of the Project mutually agreed upon and incorporated herein by this PSA.
2. City will accomplish all tasks and responsibilities of the Lead Agency as set forth in the Master Agreement.
3. This PSA is City approval of the preferred alignment and the proposed estimated budget.
4. City agrees that it shall be responsible for contractual requirements with each party utilized or related to the completion of the Project. City further agrees that it will include in its contractual or procurement specification all items necessary for full compliance with the rules, regulations and requirements of all City, State and Federal law.
5. City shall coordinate any necessary utility adjustments for construction of the Project.
6. City will work to ensure design and construction is completed in a reasonably timely and effective manner.
7. Upon written request City shall allow the County an opportunity to review design plans, change orders and amendments.
8. City shall be responsible for maintaining the trail after the Project is complete.

III. County Responsibilities

1. County agrees to participate in the City led project as a funding participant.
2. The County will attend task force meetings, field construction meetings and will retain right during construction to confirm progress through inspection and to review plans, change orders and amendments.
3. Review of comments to, and approval or acceptance of work performed by City, its contractors or subcontractors work by the County shall not constitute nor be deemed either controlling or a release of the responsibility, and liability of City regarding its consultant, employees, subcontractors, agents and consultants for the accuracy and competency of their work. Nor shall such review and comment be deemed to be an assumption of such responsibility by the County for any defect, error or omission in the work prepared.

IV. Funding

County and City mutually agrees to proportionately fund the Direct Project and Program cost as follows:

1. Notwithstanding any provision in the Master Agreement, this PSA, any amendment thereto, or any other agreement between the parties, the total Project

cost is estimated at One Million Four Hundred Fifty Three Thousand Two Hundred and Ten Dollars (\$1,453,210). The County's total obligation to this Project is to provide funding in an amount not to exceed Three Hundred Sixty Four Thousand Three Hundred Twenty One Dollars and no cents (\$364,321.00), reduced by County in-house delivery costs which are estimated to be Twenty Five Thousand Dollars and no cents (\$25,000.00).

2. Project costs may include all County project delivery costs including but not limited to preliminary scoping and research, preliminary design services, special services, primary design services, inspection, laboratory services and construction.
3. The City will have a total obligation to this Project in the amount of Three Hundred Sixty Four Thousand Three Hundred Twenty One Dollars and no cents (\$364,321.00)
4. City will receive funding from TxDOT in an estimated amount of Seven Hundred Twenty Four Thousand Five Hundred Sixty Eight Dollars and no cents (\$724,568.00).
5. City agrees, within thirty days notification by County, to encumber an amount adequate for the total estimated Project costs as determined prior to the commencement of the Project. The County will pay Project costs as invoiced by the City within 45 days of receipt of request for reimbursement with required back up materials.
6. If the total Project costs excluding paving and drainage amenities or utility betterments should exceed this amount, the City and County agree to amend the project's scope to remain within the current estimated not to exceed amount.

Article VII

Miscellaneous

- I. No Third Party Beneficiaries, The terms and provisions of this PSA are for the benefit of the parties hereto and not for the benefit of any third party. It is the express intention of City and County that any entity other than City or County receiving services or benefits under this PSA shall be deemed an incidental beneficiary only. This PSA is intended only to set forth the contractual right and responsibilities of the parties hereto.
- II. Applicable Law. This PSA is and shall be expressly subject to the Sovereign Immunity of County and Governmental Immunity of City, Title 5 of the Texas Civil Practice and Remedies Code, as amended, and all applicable Federal and State Law. This PSA shall be governed by and construed in accordance with the laws and case decisions of the State of Texas. Exclusive venue for any legal action regarding this PSA filed by either City or County shall be in Dallas County, Texas.
- III. Notice. Any notice provided for in this Agreement to be given by either party to the other, shall be required to be in writing and shall be deemed given when personally delivered, or two (2) business days after being deposited in the United States Mail, postage prepaid, certified, returned receipt requested, or registered addressed as follows:

To County: County of Dallas
Ms. Alberta L. Blair, P.E.
Director of Public Works
Dallas County Administration Building
411 Elm Street, Fourth Floor
Dallas County, Texas 75202-3389

To City: City of Garland
Mr. William E. Dollar
City Manager
200 North Fifth Street
Garland, Texas 75040

Either party may change its address for notice by giving the other party notice thereof.

- IV. Assignment. This PSA may not be assigned or transferred by either party without the prior written consent of the other party.
- V. Binding Agreement; Parties Bound. This PSA has been duly executed and delivered by both parties and constitutes a legal, valid and binding obligation of the parties, their successors and permitted assigns.
- VI. Amendment. This PSA may not be amended except in a written instrument specifically referring to this PSA and signed by the parties hereto.
- VII. Number and Gender. Words of any gender used in this PSA shall be held and construed to include any other gender and words in the singular shall include the plural and vice versa, unless the context clearly requires otherwise.
- VIII. Counterparts. This PSA may be executed in multiple counterparts, each of which shall be deemed an original, but all of which shall constitute one and the same instrument.
- IX. Severability. If one or more of the provisions in this PSA shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality or unenforceability shall not cause this PSA to be invalid, illegal or unenforceable, but this PSA shall be construed as if such provision had never been contained herein, and shall not affect the remaining provisions of this PSA, which shall remain in full force and effect.
- X. Entire Agreement. This PSA embodies the complete agreement of the parties, supersedes all oral or written previous and contemporary agreements between the parties and relating to matters in the PSA.
- XI. Contingent. This Agreement is expressly subject to and contingent upon formal approval by the Dallas County Commissioners Court and by resolution of the City Council. This PSA is also contingent upon an executed Agreement between the City and TxDOT. If the City and TxDOT Agreement terminates, this PSA shall terminate as well.

The City of _____, State of Texas, has executed the Agreement pursuant to duly authorized City Council Resolution _____, Dated the _____ day of _____, 2014 .

The County of Dallas, State of Texas, has executed this agreement pursuant to Commissioners Court Order Number _____ and passed on the _____ day of _____, 2014.

County of Dallas

City of Garland

Clay Lewis Jenkins, County Judge

William E. Dollar, City Manager

Date

Date

Approved As To Form*:
Craig Watkins
District Attorney

Attest:

Theresa Guerra Snelson
Chief, Civil Division

By: _____
Sherri Turner
Assistant District Attorney

City Secretary/Attorney

*By law, the District Attorney's Office may only advise or approve contracts or legal documents on behalf of its clients. It may not advise or approve a contract or legal document on behalf of other parties. Our review of this document was conducted solely from the legal perspective of our client. Our approval of this document was offered solely for the benefit of our client. Other parties should not rely on this approval, and should seek review and approval by their own respective attorney(s).



Meeting: Work Session

Date: June 30, 2014

Policy Report

EXTERNAL AUDITING SERVICES

ISSUE

The City Council is requested to authorize an engagement letter with Weaver Tidwell LLP for external auditing services for the fiscal year ended September 30, 2014.

OPTIONS

1. Authorize staff to execute an audit engagement letter with Weaver Tidwell LLP.
2. Do not authorize staff to execute an audit engagement letter with Weaver Tidwell LLP.

RECOMMENDATION

Option No. 1 – authorize staff at the July 15, 2014 Regular Meeting to execute an engagement letter.

COUNCIL GOAL

Financially Stable City Government – approval of this recommendation will allow the City to engage external auditors to conduct the annual independent audit of the City.

BACKGROUND

An annual, independent audit of the City is required by State law, the City Charter, City Council policy and bond covenants. City Council Policy FIN-04 requires an annual audit to be conducted by an independent public accounting firm. City Council Policy FIN-02 requires that the City follow a five-year auditor rotation process.

CONSIDERATION

Deloitte & Touche LLP has provided external auditor services for the past five fiscal years. Upon the completion of the fifth years' audit in March, 2014, the audit process was evaluated. The Director of Financial Services, Financial Services staff and Electric Utility Department staff determined that the preparation and issuance of a Request for Proposal for audit services was warranted.

A Request for Proposal was issued on April 28, 2014. The submission due date for proposals was May 22nd. A five-member Auditor Selection Team reviewed the six responses to the Request for Proposal. The Team selected three firms as finalists. The three finalists were interviewed on June 16, 2014. The Auditor Selection Team selected Weaver Tidwell LLP based upon the firm's qualifications, audit fees and their experience in auditing municipalities and electric utilities. The audit fee for the fiscal year 2014 audit is \$ \$216,000

The recommendation of Weaver Tidwell LLP was presented and discussed with the Audit Committee on June 23, 2014. The Audit Committee accepted the recommendation of Weaver Tidwell LLP to serve as the external auditor of the City.

ATTACHMENT

None.

Submitted By:

David Schuler
Financial Services

Date: June 24, 2014

Approved By:

William E. Dollar
City Manager

Date: June 24, 2014



Meeting: Work Session

Date: June 30, 2014

Policy Report

GDC REVIEW AND PUBLIC HEARING SCHEDULE

ISSUE

The schedule for final review and public hearing regarding the GDC is outlined in this report.

OPTIONS AND RECOMMENDATION

Information only.

COUNCIL GOAL

Sustainable Quality Development and Redevelopment
Fully Informed and Engaged Citizenry

BACKGROUND

The Planning Department and City Attorney's Staff are completing revisions to the draft Garland Development Code (GDC) in response to direction provided by the Plan Commission and City Council during the joint work sessions held in February through May of this year. As directed, Staff is preparing a final red-lined draft which will be presented to the Commission and Council during a joint work session prior to initiating the joint public hearings in September. A schedule has been prepared outlining the steps and timeframe required for the September public hearings.

CONSIDERATIONS

1. As noted, Staff is completing a red-lined draft reflecting the comments and direction provided during the joint work sessions, as well as changes noted by Staff during the work sessions that were received from City departments, the community and stakeholder meetings. It was agreed at the conclusion of the work sessions on May 22nd that the red-lined draft would be presented to the Commission and Council, highlighting the major changes, at a final joint work session prior to making it available for public review.
2. Once the red-lined draft has been presented to the Commission and Council, it will be posted on the City's website and copies made available to the public in preparation for the public hearings in September. The draft will be posted coincident with mailing of the public hearing notification to all property owners within the City of Garland.

3. In order to accommodate the preparation, printing and mailing of the notice to nearly 70,000 property owners, the wording of the notice must be finalized approximately four weeks prior to its release to the Post Office.

4. The following schedule has been outlined based on the Considerations discussed.

Mid-July	Public notice wording finalized
July 31	Joint Work Session to present red-lined draft
Mid-August	Public notice mailed to property owners Final draft posted for public review
September 11	Joint public hearings initiated*

* The Plaza Theater has been reserved for Thursday evenings, September 11th , 18th and 25th to accommodate continuation of the public hearing process. It is not available after September 25th , so if additional hearing dates are necessary another location will have to be found.

Submitted By:

Anita Russelmann
Director of Planning

Date: June 23, 2014

Approved By:

William E. Dollar
City Manager

Date: June 24, 2014



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Professional Services Agreements and Reports

Summary of Request/Problem

At the request of Council Member Lori Barnett Dodson and Deputy Mayor Pro Tem Tim Campbell, staff will provide listings and copies of professional services agreements that the City has entered into and copies of monthly reports, if required by the agreement, for the period 2012 – June 27, 2014.

This information will be provided at the Work Session meeting on Monday, June 30.

Recommendation/Action Requested and Justification

For informational purposes only.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Interviews for Appointment to the DART Board of Directors

Summary of Request/Problem

The terms of office for Mark Enoch and Michael Cheney as City of Garland representatives on the DART Board of Directors will expire on June 30, 2014.

Information was posted on the City's website for 14 days in order to provide an opportunity for citizens to apply for the positions. At the close of the 14-day notice period, Mark Enoch, Michael Cheney, Tom Cooper, Jonathan Kelly, and Thomas Campbell responded.

Council is scheduled to interview Michael Cheney, Tom Cooper, and Jonathan Kelly at this meeting. Mark Enoch and Thomas Campbell were previously interviewed by Council at the June 16, 2014 Work Session.

At the July 1, 2014 Regular Meeting, Council will formally appoint two individuals from among the candidates to serve on the DART Board of Directors for a two-year term from July 1, 2014 to June 30, 2016.

Recommendation/Action Requested and Justification

Candidates interviews.

Submitted By:

Approved By:

William E. Dollar
City Manager

To the Garland City Council

May 22, 2014

I wish to be considered for reappointment as Garland's representative to the DART Board of Directors and I offer the following as credentials:

- I have been a resident of Garland since October, 2000.
- I am a retired financial accountant and CPA.
- I have served as the CFO or financial auditor of companies of the size and scope of DART.
- I have served as your appointed representative on the DART Board of Directors since May, 2011.
- I have served as the Chairman of the DART Audit Committee since October, 2011.
- I am the Vice-Chairman of the Budget and Finance Committee.
- I have also served or am currently serving on the Transit Oriented Development, Administrative, Revenue and Public Relations, Operations, and Executive Compensation Committees.
- I was appointed to the TRE Advisory Committee this year.
- I have attended the APTA meetings for light rail operations, bus operations, transit oriented development, and the annual national meetings to receive the benefit of training and the insight of other transportation agency operations.
- I have provided quarterly updates to the Garland City Council on significant decisions made by the DART Board of Directors.
- I have participated in the DART briefings requested by the Garland City Council on DART activities and operations.

In summary, I have found my service to Garland on the DART Board of Directors to be of high value to the city and to the residents of Garland. I have enjoyed the position and I would be honored to receive an appointment for an additional two years.

Sincerely yours,

Michael T. Cheney
7518 Courtside Drive
Garland, TX 75044

EXPERIENCE

Director

2011 to present

Dallas Area Rapid Transit (DART) - Director on the 15 member Board of Directors. Appointed to the Board in May 2011 by the City of Garland. Presently serving as the Chairman of the Audit Committee.

Consultant

2011 to 2012

TGGT Midstream LLC – A spin-off from Exco, Inc. and BG Petroleum. It is a \$1.5 billion asset pipe installation company. The general ledger was converted from Excaliber to Microsoft Soloman.

2008 to 2009

Lineage Holdings, LLC – This Company was formed by The Gores Group (“Gores”), a venture capital company, as the successor to the Tyco Electronics Company Power Systems Group. The \$400 million revenue with international operations was acquired by Gores at the end of 2007. The company required the transition of accounting and administrative functions from the centralized Tyco facility. Additionally, a three year re-statement audit was completed for the company. In December, 2008 the acquisition of the \$100 million revenue public company, Cherokee International Corp, was completed and the company was taken private and merged as a division of Lineage Holdings, LLC. Consulting activities were performed in conjunction with the consulting activities of FTI Consulting Inc. (NYSE:FCN).

Chief Financial Officer

Hackney Ladish Holding Corp.

2006 to 2008

A \$75 million manufacturer of butt-welded pipe fittings for the oil and gas pipeline industry. The company operates plants with 350 employees (union and non-union) in two states. The company is a \$57 million leveraged purchase by a venture capitalist from Trinity Industries, Inc., a multi-billion dollar publicly traded company. The accounting and manufacturing system is BPCS using manufacturing standard costs.

- Managed the transition from Trinity Industries to a stand-alone accounting system.
- Completed the acquisition accounting and initial financial statements for the certified audit.
- Installed and administered the personnel systems for the company (payroll, benefits administration, personnel procedures, and related accounting processes).
- Installed cash flow monitoring procedures, monthly financial reporting procedures, and key performance indicator reporting, banking, and manufacturing standard cost processes.

Consultant

2003 to 2006

- PricewaterhouseCoopers – Review of Sarbanes-Oxley 404 assurance audit work papers and audit materials as a member of the integrated audit team on five publicly traded company engagements. Responsible for training staff in SOX audit testing procedures and for the evaluation of a multi-billion dollar publicly traded company's control environment.
- Radiologix Inc. (medical scanning equipment management company) – Co-management of the internal control documentation and testing team to meet the requirements of Sarbanes-Oxley Act 404 compliance.
- Safety-Kleen Inc. (liquid waste management company) – inventory controls
- Commercial Metals, Inc. (commodities trading and steel recycling company – SOX testing

Prima Industrie SpA (publicly traded Italian company)

1993 to 2002

Prima US, Inc. (wholly owned subsidiary of Prima Industrie SpA)

Chief Financial Officer (2000 to 2002)

North American Operations consists of two US operating companies manufacturing industrial lasers and laser machine tools. Consolidated operations total \$60 million in sales and 160 employees.

Managed the financial (audit, tax, credit and collection, payroll, budgeting, forecasting, insurance, and related functions) and the HR and IT functions in two operating companies Laserdyne Prima, Inc (formally named Prima US, Inc.) and Convergent Prima, Inc. Member of the Board of Directors of each of the corporations. Reported to the President North American Operations.

- Led the restructuring of both operating companies to reduce costs and improve operating efficiencies resulting in cost savings of over 20% during a period of stagnant sales growth in the capital goods/specialty machine tool business.
- Supervised the due diligence for both acquisitions (\$6.3 million and \$8.5 million).

Chief Operating Officer (1993 to 2000)

This was a start-up company to market, sell, and service the laser machine tool products manufactured by the Italian parent company. Developed sales leads, made sales presentations and closed sales on laser machine tool systems from \$500k to \$1 million in unit value. Reported to CEO in Italian parent company.

Other Experience

- Independent Consultant (1985 to 1993)
- CFO, Secretary, Treasurer, The Continuum Company, Inc.- Publicly traded life insurance software applications provider (1980 to 1985)
- Division CFO, WR Grace Corporation - Consumer Goods Wholesale Distribution (1977 to 1980)
- Subsidiary Controller, Old El Paso Mexican food canning (1973 to 1977)
- PricewaterhouseCoopers Big 4 Public Accounting (1968 to 1973)
- General Motors Accounting (1967 to 1968)

Education

University of Michigan, Ann Arbor, Michigan – BA Economics (1967)

Professional Licenses

Certified Public Accountant – Michigan (1970)

Board of Directors

Eastern Hills Country Club, Director and Treasurer (2004-2006)

Garland Housing Finance Corporation, Director and Treasurer (2010-2011)

Dallas Area Rapid Transit (DART), Director and Chairman of the Audit Committee (2011 - present)

Thomas E. Cooper
7105 Tartan Trail
Garland, Texas 75044

May 23, 2014

City Council
City of Garland
200 North Fifth Street
Garland, Texas 75040

Dear City Council:

I would like to submit my name for consideration as one of Garland's representatives on the Dallas Area Rapid Transit Board of Directors. Community service is very important to me and my family. DART is such an important part of our transportation system and I believe I have much to offer in helping DART and our city succeed.

My company, Cooper Concrete Co., does not currently have any business dealings with DART, and if I am selected for the Board, Cooper Concrete or any companies I have ownership in will not have any business dealings with DART during the time I serve on the Board. My interest in serving is related only to my wish to make a valuable contribution to our community.

I have relevant business experience in transportation including trucking and rail operations. I have experience serving Garland in a volunteer capacity and the ability to listen to and consider all sides of issues before making decisions.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Tom Cooper". The signature is written in a cursive, flowing style.

Tom Cooper

Thomas E. Cooper

7105 Tartan Trail
Garland, Texas 75044
972 276-1167(W) 972 530-2560(H) 214 212-0530(Cell)
tom@cooperconcrete.com (E-mail)

Cooper Concrete Co.
1100 N. Fifth St.
P.O. Box 461118
Garland, Texas 75046-1118

Employment

1980 – Present

Cooper Concrete Co.

1990 - Present

President

Education

1975 - 1979

Texas A & M University
College Station, Texas
Bachelor of Science Degree, Wildlife and Fisheries Science

1979 - 1980

University of Texas at Dallas
Richardson, Texas
Graduate Studies
Environmental Science

Professional memberships

Texas Aggregates and Concrete Association – Board of Directors 2000-2002, 2005-2007
Garland Chamber of Commerce – Board of Directors 1995 -2000, Board Chairman 1999

Volunteer experience

Boy Scouts of America – Eagle Scout 1973, Vigil Honor 1974, Gray Owl District Chairman 1997-1999, Wood Badge 2002, Pack 161 - Cubmaster 2001-2003, Charter Org. Rep. 2005 to 2013, Troop 57 - Asst. Scoutmaster 2005-2007, Scoutmaster 2007 to 2010, Philmont Crew 727-I Advisor 2010, Committee Chair 2010 to present, District Award of Merit 1999, Unit Leader Award of Merit 2010, Silver Beaver Award 2011

Baylor Medical Center Garland – Board of Directors 2000-2008, Board Chairman 2006-2008

Baylor Health Care System – Strategic Planning Committee 2007-2008

Garland ISD BEST Education Foundation – Director 1999-2005, Board President 2002-2003

Noon Exchange Club of Garland – President 1988, Treasurer 1987, Texas District Director 1990

Garland FFA Livestock Show Committee - Chairman 1993-2000

New Beginning Center – Past Director

Good Samaritan of Garland - Past Director

First Baptist Church of Garland – Deacon, Media Team, Sunday School Teacher

Personal

My wife Debbie and I have been married for 31 years. At home we have our daughter Sarah who is 23 and a Sachse High School graduate, her son Jayden who is 4, and our son Andrew who is 20 and is an EMT with Texas Lifeline Corporation. My hobbies are hunting, fishing, and reading.

From: jonathan.k@verizon.net
Sent: Saturday, May 24, 2014 9:44 AM
To: Smith, Cindy
Subject: DART Board member candidate
Attachments: JKResume1.docx

Mr. Dollar,

I would like to be considered for one of the two board member positions at DART, representing Garland. I am a native Garland resident, and would love to have the opportunity to represent our community. I'm attaching my resume and also want to note that I grew up in the city, attending North Garland High School before attending Texas Tech. After college I returned to the Dallas area and a few years later my wife and I bought our first home in Garland. From 2003 to 2012 I was employed with Bank of America/US Trust with my office located in Downtown Dallas. I regularly commuted from the Downtown Garland DART station to the Akard Station where the DART headquarters are located. As a long-term resident and commuter experienced person, I feel that I could represent our city well. Please keep me in consideration for this appointment and feel free to contact me with any questions.

Sincerely,
Jonathan Kelly
214-514-2782

JONATHAN R. KELLY, CTFA

6809 Galway Drive
Garland, TX 75044
(214)514-2782
Jonathan.k@verizon.net

SUMMARY

- Twenty years of progressive financial services industry, trusts, sales and management experience
- Extensive knowledge of the industry, as well as Fidelity, Bank of America and US Trust, trading, sales, products and compliance procedures gained through Employee Trading, Senior Trader, Team Manager, Portfolio Manager, Market Investment Director and Regional Investment Executive positions
- Proven leadership skills in personal and employee development, project management and peer networking
- Strong relationship management and presentation skills used to advance product sales among front-line contacts

EXPERIENCE

PRINCIPAL FINANCIAL GROUP/PRINCIPAL TRUST COMPANY 2012 – Present

Business Development Director – Trusts (October 2012 – Present)

Responsible for driving new business to Principal Trust Company, specifically through personal trusts. Act as key contact for financial advisors both internal and external in assisting clients with estate planning needs utilizing personal trusts. Cover the entire United States and delivering educational presentations at conferences illustrating the features and benefits of personal trusts. Facilitate the closing process in partnering with COIs, attorneys, clients and advisors.

US TRUST, BANK OF AMERICA PRIVATE WEALTH MANAGEMENT 2003 – 2012

Market Leader/Market Investment Director, SVP (January 2011 – October 2012)

Responsible for driving strong results in the US Trust Midwest Market for the Emerging Wealth Team in areas of retention, new business and clean book for both Trust and Investments personnel. In 2011, team ranked #1 in New Business for the Division. Managed a team of Trust Officers, Portfolio Managers and support roles responsible for deepening relationships with existing clients and sourcing new opportunities, while also personally acting as relationship manager on a book of clients.

Regional Investment Executive, SVP (March 2009 – January 2011)

- Manage, coach and develop a team of 23 Investment Professionals responsible for over \$3.8B in assets across the Central Division (Associates physically located in Chicago, St. Louis, Kansas City, Detroit and Dallas)
- Drive results in retention, sales and daily routines in a way that exceeds targets and holds associates accountable
- Engage varying levels of leadership nationally to sell the Emerging Wealth Vision as well as manage projects to improve efficiencies
- In a volatile environment, keep the focus on the client while implementing new associate routines and retaining and developing top performing talent

Team Leader (June 2004 – March 2009)

Portfolio Manager (January 2003 – May 2004)

FIDELITY INVESTMENTS 1993-2002

Premium Services Manager (July 2000 – December 2002)

- Manage, coach and develop a team of approximately 10 to 15 representatives in the areas of sales goals, customer quality interaction, retirement, tax, e-channel and trading issues servicing High Net Worth clients.
- Additional team management responsibilities: setting team representative sales goals, maintain and improve team statistics/metrics, provide ongoing feedback around customer interactions, and productivity
- Work closely with Branches in MN and PA, the Team's regional alignment with High Net Worth customers
- Participate in many company initiatives and projects: 529, eChampion, College Recruiting, Representative Recognition, Knowledge Gap Committee, EC3, Staffing contact, Funds Network, New Hire mentoring, Fidelity Southwest Golf Tournament

Service/Trading Manager (May 1998 – June 2000)

Brokerage Senior Trader (April 1996 – May 1998)

Employee Trading Representative (July 1995 – April 1996)

Brokerage Trading Representative (November 1993 – July 1995)

EDUCATION

MBA in Corporate Finance; University of Dallas, Irving, TX, 1998

B.S. in International Economics; Texas Tech University, Lubbock, TX, 1993

Certified Trust and Financial Advisor (CTFA), The Institute of Certified Bankers, 2006

- Series 8, 7, 63 and Group 1 licenses (inactive)
- Microsoft Excel, Microsoft Word, Outlook, PowerPoint, as well as proprietary systems



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Economic Development Incentive – La Fabrica LLC

Summary of Request/Problem

La Fabrica, LLC is considering relocating a fresh baked goods production facility from Mexico to a vacant warehouse in Garland that was previously occupied by El Rancho (their parent company). The company would make leasehold improvements into a state of the art manufacturing facility/commissary to sell and distribute to grocery locations.

LaFabrica is planning to hire up to 100 new hires with at least \$3 million in building improvements and approximately \$7 million in new equipment over the next three years. This project will bring in a total of over \$63,000 to the City annually.

As part of the Garland Economic Development Partnership's (GEDP) attraction program of encouraging quality development in the City of Garland, the GEDP's Economic Development Steering Committee recommends that Council provide:

- General support for the project
- Support of a 75% City Tax Abatement on new Business Personal Property Value for 10 years – maximum of \$369,915

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager

ECONOMIC IMPACT ANALYSIS

La Fabrica New								
								Points
ECONOMIC IMPACTS:	Full-time jobs	Annual Payroll	RE Value	BPP Value	Inventory Value	Sales Tax	GP&L (KWH/yr)	
2600 McCree	100	\$ 2,800,000	\$ -	\$ 7,000,000	\$ 2,000,000	\$ -	2,400,000	
Total Points:	10	28	0	60	10	0	48	156
City Property Tax Revenue								
Property Tax Revenue	\$ -							
BPP Tax Revenue	\$ 49,322							
Inventory Tax Revenue	\$ 14,092							
City Sales Tax	\$ -							
Total City Tax Revenues	\$ 63,414							

*Minimum of 100 points generally required for tax abatement consideration

Staff Recommendation:		
75% abatement on the new BPP for 10 years		
BPP Value	75% abatement	10 years
\$ 7,000,000	\$ 36,992	\$ 369,915

ECONOMIC IMPACT ANALYSIS

El Rancho existing							
							Points
ECONOMIC IMPACTS:	Full-time jobs	Annual Payroll	RE Value	BPP Value	Sales Tax	GP&L (KWH/yr)	
2600 McCree	100	\$ 4,800,000	\$ -	\$ 400,000	\$ -	0	
Total Points:	10	48	0	0	0	-	58
City Property Tax Revenue							
Property Tax Revenue	\$ -						
BPP Tax Revenue	\$ 2,818						
City Sales Tax							
	\$ -						
Total City Tax Revenues	\$ 2,818						

*Minimum of 100 points generally required for tax abatement consideration



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Transportation Report

Summary of Request/Problem

Dean International, the City's transportation consultant, will update Council on the following:

- IH-635 East
 - Express lane implementation
 - IH-635 East sound wall update
 - IH-635 East resolution
- IH-30
 - Eastern Gateway Project
 - Blacklands Corridor Study
- SH-78
- Missions
 - Washington, DC
 - Austin, TX
- Strategic Events
 - IH-635 East
 - SH-78
 - IH-30
- Updates on TEX-21 and THSRTC

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager

DEAN INTERNATIONAL, INC.
PUBLIC POLICY CONSULTANTS

TWO NORTHPARK
8080 PARK LANE, SUITE 600
DALLAS, TEXAS 75231-5911

214.750.0123
214.750.0124 Fax
E-mail: rschaffner@dean.net

MEMORANDUM

To: Martin Glenn, Deputy City Manager, City of Garland

CC: Paul Luedtke, Director of Transportation, City of Garland
David Dean, President/CEO, Dean International, Inc.

From: Russell Schaffner, Sr. Public Policy Consultant, Dean International, Inc.

Date: June 26, 2014

Subject: Report for June 30, 2014 Work Session

I. IH-635 East

A. Express Lane Implementation - TxDOT is in the process of converting existing HOV (high occupancy vehicle) lanes into Express Lanes. The change will allow SOVs (single occupancy vehicles) to access the existing HOV lanes by paying a toll. If the vehicle will be an HOV (with two or more passengers), then the driver must register the vehicle on a website before the trip in order to receive the HOV discount. The schematics for the project will have an enforcement area and toll gantries. The project is estimated to be \$9 million for the IH-635 East portion, from US 75 to IH-30. In order for the Express Lanes to be implemented, the Texas Transportation Commission must determine the facility as a toll road, which should be forthcoming in the Fall/Winter 2014.

When the facility is determined a toll road by the TTC, the City of Garland's responsibility for right-of-way and utility relocation diminishes substantially:

- Freeway (IH-635E Current Determination):
 - Right of way – TxDOT 90% of the cost; Garland – 10%
 - Utility Relocation – Garland – 100%
- Toll Road (after TTC Toll Road Determination):
 - Right of way – TxDOT – 100%
 - Utility Relocation – TxDOT – 50%; Garland – 50%

B. IH-635 East Sound Wall Update – TxDOT has hired Halff and Associates to re-evaluate the 2003 approved IH-635 East schematics that include the sound wall from Centerville Rd to La Prada drive. TxDOT is contemplating including the

sound wall project in the Express Lane project contract, potentially moving up the date of the contract letting. Ground breaking is contemplated for late February or early March 2015.

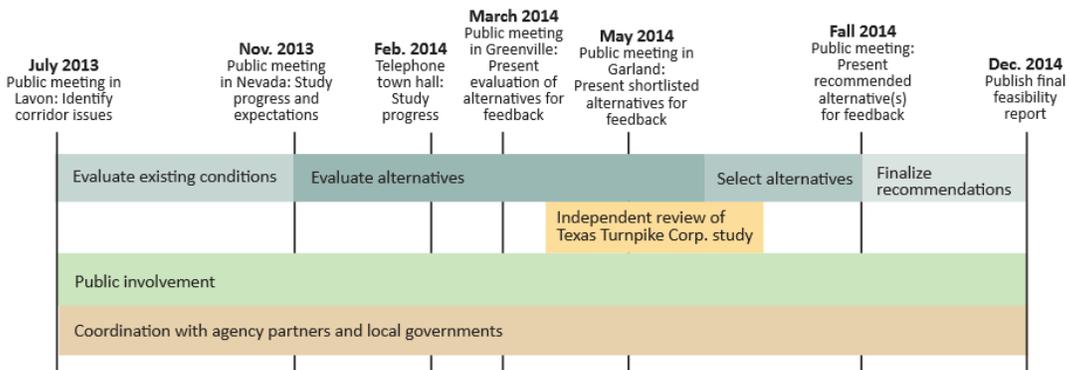
C. IH-635 East Resolution - The City of Garland has been a leader in the development of the IH-635 East project. Through missions to Washington, D.C. and Austin, TX, key policymakers at the regional, state, and federal level are well briefed on the City of Garland’s needs and desires for the project. Chairman Pete Sessions has written two letters in support of the project. Seven State Senators and Representatives, under the leadership of Representative Burkett, have also sent TxDOT a letter describing the needs of the project. Now, to begin solidifying local support, the City of Garland will consider passing the first resolution in support of the IH-635 East project. The Cities of Mesquite and Dallas will also be considering resolutions (as well as Dallas County) in the next few months.

II. IH-30

A. Eastern Gateway Project – With the development of various projects within the DFW Metroplex and the State of Texas, the IH-30 project, inclusive of the IH-30 facility from IH-45 in downtown Dallas to an undermined terminus in Rockwall County and US 80 from the IH-30 split to Forney. This project is slated for the 85th Legislative Session (along with the US 75 project from IH-635 to SH 121). Schematics, environmental clearance, and funding are all needed for this project, and bringing together stakeholders to begin the process, with TxDOT, is essential to forwarding this project.

B. Blacklands Corridor Study – The NCTCOG is still undergoing the Blacklands Corridor Feasibility Study (timeline below). The study boundaries initially did not include IH-30 but now does. Due to this fact, it is imperative that the City of Garland closely watch and monitor this process and the effects of possible new highway and rail facilities within the feasibility study area.

Blacklands Corridor Study Timeline



As of: April 2014

III. SH 78

A. **Blacklands Corridor Feasibility Study** - SH 78 is one possible route for the traffic from the potential toll road facility that might be constructed in this area. The SH 78 facility is being studied as part of the feasibility study, including projected 2030/2035 demographic needs.

B. SH 78 is also being studied through the thoroughfare plan update for the City of Garland. Options for future development and opportunities are also being looked at. One possible option is a context-sensitive study for the facility (similar to the McKinney SH 5 study) along with the opportunity of the TxDOT Turnback program. Please click [HERE](#) for the study.

IV. Annual Missions

A. Washington, D.C.

1. Tentative 2014 Date: November 10-11, 2014
2. Tentative 2015 Date: March/April 2015 (During Session)

B. Austin, TX

1. Tentative 2014 Date: November 19-20, 2014
2. Tentative 2015 Date: March 2015 (NLC Coordination)

V. Focus Events:

A. Purpose: To highlight the importance of these projects, gain stakeholder support, and devise strategic development opportunities.

B. Two Events a Year Per Corridor

1. July 2014 – IH-635 East
2. August 2014 – IH-30
3. September 2014 – SH 78
4. January 2015 – IH-635 East
5. February 2015 – IH-30
6. March 2015 – SH 78

C. Bring together stakeholders and policymakers to initiate a focus, develop corridor plans, and strategic economic development opportunities along the corridor

D. Three hour events, hosted by Garland, to call attention to the needs of these transportation projects

VI. TEX-21

A. Wednesday, June 25, 2014 Rep. Joe Pickett and Proposition 1 Meeting - Deputy Mayor Pro Tem Tim Campbell, Council Member BJ Williams, and Council Member Steve Stanley presented Rep. Pickett with the Proposition 1 support resolution the City Council passed.

VII. THSR TC

- A. Upcoming Meeting – Friday, July 18, 2014, Hillsboro, TX
- B. Update on HSR EIS Statement

VIII. Upcoming Items

- A. Garland Citizens Group Implementation – July 14, 2014
- B. DART History, Positions, and Priorities – July 14, 2014

Dates of Interest

Tuesday, March 4, 2014

Primary election for legislative and other offices is held
[Election Code, Sec. 41.007]

Tuesday, May 27, 2014

Primary runoff election for legislative and other offices is held
[Election Code, Sec. 41.007]

Tuesday, November 4, 2014

General election for legislative and other offices is held
[Election Code, Sec. 41.002]

Monday, November 10, 2014

Prefiling of legislation for the 84th Legislature begins
[House Rule 8, Sec. 7, and Senate Rule 7.04(a)]

Session Begins

Tuesday, January 13, 2015 (1st day)

84th Legislature convenes at noon
[Government Code, Sec. 301.001]

Friday, March 13, 2015 (60th day)

Deadline for filing bills and joint resolutions other than local bills, emergency appropriations, and bills that have been declared an emergency by the governor
[House Rule 8, Sec. 8; Senate Rules 7.07(b); Senate Rule 10.01 subjects joint resolutions to the rules governing proceedings on bills]

Monday, June 1, 2015 (140th day)

Last day of 84th Regular Session; corrections only in house and senate
[Sec. 24(b), Art. III, Texas Constitution]

Session Ends

Sunday, June 21, 2015 (20th day following final adjournment)

Last day governor can sign or veto bills passed during the regular legislative session
[Sec. 14, Art. IV, Texas Constitution]

Monday, August 31, 2015 (91st day following final adjournment)

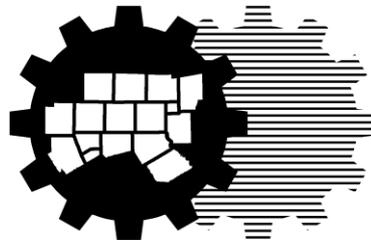
Date that bills without specific effective dates (that could not be effective immediately) become law
[Sec. 39, Art. III, Texas Constitution]

Tuesday, November 3, 2015

Uniform election date in November
[Election Code, Sec. 41.001]

State Highway (SH) 5 – McKinney Memorandum of Understanding (MOU):

A Process for Context-Sensitive Design Incorporation on State Roadways



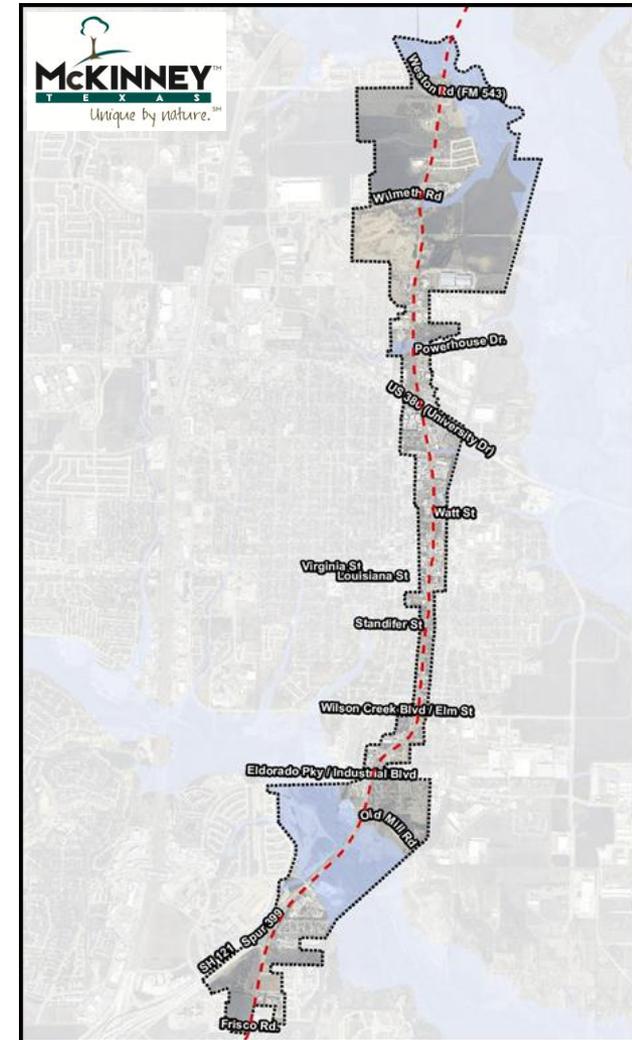
June 12, 2014

Regional Transportation Council (RTC)

SH 5 Context-Sensitive Transportation Study

Corridor Background

- SH 5 (McDonald Street) originally built in the 1950's
- Corridor Length: 7 miles
- Existing Capacity:
 - ▣ North C/L – US 380: 2-lane undivided
 - ▣ US 380 – Wall Street: 5-lane undivided
 - ▣ Wall Street – Spur 399: 4-lane divided
 - ▣ Spur 399 – South C/L: 2-lane undivided
- Regional importance and connections displaced to parallel US 75
- Serves multiple auto-centric land uses
- Few bike/pedestrian accommodations



SH 5 Context-Sensitive Transportation Study

Study Characteristics

3

- Selected through RTC Sustainable Development Call for Projects (2010)
- Creates a Corridor Master Plan that:
 - ▣ Transforms SH 5 into a revitalized multimodal thoroughfare
 - ▣ Provides a strong economic basis for future development
 - ▣ Preserves corridor aesthetic, cultural, historic, & environmental resources
 - ▣ Enhances mobility and safety for all potential users
 - ▣ Balances City redevelopment goals with TxDOT functionality roles

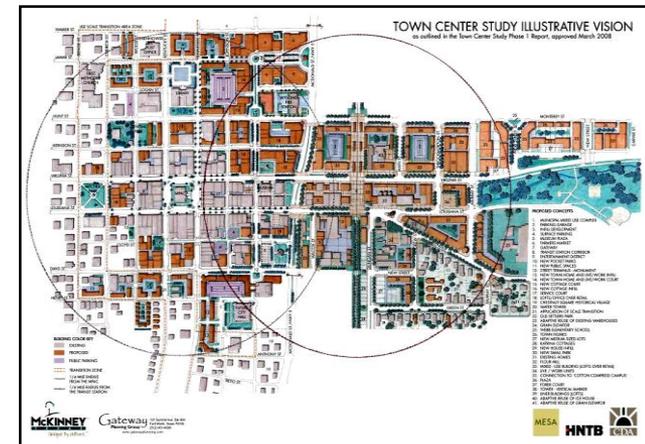
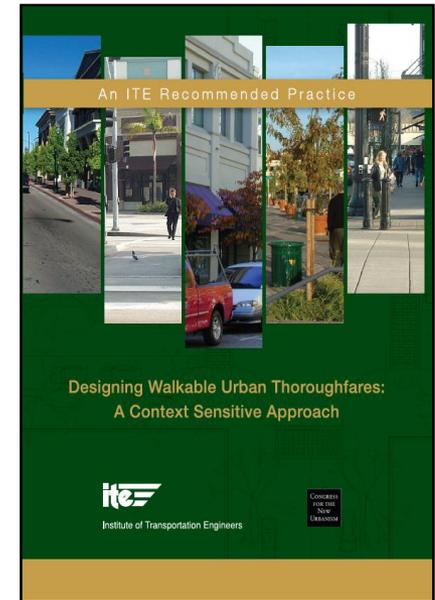


SH 5 Context-Sensitive Transportation Study

Planning Considerations

4

- Comprehensive Plan (2004) recognized varying characteristics and functions for SH 5 through the City
- Town Center Master Plan (2008) emphasized importance of east-west development connectivity across SH 5
- *ITE Designing Walkable Urban Thoroughfares Manual* encouraged identification of “context zones” to frame design considerations
- Bicycle Master Plan (2012) recommended shared-lane facilities



SH 5 Memorandum of Understanding (MOU)

Need for Development

5

**Top-Down
Approval
Process**

Environmental & Design Approval
by Federal, State, and/or Local Authorities

Complete Schematic Design &
Environmental Review for Each Project

Prepare Federal, State, or Local
Environmental Document for Each Project

Identify Funding for Study &
Construction of Recommended Projects

PROCESS DISCONNECT

Context-Sensitive
Transportation Project Recommendations

Develop Promising
Alternatives in More Detail

Develop & Evaluate
Conceptual Alternatives

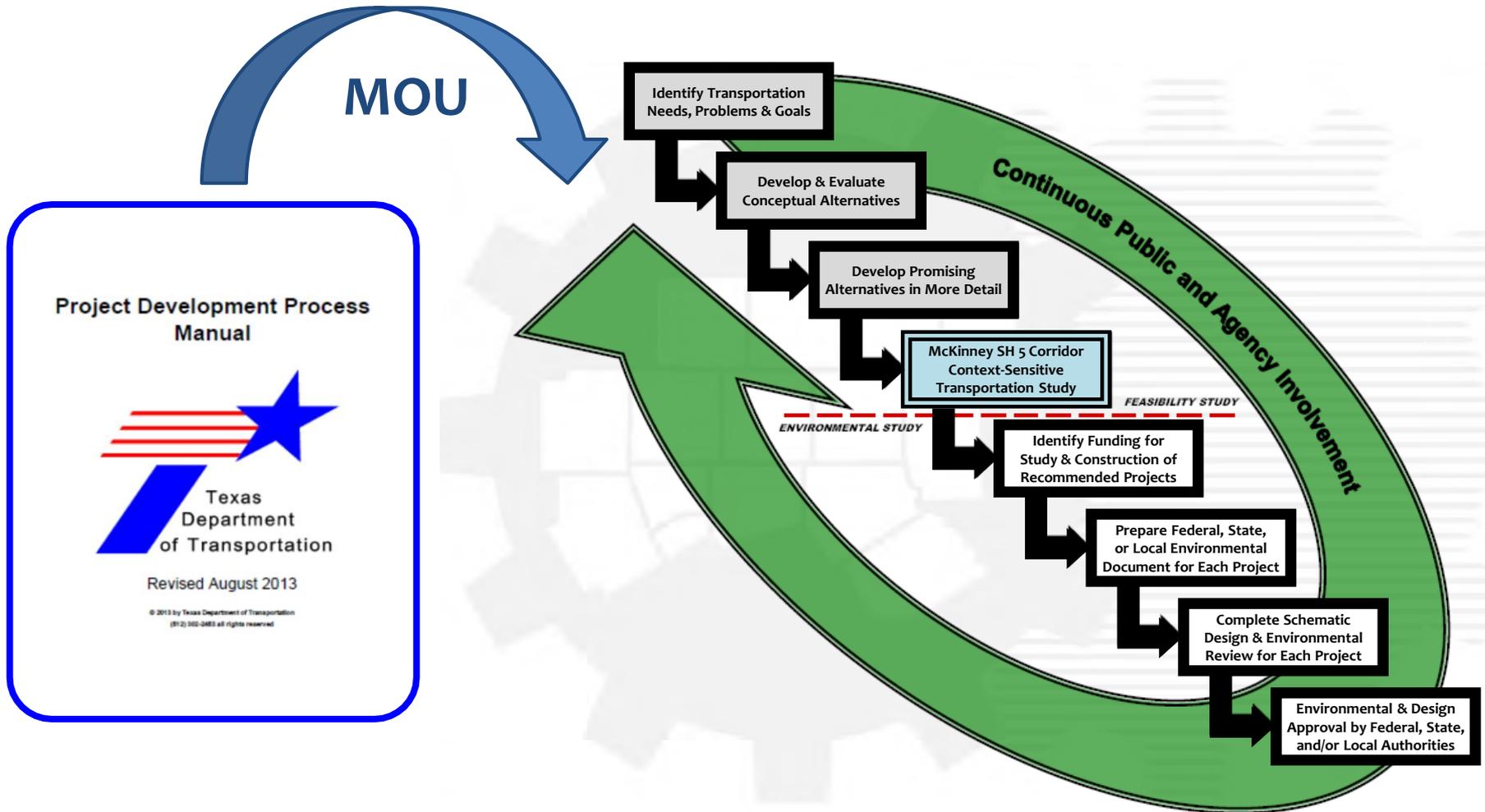
Identify Transportation
Needs, Problems & Goals

**Bottom-Up
Development
Process**

SH 5 Memorandum of Understanding (MOU)

Basis for Ongoing Partner Coordination

6



SH 5 Memorandum of Understanding (MOU)

Effect of the TxDOT Project Development Process (PDP)

7

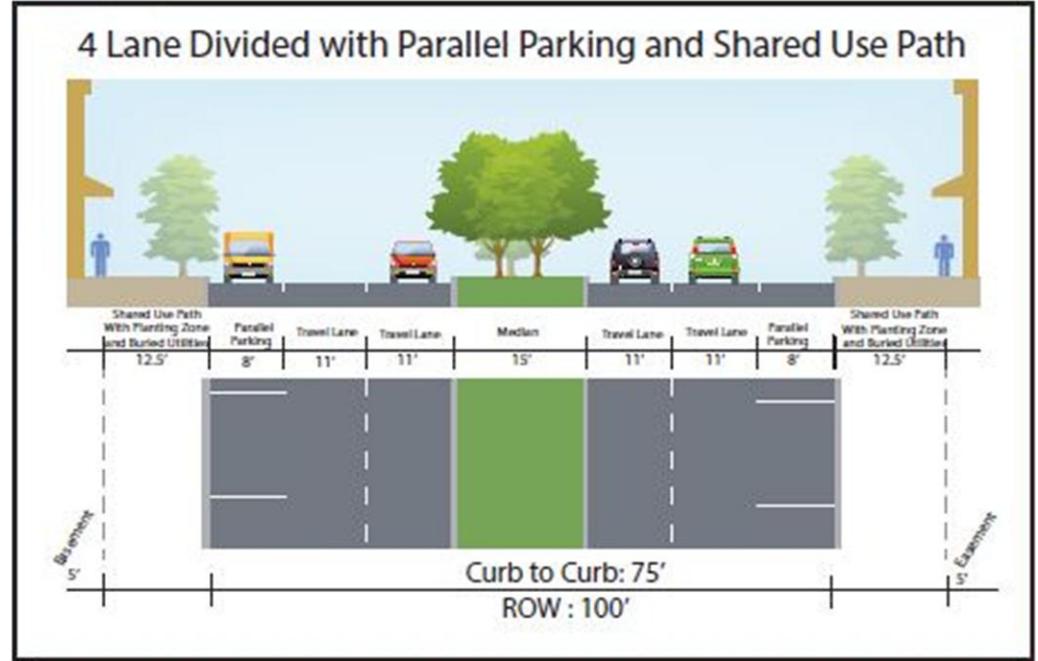
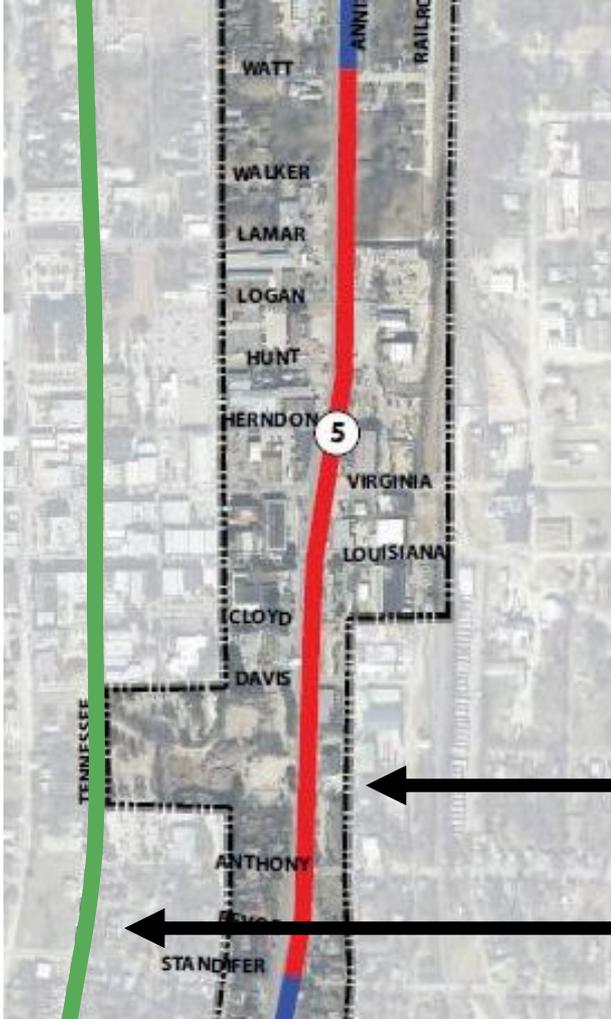
- MOU references Section #1350 of the TxDOT PDP Manual: ***Identify Corridor Plan Development Needs***
 - ▣ Determine relationships and needs for both mobility and land uses
 - ▣ Determine how decisions for individual segments affect the corridor/network
 - ▣ Establish corridor-wide objectives, operational concepts, context-based zones/functions, performance thresholds, land uses, access control, & functional classification to be applied to individual segments in project development



SH 5 Memorandum of Understanding (MOU)

Recommended Street Design Concepts: Urban

8



SH 5 Roadway Reconfiguration

Parallel Bicycle Route on Tennessee St

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MINUTES**PUBLIC MEETING*****Blacklands Corridor Feasibility Study*****Meeting Date and Location**

The North Central Texas Council of Governments (NCTCOG) held an open house and public meeting Tuesday, May 13, 2014, at the The Atrium at the Granville Arts Center in Garland, Texas, and 58 people, including six elected officials or their representatives, attended to discuss the Blacklands Corridor Feasibility Study.

- 5:30 pm Open House**
 General Study Information
 Alternatives Evaluation
 Corridor Solutions
- 6:00 pm Presentation**
 Blacklands Corridor Feasibility Study
 Welcome and Public Involvement Efforts – Amanda Wilson
 Study Progress to Date – Michael Morris
 Alternatives Evaluation – Martin Molloy and Matt Craig
 Corridor Solutions – Michael Morris
 Private Sector Update – Tom Shelton
 Public Involvement – Amanda Wilson
- 7:00 pm Question and Answer/Public Comments**
 Additional time to visit displays followed.

Notification

The April edition of the Blacklands Corridor Connection newsletter was mailed April 22, 2014, to more than 900 individuals as a notice for the public meeting. The newsletter also included study updates. It was e-mailed April 21, 2014, to more than 5,400 individuals who have requested to receive transportation updates from NCTCOG. Packets with a memo and 10 copies of the newsletter were mailed to libraries in the study corridor counties. County clerks and city secretaries in the study area also received newsletters for posting at municipal buildings. In total, the print and electronic newsletter distribution list included local, state and federal elected officials, city and county staff, transportation partners, public works directors, school district officials, community organization representatives and other interested parties.

Information about the newsletter and public meeting was posted at www.nctcog.org/blacklands and on the NCTCOG Transportation Department Facebook and Twitter accounts. The Blacklands Corridor open house and public meeting information was posted in the Secretary of State *Texas Register* Open Meetings section. A press release was sent to local media May 6, 2014. Several stories ran in local newspapers announcing the public meeting. Finally, copies of the newsletter were available at gas stations and restaurants throughout the study area.

Open House and Public Meeting Purpose and Topics

The public meeting was held in accordance with the NCTCOG Transportation Department Public Participation Process, which became effective June 1, 1994, as approved by the

Regional Transportation Council (RTC), the transportation policy board for the Metropolitan Planning Organization (MPO) and amended on March 11, 2010. Topics covered at the meeting:

1. Welcome and Public Involvement Efforts – Amanda Wilson, NCTCOG Transportation Department
2. Study Progress to Date – Michael Morris, NCTCOG Transportation Department
3. Alternatives Evaluation – Martin Molloy and Matt Craig, Half Associates
4. Corridor Solutions – Michael Morris, NCTCOG Transportation Department
5. Private Sector Update – Tom Shelton, NCTCOG Transportation Department

The meeting was held to educate, inform and seek comments from the public. Comments were solicited from those present who wished to speak for the record. The public meeting comment period was open until May 31, 2014. The public meeting presentation is available at www.nctcog.org/blacklands, and a video recording of the presentation is online at www.nctcog.org/video.

Each person who attended the meeting received a packet with an agenda; a sheet on which to submit written comments; and a copy of the presentation. Attendees could pick up NCTCOG Transportation Department publications if desired.

1. Fact Sheet: Funding Challenges Persist Despite Growth
2. Fact Sheet: Mobility 2035 – 2013 Update
3. Fact Sheet: Map-21 Funds Federal Transportation Programs Through FY 2014
4. Mobility 2035 Executive Summary – 2013 Update
5. Fair Treatment and Meaningful Involvement in Transportation Planning
6. Charting the Future: Your Guide to Transportation Planning in the Dallas-Fort Worth Metropolitan Area
7. Blacklands Corridor Connection: April 2014

The open house featured display areas at which staff answered questions and documented comments. Attendees also had the option to submit written comments. Open house areas:

1. General Study Information
2. Alternatives Evaluation
3. Corridor Solutions

Summary of Presentation

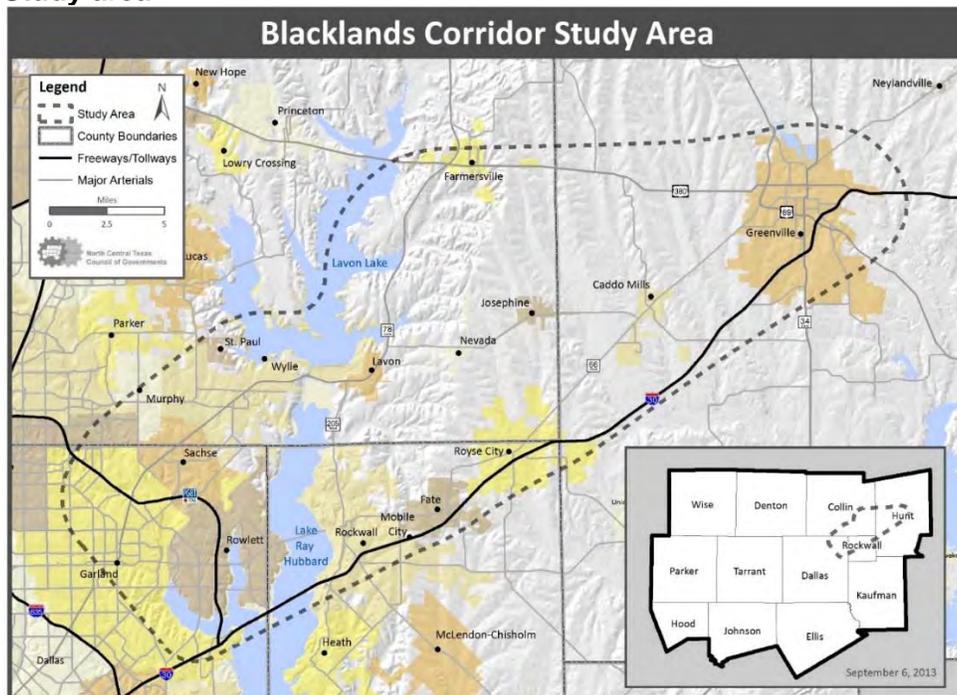
A. Welcome and Public Involvement Efforts – Amanda Wilson

- **NCTCOG has hosted four public meetings in the eastern, central and western parts of the corridor and has sent out three issues of the project newsletter to keep residents informed. The general public is asked to submit comments by May 31, after which outreach efforts will concentrate more on local government staff and elected officials. NCTCOG will continue to host public meetings and publish the project newsletter to keep the public informed.**
- **Public involvement to date**
 - 2013
 - July – Public meeting in Lavon
 - October – *Blacklands Corridor Connection* newsletter
 - November – Public meeting in Nevada

- 2014
 - February – *Blacklands Corridor Connection* newsletter, telephone town hall
 - March – Public meeting in Greenville, stakeholder interviews
 - April – *Blacklands Corridor Connection* newsletter
 - May – Public meeting in Garland
- Efforts have so far focused on the general public, but the focus of outreach efforts will shift to local staff members and elected officials as technical work continues.
- **Public involvement opportunities**
 - How can you help raise awareness of the study?
 - Request a community presentation
 - Request newsletters to distribute
 - Share social media updates
 - Forward Transportation Update e-mails
 - Please submit comments by Saturday, May 31.
 - Visit www.nctcog.org/blacklands
 - E-mail project staff
 - Mail comments to NCTCOG

B. Study Progress to Date – Michael Morris

- **Multimodal alternatives generated earlier in the study are now being evaluated to find a combination that can work together as a comprehensive transportation system for the corridor. Extensive public involvement efforts have helped refine the alternatives under consideration, and collaboration with the private sector will help guide the study moving forward.**
- **Study area**



Source: NCTCOG

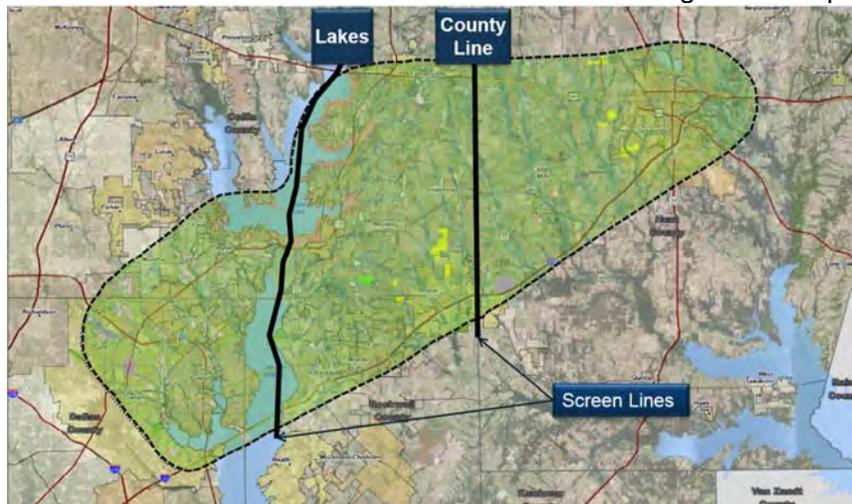
- **Status of study purpose and goals**
 - Determine if there are transportation needs in the Blacklands Corridor from Greenville to the President George Bush Turnpike
 - Status: Current and future transportation needs have been demonstrated, especially in the western study area near the lake crossings.
 - Involve the public in identifying needs and potential transportation solutions
 - Status: Public involvement efforts have included public meetings, open houses, a telephone town hall, surveys, stakeholder interviews, newsletters, and media outreach.
 - Public involvement efforts have helped:
 - Eliminate some options from further study
 - Eliminate the possibility of connecting a new highway facility to SH 78
 - Determine the appropriate location west of the lakes for a system connection to a new highway facility that provides parallel capacity to SH 78
 - Bring attention to possible solutions that exist throughout the whole corridor
 - Review the corridor study process and recommendations of the Texas Turnpike Corporation/Public Werks proposal for a toll road
 - Status: Communication continues with the private sector and information is still being received for evaluation. Collaboration with the private sector will increase from this point forward.
 - If a transportation need is identified due to current and projected future travel needs:
 - Analyze a no-build scenario and utilize it as the baseline for comparison of benefits and impacts (complete)
 - Conduct a multimodal analysis of potential transportation solutions, including various alternatives and alignments (complete)
 - Develop conceptual transportation projects and objectives (complete)
 - Identify potential economic, environmental and social impacts of build and no-build options (complete)
 - Identify phases of early potential project implementation
 - Develop a transportation improvement plan for the entire corridor
 - Analysis has so far determined that:
 - Transportation needs exist in the corridor.
 - Multimodal solutions include the need to preserve the Northeast Texas Rural Rail Transportation District for passenger rail and bicycle and pedestrian facilities.
 - A comprehensive set of system improvements is needed.
 - It is necessary to distribute the benefits and the financial impacts of the transportation improvements throughout the corridor.
- **Feasibility study milestones**
 - Evaluation of alternatives will focus on arriving at the best system of transportation improvements for the corridor.

- The region currently has a population of 6.8 million people, and by 2040 the population will approach 11 million. The transportation system must address the needs of this growing population.
- Public feedback is needed to determine whether the alternatives presented can address the current and future transportation needs of the corridor.



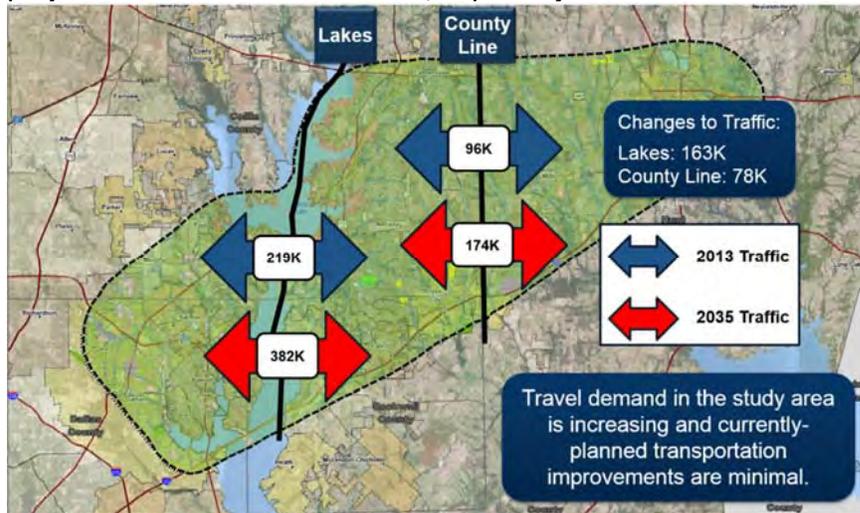
C. Alternatives Evaluation – Martin Molloy and Matt Craig

- The existing transportation system in the corridor does not have the capacity to meet projected travel demands for 2035, so the study is proceeding with the evaluation of nine alternatives using the four criteria of safety, mobility, environmental impacts and economic development. As the study has progressed, it has now become necessary to also consider the potential costs of implementing the alternatives as well as possible funding sources.
- **Traffic screen lines**
 - Garland, Sachse, Rockwall, Lavon, Nevada and Josephine are experiencing significant growth.
 - Current growth is driving traffic demands.
 - NCTCOG has projected population growth through 2035, so transportation needs are estimated using current and projected population statistics.
 - Traffic screen lines show how much traffic is crossing at critical points.



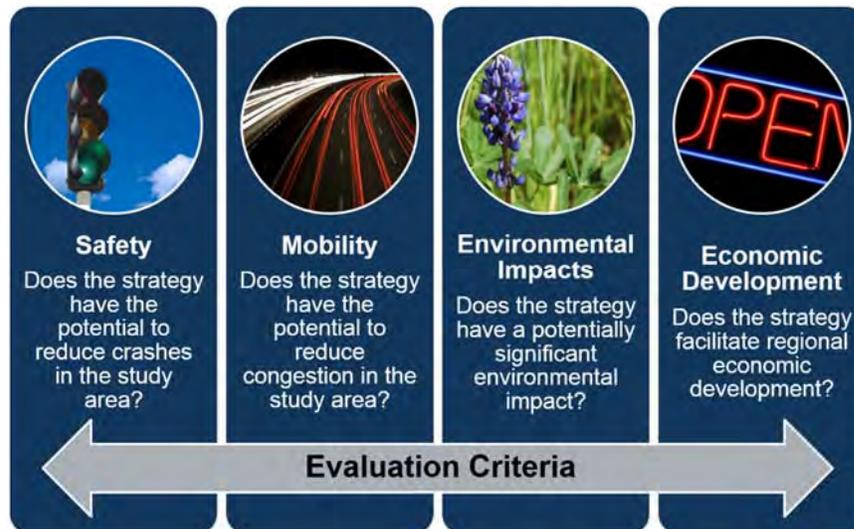
- **Traffic flows – baseline conditions**

- Current transportation system does not have the capacity to accommodate projected travel demand in 2035, especially at the lakes screen line.



- **Alternatives evaluation criteria**

- In addition to these criteria, the financial feasibility of each alternative will also be considered, especially with regard to the alternative’s benefit to mobility.
- Corridor solutions should be cost-effective.



- **Blacklands corridor conceptual strategies** (Note: To date, each strategy has been evaluated individually.)

1. Baseline – no build strategy (only construct projects in Mobility 2035 MTP – 2013 Update)
2. Travel options/transportation systems management/intelligent transportation systems strategy
3. Bicycle/pedestrian facilities strategy
4. Freight rail strategy
5. Transit strategy
6. Improvement of arterials (SH 66, SH 78, US 380, etc.) strategy

- 7. Bottleneck improvements of IH 30 strategy
- 8. Expansion of IH 30 facility strategy (general purpose/HOV/managed lanes)
- 9. New location highway/freeway/tollway strategy

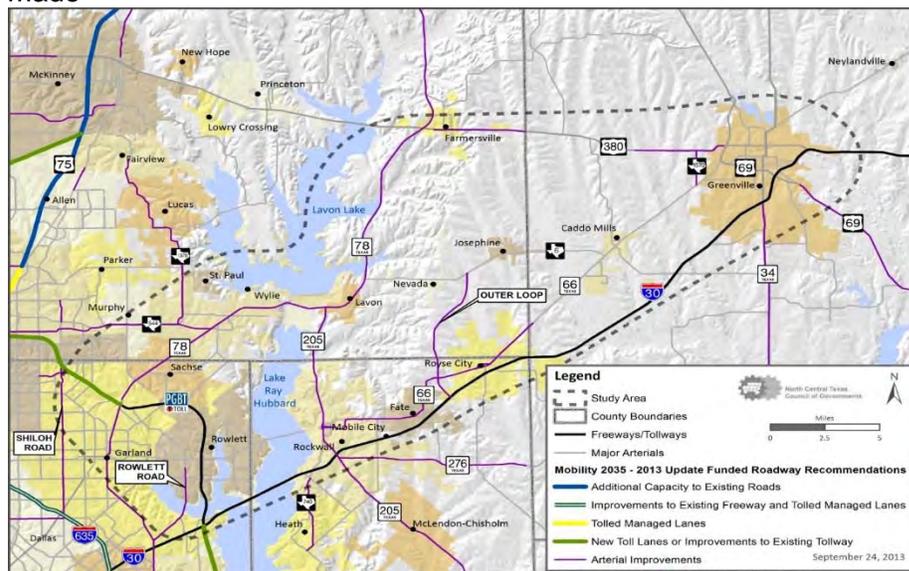
- **Strategy evaluation overview**

- Each strategy was evaluated individually.
- Evaluations were visualized as report cards.
 - The Mobility Enhancement Goal shows how well the alternative meets the projected capacity need at both the lakes and county line screen lines.
 - Travel Market Served indicates whether the type of traffic served by the alternative is primarily local or regional.

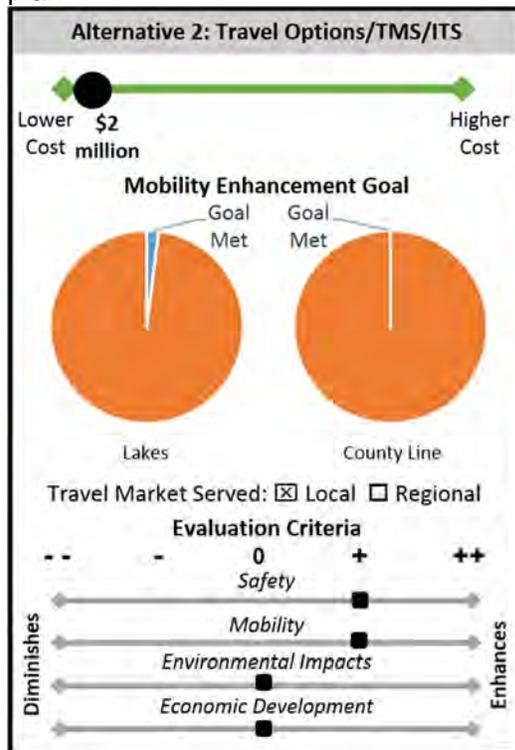


- **#1: Baseline strategy – only Mobility 2035 committed projects**

- Used to measure the effectiveness of the other strategies
- Only includes projects from Mobility 2035 – 2013 Update, which is the financially-constrained metropolitan transportation plan for the region
- Assumes planned improvements to SH 78, SH 205 and other arterials will be made



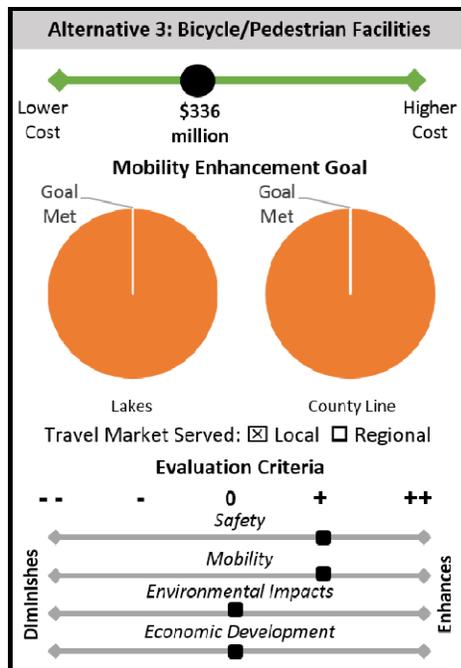
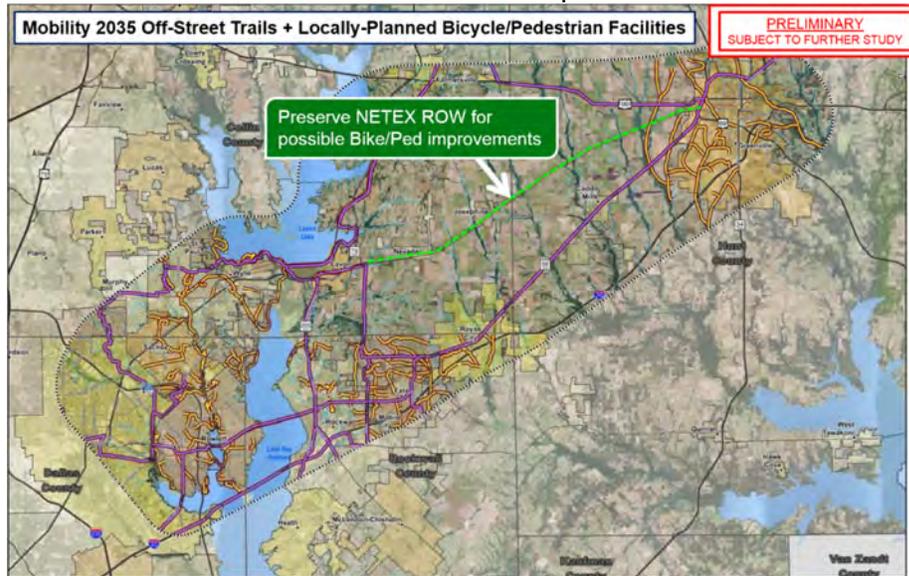
- **#2: Travel options/transportation management strategy (preliminary – subject to further study)**
 - Improvements that increase the operational efficiency of the existing transportation system
 - Travel options
 - Programs that encourage people to travel at alternate times or with fewer vehicles
 - Add park and ride lots at strategic locations, such as:
 - IH 30 at Dalrock Rd.
 - Along SH 78
 - Others to be determined
 - Transportation system management (TSM)
 - Improves efficiency and reliability using incident management, signal coordinating, ramp metering, etc.
 - Synchronize existing traffic signals, particularly along:
 - SH 78
 - SH 66
 - SH 205
 - Intelligent transportation systems (ITS)
 - Advanced technologies such as real-time travel data and incident detection
 - Install dynamic message signage on IH 30
 - Institute a truck lane policy on IH 30
 - Recommendation to carry this strategy forward as part of the overall system plan



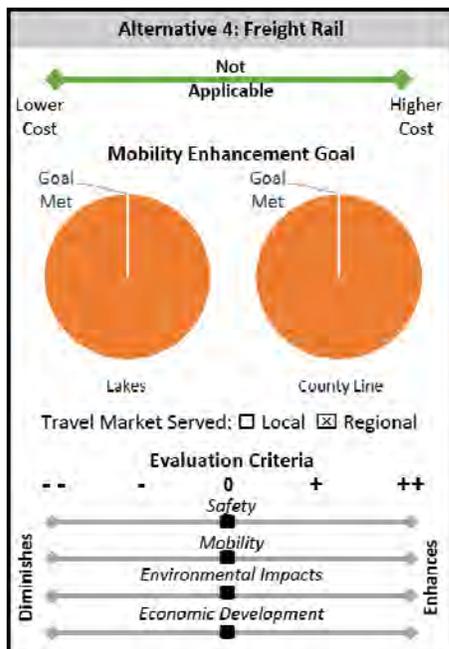
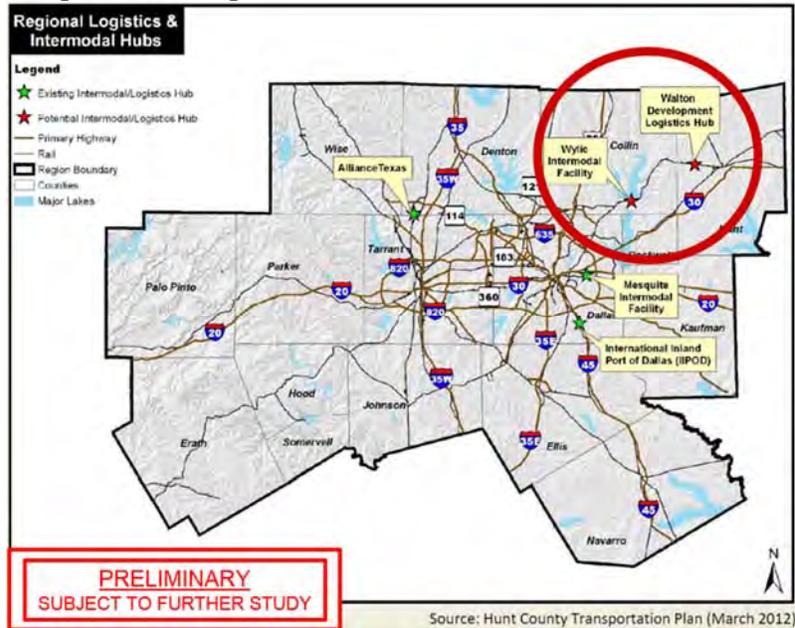
PRELIMINARY
SUBJECT TO FURTHER STUDY

- **#3 Bicycle/pedestrian improvements – countywide plans (preliminary – subject to further study)**

- Collected bicycle and pedestrian plans for all of the cities and counties in the corridor to determine impact of full implementation
- Plans contained over 200 miles of bicycle and pedestrian facility improvements
- Little impact to regional travel because trips are shorter
- High benefit to quality of life
- Preservation of NETEX for possible use for rails and trails
 - Modeled after Denton County Transportation Authority’s A-train
 - Commuter rail line with proximal bicycle and pedestrian facilities
- Recommendation to include this strategy in the comprehensive system plan and work with cities and counties to develop it

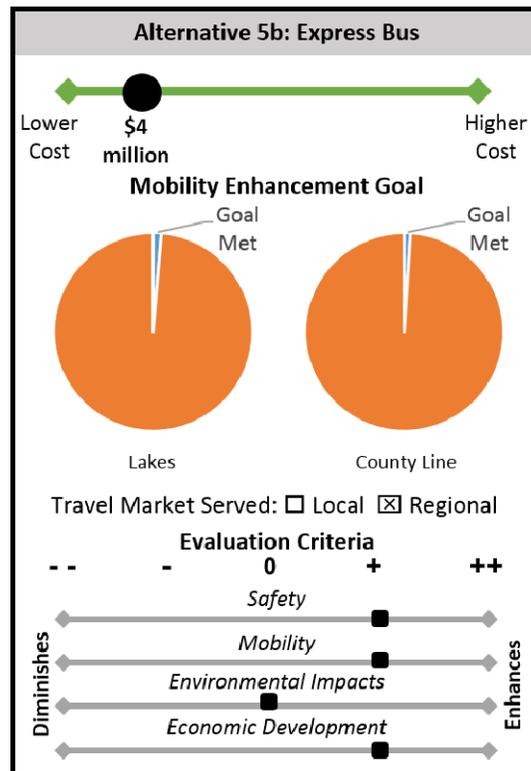
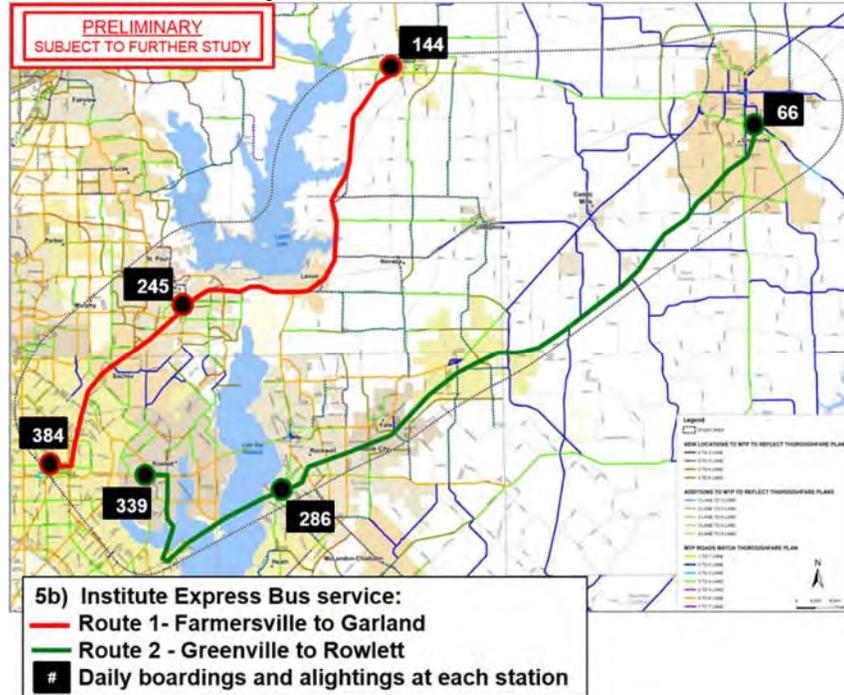


- **#4: Freight rail strategy (preliminary – subject to further study)**
 - What are the impacts of the Kansas City Southern Wylie Intermodal Center and the Walton Logistics Hub west of Greenville?
 - Are there potential negative impacts on traffic from these facilities?
 - Intermodal facilities have the potential to expand, and the railroads are private firms that plan their own improvements.
 - Increased freight traffic could impact the corridor, especially FM 1570 west of Greenville and SH 78, but the plans being developed can accommodate this at present.
 - Recommendation to monitor the development of these intermodal facilities as the transportation system develops.
 - Freight rail strategies have been eliminated from further consideration.

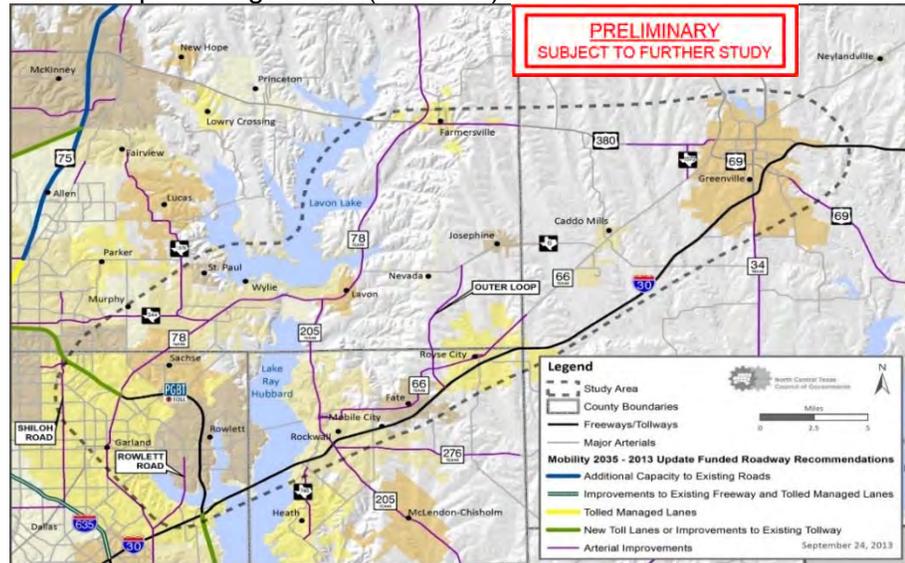


○ **5b: Express bus**

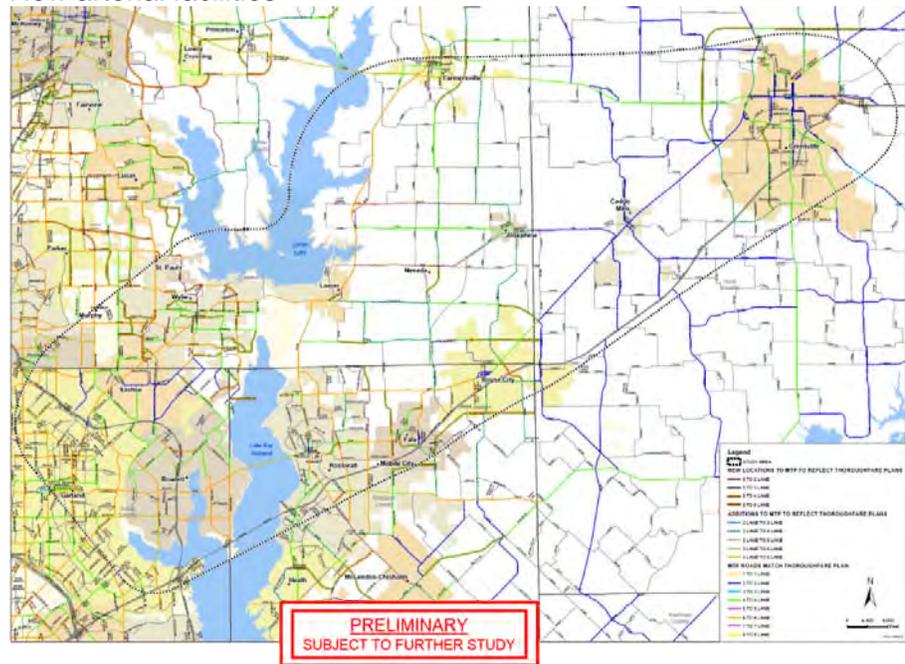
- Route 1: Farmersville to Garland – closely parallels SH 78
- Route 2: Greenville to DART Rowlett Station
- Estimate 100-300 boardings and alightings at each bus station
- May begin as a vanpool program rather than an express bus system
- Recommend to carry forward for further evaluation



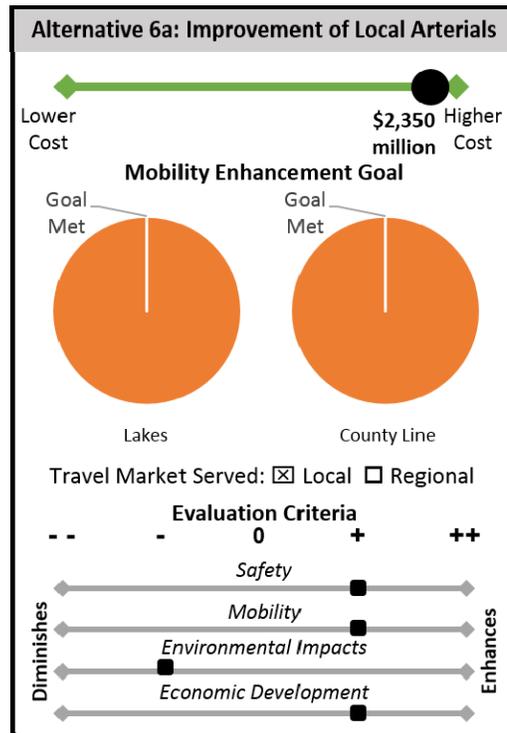
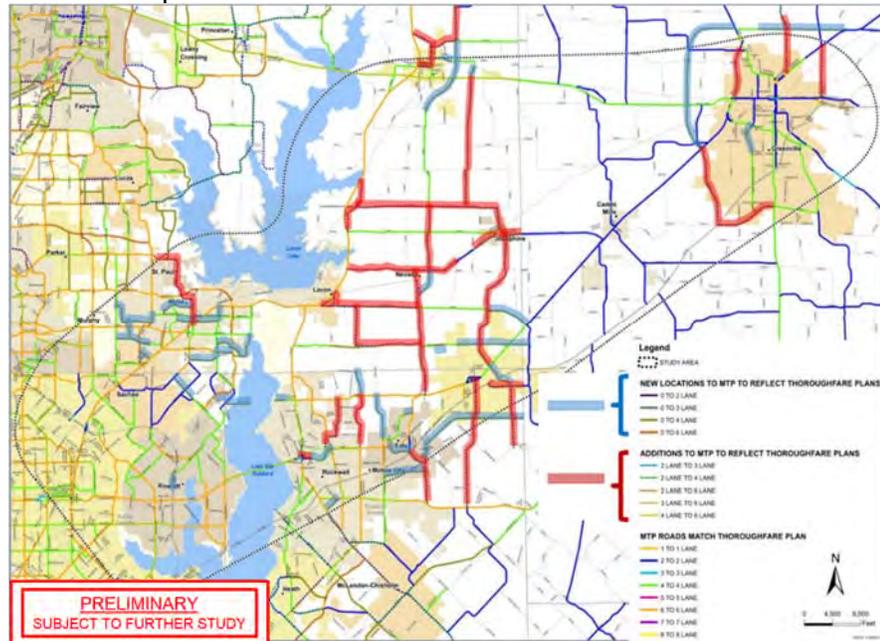
- **#6: Improvement of arterials strategy (preliminary – subject to further study)**
 - Baseline strategy (using Mobility 2035 – 2013 Update) includes improvements to:
 - SH 78 to 6 lanes
 - SH 66 to 4-6 lanes
 - SH 205 to 4-6 lanes
 - US 380 to 4 lanes
 - Outer Loop Frontage Road (FM 1138)



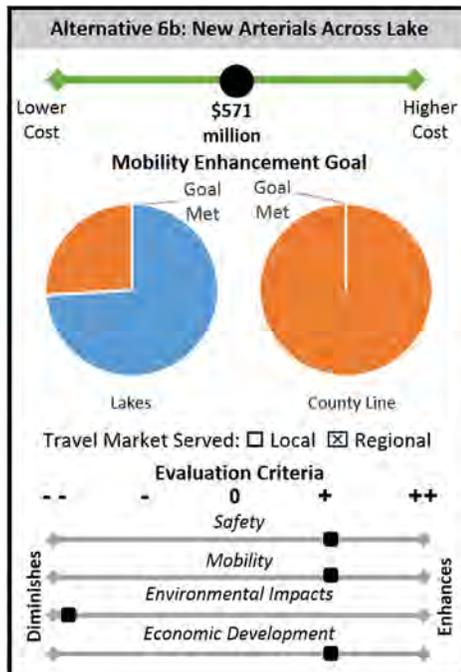
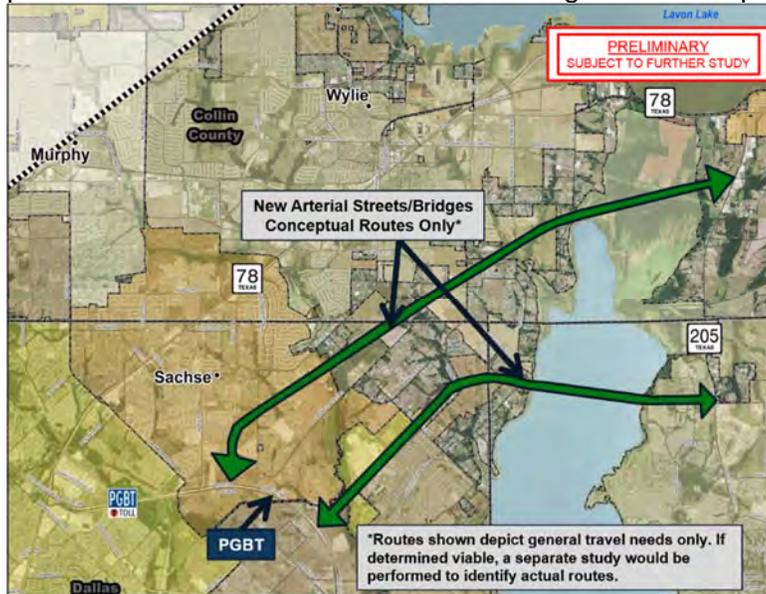
- Potential additional improvements include:
 - Optimization of SH 78
 - Full build out of city and county thoroughfare plans
 - New arterial facilities



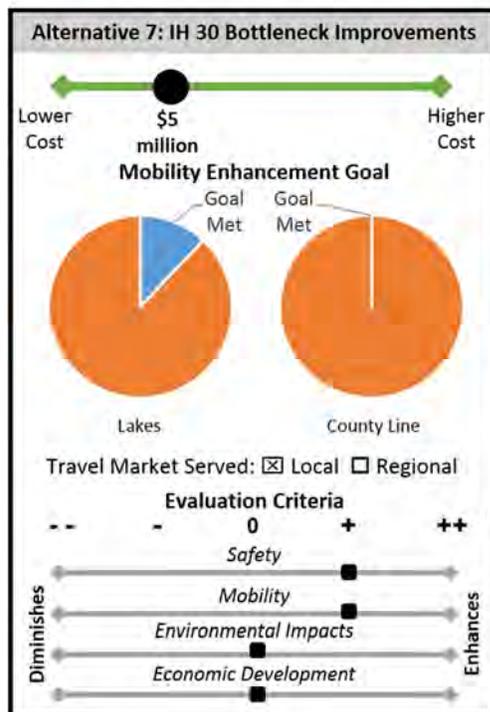
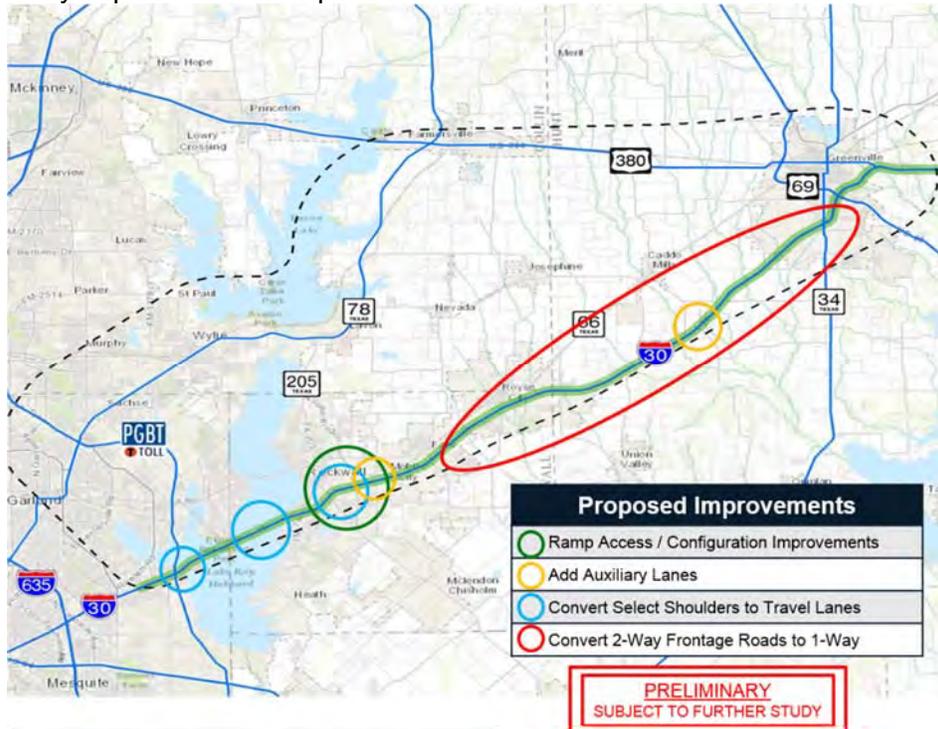
- **6a: Arterials – build-out of local thoroughfare plans**
 - Planned improvements included in city and county thoroughfare plans beyond those listed in Mobility 2035 – 2013 Update
 - Red highlights indicate additional capacity for existing arterials
 - Blue highlights indicate new location arterials
 - Potential improvements added 155 miles of arterial roads throughout the study corridor
 - Recommendation to carry strategy forward to enhance mobility as the area develops



- **6b: Enhanced arterials – new arterials: PGBT to SH 205**
 - Local thoroughfare plans did not contain new arterial lake crossings.
 - This alternative tested two routes to see if there was general demand for a new potential arterial road that would cross Lake Ray Hubbard.
 - Option 1: Extends FM 552 from SH 205 to PGBT
 - Option 2: Connects SH 205 to PGBT using a more northern route with an eastern terminus just south of SH 78
 - A new arterial crossing Lake Ray Hubbard would require approval through the National Environmental Policy Act (NEPA) process.
 - If a new arterial is needed, only one option would be selected, and its precise location would be determined through the NEPA process.



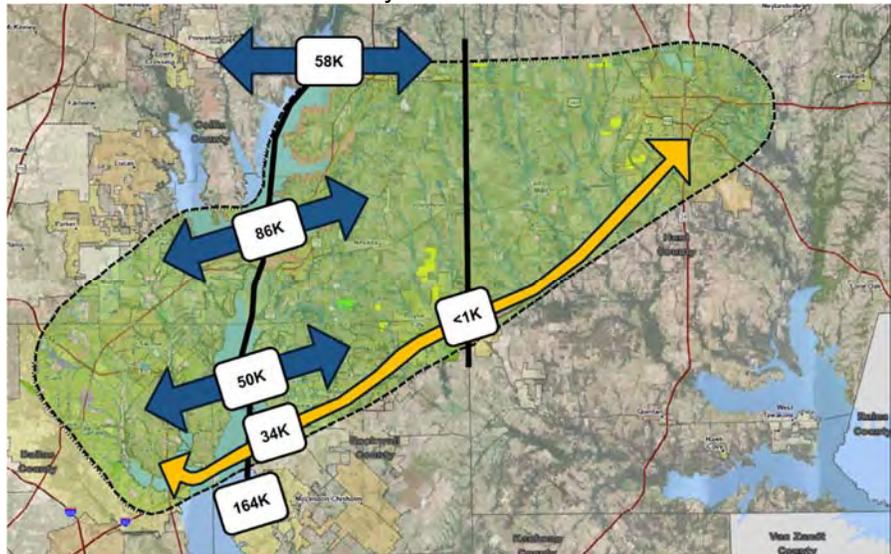
- #7: Bottleneck improvements of IH 30 strategy (preliminary – subject to further study)
 - This low-cost item mostly benefits local traffic and does not help meet regional demand.
 - Ramp shifts
 - Addition of auxiliary lanes
 - Conversion of two-way frontage roads to one-way
 - Early implementation is possible.

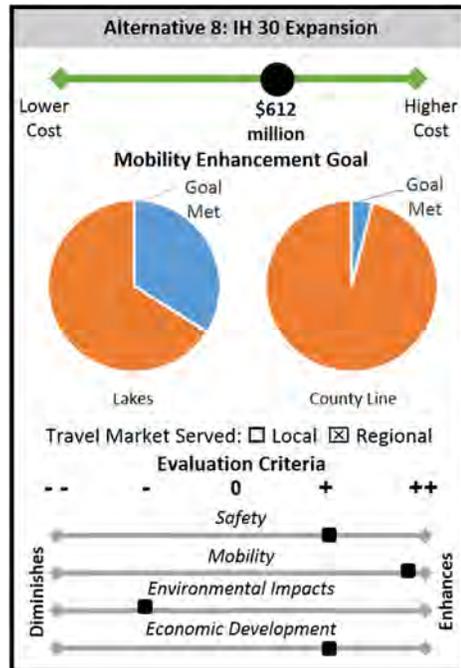


- **#8: Expansion of IH 30 facility strategy (preliminary – subject to further study)**
 - Additional capacity as managed lanes
 - Two managed lanes in each direction from PGBT to the Royse City/Fate area
 - One managed lane in each direction from Royse City/Fate to Greenville



- 2035 traffic flows – IH 30 with added managed lanes
 - Significant traffic demand for managed lanes from PGBT to Fate
 - Sufficient IH 30 capacity east of Fate
 - Estimated cost to implement strategy
 - Full strategy from PGBT to Greenville: ~\$600 million
 - Managed lanes from PGBT to Fate only: ~\$300 million
 - Recommend to carry forward the addition of managed lanes from PGBT to Fate for further study

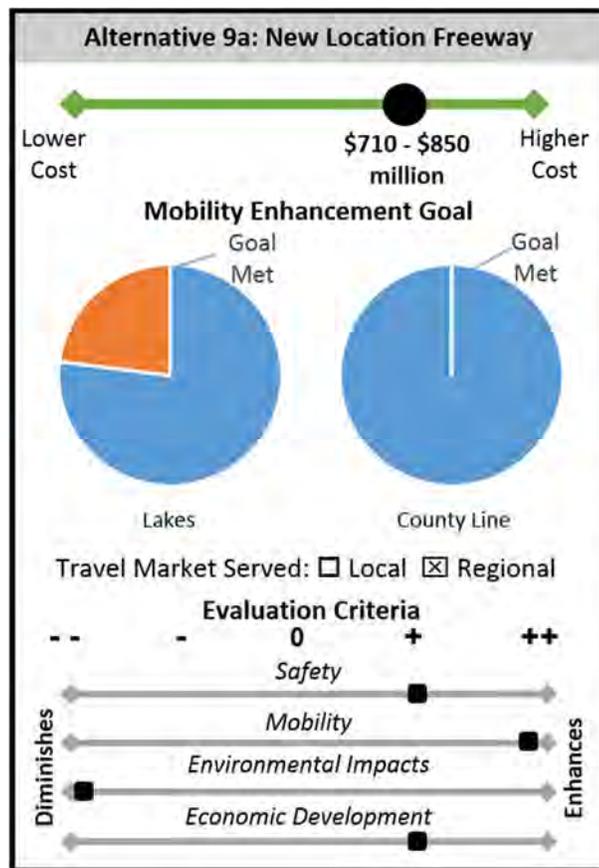
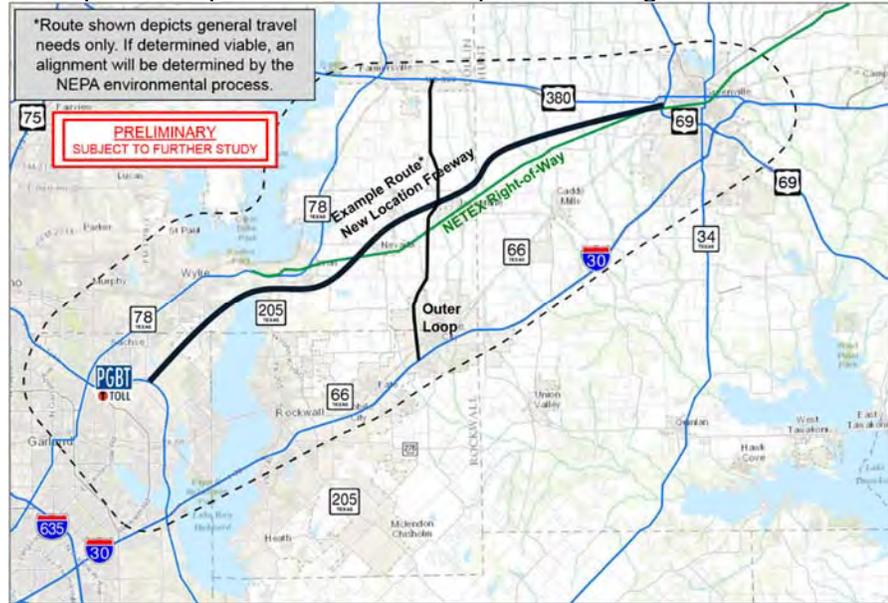




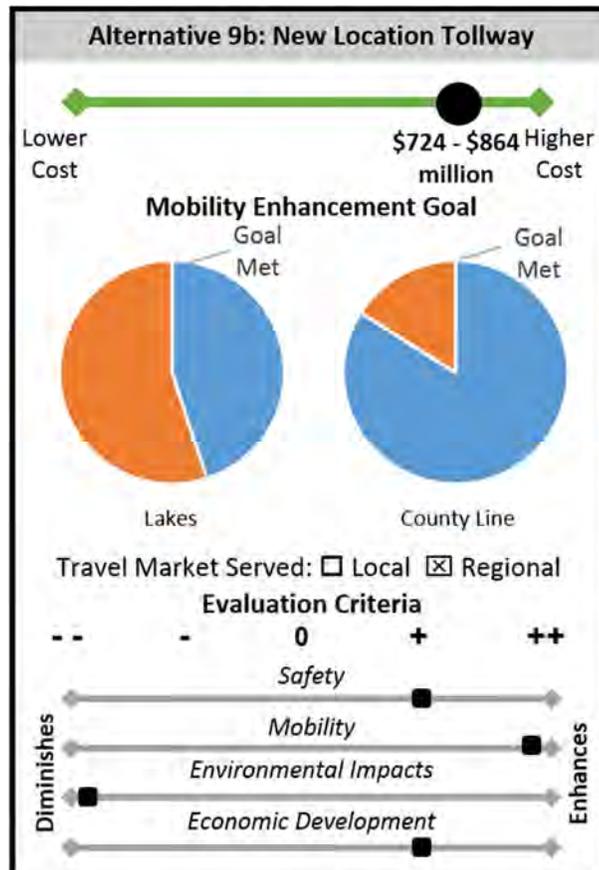
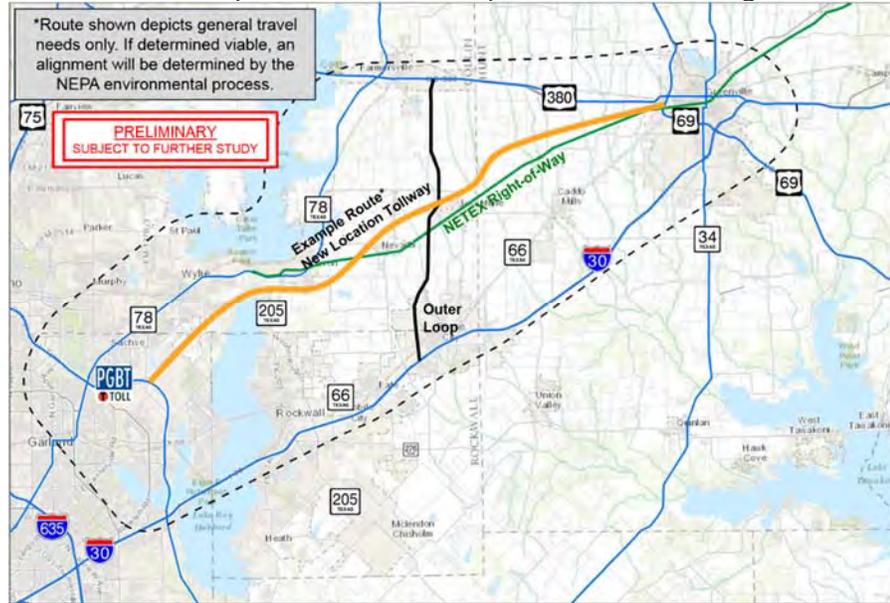
- **#9: Example new location highway/freeway/tollway strategy (preliminary – subject to further study)**
 - Similar to:
 - Chisholm Trail Parkway (Fort Worth)
 - Toll 49 (Tyler)
 - Westpark Tollway (Houston)
 - Roadway width assumptions on Strategy 9:
 - Six lanes from PGBT to SH 205
 - Four lanes from SH 205 to Outer Loop
 - Two lanes from Outer Loop to US 69
 - Location determination
 - Example alignment displayed on slide, not actual location
 - NETEX right of way not appropriate for highway facility
 - NEPA process required to determine exact alignment
 - Recommend to carry forward for further study



- #9a: New location freeway
 - Significant impact in meeting overall mobility goal for corridor
 - An expensive option at a time when public funding is limited

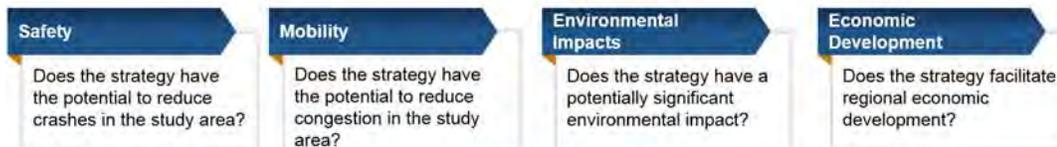


- #9b: Example new location tollway
 - Compared to freeway option:
 - Fewer trips but still meets substantial part of mobility goal for corridor
 - Slightly more expensive due to higher operating costs for tolled facilities
 - A more realistic option due to limited public-sector funding



- **Strategy evaluation**

Strategy	Evaluation Criteria			
	Safety	Mobility	Environmental Impacts	Economic Development
1) Baseline (Mobility 2035 – 2013 Update Only)	o	o	o	-
2) Travel Options/TMS/ITS	+	+	o	o
3) Bicycle/Pedestrian Facilities	+	+	o	o
4) Freight Rail	o	o	o	o
5a) Rail Transit	+	+	o	+
5b) Express Bus	+	+	o	+
6a) Improvement of Local Arterials	+	+	-	+
6b) New Arterials Across Lake	+	+	--	+
7) Bottleneck Improvements to IH-30	+	+	o	o
8) Expansion of IH-30 Facility	+	++	-	+
9a) New Location Freeway	+	++	--	+
9b) New Location Tollway	+	++	--	+



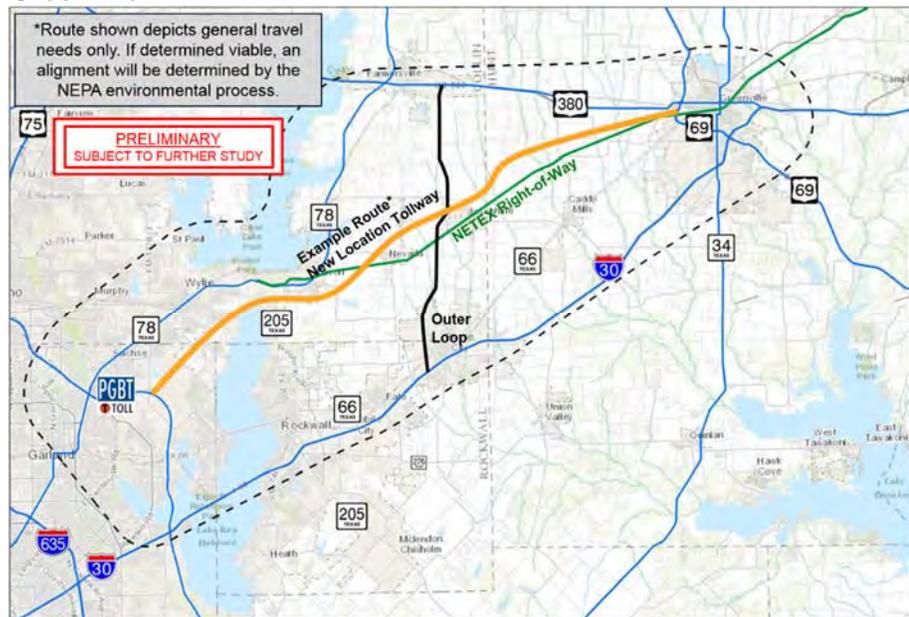
PRELIMINARY
SUBJECT TO FURTHER STUDY

- **Combination of strategies**

- Strategies that serve local travel need and congestion relief:
 - Strategy 2: Travel options/TMS/ITS
 - Strategy 3: Bicycle/pedestrian facilities
 - Strategy 6a: Improvement of local arterials
 - Strategy 7: Bottleneck improvements to IH 30
- Strategies that serve the regional corridor travel need:
 - Strategy 5b: Transit – express bus
 - Strategy 6b: New arterial across the lake
 - Strategy 8: Expansion of IH 30 facility
 - Strategy 9a: New location freeway
 - Strategy 9b: New location tollway
- Combinations of these strategies will be evaluated in the next stage of the study.

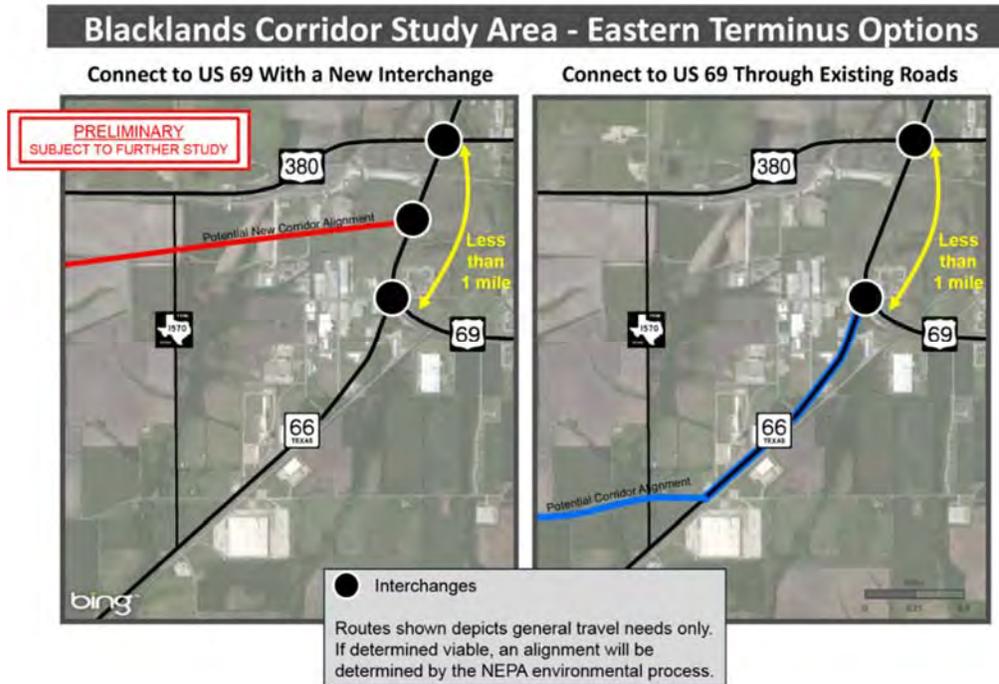
D. Corridor Solutions – Michael Morris

- A new location highway facility will be recommended, but more work and consensus-building must be done to determine where it will connect to in the existing roadway system, especially on the eastern side of the corridor.
- #9b) Example new location tollway
 - Western side of corridor
 - A new facility would likely connect to PGBT because it allows traffic to continue west and access IH 30, if necessary.
 - SH 78
 - The new facility cannot connect to SH 78 because it is already congested.
 - TxDOT has recently funded improvements to SH 78, so funding for additional improvements is unlikely.
 - Eastern side of corridor
 - A terminus on the eastern side of the corridor has not yet been identified.
 - Connections near IH 30, US 380, US 69 and SH 66 all pose challenges.
 - Consensus-building is needed to determine the best location near Greenville.



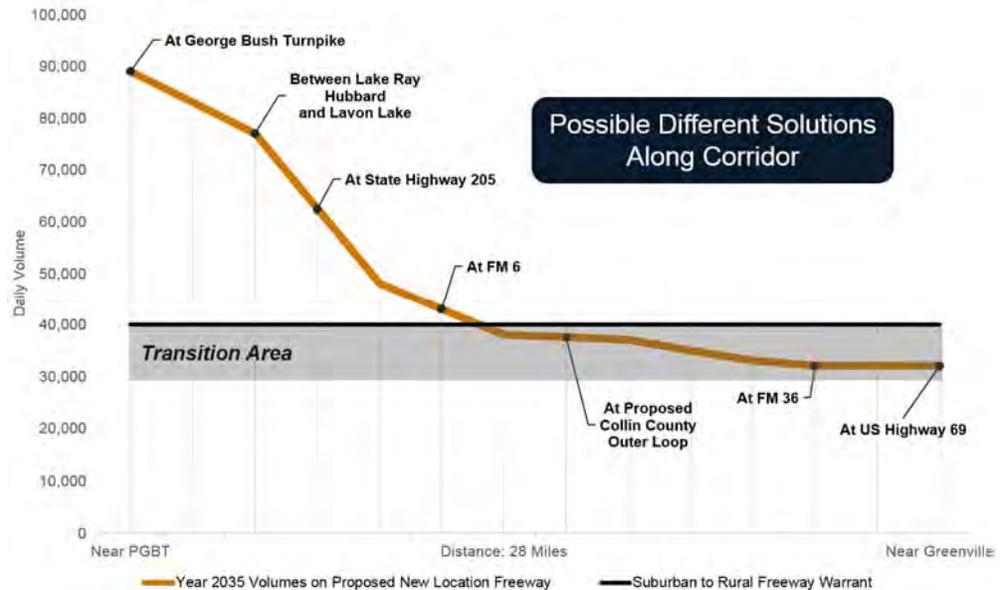
- **Eastern terminus options**

- Two options currently being evaluated for a connection near Greenville:
 - New interchange with US 69
 - Connection to US 69 via SH 66
- Other options to evaluate:
 - Connection to US 380
 - Direct connection to IH 30
 - Connection to FM 1570, to which the RTC has already funded improvements
- Must determine the most accessible point of connection for the new location highway facility to ensure it operates as efficiently as possible



- **Freeway planning warrants**

- Shows difference in the projected traffic volumes for the western and eastern sides of a new location freeway
- Need to identify the optimal location for a connection near Greenville to see if it increases projected traffic volume on eastern side
- Need to hold meetings with officials and members of the public on both the eastern and western sides of the corridor to determine how to best interface the connections

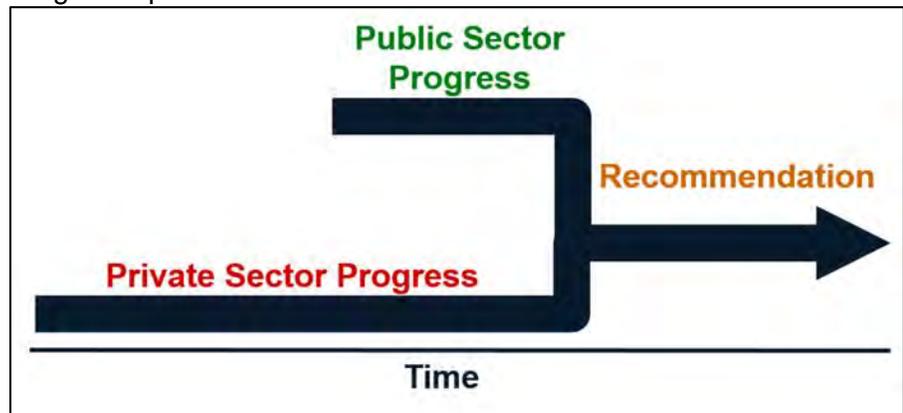


- **Remarks on strategy evaluation**

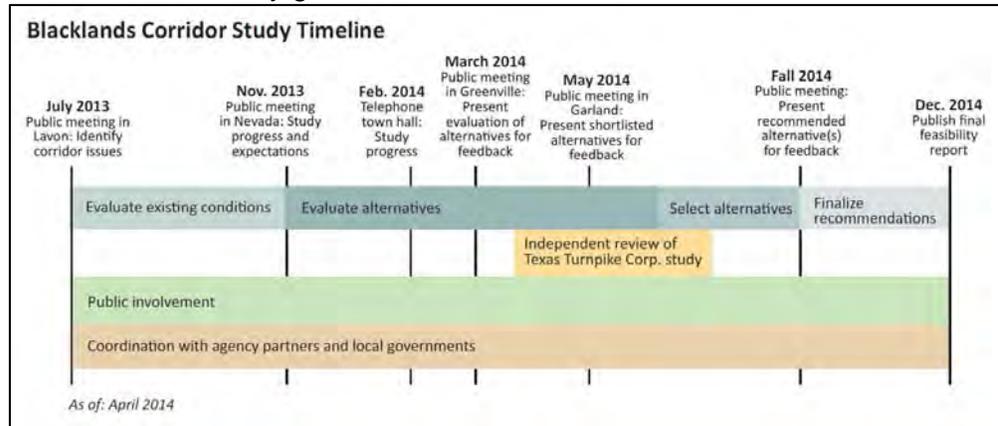
- #2) Travel options/TMS/ITS: Likely to fully incorporate into recommendations
- #3) Bicycle/pedestrian facilities: Likely to recommend some elements
- #4) Freight rail: Will integrate into plans for the corridor
- #5a) Rail transit: May need to provide some funding to NETEX to ensure preservation of their right of way for rail and bicycle/pedestrian facilities
- #5b) Express bus: Will integrate park and ride facilities for vanpools into corridor plans
- #6a) Improvement of local arterials: Necessary to improve north-south thoroughfare streets to ensure the system performs efficiently after the new location highway facility is built
- #6b) New arterials across lake: Will not build a new roadway across Lake Ray Hubbard but could fit in a new arterial between the lakes if a new limited-access facility is warranted
- #7) Bottleneck improvements to IH 30: Will recommend
- #8) Expansion of IH 30 facility: Will recommend
- #9) New location highway/freeway/tollway: Will recommend
- To find the right combination of strategies, it is important to think about the corridor as a system of transportation.

E. Private Sector Update – Tom Shelton

- **Moving forward, NCTCOG will be working with the private sector firm and TxDOT to develop plans for a limited-access highway. The private sector firm will undertake the NEPA approval process, which TxDOT will oversee.**
- **Update on private sector**
 - Texas Turnpike Corporation/Public Werks is coordinating with Texas Department of Transportation and will work with NCTCOG to develop plans for a limited-access highway facility in the corridor.
 - TCC/Public Werks must complete an environmental document consistent with National Environmental Policy Act (NEPA) guidelines.
 - TxDOT will be the approving agency for the NEPA process on any project submitted by TCC/Public Werks for the corridor.
 - The exact location of the new highway facility will be determined through the NEPA process.
 - Right of way acquisition will also occur through the NEPA process.
 - Environmental issues will be addressed through NEPA.
 - Environmental document must:
 - Include public involvement, including additional public meetings
 - Gain public acceptance
 - Gain local government support
 - Inventory identified issues
 - Mitigate impacts



- **Project schedule**
 - NCTCOG will continue to study the other strategies being evaluated to determine the combination that will best enhance the transportation system and meet the mobility goals for the corridor.



F. Public Involvement – Amanda Wilson

- NCTCOG has provided different methods for submitting public comments, which are still needed.
- **Public involvement opportunities**
 - There will be a time for public comments this evening.
 - Public comments will be accepted through Saturday, May 31.

How can you help raise awareness of the study?

Request a community presentation

Request newsletters to distribute

Share social media updates

Forward Transportation Update e-mails

Please submit comments by Saturday, May 31

Visit www.nctcog.org/blacklands

E-mail project staff

Mail comments to NCTCOG

ORAL COMMENTS RECEIVED AT MEETINGS

IH 30 Corridor

B.J. Williams, Garland City Councilmember

A. Economic impact

Question: Will this study consider the possible economic impact to the IH 30 corridor? If so, what will be the scope of those discussions, particularly with regard to truck traffic and inadequate safety features such as service roads and barriers?

Summary of response by Michael Morris: We will be looking at the economic impact of improvements to IH 30 from two positions. First, there is the economic impact of not making any improvements, which has implications for safety; for example, two-way frontage roads are not appropriate for areas that were rural but are now becoming urban. On the other hand, if you convert to one-way frontage roads, there can be a negative economic impact if the roads are not developed with Texas U-turns and bridge structures. Then, if improvements are made to the roadway, there can be a negative economic impact if too much right of way is acquired and businesses are displaced. I think the study will recommend improvements to IH 30 because without some action there will be a negative economic impact to the corridor. But, we have to be strategic and surgical in making those improvements to IH 30 so that we do not take too much right of way and have too much of an impact on the economic development that already exists.

Deborah Hawkins, Citizen

A. IH 30 development

Question: I have been told that there is a water park being built along IH 30. Is this part of the idea that we need to make sure IH 30 can handle more traffic in the east? Are they planning to make the east an entertainment mecca?

Summary of response by Michael Morris: I am not aware of a water park. Our interest in IH 30 has nothing to do with a water park. Our interest is in population and transportation trends over time.

Question: But if IH 30 develops in that direction, we will have more businesses, people and jobs. I am wondering if that is part of the idea of developing IH 30 towards the east.

Summary of response by Michael Morris: Yes, there are business interests – dentists, doctors, manufacturers – that want to build east on IH 30. Just like with IH 20, US 75 and US 380. As land becomes more expensive, they continue to move east. This has been the trend for 30 years on the IH 30 corridor. Our plans are focused on regional development trends, not independent investments like water parks.

Corridor Context

Matthew Hawkins, Citizen

A. Growth in Hunt County

Comment: I have not seen very much in the presentation that shows growth occurring in Hunt County – especially in the western areas of Hunt County – that justifies plowing a brand new highway, freeway or tollway through western Hunt County. As someone who lives in that area, I can also tell you that we do not want it.

Summary of response by Michael Morris: I think the area is going to need some transportation facility. We have to determine the best option for those last few miles, but I think there does need to be a new facility. We are not certain yet whether it needs to be a tollway or a freeway or thoroughfare improvement. You saw on that slide how the traffic volumes dropped in that part of the corridor. I do not think we have figured out the right accessibility combination yet. Is it US 380, US 69, SH 66 or IH 30? Once we figure that out, we can say whether there needs to be a freeway or tollway or maybe something like we showed you in the example with SH 66.

Comment: It seems to me that the growth that will be in our area could be served best by improving the existing facilities rather than plowing a brand new road through.

Summary of response by Michael Morris: I understand. I appreciate your comment. Thank you for coming.

Deborah Hawkins, Citizen

A. SH 66

Comment: It took me less than an hour to get to this meeting on SH 66. SH 66 is underutilized, and it is a great way to get back and forth between this area and the eastern part of the corridor. I take it for everything and try to avoid IH 30. For example, I have taken it to Rockwall for my son's standardized tests. SH 66 needs to be considered for use in the study.

The slowest areas I encountered on our drive tonight were in downtown Rockwall because I went through a neighborhood with historic homes, which should obviously be protected, and on Main Street in Royse City. Those may be areas that should be circumvented when the arterial roads are improved.

Summary of response by Michael Morris: Thank you.

B. Bicycle/pedestrian facilities

Comment: I think adding trails is a fantastic idea, especially since I have seen more and more people walking recently. I see lots of people in the area walking without a safe place to walk.

Summary of response by Michael Morris: Thank you.

John Horn, Hunt County Judge

A. Transportation needs in Hunt County

Comment: As Hunt County Judge, I represent 100,000 people over 840 square miles. It seems like our toughest battles in the rural areas are not Republican versus Democrat, but rural versus urban. When we became members of the RTC, we were 25 years behind planning for our role in the regional transportation system. As a representative of the constituency of Hunt County, I am aware the opposition to transportation improvements and enhanced studies to determine

transportation needs. It was widely discussed during the most recent election. But, I also represent 13 school districts, major cities and two universities. The president of Texas A&M – Commerce, Dan Jones, is co-chair of our county transportation committee. The president of Paris Junior College, Pam Anglin, is extremely interested in transportation studies. Bill Henglein, the CFO of L-3 Communications, our largest employer with 6,000 employees, is also on the transportation committee. There are other companies important to the region, such as Weatherford International, ITC and Cytec.

Everybody wants to get places faster, but nobody wants to make the necessary moves to do that. We knew there would be people who would be in opposition to this study, but we also have to be a voice for the people who support it. Early on in this process every city, economic development corporation and chamber of commerce gave their endorsement to the Hunt County Commissioners Court to pursue the opportunity for a public-private partnership or any transportation study that would show the importance of adding capacity to IH 30, US 380 or SH 66.

We in Hunt County are not the eastern terminus for transportation. We have a fiduciary responsibility to those counties east of us and to our neighbors in Garland, where accidents on IH 30 have interfered with commerce in this part of the region. Those accidents also affect Hopkins County and even Texarkana.

We are still very early in this study, but I do want to thank both NCTCOG and my constituents today who voiced their opposition to this study for participating in this process. In Hunt County, we do understand that we are the fulcrum for the eastern and western parts of the state for transportation projects moving forward. We cannot deny that growth is coming. Looking at historical data back to 1920, you can see that. I will continue to work with staff from NCTCOG and serve on the RTC. I appreciate your efforts and your willingness to listen to both sides of the issues.

Summary of response by Michael Morris: Thank you. To everyone, regardless of your position on the study's progress, please continue to speak up and share your views. You have been very patient with us through these public meetings as we have presented our findings. We do not have to agree on everything, but we owe it to future generations to make the hard decisions and do everything we can to try to develop consensus on these issues.

Transportation Funding

Barbara Harless, Citizen

A. Transportation funding tools

Comment: You say you do not know what type of new facility will be built, but the last speaker convinced me that it will be a toll road. No more toll roads. They are tolling in perpetuity. I have also read in presentations online that IH 30 is neither practical nor doable. If a toll road is doable, and you use eminent domain and go through the environmental impact statement process, then, yes, IH 30 is doable – but keep it a public road. I cannot get to the airport or the western side of Dallas without getting on a toll road or accidentally getting into a toll lane. Tarrant County just opened their first toll road this week. No more tolls.

As far as bicycle and pedestrian trails are concerned, leave them to local entities, especially since transportation funding is limited. We should not be putting trails on large projects.

When I say no toll roads, I am also concerned about tax increment reinvestment zones, in which taxes can be added to homes and properties, and transportation reinvestment zones. I understand that the region has a transportation issue because companies and people continue to move here (in spite of the fact that we lack sufficient water resources), but so many of these transportation projects seem to be about moving international commerce through the state of Texas rather than getting my husband to work or getting me to where I need to go. It falls on the taxpayers' backs rather than on the backs of corporations. I do not want to have to pay for it in my property taxes or in more toll roads.

Summary of response by Michael Morris: Thank you for your comments. They are germane not only to this corridor but to the state of transportation funding in Texas. It is common to hear comments like this at public meetings. People do not want to continue creating toll roads, tax increment financing zones (TIFs) or managed toll lanes, but they do want their husbands to get to work faster.

Comment: That is not a problem for me.

Summary of response by Michael Morris: I thought you said something about how your husband needs to get to work and you need to get to the airport.

Comment: No, I said that I think what you are proposing does not really address that. We do not have those issues.

Summary of response by Michael Morris: I see. Well, we in transportation are faced with having this larger discussion about government and taxes. We need to build transportation projects, but we can only react to the political environment in which we find ourselves. A million people have come to the region every decade since 1960, and we have to have a transportation system for them. There are people demanding that we meet these transportation needs, but we often are not given the revenue necessary to do so.

The policy officials in our region use the only tool left to them because our local elected officials do not get to decide if Congress is raising enough revenue or corporate America is paying its fair share. They also are not state legislators who can shape policy at the state level. They are local elected officials who hear from their constituents that we have to do something to meet the transportation needs of our region. Unfortunately, tolled facilities are one of the only tools left to us to build transportation projects. I hope the constitutional amendment will pass in November because that revenue source could help us, and none of that money would go toward funding tolled facilities.

You are correct that we are suggesting to you that some tolled facility will have to be built in the western side of the corridor to help manage what we project to be an additional 100,000 vehicle trips per day. Some facility east of there needs to be built as well, which may or may not be tolled. The corridor is growing, but our revenue is not. We need your help to figure out the best mix of transportation strategies.

Steve Turner, Citizen

A. State gasoline tax

Comment: I live in Dallas. I do not live in this area, but I understand this area has to be developed. There is too much tax on gasoline right now. Texas is producing lots of natural gas, and we should look at creating revenue for transportation through a dedicated tax on natural gas.

Summary of response by Michael Morris: There is a constitutional amendment that will go before voters in November. Natural gas producers pay a fee called the severance tax, which is a tax on removing the natural gas from the ground when it reaches the surface, so these corporate oil and gas providers are paying a tax to the state. The state legislature has proposed a constitutional amendment for the ballot this November in which a portion of that revenue – about \$1.4 billion per year – is dedicated to transportation purposes. That dedicated revenue cannot go to toll-supported projects of any kind. Therefore, the citizens of the state will be able to vote on an idea very similar to the one you described. This is not the same thing as a tax increase.

We also have programs at NCTCOG that promote the use of compressed natural gas in vehicles instead of petroleum products. For example, DART's entire fleet is moving to CNG. We are fortunate to have CNG that allows us to fuel our buses and cars.

Question: I also heard on the news that Texas now produces more oil than Saudi Arabia. Can we get revenue out of that?

Summary of response by Michael Morris: You are right to raise this issue, and I think the state Legislature came up with a similar proposal. They are looking at this revenue that you described and are dedicating it to transportation. But, it is up to the citizens of the state to approve that use of those funds.

Comment: The Legislature needs to make sure that the transportation fund is not tapped for other projects.

Summary of response by Michael Morris: For 25 years we have been pleading with the Legislature to use the transportation fund for transportation purposes.

Stephanie Casson, Citizen

A. Public-private partnerships

Question: The federal government does not run out of money; they just print it when they need it. With regard to public-private partnerships, is there a list of who the companies and stakeholders partnering with our local governments are and who they will be?

Summary of response by Michael Morris: There are only two public-private partnerships in our region: the LBJ project and North Tarrant Express. We can give you all of those names.

Question: Are they international firms?

Summary of response by Michael Morris: There are international companies involved, but a lot of their revenue is domestic. For example, the retirement fund for firefighters in the City of Dallas is funding the LBJ project. We can give you information about who the companies involved are and what revenue is being used to build those particular projects.

Question: How many years will these toll roads be tolled?

Summary of response by Michael Morris: All of our toll roads are built by the North Texas Tollway Authority. They go through a regular process of selling tax-exempt bonds to build projects just like all other public agencies in the United States. To date, we have no private sector toll road companies. Now, we do have one who is interested in this particular corridor, but it is a local company that is approved by the Texas Legislature.

Question: Will they be present at the meeting tomorrow? I thought you were having a meeting tomorrow or the day after for private sector stakeholders.

Summary of response by Michael Morris: They are actually present at this meeting tonight.

Question: But you do not know who they are?

Summary of response by Michael Morris: I will clarify. There was a private sector firm working in the corridor six months before we became involved. We put their work aside and had it independently reviewed. We think we have caught up to them now and are trying to integrate our process with theirs so that there is one process moving forward. Early on, people were afraid the private sector would do something without the support of the public sector – their local governments and state agencies. But, since we have now caught up to the private sector analytically, we can have one process moving forward, which allows the public to participate with both us and the private sector. When I said this process would begin “tomorrow,” I did not mean to be literal. The process will begin soon.

Tim Campbell, Garland City Councilmember

A. Gasoline tax

Comment: The City of Garland has not taken a position on this study yet because it is too early. However, I was pleased to see the progress being made.

With regard to the gas tax, Anthony Foxx, the Secretary of Transportation, was in Garland a few weeks ago, and he announced that the federal Highway Trust Fund will run out of money in summer or autumn. There has been lots of activity in Congress recently to avoid that. I am old enough to remember when gasoline was 20 or 25 cents per gallon and the gas tax was 9 cents per gallon. That amounted to 30 to 40 percent of the price of gasoline. Later, there were “gas wars,” and the tax rose to 18 cents per gallon, so half the price of gasoline was tax then. At that time, Texas had 6 million people, and we had the best road system in the country because every dime of the gas tax went to roadways. Now, the state gas tax is 20 cents per gallon.

Summary of response by Michael Morris: The gas tax is actually 38.4 cents per gallon, of which 20 cents is the state gas tax. However, 5 cents of that state gas tax is diverted to public education.

B. Need for greater transportation funding

Comment: For those who are not aware, all but 7.5 cents of the 20-cent state gas tax goes to roadways. Nowadays, cars have improved fuel efficiency and the population has almost quadrupled. Not enough revenue is being generated for roadways. TxDOT is short by almost \$5 billion per year. About 1,200 people move to Texas every day, and there are not enough

roadways for them. We have tolls because there is hardly any other way to fund transportation. There is not enough funding from either the state or federal governments. Unless the state and citizens change the way they fund roadways, we will continue to have tolls and TIFs. People need to understand the situation, which has significantly impacted Garland.

Summary of response by Michael Morris: All of the funds that we get from the gas tax are almost completely dedicated to the maintenance of existing bridges and transportation facilities. We cannot afford to use too much of the tax on adding new capacity to our roadways; otherwise, we will not have money to maintain the existing transportation system. Either we do not build new capacity or we build new capacity through some sort of tolled facility.

Comment: The constitutional amendment will produce something like \$1.3 billion per year statewide, but we actually need almost \$5 billion per year.

Summary of response by Michael Morris: Thank you.

Public Involvement

Deborah Hawkins, Citizen

- A. Need to continue and broaden public involvement efforts

Comment: There is still a lot of distrust and misinformation in the community. You need to keep working to publicize the study in Caddo Mills and Greenville as well as in Rockwall and Garland. I have been talking to people in all of these places, and they tell me that they do not know about the study. I am constantly handing out and providing information, so please address this need.

Summary of response by Michael Morris: Thank you. Please keep Amanda Wilson informed about how we can continue to get the word out.

Stephanie Casson, Citizen

- A. Property acquisition

Question: How many properties, ranches and farms will be affected by this new highway project?

Summary of response by Tom Shelton: As I mentioned in my comments during the presentation, later this year – late summer, fall and winter – work will begin on the environmental impact process. Through that process, the actual location of the facility will be determined and the individual properties that need to be acquired will be identified. Property owners will also be identified then. There is a very formal legal process through which properties are acquired for transportation needs. Amanda Wilson can provide documentation about that process if you are interested. At this point, we do not know which properties or property owners will be identified or how many will be acquired. We will provide you with more information about that later this year.

HOV Lanes

Stephanie Casson, Citizen

A. Purpose

Question: Does NCTCOG handle HOV lanes? Why do we have them? Why do we have the pylons that divide them from the regular lanes? Hardly anybody uses them. It takes up a lane.

Summary of response by Michael Morris: We are in violation of the EPA's air quality standard for ozone. In our region, almost 50 percent of the precursor for ozone formation comes from on-road vehicles. As an early action item 15 years ago, we added interim HOV lanes to existing facilities to create an incentive for people to carpool. We monitor each lane and add up the people who use them. The average vehicle occupancy at peak-period in the regular lanes is 1.09 persons, but in the HOV lanes it is 2.4. We are able to carry more people in the HOV lanes than we are in the regular lanes. Now, we are moving away from HOV lanes. The HOV lane on LBJ is gone. The HOV lane on IH 35E in Denton is gone. When we get enough money to rebuild a freeway, we eliminate those lanes and build new frontage roads or regular lanes.

Comment: I suggest taking away the HOV lanes on US 75. They are not used by many people.

Summary of response by Michael Morris: We will soon add single-occupant users to those lanes, so we will see if that helps.

WRITTEN COMMENTS RECEIVED AT THE MEETING

Name and Title	Agency, City Represented	Topics Addressed	Comments
B.J. Williams, Garland City Councilmember	Garland	Strategy evaluation and prioritization, no-build alternative, IH 30 and transportation needs in Garland	Attachment 1

ELECTRONICALLY SUBMITTED COMMENTS

Tamara Lord, April 10, 2014

I attended the March 20 meeting in Greenville. We moved to Lavon in Nov. 2013. We moved here to be away from city, to have land and space. We knew that moving out here would require more drive time and traffic encounters. We moved out here for peace and quiet. Not to live next to a toll road! We live just off 205 and cr 483. Noticed on pp slide 9, a new toll road location just north of us! This is not acceptable. After reviewing the pp slides presented, it appears the majority of the growth projected for 2035 is on the east side of 78, not west of 78. The numbers don't add up to warrant a major toll road. Why not work on the signal light synchronizations, dart rail along 30 and improvements on 30. WE ARE TOTALLY OPPOSED TO THIS TOLL ROAD IDEA! Had we known about this before purchasing our home, we would have looked even further out. This is where we plan to retire and a toll road is not an option. Listening to the public

comments at the meeting included those who are going to benefit to get re-elected and big business. This should not be! The citizens living here should be the ones who are considered. Thank you.

Michael McNair, May 27, 2014

The Blacklands Corridor project looks quite exciting. I was glad to participate in the public meeting in Garland. As a bicycle commuter, I'm glad to see some funding being put towards accommodating cyclists. It is a small portion and that's okay. The cyclist needs in this corridor don't really justify too much. More important than building bicycle infrastructure is taking care not to erect cycling barriers. A way to cross from one side to the other is the most obvious need that comes to mind. This can easily be combined with any roadway crossing that are implemented along the route. Thank you. I look forward to your next public meeting.

Warren Casteel, May 27, 2014

This area includes huge barriers to bicycle transportation -- Lake Lavon and Ray Hubbard, and has highways that are barriers -- US 380, 78, I-30, and Hwy 66. These barriers almost preclude East West cycling through this area. It is essential that these barriers are lowered by construction of separated bicycling facilities as part of the construction process. Additionally it is essential that construction not add any barriers, as has happened with the construction of recent tollways and freeways.

Michael Freiberger, May 28, 2014

As population grows along the new Blacklands Corridor, bicycling and walking need to be accommodated better than in previous Corridor projects (DNT and GBush for example). While Blacklands may not install the full-on bicycling and pedestrian infrastructure to really encourage Alternative Transportation, the RIGHT OF WAY to do so can be secured, and where bicycling and pedestrians would cross the Blacklands right of way, special accommodations to ease the crossing should be made! Also, current difficulties bicycling or walking across lake areas would be greatly eased if the Blacklands project would create infrastructure for at least just those segments!!!

Jenny Rilling, May 28, 2014

As cycling becomes more and more popular both as transportation and as a fitness / recreational activity, it's going to be important to consider the following: -Access for cyclists from one side of the proposed road to the other - underneath, or on a dedicated overpass / protected cycletrack. -A separated trail to safely connect to points of utility along the roadway (e.g. from residential areas to business / commercial areas). - A safe way for cyclists to cross Lake Ray Hubbard and Lake Lavon. -Safe connections to surface streets or nearby trails to enable a comprehensive transportation cycling network. Cycling infrastructure improves nearby property values and is an incentive for young, skilled professionals to reside in the area. Thank you for your consideration.

Alex DuLaney, May 28, 2014

Regarding the Blacklands Corridor, it is my wish that accommodations be made for bicycle transportation. Highways are often barriers to those of us who wish to travel on two wheels. Underpasses are often the only option and they can be dangerous. Furthermore, bicycle trails lead to health benefits for residents and are a clear sign that cities take the health of their residents seriously. Better parks for residents make it easier to encourage businesses to relocate nearby which helps everyone. Thanks, Alex DuLaney Advocacy Director, Plano Bicycle Association Government Relations Director, Bike DFW



North Central Texas Council of Governments

BLACKLANDS CORRIDOR FEASIBILITY STUDY COMMENT FORM

Tuesday, May 13, 2014
The Atrium at the Granville Arts Center
300 N. Fifth Street
Garland, TX 75040

Instructions:

1. Please mark the box indicating whether you would like to make an oral comment, a written comment, or both oral and written comments.
2. Please fill in your name and organization.
3. If you are submitting a written comment, please write your comment on this form.
4. Please return this form to an NCTCOG employee at the registration desk.

- I wish to make an oral comment at the public meeting (please limit to 3 minutes or less)
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name B. J. Williams
 Organization Garland City Council

Please provide written comments below:

1. What ~~is~~ is the protocol for ~~developing~~ prioritizing the adoption of various strategies?

2. What is the protocol for rating, ranking and selecting projects for start-up and funding? I-30 must be a priority #1 - please!

3. Please clarify/explain the "no build" alternative/option?

summary/plate:

transportation needs of constituents/users ~~and~~ east of I-75 and Blacklands corridor has long been ignored/rejected by public officials, public agencies and private partners. I trust that the outcome of this study will serve as a catalyst for much needed transportation improvements.

To submit comments or questions by mail, fax, or e-mail, please send to:
 North Central Texas Council of Governments, Transportation Department
 P.O. Box 5888 Arlington, TX 76005-5888 Phone: (817) 695-9240 Fax: (817) 640-3028
 E-mail: transinfo@nctcog.org Website: www.nctcog.org/meetings

DEAN INTERNATIONAL, INC.
PUBLIC POLICY CONSULTANTS

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E-mail: rschaffner@dean.net

MEMORANDUM

To: Mayor Douglas Athas, City of Garland

CC: Martin Glenn, Deputy City Manager, City of Garland
Paul Luedtke, Director, Transportation, City of Garland
David Dean, President/CEO, Dean International, Inc.

From: Russell Schaffner, Sr. Public Policy Consultant, Dean International, Inc.

Date: June 18, 2014

Subject: Overview of TxDOT IH-635 East Express Lane Open House

On Tuesday, June 17, 2014, from 5:00 PM to 7:00 PM, the Texas Department of Transportation held an open house on the IH-635 East Express/HOV Lane Project from US 75 to IH-30.

Approximately 65-70 people attended the event, including Representative Cindy Burkett and Representative Kenneth Sheets, as well as several citizens from Garland.

Attached are the handouts from the meeting. Below is a brief summary of the LBJ East Express/HOV Lane Project.

In order to improve mobility through access to the additional capacity in the current High Occupancy Vehicle (HOV – defined as a vehicle with two or more passengers) lanes in the center of the IH-635 East corridor, TxDOT is seeking public input on a project that will allow Single Occupancy Vehicles (SOV) into the HOV lanes. In order to do this, TxDOT must construct toll gantries, an enforcement area, and add additional signage to the corridor. The overall project cost is estimated at \$9 million. No new right-of-way is necessary for this project.

The SOVs will be allowed into the HOV lanes by paying a fee (toll). If the vehicle is a registered HOV vehicle (meaning that, the driver has logged onto a website at least fifty minutes before the trip and stated that the vehicle will have more than one passenger), the vehicle will not be charged a fee. A SOV with a toll tag will pay a certain rate and a non-toll tagged vehicle will pay another rate (just as with the rest of the system).

The revenue generated off of the HOV lanes will go to TxDOT and will pay for operation and maintenance of the facility. The HOV lanes will not be managed lanes, but a temporary facility until the permanent managed lanes can be constructed when the rest of the facility is completed.

The statement was made by a senior TxDOT Dallas District official that the sound wall project along IH-635 E will likely be rolled into the contract for the LBJ Express HOV/SOV Lanes.

TEXAS DEPARTMENT OF TRANSPORTATION

I-635 LBJ EAST EXPRESS/HOV LANE PROJECT
FROM US 75 TO I-30

Public Meeting
June 17, 2014

TXDOT Dallas District
Dallas County, Texas
CSJL 2874-01-176, 23/14-02-142

I-635 Express/HOV Lane Project Purpose and Goals

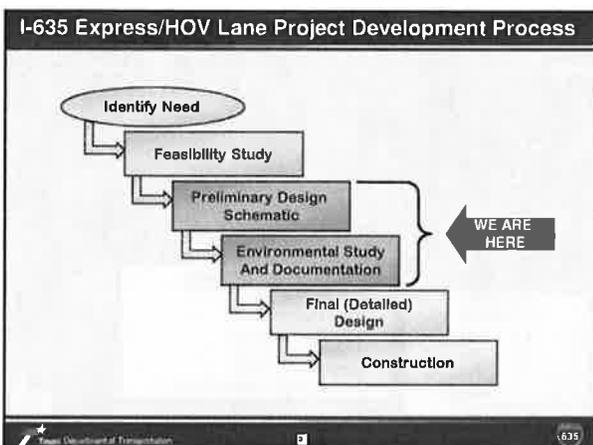
Purpose:

- Improve Mobility
- Address Traffic Demand in the Short Term

Additional Goals:

- Minimize Negative Environmental and Socio-economic Impacts
- Produce an Affordable and Cost-effective Project Design

Texas Department of Transportation



I-635 Express/HOV Lane Project Description

- Let Single Occupancy Vehicles (SOV) into the HOV lanes by paying a toll
- Maintain HOV use without paying a toll by preregistering
- Maintain existing HOV lanes and access ramps (no new right-of-way)
- Add tolling equipment, enforcement area and guide signs

Texas Department of Transportation

I-635 Express/HOV Lane Project Construction

Express/HOV Lane Project:

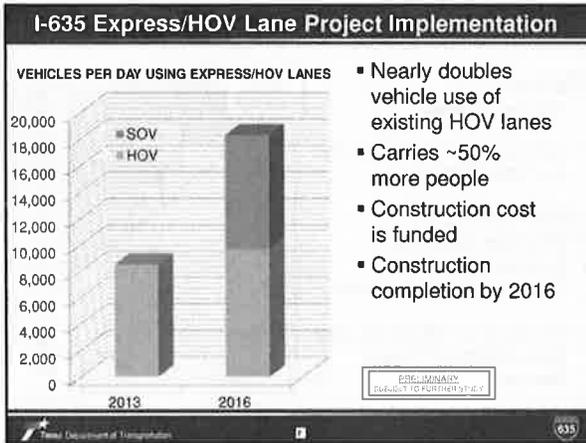
- Maintains existing HOV lanes
- Adds toll equipment at ramps
- Adds enforcement area
- Installs additional guide signs

Texas Department of Transportation

I-635 Express/HOV Lane Project Enforcement Area Location

Texas Department of Transportation





Express/HOV Lanes Policy

- Express/HOV Lanes** would be open to single occupant vehicles (SOVs) for a toll. The toll would be clearly posted and set based on traffic volumes so users can be guaranteed reliable trips. Registered HOVs (i.e. two or more occupants) with tags will continue to travel for free at all times of the day on the Express/HOV lanes. The guaranteed minimum speeds would be achieved by adjusting tolls by time of day, adjusted on a regular schedule. Note that if the technology is capable when open, it may be switched to dynamic pricing (where tolls change during the day based on traffic volumes and speed).

	Express/HOV Lanes
	Peak & Off-Peak Period
HOV	No toll
SOV	Posted rate
Trucks	Not allowed
Motorcycles	No toll
Transit Vehicles	No toll

Morning peak – 6:30-9 am; afternoon peak – 3-6:30 pm

EXPRESS LANE

TO TI Blvd

HOV 2+ **FREE**

NO TAG **\$1.50**

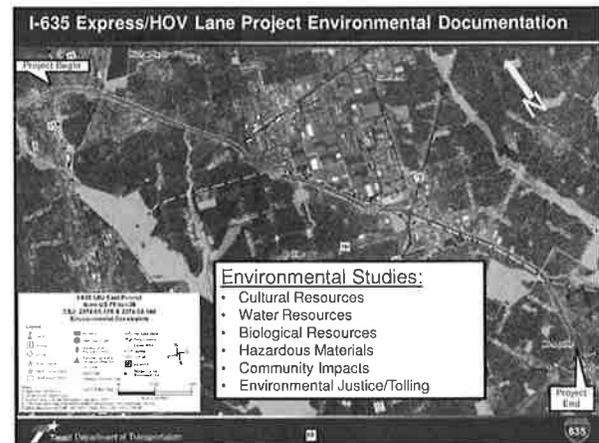
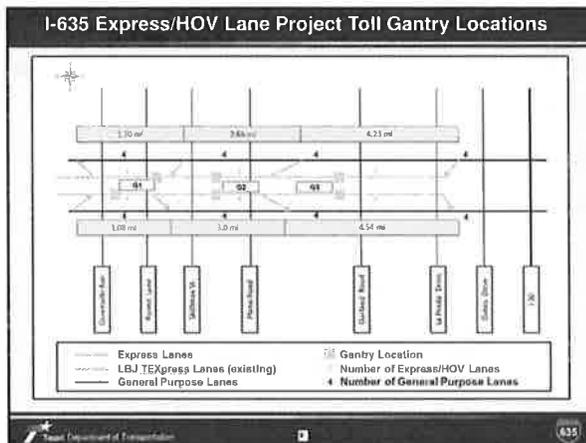
\$2.25

EXPRESS LANE

NO PROBLEM PAY BY MAIL

HOV 2+ PRE-REGISTER FOR TRIP DISCOUNT

Note that actual toll rates have yet to be determined.



- ### I-635 Express/HOV Lane Project Public Outreach
- Individual briefings and presentations
 - Mesquite city council briefing June 2, 2014
 - Dallas city council briefing June 9, 2014
 - Others as requested
 - Public Meeting - June 17, 2014
 - Public Hearing - Fall 2014
 - Stakeholder Work Group meetings
 - Staff from cities of Dallas, Garland & Mesquite, Dallas Co., DART, NCTCOG, FHWA
 - Held bi-monthly
 - <http://www.keepitmovingdallas.com>

- ### I-635 Express/HOV Lane Project Schedule
- Alternative Development *January to May 2014*
 - 1st Public Input *June 2014*
 - Local briefings & public meeting
 - Complete schematic design *July 2014*
 - Draft environmental study *August 2014*
 - 2nd Public Input *September 2014*
 - Local briefings & public hearing
 - Anticipated study approvals *November 2014*
 - Complete construction plans *December 2014*
 - Receive construction bids *February 2015*
 - Complete construction *Late 2015*
 - Open to traffic *Early 2016*



Additional Studies in the I-635 LBJ East Corridor

TxDOT is separately studying the LBJ East Ultimate Design

Ultimate Design Project Purpose and Goals:

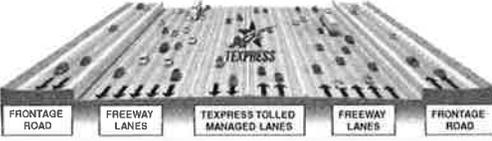
- Address congestion through design year 2040
- Update plan previously approved in 2003
- Improve I-635 to current design and safety standards
- Reconstruct Express/HOV lanes as Managed (i.e. TEXpress) lanes
- Provide continuous frontage roads
- Address noise
- Plan for phased construction



Texas Department of Transportation 635

Ultimate Design Sections

ULTIMATE DESIGN FROM US 75 TO MILLER RD



ULTIMATE DESIGN FROM MILLER RD TO I-30



Texas Department of Transportation 635

Tolled Managed Lanes (TEXpress Lanes) Policy

Managed lanes, also known as TEXpress Lanes, would initially operate under a fixed-fee schedule for at least the first six months. Pricing would be scheduled higher during peak hours and lower during non-peak hours. Dynamic pricing would be implemented thereafter, allowing the toll rate to fluctuate throughout the day in order to ensure a guaranteed speed of 50 miles per hour (mph). Toll rates would also vary by vehicle type. In TEXpress Lanes, registered HOVs with tags would pay half the rate during the morning and afternoon peak periods and the full rate during off-peak periods of travel. When the managed lanes are implemented under the Ultimate Design Project, the occupancy requirements would go up to three or more occupants, which may begin on or before June 1, 2016.

	TEXpress Lanes	
	Peak Period*	Off-Peak Period
HOV	50% discount	Posted rate
SOV	Posted rate	Posted rate
Trucks	Varies**	Varies**
Motorcycles	50% discount	Posted rate
Transit Vehicles	No toll	No toll

* Morning peak - 6:30-9 am; afternoon peak - 3-6:30 pm
** The toll rate for trucks will increase based on size.




Texas Department of Transportation 635

Ultimate Design Schedule

- Alternative Development *January to June 2014*
- 1st Public Input *August/September 2014*
 - Local briefings & public meeting
- Complete schematic design *September 2014*
- Draft environmental study *October 2014*
- 2nd Public Input *Nov./Dec. 2014*
 - Local briefings & public hearing
- Anticipated study approvals *January 2016*
 - Requires approval of new regional plan, *Mobility 2040*
- Construction *To Be Determined*
- Open to traffic *To Be Determined*

Texas Department of Transportation 635

Public Comments

Mailing Address
Attn. Mr. Stephen Endres, P.E.
Texas Department of Transportation
4777 E Highway 80
Mesquite, Texas 75150-6643

Written comments must be postmarked by
Friday, June 27, 2014

<http://www.KeepItMovingDallas.com>
Under "Public Hearings/Meetings"

Texas Department of Transportation 635

- APPENDIX A –
- EXPRESS/HOV LANES POLICY
- TOLLED MANAGED LANES POLICY

Texas Department of Transportation 635



REGIONAL TRANSPORTATION COUNCIL - EXPRESS/HOV LANE POLICY

1. A fixed-fee schedule will be applied with periodic adjustments to the rate schedule necessary to meet established speed guarantee. It is anticipated that these corridors will be instructed with toll collection equipment in time to seamlessly interface with tolled managed lanes. Other tolling methods can be considered if seamless operation cannot be achieved in a timely fashion.
2. The toll rate will be set, similar to the managed lane rate, up to \$0.75 per mile. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval. It is anticipated the actual toll rate will be lower than this.
3. Express lanes/HOV lanes will be enforced manually. Enhanced technology will be utilized when available and can be retrofitted in each corridor. Toll rates will be updated at least monthly during the fixed-schedule phase.
4. Transit vehicles will not be charged a toll.
5. Single-occupant vehicles will pay the full rate.
6. Trucks will not be permitted due to inadequate design standards.
7. Motorcycles qualify as high-occupancy vehicles and will not be charged a toll.
8. No discount will be given to "green" vehicles.
9. High-occupancy vehicles with two or more occupants and vanpools will be free at all times.

Texas Department of Transportation 

REGIONAL TRANSPORTATION COUNCIL - EXPRESS/HOV LANE POLICY

10. When the available capacity of the Express/HOV lane is full from HOV2+ users, additional options based on select data points may be considered as to future occupancy requirements.
11. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
12. Rebates will not apply to Express/HOV lanes since dynamic pricing will not be implemented.
13. Every Express lane/HOV lane corridor will operate under the same regional policy.
14. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.

Regional Transportation Council ["RTC"] Approved - December 13, 2012

Texas Department of Transportation 

REGIONAL TRANSPORTATION COUNCIL - TOLLED MANAGED LANE POLICY

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council approval.
3. Toll rates will be updated at least monthly during the fixed-schedule phase.
4. Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered "soft" during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single and two-occupant vehicles will pay the full rate.
7. Trucks will be allowed and will pay a higher rate.
8. High-occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High-occupancy vehicles with three or more occupants will receive a 50 percent discount during the peak period. This discount will phase out after the air quality attainment maintenance period. Eligible HOVs must pre-register as part of the HOV pre-declaration process. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount. Managed Lane occupancy requirements of 3+ may begin on or before June 1, 2016, resulting in the initial implementation of the existing HOV 2+ policy. HOV 3+ will be implemented when necessary due to operational constraints.

*6 hours per weekday: 6:30 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m.

Texas Department of Transportation 

REGIONAL TRANSPORTATION COUNCIL - TOLLED MANAGED LANE POLICY

10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.
11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 miles per hour. Rebates will not apply if speed reduction is out of the control of the operator. This policy is suspended at this time. This policy could be phased in on or before June 1, 2016 after implementation of dynamic pricing. Quarterly reports regarding operator responsibility and customer communication needs will be presented to the RTC previous to implementation.
12. Motorcycles qualify as high-occupancy vehicles.
13. No discounts will be given for "green" vehicles.
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same regional policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.
17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. In CDA-leased corridors, the duration of the Comprehensive Development Agreement should maximize potential revenue.
19. Tolls will remain on the managed lanes after the Comprehensive Development Agreement duration.
20. Initially, managed lanes will be enforced manually with technology support. Over time, more advanced technology verification equipment will be phased in.

RTC Approved - May 11, 2006
 RTC Modified - September 14, 2006
 RTC Modified - September 13, 2007
 RTC Modified - December 13, 2012
 RTC Modified - June 13, 2013

Texas Department of Transportation 



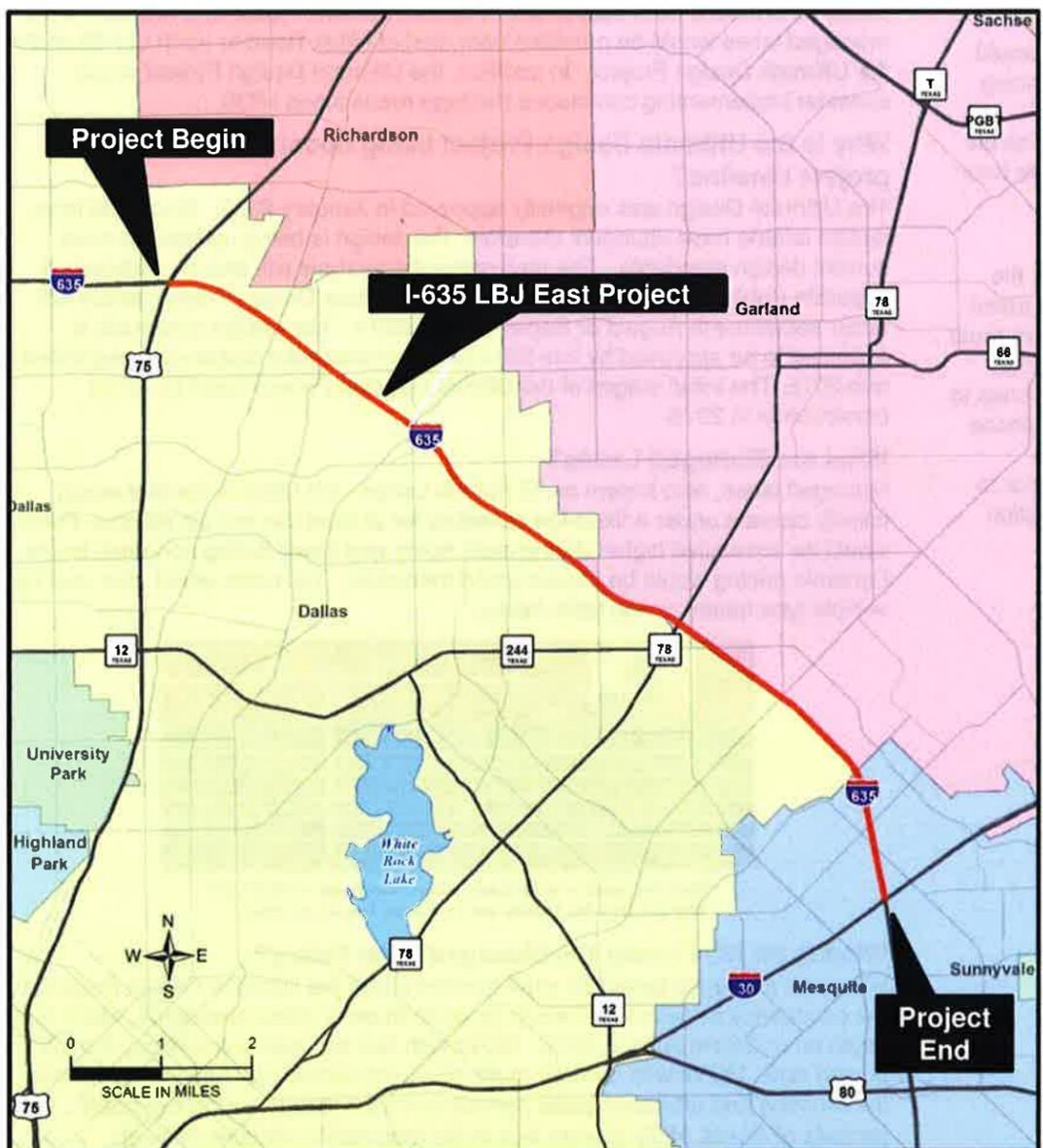


"Work with others to provide safe and reliable transportation solutions for Texas."

I-635 LBJ FREEWAY EAST SECTION

Project Need and Purpose

The LBJ East section of Interstate 635 (I-635), from United States Highway (US) 75 to I-30, was constructed in the late 1960s and early 1970s to serve as an outer loop freeway and provide mobility for the rapidly growing north Dallas, Garland, and Mesquite areas. According to the North Central Texas Council of Governments (NCTCOG), the LBJ East project corridor is ranked the fourth worst congested corridor in the Dallas-Fort Worth (DFW) area. The existing LBJ East facility is over 40 years old and has exceeded its design capacity. The purpose of the proposed project is to provide traffic congestion relief and improve mobility, as well as to improve safety by updating the I-635 facility to current design standards.



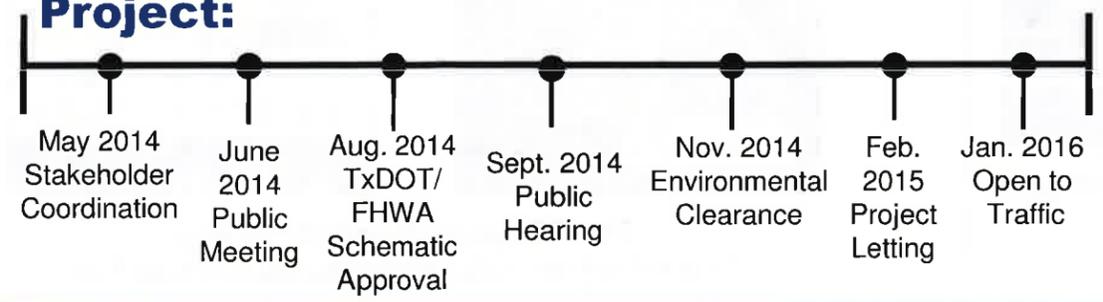
The Express/HOV Lane Project

The Express/HOV Lane Project includes the implementation of the I-635 Express/High Occupancy Vehicle (HOV) lanes, which would allow single occupant vehicles (SOVs) in the HOV lanes by paying a toll. HOVs, or vehicles with two or more occupants, would continue to use the Express/HOV lanes at no charge (see *Express/HOV Lane Toll Collection Methods for SOVs* and the *FAQs* on the back of this handout for more information). Development of the schematic design; 100 percent plans, specifications, and estimates (PS&E); and environmental documentation are underway. Proposed construction would include the addition of toll gantries for the Express/HOV lanes, signage, and pavement widening for an enforcement area in each direction. The proposed improvements would not require additional right-of-way (ROW) or easements.

Project Details

- Limits:** US 75 to I-30
- CSJs:** 2374-01-176 and 2374-02-142
- Existing HOV:** 2 (HOV-C)
- Future Express/HOV:** 2 (Express/HOV-C)
- Estimated Cost:** Approximately \$9 Million

Anticipated Timeline for the Express/HOV Lane Project:



EXPRESS LANE

TO TI Blvd

HOV 2+	FREE
NO TAG	\$1.50
NO TAG	\$2.25

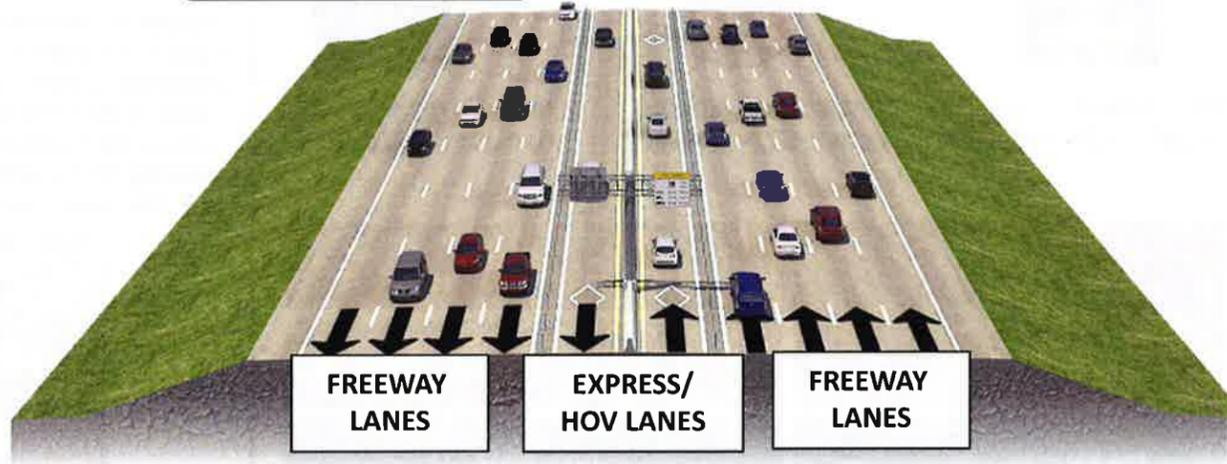
Please note that actual toll rates have yet to be determined.

EXPRESS LANE

**HOV 2+
PRE-REGISTER
FOR TRIP
DISCOUNT**

EXPRESS LANE

**NO
NO PROBLEM
PAY BY MAIL**



Contact Information

Stephen Endres
 TxDOT Project Manager
 (214) 320-4469
 Stephen.Endres@txdot.gov

For more information please visit: www.keepitmovingdallas.com



Express/HOV Lane Toll Collection Methods for SOVs

The toll collection system for the Express/HOV Lane Project would be compatible with other toll facilities in the state. The TxDOT TxTag®, the NTTA TollTag®, and the Harris County Toll Road Authority (HCTRA) EZ TAG® would be accepted. Toll charges for SOVs could automatically be deducted from one of these prepaid credit accounts when the Express/HOV lanes are used. If the driver does not have a TxTag®, TollTag®, or EZ TAG®, a monthly statement of toll use charges would be mailed to the driver through the video billing system. Bilingual (English and Spanish) information on payment methods is available on the TxDOT (www.TxTag.org) and the NTTA (www.ntta.org) websites, over the phone (Customer Service Centers), or in person at one of the office locations.

HOV drivers must have a tag in their vehicle and register online at www.texpresslanes.com prior to using the Express/HOV lanes in order to avoid toll charges. The TEXpress smartphone applications ('app') can also be used to register as an HOV driver at least 15 minutes before the trip (see the FAQs for more information).

For more information on how to obtain a TxTag®, TollTag® or EZ TAG® please visit:



<http://www.txtag.org>
or call: 1-888-468-9824



<https://www.ntta.org>
or call: 972-818-6882



<https://www.hctra.org>
or call: 281-875-3279

Express/HOV Lanes	
Peak & Off-Peak Period	
HOV	No toll
SOV	Posted rate
Trucks	Not allowed
Motorcycles	No toll
Transit Vehicles	No toll

Morning peak – 6:30-9 am; afternoon peak – 3-6:30 pm

Frequently Asked Questions (FAQs)

What is the Express/HOV Lane Project?

The Express/HOV Lane Project would implement tolling of SOVs on the existing I-635 HOV lanes, from US 75 to I-30. Existing I-635 would not be reconstructed. Proposed construction would include the addition of toll gantries for the Express/HOV lanes, signage, and pavement widening for an enforcement area in each direction.

Would additional right-of-way be needed?

It is currently anticipated that the Express/HOV Lane Project would not require any additional ROW or easements. No relocations or displacements would occur.

What are Express/HOV Lanes?

Express/HOV lanes would be open to SOVs for a toll. The toll would be clearly posted and set based on traffic volumes so users can be guaranteed reliable trips. Registered HOVs (i.e., vehicles with two or more occupants) with tags will continue to travel for free at all times of the day on the Express/HOV lanes. The guaranteed minimum speeds would be achieved by adjusting tolls by time of day, adjusted on a regular schedule. The Express/HOV lanes would use a fixed-fee schedule with periodic adjustments to the toll rate. However, dynamic pricing (where tolls change during the day based on traffic volumes and speed) could be used if available at the time the Express/HOV lanes are open to traffic. Dynamic pricing allows the toll rate to fluctuate throughout the day in order to ensure a guaranteed speed of 50 miles per hour (mph).

Would travel in the existing HOV lanes remain free of charge?

As proposed, the existing HOV lanes would be converted to Express/HOV lanes. Under the current Express/HOV lane policy, vehicles with two or more occupants would be able to travel on the Express/HOV lanes at no cost during all times of the day. However, an HOV driver must register online at www.texpresslanes.com or through the TEXpress smartphone application ('app') to activate his/her status each time he/she plans to carpool on the Express/HOV lanes to avoid toll charges. The TEXpress mobile app is available for iPhone and Android smartphone users. If the HOV driver does not have a smartphone, he/she can access the TEXpress website via desktop computer, laptop, or notepad. If the HOV driver does not register prior to traveling on the facility, his/her toll tag would be charged the SOV rate. For more information visit: <http://www.texpresslanes.com>.

Can I still use the Express/HOV lanes if I do not have a TxTag®, TollTag® or EZ TAG®?

If the driver does not have a TxTag®, TollTag®, or EZ TAG®, he/she can still use the Express/HOV lanes. A monthly statement of toll use charges would be mailed to the driver through the video billing system. However, if you are an HOV driver, you must have a tag to register through www.texpresslanes.com or the TEXpress mobile app to avoid toll charges.

Will widening occur on I-635?

The Express/HOV Lane Project would only involve minor widening within the existing ROW for enforcement areas. The Ultimate Design Project is also proposed as a separate project and would reconstruct I-635 to provide ten general purpose lanes plus auxiliary lanes. Four concurrent managed lanes would be provided from east of US 75 to east of Miller Road, and two reversible managed lanes would be provided from east of Miller Road to north of I-30 under the Ultimate Design Project. In addition, the Ultimate Design Project would consider implementing continuous frontage roads along I-635.

Why is the Ultimate Design Project being updated and what is the project timeline?

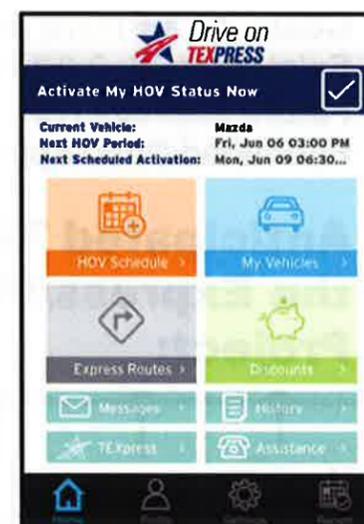
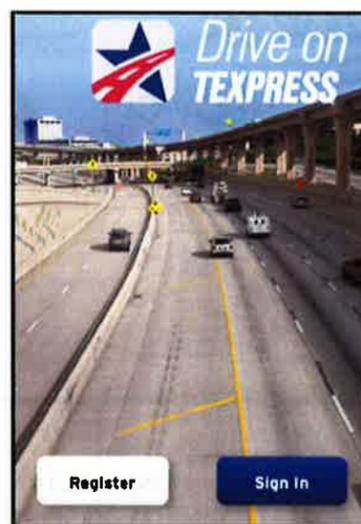
The Ultimate Design was originally approved in January 2003. Since that time, design criteria have changed; therefore, the design is being updated to meet current design standards. The environmental analysis will also be updated. A separate Public Meeting will be held for the Ultimate Design Project, which will occur sometime in August or September of 2014. The design schematic is expected to be approved by late 2014 and environmental clearance is expected in mid-2015. The initial stages of the Ultimate Design Project could be let for construction in 2016.

What are Managed Lanes?

Managed lanes, also known as TEXpress Lanes, are tolled lanes that would initially operate under a fixed-fee schedule for at least the first six months. Pricing would be scheduled higher during peak hours and lower during non-peak hours. Dynamic pricing would be implemented thereafter. Toll rates would also vary by vehicle type based on the table below.

TEXPRESS	TEXpress Lanes	
	Peak Period *	Off-Peak Period
HOV	50% discount	Posted rate
SOV	Posted rate	Posted rate
Trucks	Varies **	Varies **
Motorcycles	50% discount	Posted rate
Transit Vehicles	No toll	No toll

* Morning peak – 6:30-9 am; afternoon peak – 3-6:30 pm
** The toll rate for trucks will increase based on size.



The TEXpress Smartphone App

To download visit: <http://driveontexpress.com/cas/login>

What is an HOV under the Managed Lane Policy?

When the managed lanes are implemented under the Ultimate Design Project, the occupancy requirements would go up to three or more occupants, which may begin on or before June 1, 2016. HOVs with two occupants would pay the full posted rate. HOVs with three or more occupants would pay half the rate during the morning and afternoon peak periods and the full rate during off-peak periods of travel. HOV drivers would be required to register through TEXpress prior to using the managed lanes.

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Place
Stamp
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TXDOT DALLAS DISTRICT OFFICE
ATTN: MR. STEPHEN ENDRES
TXDOT DALLAS DISTRICT
4777 E. U.S. HIGHWAY 80
MESQUITE, TEXAS 75150-6643



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Technical Issues Related to the Ad Hoc Streets Improvement Committee Recommendations

Summary of Request/Problem

At the June 16, 2014 Work Session, the Citizens Ad Hoc Streets Improvement Committee provided a report to Council on their recommendations in the areas of operations, funding, and street prioritization. Staff will provide information on the technical issues related to the Committee's recommendations.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Proper Placement of Residential Solid Waste

Summary of Request/Problem

At the request of Council Members B. J. Williams and Stephen Stanley, staff will provide information on the proper placement of residential solid waste.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Animal Services Update

Summary of Request/Problem

Staff will update Council on Animal Services initiatives and the operation of the Animal Shelter.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Richard T. Briley
Managing Director of Health
& Code Compliance

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Downtown Construction Update

Summary of Request/Problem

At the request of Council Members B. J. Williams and Anita Goebel, staff will provide an update on downtown construction activity.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Sale of Bunker Hill Park

Summary of Request/Problem

Council will be briefed on the Parks and Recreation Board's recommendation that Council consider calling a future election to authorize the City to sell Bunker Hill Park. Per state law, parkland may not be sold without the approval by the voters of the municipality in an election. In addition, the proceeds of any parkland sale may only be used to acquire and improve property for the purposes for which the sold property was used – in this case, as a park.

Bunker Hill Park is 31.28 acres of undeveloped parkland located at 4949 Bunker Hill Road in North Garland. The property was acquired in 1979 with \$75,775 in park bond funds from the 1977 bond program in conjunction with the Garland Community Arena Association as the site for a future rodeo arena and other equestrian facilities to be managed by the arena association. The plans never came to fruition and the association is no longer in existence.

Over the years, a portion of the site was used as the department's field tree nursery and temporary uses of the park property included livestock grazing. Proposed future use would be as open space and as a trailhead (with parking, restrooms, pavilion, etc.) for the extension of the trails within the Rowlett Creek greenbelt.

The sale of Bunker Hill Park would facilitate and make more flexible future development of the area between Bunker Hill Road and Rowlett Creek.

The following are included for Council's review and information:

- Resolution No. 3271 approved on February 20, 1979 authorizing the purchase of the property for park purposes
- Local Government Code
- Map

Recommendation/Action Requested and Justification

The Parks and Recreation Board recommends that Council consider calling an election to authorize the sale of Bunker Hill Park with the following expectations regarding the sale of the park: 1.) that appropriate acreage for a greenbelt park in this area along Rowlett Creek be planned for and acquired during the future development process, 2.) that appropriate access from public streets be provided to the greenbelt, 3.) that proceeds from the sale of the park be used to provide park system improvements, and 4.) that due consideration be given to maintaining the value of the property of existing adjacent property owners in any future development agreements.

Submitted By:

Martin E. Glenn
Deputy City Manager

Approved By:

William E. Dollar
City Manager

RESOLUTION NO. 3271

A RESOLUTION AUTHORIZING THE CITY MANAGER TO PURCHASE A CERTAIN TRACT OF LAND FOR PARK PURPOSES AND PROVIDING AN EFFECTIVE DATE.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GARLAND, TEXAS:

Section 1

That the City Manager is hereby authorized to purchase a certain 31.31 acre tract of land for park and recreation purposes from Ivan W. Smith located on Bunker Hill Road and more specifically described in the hereto attached Exhibit A.

Section 2

That said purchase shall be in the amount of \$75,775, plus appropriate closing costs.

Section 3

That this Resolution shall take effect immediately from and after its adoption, and it is so Ordered.

PASSED & APPROVED this 20th day of February, 1979.

THE CITY OF GARLAND, TEXAS

By: *Gene Stahl* Mayor
Pro Tem

ATTEST:

Peta Watson
City Secretary

LOCAL GOVERNMENT CODE

TITLE 8. ACQUISITION, SALE, OR LEASE OF PROPERTY

SUBTITLE A. MUNICIPAL ACQUISITION, SALE, OR LEASE OF PROPERTY

CHAPTER 253. SALE OR LEASE OF PROPERTY BY MUNICIPALITIES

Sec. 253.001. SALE OF PARK LAND, MUNICIPAL BUILDING SITE, OR ABANDONED ROADWAY. (a) Except as provided by Subsection (b), the governing body of a municipality may sell and convey land or an interest in land that the municipality owns, holds, or claims as a public square, park, or site for the city hall or other municipal building or that is an abandoned part of a street or alley. A sale under this section may include the improvements on the property.

(b) Land owned, held, or claimed as a public square or park may not be sold unless the issue of the sale is submitted to the qualified voters of the municipality at an election and is approved by a majority of the votes received at the election; provided, however, this provision shall not apply to the sale of land or right-of-way for drainage purposes to a district, county, or corporation acting on behalf of a county or district.

(c) To effect the sale, the governing body shall adopt an ordinance directing the municipality's mayor or city manager to execute the conveyance.

(d) The proceeds of the sale may be used only to acquire and improve property for the purposes for which the sold property was used. Failure to so use the proceeds, however, does not impair the title to the sold property acquired by a purchaser for a valuable consideration.

(e) Subsection (b) does not apply to a conveyance of park land that:

(1) is owned by a home-rule municipality with a population of less than 80,000 and that is located in a county bordering the Gulf of Mexico;

(2) is one acre or less;

(3) is part of a park that is 100 acres or less;

(4) is sold or is conveyed as a sale to the owner of

adjoining property; and

(5) is conveyed pursuant to a resolution or an ordinance that:

(A) is adopted under this section;

(B) requires the sale to be with an owner of adjoining property for fair market value as determined by an independent appraisal obtained by the municipality; and

(C) has an effective date before December 31, 1995.

(f) The election requirements of Subsection (b) do not apply to a conveyance of a park if:

(1) the park is owned by a home-rule municipality with a population of more than one million;

(2) it is a park of two acres or less;

(3) the park is no longer usable and functional as a park;

(4) the proceeds of the sale will be used to acquire land for park purposes;

(5) a public hearing on the proposed conveyance is held by the governing body of the home-rule municipality and that body finds that the property is no longer usable and functional as a park; and

(6) the park is conveyed pursuant to an ordinance adopted by the governing body of the home-rule municipality, unless within 60 days from the date of the public hearing the governing body of the home-rule municipality is presented with a petition opposing the conveyance which contains the name, address, and date of signature of no less than 1,500 registered voters residing within the municipal limits of the municipality; then, the governing body of the home-rule municipality shall either deny the conveyance or shall approve the conveyance subject to the election required in Subsection (b); or

(7) the conveyance involves an exchange of two existing parks, situated within a home-rule municipality with a population of more than one million, that together total 1.5 acres or less in size, that are located within 1,000 feet of each other, that are located in an industrial area, that have been found in a public hearing to no longer be usable and functional as parks, and that are conveyed pursuant to an ordinance, adopted by the governing body of that municipality, that has an effective date before December 1, 1993.

(g) A sale made under Subsection (e) or (j) is exempt from the notice and bidding requirements in Chapter 272.

(h) Expired.

(i) Subsection (b) does not apply to a conveyance of park land that is:

(1) owned by a home-rule municipality with a population of more than 625,000;

(2) less than three acres and part of a larger park that is located in a flood plain or floodway;

(3) not actively used for recreational purposes;

(4) sold or conveyed as an interest in land to the owner of an interest in the adjoining property; and

(5) conveyed pursuant to a resolution or an ordinance that has an effective date before December 31, 2004.

(j) Subsection (b) does not apply to a conveyance of park land that is:

(1) owned by a home-rule municipality with a population of less than 100,000;

(2) one-third acre or less;

(3) part of a park that is five acres or less; and

(4) sold or conveyed as a sale to the owner of adjoining property as provided by a resolution or ordinance that has an effective date before December 31, 2007.

(k) A petition for the judicial review of the sale of park land under Subsection (j) must be filed on or before the 30th day after the date the ordinance or resolution is adopted. A petition filed after the period prescribed by this subsection is barred.

(l) Subsection (b) does not apply to a conveyance of park land owned by a home-rule municipality that:

(1) is located in a county with a population of more than three million; and

(2) has a population of more than 25,000 and less than 33,000.

Acts 1987, 70th Leg., ch. 149, Sec. 1, eff. Sept. 1, 1987. Amended by Acts 1989, 71st Leg., ch. 328, Sec. 14, eff. Sept. 1, 1989; Acts 1989, 71st Leg., ch. 597, Sec. 1, eff. Aug. 28, 1989; Acts 1993, 73rd Leg., ch. 179, Sec. 1, eff. May 17, 1993; Acts 1995, 74th Leg., ch. 344, Sec. 1, eff. Aug. 28, 1995; Acts 1997, 75th Leg., ch. 33, Sec. 1, eff. Sept. 1, 1997; Acts 1999, 76th Leg., ch. 62, Sec. 13.18, eff. Sept. 1, 1999; Acts 2001, 77th Leg., ch. 754, Sec. 1, eff. Sept. 1,

Internet Mapping Framework



- ### Legend
- Streets
 - Parks
 - FEMA Q3 Floodplain (Sept 1998)
 - Northeast
 - Neighbor Areas Labels
 - Neighbor Areas
 - CITY
 - LAKE

Scale: 1:16,458

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Bunker Hill Park Garland, Texas



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Audit Committee Report

Summary of Request/Problem

Mayor Pro Tem Jim Cahill, chair of the Audit Committee, will provide a Committee report on the following items:

- Hawaiian Falls Agreement Audit
- Garland Cultural Arts Commission Inc. Audit
- State Narcotic Seizure Audit Follow-up
- Wastewater Audit Follow-up
- External Audit Firm Selection
- FY 2013 External Audit Recommendations – Implementation Status

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Council Appointments as Representatives to Organizations

Summary of Request/Problem

At the request of Council Member Stephen Stanley and Deputy Mayor Pro Tem Tim Campbell, Council is requested to discuss appointments of Council members as representatives to organizations of which the City is a member.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

**William E. Dollar
City Manager**



City Council Item Summary Sheet

Work Session

Date: June 30, 2014

Agenda Item

Appointments to Council Committees

Summary of Request/Problem

In accordance with City Council Policy OPNS-23, "Council Committees", Council members were requested to complete a Council Committee Interest Form. Appointments to Council committees will be made by Mayor Douglas Athas.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager