



## **AGENDA**

**CITY COUNCIL WORK SESSION  
City of Garland  
Duckworth Building, Goldie Locke Room  
217 North Fifth Street  
Garland, Texas  
July 14, 2014**

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**5:15 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 the approval of a renewable energy power purchase agreement.

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**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
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### **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.

**1. Written Briefings:**

**a. Portfolio Summary**

*The Portfolio Summary is provided to Council each quarter. The report is in compliance with the requirements of the Public Funds Investment Act. Management of the City's portfolios is conducted in accordance with City Council Policy Finance-06, Statement of Investment Policy, and City Council Policy Finance-05, Statement of Investment Strategy.*

**b. Rate Mitigation Quarterly Portfolio**

*The Rate Mitigation Portfolio Report is provided to Council each quarter. The report presents investment information regarding the balances held in the Rate Mitigation Fund.*

**c. Change Order No. 2 for Ready Mix Concrete**

*Council is requested to consider authorizing Change Order No. 2 in the amount of \$97,303.14 (a 5.5% increase) as a Producer Price Index (PPI) related increase for renewal of the term contract with Cooper Concrete Company. The original contract was awarded by Council on July 12, 2012 and allowed for two optional renewal periods. Prior to each renewal, the vendor is allowed to submit a request for an increase in the contract based on the PPI. This item is scheduled for formal consideration at the July 15, 2014 Regular Meeting.*

**d. Professional Services Agreement and Reports**

*At the request of Council Member Lori Barnett Dodson and Deputy Mayor Pro Tem Tim Campbell, copies of professional services agreements that the City has entered into and monthly reports provided by consultants, if required by agreement, for the period 2012 – June 27, 2014 have been provided for Council's information under separate cover.*

**e. Assistance Request for Nonprofit Special Event**

*City Council Policy OPNS-29, Special Event Policies and Guidelines, states that the City Manager or his designee is authorized to consider and approve requests from nonprofit organizations for in-kind City*

*services that meet the policy requirements in amounts up to \$5,000, within available budgeted funds. The Noon Exchange Club of Garland has requested the waiving of expenditures for City services in the amount of \$10,800 for their Labor Day parade and afternoon festivities in the Downtown Square on Monday, September 1, 2014. Because the request for City services is over \$5,000, Council approval is requested.*

Item	Key Person
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**2. Verbal Briefings:**

**a. Regional Economic Development**

**Gottel**

*At the request of Mayor Douglas Athas, City of Rowlett Mayor Todd Gottel will present Rowlett's economic development efforts, new comprehensive plan, and new form-based code.*

**b. Update from TxDOT on the Reconstruction of IH-635**

**Luedtke**

*Albert Halff, TxDOT's consultant on the IH-635 project, will present an overview of the status of the engineering, public outreach, and environmental process. The presentation will include both the short term improvements, such as the implementation of express lanes and the Sound Barrier Wall, in addition to long term improvements to completely reconstruct the roadway with frontage roads and full managed lanes.*

**c. Transportation Report**

**Dean/Schaffner**

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

- *IH-635 East*
  - *Wednesday, August 6, 2014 Ribbon Cutting Update*
- *IH-30*
  - *Recent RTC Correspondence*
- *SH-78*
- *Missions Update – 2014, 2015*
  - *Washington, DC*
  - *Austin, TX*

- *Strategic Events Update*
  - *Confirmed Location: Richland College, Garland Campus*
  - *IH-635 East – Thursday, July 31, 2014; 2:00 – 5:00 p.m.*
  - *IH-30 – Thursday, August 28, 2014; 2:00 – 5:00 p.m.*
  - *SH-78 – Thursday, September 25, 2014; 2:00 – 5:00 p.m.*
- *Updates*
  - *RTC, TEX-21, THSRTC, DRMC*
  - *State and TxDOT Update*
  - *Federal and USDOT Update*
- *Meetings*
  - *Council Member B. J. Williams Town Hall Meeting*
  - *Lewis Moore Neighborhood Briefing*

**d. Garland Advocacy Group**

**Athas**

*At the request of Mayor Douglas Athas, Council is requested to discuss and provide direction regarding the Garland Advocacy Group.*

**e. DART Focus**

**Athas**

*At the request of Mayor Douglas Athas, Council is requested to discuss and provide direction regarding the DART Focus.*

**f. Industrial Focus**

**Athas**

*At the request of Mayor Douglas Athas, Council is requested to discuss and provide direction regarding the Industrial Focus.*

**g. Ad Hoc Streets Improvement Committee  
Recommendations**

**Bradford**

*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. Council is requested to review each of the Committee's recommendations. One of the Committee's recommendations is to increase the property tax rate by 2-cents to provide funding to improve street conditions. Under the State's Truth in Taxation laws, before a City can increase the property tax rate, specific public notices and public hearings must be held. In order to meet the required notices, staff is*

*requesting direction as to whether or not a tax rate increase should be included for consideration in the 2014-15 Proposed Budget. Including a tax rate increase in the Proposed Budget does not bind the Council to adopt the increase. The final decision regarding increasing the tax rate is not made until the adoption of the budget in September. This item is scheduled for Council direction at the July 15, 2014 Regular Meeting.*

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

*At the request of Deputy Mayor Pro Tem Tim Campbell and Council Member Stephen Stanley, Council is requested to discuss appointments of Council members as representatives to organizations of which the City is a member. This item was previously discussed at the June 30, 2014 Work Session.*

**i. Appointments to Council Committees** **Campbell/Stanley**

*At the request of Deputy Mayor Pro Tem Tim Campbell and Council Member Stephen Stanley, Council is requested to discuss appointments to Council committees.*

**3. 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.*

**4. 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.*

**5. Council will move into Executive Session** **Council**

**EXECUTIVE SESSION  
AGENDA**

**1. 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]**

- Consider the valuation for purposes of sale of a tract of land located in North Garland.
  - Consider the purchase of a tract of land located generally in the north Garland area near SH-190 for park purposes.
  - Consider the purchase of a tract of land located generally in the south Garland area near IH-30 for park purposes.
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**6. Adjourn**

**Council**



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Portfolio Summary

### Summary of Request/Problem

Staff presents the Portfolio Summary report to Council each quarter. The report is in compliance with the requirements of the Public Funds Investment Act. Management of the City's portfolios is conducted in accordance with the City Council Policy Finance-06, Statement of Investment Policy and City Council Policy Finance-05, Statement of Investment Strategy.

### Recommendation/Action Requested and Justification

The June 30, 2014 Portfolio Summary is presented to inform the Council. Staff will be available to discuss the report with Council.

**Submitted By:**

**David Schuler**  
**Managing Director for Financial Services**

**Approved By:**

**William E. Dollar**  
**City Manager**



# GARLAND

**City of Garland Portfolio Selected Funds  
Texas Compliance Summary  
Sorted by Investment Class  
October 1, 2013 - June 30, 2014**

City of Garland  
Financial Services

Investment Class		Par Value	Market Value	Book Value	Accrued Interest
> 1 Yr Fair Value	Value beginning 10/01/2013	330,115,000.00	328,719,995.94	330,044,823.33	426,148.09
	Net Change	-44,150,000.00	-42,971,545.34	-44,083,071.40	-156,782.44
	Value ending 06/30/2014	285,965,000.00	285,748,450.60	285,961,751.93	269,365.65
< 1 Yr Amort Cost	Value beginning 10/01/2013	70,599,106.98	70,599,106.98	70,599,106.98	132,048.13
	Net Change	64,909,356.81	64,921,356.93	64,917,484.53	18,722.43
	Value ending 06/30/2014	135,508,463.79	135,520,463.91	135,516,591.51	150,770.56
<b>Total</b>	Value beginning 10/01/2013	400,714,106.98	399,319,102.92	400,643,930.31	558,196.22
	Net Change	20,759,356.81	21,949,811.59	20,834,413.13	-138,060.01
	Value ending 06/30/2014	421,473,463.79	421,268,914.51	421,478,343.44	420,136.21

This report is prepared in compliance with Generally Accepted Accounting Principles, the Public Funds Investment Act and the Statement of Investment Strategies as approved by the City Council.

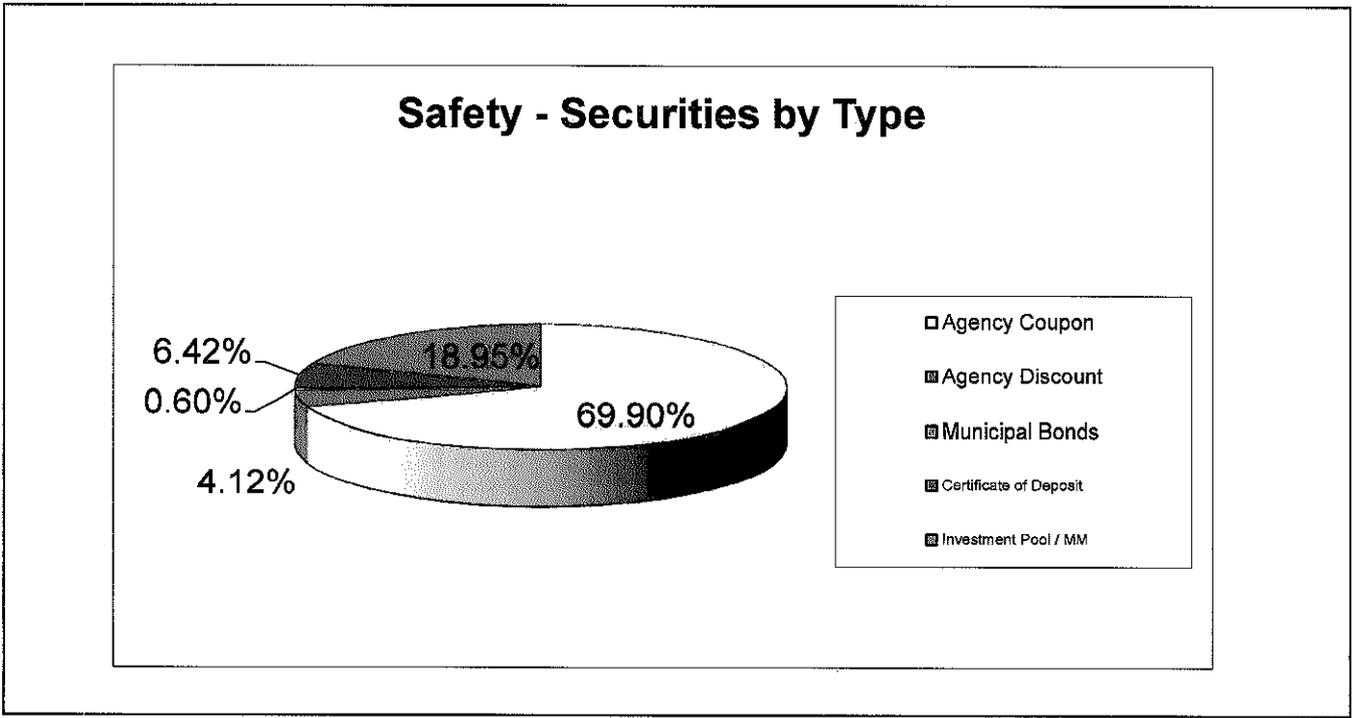
  
Investment & Debt  
Director

  
Managing Director  
Financial Services

  
Accounting Administrator

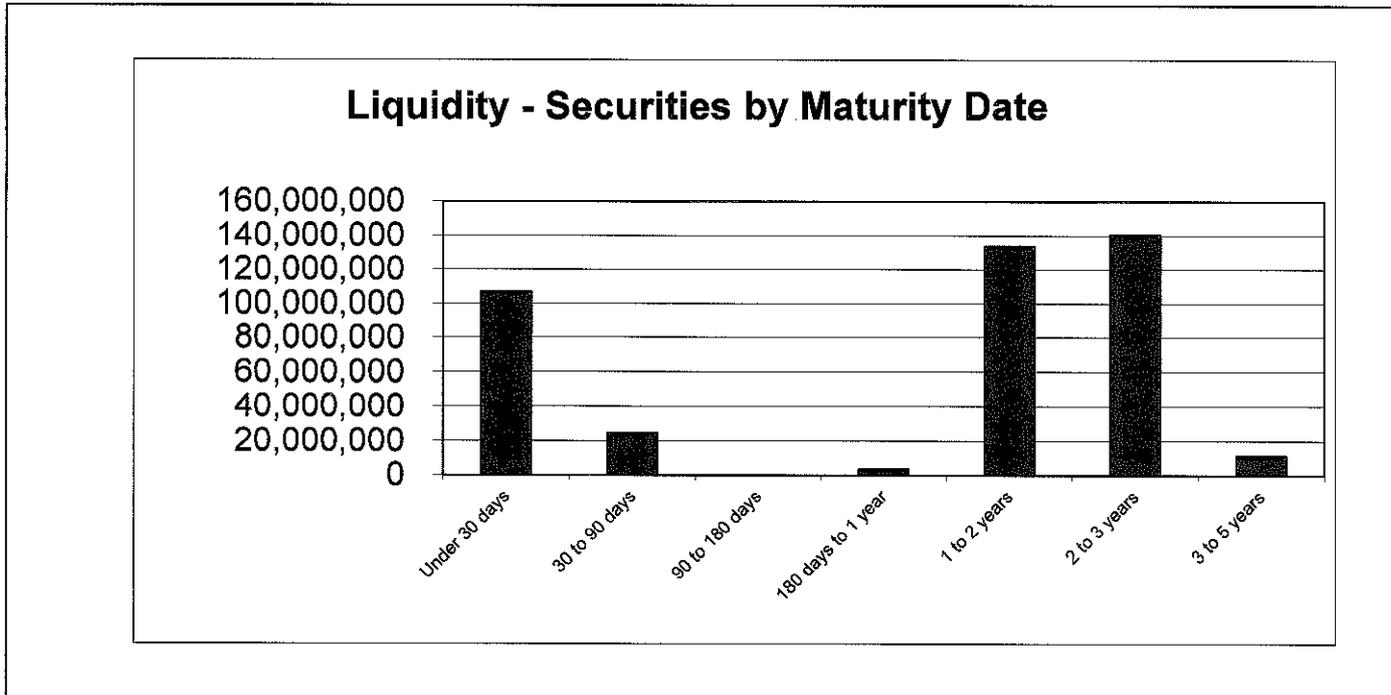
**Safety - Securities by Type**  
**City of Garland, Texas**  
**June 30, 2014**

<u>Security Type</u>	<u>Treasury</u>	<u>GO I &amp; S</u>	<u>Rate Mitigation</u>	<u>CMH Landfill</u>	<u>Total Book Value</u>	<u>Percent</u>
Agency Coupon	128,482,674	3,500,018	156,836,354	5,799,128	294,618,174	69.90%
Agency Discount	0	3,099,185	11,996,936	2,274,465	17,370,586	4.12%
Municipal Bonds	0	0	2,549,120	0	2,549,120	0.60%
Certificate of Deposit	22,057,882	5,019,021	0	0	27,076,903	6.42%
Investment Pool / MM	75,076,800	2,356	4,765,866	18,538	79,863,560	18.95%
<b>Total</b>	<b>225,617,356</b>	<b>11,620,580</b>	<b>176,148,276</b>	<b>8,092,131</b>	<b>421,478,343</b>	<b>100.00%</b>



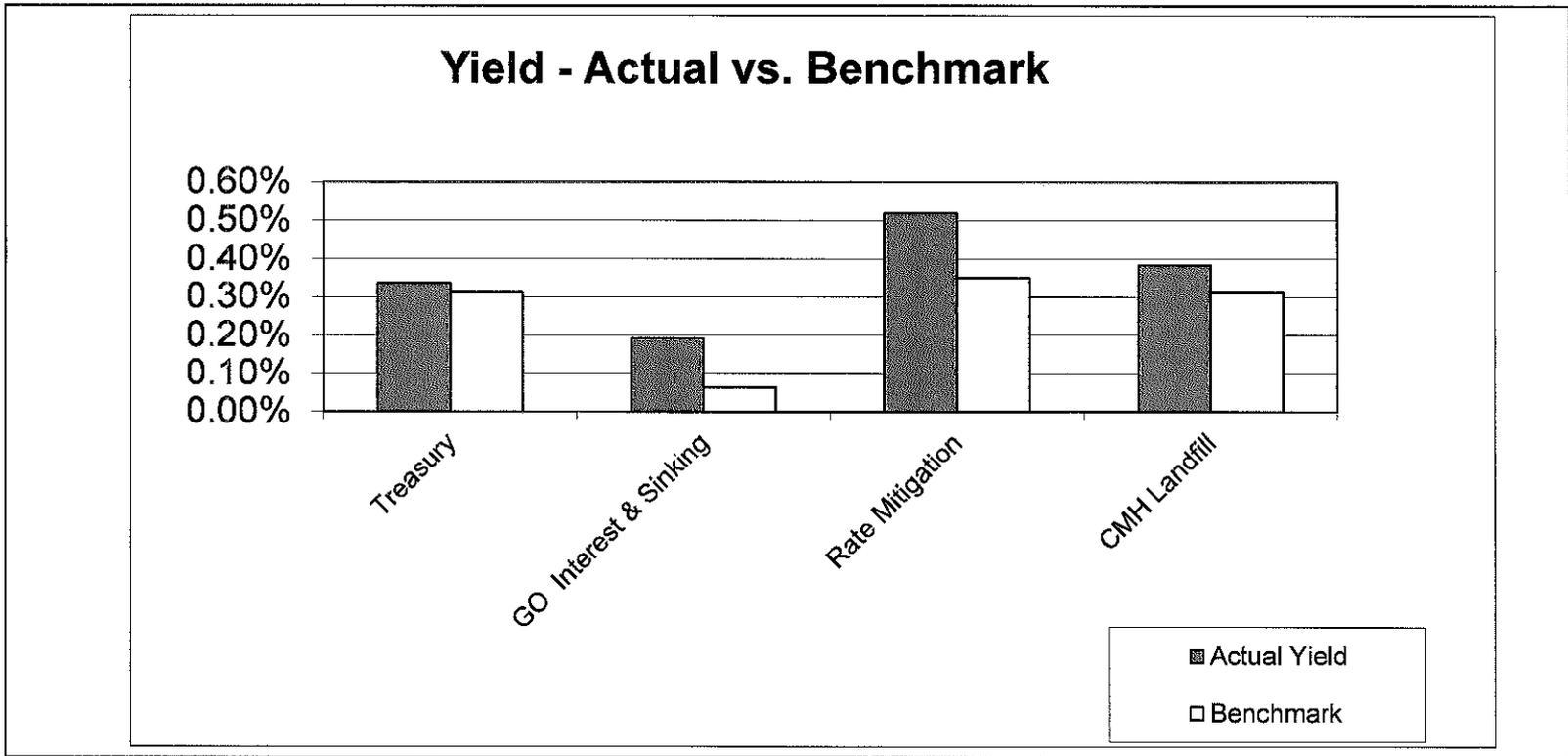
**Liquidity - Securities by Maturity Date**  
**City of Garland, Texas**  
**June 30, 2014**

	<u>Treasury</u>	<u>GO I &amp; S</u>	<u>Rate Mitigation</u>	<u>CMH Landfill</u>	<u>Total Par Value</u>	<u>Percent</u>
Under 30 days	97,134,682	5,021,377	4,765,866	18,538	106,940,463	25.37%
30 to 90 days	5,000,000	5,600,000	12,000,000	2,275,000	24,875,000	5.90%
90 to 180 days	0	0	0	0	0	0.00%
180 days to 1 year	0	1,000,000	2,693,000	0	3,693,000	0.88%
1 to 2 years	58,910,000	0	73,000,000	2,000,000	133,910,000	31.77%
2 to 3 years	59,600,000	0	77,155,000	3,800,000	140,555,000	33.35%
3 to 5 years	5,000,000	0	6,500,000	0	11,500,000	2.73%
	<u>225,644,682</u>	<u>11,621,377</u>	<u>176,113,866</u>	<u>8,093,538</u>	<u>421,473,463</u>	<u>100.00%</u>
Weighted Average Maturity Days	427	41	677	478		



**Yield - Interest Income  
City of Garland, Texas  
June 30, 2014**

<u>Portfolio</u>	<u>Interest Income Fiscal YTD</u>	<u>Current Yield</u>	<u>Benchmark Yield</u>	<u>Unrealized Gain (Loss)</u>
Treasury	\$520,091	0.335%	0.311%	(\$39,048)
GO Interest & Sinking	\$14,317	0.191%	0.063%	\$297
Rate Mitigation	\$592,411	0.519%	0.349%	(\$158,945)
CMH Landfill	\$26,306	0.384%	0.311%	(\$11,732)
<b>Total Portfolios</b>	<b>\$1,153,125</b>			<b>(\$209,428)</b>





# GARLAND

## City of Garland Portfolio Selected Funds Texas Compliance Details Sorted by Investment Class June 30, 2014

City of Garland  
Financial Services

CUSIP	Investment #	Fund	Issuer	Investment Type	Par Value	Maturity Date	Call Date	Current Rate	Market Price	Market Date	Market Value	Book Value
<b>Investment Class: &gt; 1 Yr Fair Value</b>												
3134G3L24	1996	100	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	09/25/2015		0.500	100.335	06/30/2014	3,010,050.00	3,000,381.57
3133EA3G1	1879	100	Federal Farm Credit Bank	FAC	3,000,000.00	10/09/2015		0.420	99.953	06/30/2014	2,998,602.00	3,000,000.00
3133EA3G1	1880	214	Federal Farm Credit Bank	FAC	2,000,000.00	10/09/2015		0.420	99.953	06/30/2014	1,999,068.00	2,000,000.00
3130A1DX3	2038	214	Federal Home Loan Bank	FAC	2,000,000.00	10/09/2015	07/09/2014	0.285	99.893	06/30/2014	1,997,866.00	1,998,303.70
3133ECL93	1962	100	Federal Farm Credit Bank	FAC	1,200,000.00	10/15/2015		0.320	99.984	06/30/2014	1,199,808.00	1,199,606.30
3133ECL93	1963	214	Federal Farm Credit Bank	FAC	4,000,000.00	10/15/2015		0.320	99.984	06/30/2014	3,999,360.00	3,998,687.68
3133ECL93	1964	635	Federal Farm Credit Bank	FAC	2,000,000.00	10/15/2015		0.320	99.984	06/30/2014	1,999,680.00	1,999,343.84
313382ZN6	1976	100	Federal Home Loan Bank	FAC	3,710,000.00	11/20/2015		0.300	99.825	06/30/2014	3,703,540.89	3,709,691.45
313382ZN6	1977	214	Federal Home Loan Bank	FAC	4,000,000.00	11/20/2015		0.300	99.825	06/30/2014	3,993,036.00	3,999,667.33
3133EC6V1	1906	100	Federal Farm Credit Bank	FAC	3,000,000.00	12/17/2015		0.390	99.964	06/30/2014	2,998,947.00	2,999,269.44
3133EC6V1	1907	214	Federal Farm Credit Bank	FAC	2,000,000.00	12/17/2015		0.390	99.964	06/30/2014	1,999,298.00	1,999,512.96
3133ECAJ3	1916	214	Federal Farm Credit Bank	FAC	3,000,000.00	12/18/2015		0.400	99.952	06/30/2014	2,998,587.00	2,998,156.48
3133EA3H9	1881	214	Federal Farm Credit Bank	FAC	2,000,000.00	01/11/2016		0.470	99.923	06/30/2014	1,998,476.00	2,000,000.00
3133EA3H9	1891	214	Federal Farm Credit Bank	FAC	3,000,000.00	01/11/2016		0.470	99.923	06/30/2014	2,997,714.00	3,000,000.00
3133EDMD1	2070	100	Federal Farm Credit Bank	FAC	4,000,000.00	02/26/2016	08/26/2014	0.300	99.786	06/30/2014	3,991,444.00	3,999,620.41
3133EDMD1	2071	214	Federal Farm Credit Bank	FAC	3,000,000.00	02/26/2016	08/26/2014	0.300	99.786	06/30/2014	2,993,583.00	2,999,715.31
2838212H8	2020	214	MUNI BONDS	MUN	1,000,000.00	03/01/2016	03/01/2015	5.250	103.280	06/30/2014	1,032,800.00	1,042,866.31
3133EDNY4	2082	100	Federal Farm Credit Bank	FAC	3,000,000.00	03/23/2016	09/23/2014	0.440	99.947	06/30/2014	2,998,437.00	3,000,000.00
3133EDNY4	2083	214	Federal Farm Credit Bank	FAC	2,000,000.00	03/23/2016	09/23/2014	0.440	99.947	06/30/2014	1,998,958.00	2,000,000.00
3134G3L40	1872	214	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	04/04/2016	07/04/2014	0.600	100.002	06/30/2014	3,000,087.00	2,999,623.21
313382LF8	1951	100	Federal Home Loan Bank	FAC	3,000,000.00	04/11/2016		0.500	99.813	06/30/2014	2,994,402.00	3,000,000.00
313382LF8	1952	214	Federal Home Loan Bank	FAC	2,000,000.00	04/11/2016		0.500	99.813	06/30/2014	1,996,268.00	2,000,000.00
3133ECKZ6	1956	100	Federal Farm Credit Bank	FAC	3,000,000.00	04/11/2016		0.430	99.895	06/30/2014	2,996,871.00	2,997,955.56
3133ECKZ6	1957	214	Federal Farm Credit Bank	FAC	2,000,000.00	04/11/2016		0.430	99.895	06/30/2014	1,997,914.00	1,998,637.04
3133ECLA0	1966	100	Federal Farm Credit Bank	FAC	3,000,000.00	04/12/2016		0.410	99.878	06/30/2014	2,996,367.00	2,999,098.88
3133ECLA0	1967	214	Federal Farm Credit Bank	FAC	2,000,000.00	04/12/2016		0.410	99.878	06/30/2014	1,997,578.00	1,999,399.25
313382MC4	1953	100	Federal Home Loan Bank	FAC	3,000,000.00	04/15/2016		0.500	99.805	06/30/2014	2,994,159.00	2,999,982.11
3135G0VZ3	1954	100	Fed National Mort Assoc	FAC	3,000,000.00	04/18/2016		0.550	99.914	06/30/2014	2,997,438.00	2,999,460.83
3135G0VZ3	1955	214	Fed National Mort Assoc	FAC	2,000,000.00	04/18/2016		0.550	99.914	06/30/2014	1,998,292.00	1,999,640.56
3133ECM76	1958	100	Federal Farm Credit Bank	FAC	3,000,000.00	04/22/2016		0.400	99.828	06/30/2014	2,994,840.00	2,998,191.67
3133ECM76	1959	214	Federal Farm Credit Bank	FAC	2,000,000.00	04/22/2016		0.400	99.828	06/30/2014	1,996,560.00	1,998,794.44

City of Garland Portfolio Selected Funds  
Texas Compliance Details  
June 30, 2014

CUSIP	Investment #	Fund	Issuer	Investment Type	Par Value	Maturity Date	Call Date	Current Rate	Market Price	Market Date	Market Value	Book Value
<b>Investment Class: &gt; 1 Yr Fair Value</b>												
3133ECME1	1973	100	Federal Farm Credit Bank	FAC	2,000,000.00	04/25/2016		0.400	99.822	06/30/2014	1,996,448.00	1,999,938.99
3133ECME1	1974	214	Federal Farm Credit Bank	FAC	3,000,000.00	04/25/2016		0.400	99.822	06/30/2014	2,994,672.00	2,999,542.44
3135G0WK5	1984	100	Fed National Mort Assoc	FAC	3,000,000.00	04/25/2016		0.500	99.855	06/30/2014	2,995,674.00	2,997,293.79
3135G0WK5	1985	214	Fed National Mort Assoc	FAC	2,000,000.00	04/25/2016		0.500	99.855	06/30/2014	1,997,116.00	1,998,195.86
3133EDK84	2041	100	Federal Farm Credit Bank	FAC	3,000,000.00	04/25/2016	07/25/2014	0.390	99.783	06/30/2014	2,993,514.00	2,998,555.75
3133EDK84	2042	214	Federal Farm Credit Bank	FAC	2,000,000.00	04/25/2016	07/25/2014	0.390	99.783	06/30/2014	1,995,676.00	1,999,037.17
3130A1R26	2043	214	Federal Home Loan Bank	FAC	3,000,000.00	05/13/2016	08/13/2014	0.500	99.915	06/30/2014	2,997,456.00	2,999,720.00
3130A1R26	2044	214	Federal Home Loan Bank	FAC	4,000,000.00	05/13/2016	08/13/2014	0.500	99.915	06/30/2014	3,996,608.00	4,000,000.00
3133ECQ49	1978	100	Federal Farm Credit Bank	FAC	3,000,000.00	05/23/2016		0.440	99.854	06/30/2014	2,995,635.00	2,998,484.44
3133ECQ49	1979	214	Federal Farm Credit Bank	FAC	2,000,000.00	05/23/2016		0.440	99.854	06/30/2014	1,997,090.00	1,998,989.63
3133ECQ31	1980	100	Federal Farm Credit Bank	FAC	3,000,000.00	05/23/2016		0.430	99.837	06/30/2014	2,995,122.00	2,997,726.67
3133ECQ31	1981	214	Federal Farm Credit Bank	FAC	2,000,000.00	05/23/2016		0.430	99.837	06/30/2014	1,996,748.00	1,998,484.44
3133EDM66	2066	214	Federal Farm Credit Bank	FAC	4,000,000.00	05/27/2016	08/27/2014	0.390	99.913	06/30/2014	3,996,540.00	3,998,856.67
3133EDM66	2067	214	Federal Farm Credit Bank	FAC	4,000,000.00	05/27/2016	08/27/2014	0.390	99.913	06/30/2014	3,996,540.00	3,998,856.67
3134G46A1	1982	100	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	06/06/2016		0.500	99.949	06/30/2014	2,998,473.00	2,999,980.69
3134G46A1	1983	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	06/06/2016		0.500	99.949	06/30/2014	1,998,982.00	1,999,987.13
3130A23M6	2073	100	Federal Home Loan Bank	FAC	3,000,000.00	06/17/2016	09/17/2014	0.450	99.936	06/30/2014	2,998,104.00	3,000,000.00
3130A23M6	2074	214	Federal Home Loan Bank	FAC	2,000,000.00	06/17/2016	09/17/2014	0.450	99.936	06/30/2014	1,998,736.00	2,000,000.00
3134G46W3	2037	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	06/20/2016	09/24/2014	0.570	100.089	06/30/2014	2,001,792.00	1,998,416.63
3135G0SR5	1912	635	Fed National Mort Assoc	FAC	3,800,000.00	06/27/2016		0.560	99.667	06/30/2014	3,787,368.80	3,799,784.06
3134G5AV7	2086	100	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	06/30/2016	06/30/2015	0.500	99.924	06/30/2014	1,998,484.00	1,999,500.69
3134G4SH2	2006	100	Federal Home Loan Mort. Corp.	FAC	4,000,000.00	07/07/2016	07/07/2014	0.600	100.008	06/30/2014	4,000,340.00	3,999,354.67
313382M75	1965	214	Federal Home Loan Bank	FAC	2,155,000.00	07/15/2016		0.550	99.803	06/30/2014	2,150,756.81	2,155,000.00
313381VK8	1934	214	Federal Home Loan Bank	FAC	3,000,000.00	07/29/2016		0.575	99.990	06/30/2014	2,999,709.00	2,996,880.86
882723FH7	2014	214	STATE OF TEXAS BONDS	MUN	1,500,000.00	08/01/2016		0.802	100.030	06/30/2014	1,500,450.00	1,506,254.15
3133EDMB5	2065	214	Federal Farm Credit Bank	FAC	2,000,000.00	08/23/2016		0.500	99.898	06/30/2014	1,997,978.00	2,000,000.00
3133EC3F9	1903	214	Federal Farm Credit Bank	FAC	3,000,000.00	08/26/2016		0.550	99.975	06/30/2014	2,999,259.00	2,998,618.13
3130A0YJ3	2028	214	Federal Home Loan Bank	FAC	2,000,000.00	08/26/2016	08/28/2014	0.650	100.045	06/30/2014	2,000,914.00	2,001,553.45
3135G0YE7	2054	214	Fed National Mort Assoc	FAC	5,000,000.00	08/26/2016		0.625	100.060	06/30/2014	5,003,015.00	5,013,353.99
3130A1XA1	2061	100	Federal Home Loan Bank	FAC	2,000,000.00	08/26/2016	08/26/2014	0.650	99.774	06/30/2014	1,995,488.00	2,000,000.00
3130A1XA1	2062	214	Federal Home Loan Bank	FAC	3,000,000.00	08/26/2016	08/26/2014	0.650	99.774	06/30/2014	2,993,232.00	3,000,000.00
3134G56B6	2068	100	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	08/26/2016	11/26/2014	0.580	99.892	06/30/2014	2,996,763.00	3,000,000.00
3134G56B6	2069	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	08/26/2016	11/26/2014	0.580	99.892	06/30/2014	1,997,842.00	2,000,000.00
3133EDG30	2029	214	Federal Farm Credit Bank	FAC	3,000,000.00	09/06/2016		0.530	99.831	06/30/2014	2,994,954.00	2,998,691.67
3130A2DK9	2079	100	Federal Home Loan Bank	FAC	2,000,000.00	09/12/2016		0.590	100.133	06/30/2014	2,002,678.00	1,999,726.91

City of Garland Portfolio Selected Funds  
Texas Compliance Details  
June 30, 2014

CUSIP	Investment #	Fund	Issuer	Investment Type	Par Value	Maturity Date	Call Date	Current Rate	Market Price	Market Date	Market Value	Book Value
<b>Investment Class: &gt; 1 Yr Fair Value</b>												
3130A2DK9	2080	214	Federal Home Loan Bank	FAC	4,000,000.00	09/12/2016		0.590	100.133	06/30/2014	4,005,356.00	3,999,453.81
3133EDNF5	2077	100	Federal Farm Credit Bank	FAC	3,000,000.00	09/16/2016	09/16/2014	0.550	99.857	06/30/2014	2,995,734.00	2,999,411.11
3133EDNF5	2078	214	Federal Farm Credit Bank	FAC	2,000,000.00	09/16/2016	09/16/2014	0.550	99.857	06/30/2014	1,997,156.00	1,999,607.41
3133ECAQ7	1914	214	Federal Farm Credit Bank	FAC	2,500,000.00	09/19/2016		0.540	99.748	06/30/2014	2,493,700.00	2,498,152.78
3133EDHK1	2034	100	Federal Farm Credit Bank	FAC	3,000,000.00	09/20/2016		0.630	99.968	06/30/2014	2,999,049.00	2,994,667.41
3133EDHK1	2035	214	Federal Farm Credit Bank	FAC	2,000,000.00	09/20/2016		0.630	99.968	06/30/2014	1,999,366.00	1,996,444.94
3130A1ET1	2039	214	Federal Home Loan Bank	FAC	2,000,000.00	09/20/2016	03/20/2015	0.600	100.096	06/30/2014	2,001,934.00	1,996,417.04
3134G4XW3	2032	214	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	09/26/2016	09/26/2014	0.600	100.036	06/30/2014	3,001,098.00	3,000,000.00
3130A2CS3	2081	100	Federal Home Loan Bank	FAC	2,000,000.00	09/26/2016	09/26/2014	0.057	99.851	06/30/2014	1,997,038.00	1,997,813.58
3134G5AN5	2084	100	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	09/30/2016	12/31/2014	0.650	99.975	06/30/2014	2,999,277.00	2,998,801.48
3134G5AN5	2085	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	09/30/2016	12/31/2014	0.650	99.975	06/30/2014	1,999,518.00	1,999,200.99
313382HZ9	1948	214	Federal Home Loan Bank	FAC	2,000,000.00	10/03/2016		0.640	99.967	06/30/2014	1,999,354.00	2,000,000.00
3133ECNT7	1969	214	Federal Farm Credit Bank	FAC	2,000,000.00	11/07/2016		0.540	99.668	06/30/2014	1,993,368.00	2,000,000.00
3135G0WY5	1970	214	Fed National Mort Assoc	FAC	2,000,000.00	11/14/2016		0.550	99.535	06/30/2014	1,990,710.00	1,999,864.60
3134G53Q6	2051	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	11/21/2016	08/21/2014	0.800	99.993	06/30/2014	1,999,876.00	2,000,000.00
3130A1Y36	2055	214	Federal Home Loan Bank	FAC	3,000,000.00	11/22/2016	08/22/2014	0.700	99.965	06/30/2014	2,998,950.00	3,000,000.00
313381BG9	1928	214	Federal Home Loan Bank	FAC	3,000,000.00	11/28/2016		0.625	99.817	06/30/2014	2,994,522.00	2,999,042.23
3134G55E1	2056	100	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	11/28/2016	11/28/2014	0.725	100.091	06/30/2014	2,001,826.00	2,000,000.00
3134G55E1	2057	214	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	11/28/2016	11/28/2014	0.725	100.091	06/30/2014	3,002,739.00	3,000,000.00
3134G55E1	2060	214	Federal Home Loan Mort. Corp.	FAC	5,000,000.00	11/28/2016	11/28/2014	0.725	100.091	06/30/2014	5,004,565.00	5,000,000.00
3134G3Z37	1902	214	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	12/05/2016		0.625	100.076	06/30/2014	3,002,289.00	2,998,179.17
3130A25F9	2075	100	Federal Home Loan Bank	FAC	2,000,000.00	12/05/2016	12/05/2014	0.670	99.813	06/30/2014	1,996,262.00	1,999,514.44
3134G55T8	2072	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	12/12/2016	12/12/2014	0.700	99.939	06/30/2014	1,998,798.00	2,000,000.00
3130A1CZ9	2031	100	Federal Home Loan Bank	FAC	2,000,000.00	12/27/2016	03/27/2015	0.750	100.312	06/30/2014	2,006,248.00	1,999,981.90
3130A0C65	2047	100	Federal Home Loan Bank	FAC	3,000,000.00	12/28/2016		0.625	99.911	06/30/2014	2,997,330.00	2,994,159.72
3130A0C65	2048	214	Federal Home Loan Bank	FAC	2,000,000.00	12/28/2016		0.625	99.911	06/30/2014	1,998,220.00	1,996,106.48
3130A1U30	2049	100	Federal Home Loan Bank	FAC	3,000,000.00	01/30/2017	07/30/2014	0.850	100.035	06/30/2014	3,001,053.00	3,000,000.00
3130A1U30	2050	214	Federal Home Loan Bank	FAC	2,000,000.00	01/30/2017	07/30/2014	0.850	100.035	06/30/2014	2,000,702.00	2,000,000.00
3134G54B8	2052	100	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	02/15/2017	08/15/2014	0.900	99.794	06/30/2014	2,993,841.00	3,000,000.00
3134G54B8	2053	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	02/15/2017	08/15/2014	0.900	99.794	06/30/2014	1,995,894.00	2,000,000.00
3130A1ZL5	2063	100	Federal Home Loan Bank	FAC	5,000,000.00	02/22/2017	08/22/2014	0.083	99.940	06/30/2014	4,997,000.00	5,000,000.00
3130A14E5	2027	100	Federal Home Loan Bank	FAC	2,600,000.00	02/28/2017	08/28/2014	0.810	100.079	06/30/2014	2,602,069.60	2,600,000.00
3134G55G6	2058	100	Federal Home Loan Mort. Corp.	FAC	3,000,000.00	02/28/2017	11/28/2014	0.850	100.049	06/30/2014	3,001,470.00	3,000,000.00
3130A1H76	2040	100	Federal Home Loan Bank	FAC	2,000,000.00	04/17/2017	07/17/2014	0.500	100.013	06/30/2014	2,000,264.00	1,999,906.85
3130A1SE9	2045	100	Federal Home Loan Bank	FAC	2,000,000.00	05/19/2017	11/19/2014	1.000	99.966	06/30/2014	1,999,336.00	2,000,000.00

**City of Garland Portfolio Selected Funds**  
**Texas Compliance Details**  
**June 30, 2014**

CUSIP	Investment #	Fund	Issuer	Investment Type	Par Value	Maturity Date	Call Date	Current Rate	Market Price	Market Date	Market Value	Book Value
<b>Investment Class: &gt; 1 Yr Fair Value</b>												
3133EDM33	2064	100	Federal Farm Credit Bank	FAC	2,000,000.00	05/22/2017	08/22/2014	0.875	99.901	06/30/2014	1,998,030.00	1,998,573.44
3134G54Y8	2059	100	Federal Home Loan Mort. Corp.	FAC	4,000,000.00	05/26/2017	08/26/2014	1.050	100.146	06/30/2014	4,005,860.00	3,999,418.37
3130A14F2	2026	100	Federal Home Loan Bank	FAC	2,000,000.00	08/28/2017	08/28/2014	0.850	100.102	06/30/2014	2,002,042.00	2,000,000.00
3130A1DJ4	2033	100	Federal Home Loan Bank	FAC	3,000,000.00	09/27/2017		0.500	100.039	06/30/2014	3,001,197.00	2,999,972.24
3133EC2M5	1899	214	Federal Farm Credit Bank	FAC	2,000,000.00	11/13/2017		0.940	99.751	06/30/2014	1,995,038.00	2,000,000.00
313381ME2	1918	214	Federal Home Loan Bank	FAC	2,500,000.00	12/28/2017		0.600	97.917	06/30/2014	2,447,942.50	2,500,000.00
3134G34W7	1927	214	Federal Home Loan Mort. Corp.	FAC	2,000,000.00	01/30/2018		1.250	100.112	06/30/2014	2,002,240.00	2,010,670.06
<b>Subtotal</b>					<b>285,965,000.00</b>						<b>285,748,450.60</b>	<b>285,961,751.93</b>
<b>Investment Class: &lt; 1 Yr Amort Cost</b>												
SYSLANDFILL	1812	635	TEXPOOL Investement Pool	RRP	18,537.82			0.030	100.000	06/30/2014	18,537.82	18,537.82
SYSGOI&S	1814	111	TEXPOOL Investement Pool	RRP	2,355.79			0.030	100.000	06/30/2014	2,355.79	2,355.79
SYSRATE	1815	214	TEXPOOL Investement Pool	RRP	4,765,866.40			0.030	100.000	06/30/2014	4,765,866.40	4,765,866.40
SYSTXSTAR	1822	100	TexStar	RRP	16,891,705.41			0.035	100.000	06/30/2014	16,891,705.41	16,891,705.41
SYSCOMPAPER	1823	601	Fidelity Investments	RRP	250,028.88			0.010	100.000	06/30/2014	250,028.88	250,028.88
SYSTREASURY	1825	100	TEXPOOL Investement Pool	RRP	57,935,066.33			0.030	100.000	06/30/2014	57,935,066.33	57,935,066.33
SYSFICA - CD	1944	100	Federally Insured Cash Account	RRP	15,039,584.88			0.180	100.000	06/30/2014	15,039,584.88	15,039,584.88
SYSICSA	1945	111	Insured Cash Shelter Account	RRP	5,019,021.02			0.300	100.000	06/30/2014	5,019,021.02	5,019,021.02
SYS1991	1991	100	Insured Cash Shelter Account	RRP	7,018,297.26			0.300	100.000	06/30/2014	7,018,297.26	7,018,297.26
3130A0YM6	2023	111	Federal Home Loan Bank	FAC	3,500,000.00	08/14/2014		0.120	100.004	06/30/2014	3,500,157.50	3,500,018.39
313397B91	2004	111	Federal Home Loan Mortgage Cor	AFD	1,500,000.00	08/15/2014		0.120	99.996	06/30/2014	1,499,943.00	1,499,775.00
313589B93	2030	111	Fed National Mort Assoc	AFD	600,000.00	08/15/2014		0.060	99.996	06/30/2014	599,977.20	599,955.00
3137EACV9	2007	100	Federal Home Loan Mort. Corp.	FAC	5,000,000.00	08/27/2014		1.000	100.141	06/30/2014	5,007,070.00	5,006,632.20
313589E41	2003	635	Fed National Mort Assoc	AFD	1,275,000.00	09/03/2014		0.140	99.992	06/30/2014	1,274,909.48	1,274,682.67
313589E66	2002	214	Fed National Mort Assoc	AFD	4,000,000.00	09/05/2014		0.140	99.992	06/30/2014	3,999,708.00	3,998,973.33
313385G26	2005	214	Federal Home Loan Bank	AFD	3,000,000.00	09/17/2014		0.150	99.991	06/30/2014	2,999,739.00	2,999,025.00
313397G96	2024	214	Federal Home Loan Mortgage Cor	AFD	5,000,000.00	09/24/2014		0.090	99.990	06/30/2014	4,999,530.00	4,998,937.50
313397H38	2025	635	Federal Home Loan Mortgage Cor	AFD	1,000,000.00	09/26/2014		0.090	99.990	06/30/2014	999,903.00	999,782.50
3137EADA4	2008	214	Federal Home Loan Mort. Corp.	FAC	2,693,000.00	12/29/2014		0.625	100.246	06/30/2014	2,699,640.94	2,698,891.55
313396BZ5	2076	111	Federal Home Loan Mortgage Cor	AFD	1,000,000.00	02/17/2015		0.085	99.942	06/30/2014	999,422.00	999,454.58
<b>Subtotal</b>					<b>135,508,463.79</b>						<b>135,520,463.91</b>	<b>135,516,591.51</b>
<b>Total</b>					<b>421,473,463.79</b>						<b>421,268,914.51</b>	<b>421,478,343.44</b>



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Rate Mitigation Quarterly Portfolio Report

### Summary of Request/Problem

The Rate Mitigation Portfolio Report is provided to Council each quarter. The Report presents investment information regarding the balances held in the Rate Mitigation Fund.

### Recommendation/Action Requested and Justification

The June 30, 2014 Rate Mitigation Quarterly Portfolio Report is presented to inform the Council. Staff will be available to discuss the report with Council.

**Submitted By:**

**David Schuler**  
**Managing Director for Financial Services**

**Approved By:**

**William E. Dollar**  
**City Manager**

Rate Mitigation Fund  
Quarterly Portfolio Report  
June 30, 2014

Portfolio Book Value - October 1, 2013		\$175,500,546
Transfers (to) from GP&L Operating Fund		0
Transfers (to) from GP&L Operating Fund		0
Interest income:		
October 1 - December 31	\$208,431	
January 1 - March 31	179,921	
April 1- June 30	204,058	
July 1- September 30	0	
Total interest income recognized - fiscal year-to-date	\$592,410	
Adjustment for beginning and ending accruals	55,320	
Total interest income received - fiscal year-to-date		647,730
Portfolio Book Value - June 30, 2014		<u>\$176,148,276</u>

Portfolio Book Value is the value of the entire portfolio that is recorded in the financial records. The interest income received in each quarter increases the portfolio book value. The adjustment for the beginning and ending accruals is an accounting entry.

Portfolio Book Value - June 30, 2014	\$176,148,276
Future interest income to be earned	<u>-34,410</u>
Portfolio Par Value - June 30, 2014	<u>\$176,113,866</u>

Portfolio Par Value is the face value, at maturity, of the various securities held in the portfolio. The variance between Book Value and Par Value is one component of future income that will be earned as each security matures. Unlike Book Value, Par Value is not recorded in the financial records. It is reported for informational purposes only.

Portfolio Book Value - June 30, 2014	\$176,148,276
Unrealized gain (loss)	<u>-158,945</u>
Portfolio Market Value - June 30, 2014	<u>\$175,989,331</u>

Portfolio Market Value is the current Fair Market Value of the various securities in the portfolio. Generally, Fair Market Value of a fixed income security will decline as interest rates rise. Conversely, as interest rates fall, the Fair Market Value of a fixed income security will increase. Governmental financial reporting standards require that Fair Market Value and the changes in Fair Market Values be reported in year-end financial statements.

It should be noted that declines of Fair Market Value below Book Value are reported as Unrealized Losses for informational purposes. The City does not realize investment losses because securities are held to maturity.



Meeting: Work Session

Date: July 14, 2014

# Policy Report

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## **CHANGE ORDER NUMBER 2 TO BL 5152 TERM CONTRACT FOR READY MIX CONCRETE**

### **ISSUE**

Change Order Number 2 to BL 5152 in the amount of \$97,303.14 (a 5.5% increase) as requested by the vendor as a Producer Price Index (PPI) related increase for the renewal of this term contract.

### **OPTIONS**

1. Authorize the City Manager to execute Change Order Number 2 with Cooper Concrete Company and allocate the additional funds necessary for contract renewal.
2. Take no action.

### **RECOMMENDATION**

Staff recommends that Council consider approval of Option 1 and direct the City Manager to execute Change Order Number 2 in the amount of \$97,303.14 with Cooper Concrete Company. This item is scheduled for formal consideration at the July 15, 2014 Regular Meeting.

### **COUNCIL GOAL**

Consistent Delivery of Reliable City Services

### **BACKGROUND**

On July 17, 2012, the City Council awarded Bid No. 2976-12 to Cooper Concrete Company in the amount of \$1,710,975.00. Blanket Order BL 5152 was issued on July 27, 2012. On July 16, 2013, the City Council approved Change Order Number 1, which increased the second term of this contract by \$58,173.15 (3.4%) to \$1,769,148.15. The first renewal of this contract expires on August 1, 2014.

### **CONSIDERATION**

The provisions of this term contract allow for two optional renewal periods. Prior to each renewal, the vendor is allowed to submit a request for an increase in the contract based on the PPI. The vendor, Cooper Concrete Company, has indicated that their costs have increased and they have requested an increase of 5.5% for the third term of

CHANGE ORDER NUMBER 2 TO BL 5152  
TERM CONTRACT FOR READY MIX CONCRETE

Page 2

this contract. Cooper Concrete has provided supporting documentation for this price increase.

**ATTACHMENT(S)**

None

Submitted By:

Approved By:

Steven L. Oliver, P.E.  
Director of Streets

William E. Dollar  
City Manager

Date:

Date:



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 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, copies of professional services agreements that the City has entered into and monthly reports provided by consultants, if required by the agreement, for the period 2012 – June 27, 2014 has been provided for Council's information under separate cover.

### Recommendation/Action Requested and Justification

For informational purposes only.

**Submitted By:**

**Approved By:**

**William E. Dollar  
City Manager**



# Policy Report

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## CONSIDER ASSISTANCE REQUEST FOR NONPROFIT SPECIAL EVENT

### ISSUE

City Council Policy OPNS-29, Special Event Policies and Guidelines, states that the City Manager or his designee is authorized to consider and approve requests from nonprofit organizations for in-kind City services that meet the policy requirements in amounts up to \$5,000, within available budgeted funds. The Noon Exchange Club of Garland has requested the waiving of expenditures for City services in the amount of \$10,800 for their Labor Day parade and afternoon festivities in the Downtown Square on Monday, September 1, 2014. Because the request for City services is over \$5,000, Council approval is requested.

### OPTIONS

The City Council may: 1) approve the proposed recommendations for special events assistance, 2) deny or revise proposed funding levels, or 3) return the item to staff for further review and recommendations.

### RECOMMENDATION

Staff recommends the City Council approve assistance for the Garland Labor Day Exchange Event by waiving fees and charges for City services in the amount of \$10,800.

City departmental fees to be waived include:

Police:	\$9,000	(traffic control & security)
Transportation:	\$ 900	(installation and removal of barricades)
Environmental Waste:	\$ 400	(installation and removal of waste containers)
Rental Plaza Theatre	\$ 500	(rental for music and event staging)

### COUNCIL GOAL

Fully Informed and Engaged Citizenry

### BACKGROUND

By assisting various nonprofit organizations through the donation of City services for nonprofits' special events, the City promotes and celebrates the vitality and diversity of the community. From parades and festivals to various multicultural events, the City of Garland is showcased through the efforts of these nonprofit organizations.

The Garland Labor Day Exchange Event parade will follow a revised route from previous years' Labor Day parades, ending in the Downtown Square where afternoon activities will be provided. Proceeds from the parade are proposed to benefit the Garland Noon Exchange Club scholarship fund for local students and other youth programs.

### **CONSIDERATION**

The 2013-14 annual operating budget has \$30,500 budgeted in the General Fund (non-departmental) to provide assistance in covering fees and charges for City services for special events held by nonprofit organizations.

### **ATTACHMENT**

None

Submitted By:

Jim Stone, Managing Director  
Parks, Recreation & Cultural Services

Date: July 10, 2014

Approved By:

William E. Dollar  
City Manager

Date: July 10, 2014



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Regional Economic Development

### Summary of Request/Problem

At the request of Mayor Douglas Athas, City of Rowlett Mayor Todd Gottel will present Rowlett's economic development efforts, new comprehensive plan, and new form-based code.

### Recommendation/Action Requested and Justification

Council discussion.

**Submitted By:**

**Approved By:**

**William E. Dollar**  
**City Manager**



# City Council Item Summary Sheet

Work Session

Date: July 14, 2014

Agenda Item

## Update from TxDOT on the Reconstruction of IH-635

### Summary of Request/Problem

Albert Half, TxDOT's consultant on the IH-635 project, will present an overview of the status of the engineering, public outreach, and environmental process. The presentation will include both the short term improvements, such as the implementation of express lanes and the Sound Barrier Wall, in addition to long term improvements to completely reconstruct the roadway with frontage roads and full managed lanes.

### Recommendation/Action Requested and Justification

Council discussion.

**Submitted By:**

**Paul Luedtke**  
Director of Transportation

**Approved By:**

**William E. Dollar**  
City Manager



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 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
  - Wednesday, August 6, 2014, Ribbon Cutting Update
- IH-30
  - Recent RTC Correspondence
- SH-78
- Missions Update – 2014, 2015
  - Washington, DC
  - Austin, TX
- Strategic Events Update
  - Confirmed Location: Richland College, Garland Campus
  - IH-635 East – Thursday, July 31, 2014; 2:00 – 5:00 p.m.
  - IH-30 – Thursday, August 28, 2014; 2:00 – 5:00 p.m.
  - SH-78 – Thursday, September 25, 2014; 2:00 – 5:00 p.m.
- Updates
  - RTC, TEX-21, THSRTC, DRMC
  - State and TxDOT Update
  - Federal and USDOT Update
- Meetings
  - Council Member B. J. Williams Town Hall Meeting
  - Lewis Moore Neighborhood Briefing

### 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](mailto: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:** July 9, 2014

**Subject:** Report for July 14, 2014 Work Session

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**I. IH-635 East**

- Wednesday, August 6, 2014; 10:00 AM, Ribbon Cutting Event
- TxDOT will be completing the IH-635 East service road project from Centerville to Northwest Highway on July 31, 2014. The City of Garland is hosting a ribbon cutting ceremony at the Remington College facility along the service road. Various invitations have gone out to local, regional, state, and federal officials. The event should last approximately 30 minutes.

**II. IH-30**

- The development of the IH-30 project within the City of Garland, called the Eastern Gateway project, is beginning to come into focus. The NCTCOG's Blacklands Corridor Feasibility Study encompasses approximately half of IH-30 within the City of Garland. With the upcoming Stakeholder's Form on IH-30 in August, Garland will play a leadership role in the development of the Eastern Gateway Project.

**III. SH 78**

- The consultant creating the update to the City's thoroughfare plan will also be developing options for SH 78. These options are expected in August or September and will be presented at the SH 78 Stakeholder's Forum.

**IV. Annual Missions – 2014, 2015**

- Washington, D.C.

- 2014 Date: November 19-21, 2014
- 2015 Date: March 2015 (NLC Coordination – March 7-11, 2015)
- Austin, TX
  - 2014 Date: November 10-11, 2014
  - 2015 Date: March/April 2015 (During Session)

#### **V. Strategic Events Update**

- Confirmed Location: Richland College: 520 N Glenbrook Dr, Garland, TX 75040; Conference Room A
- IH-635 East – Thursday, July 31, 2014; 2:00 PM – 5:00 PM
- IH-30 – Thursday, August 28, 2014; 2:00 PM – 5:00 PM
- SH 78 – Thursday, September 25, 2014; 2:00 – 5:00 PM

#### **VI. Updates:**

- RTC
  - Updates from the Thursday, July 10, 2014 Regional Transportation Council meeting.
- TEX-21
  - Updates on the activities of the TEX-21 organization
- THSRTC
  - Updates on the activities of the THSRTC organization
- DRMC
  - Updates on the activities of the DRMC
- State and TxDOT Update
  - Updates on developments within the State Legislature, the Texas Transportation Commission, and TxDOT
  - Information on the TxDOT 2040 Long Range Strategic Planning Process
- Federal and USDOT Update
  - Updates on the Highway Trust Fund, USDOT and Congress

Congress needs to pass a Highway Trust Fund Bailout before it leaves on its August recess. House Ways and Means Committee and Senate Finance Committee have been holding negotiations on offsets for the bailout during the week of July 7, 2014.

During this time of the year, the Federal Highway Administration makes reimbursement payments to states for highway projects to the tune of \$200 million a day (the reimbursements are made on the same-day). Beginning on August 1<sup>st</sup>, the FHWA will change how reimbursements work for states through a rationing program.

Beginning on August 11, 2014, the FHWA will announce what each state's allotment is for the next two weeks (funds are transferred from the Treasury to the DOT account on the 6<sup>th</sup> and

17<sup>th</sup> business days of each month). During the summer months when highway construction projects are very active, more funds are needed (\$2.4 billion per bi-monthly period). If the cash flow from the gas tax receipts subsides, states will be forced to sit and wait for reimbursements until the money becomes available. The funding crunch is expected to last until the winter unless Congress acts to make the Highway Trust Fund solvent.

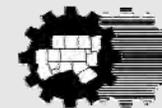
**VII. Meetings:**

- Councilman BJ Williams Town Hall
- Lewis Moore Neighborhood Briefing

# Blacklands Corridor Feasibility Study

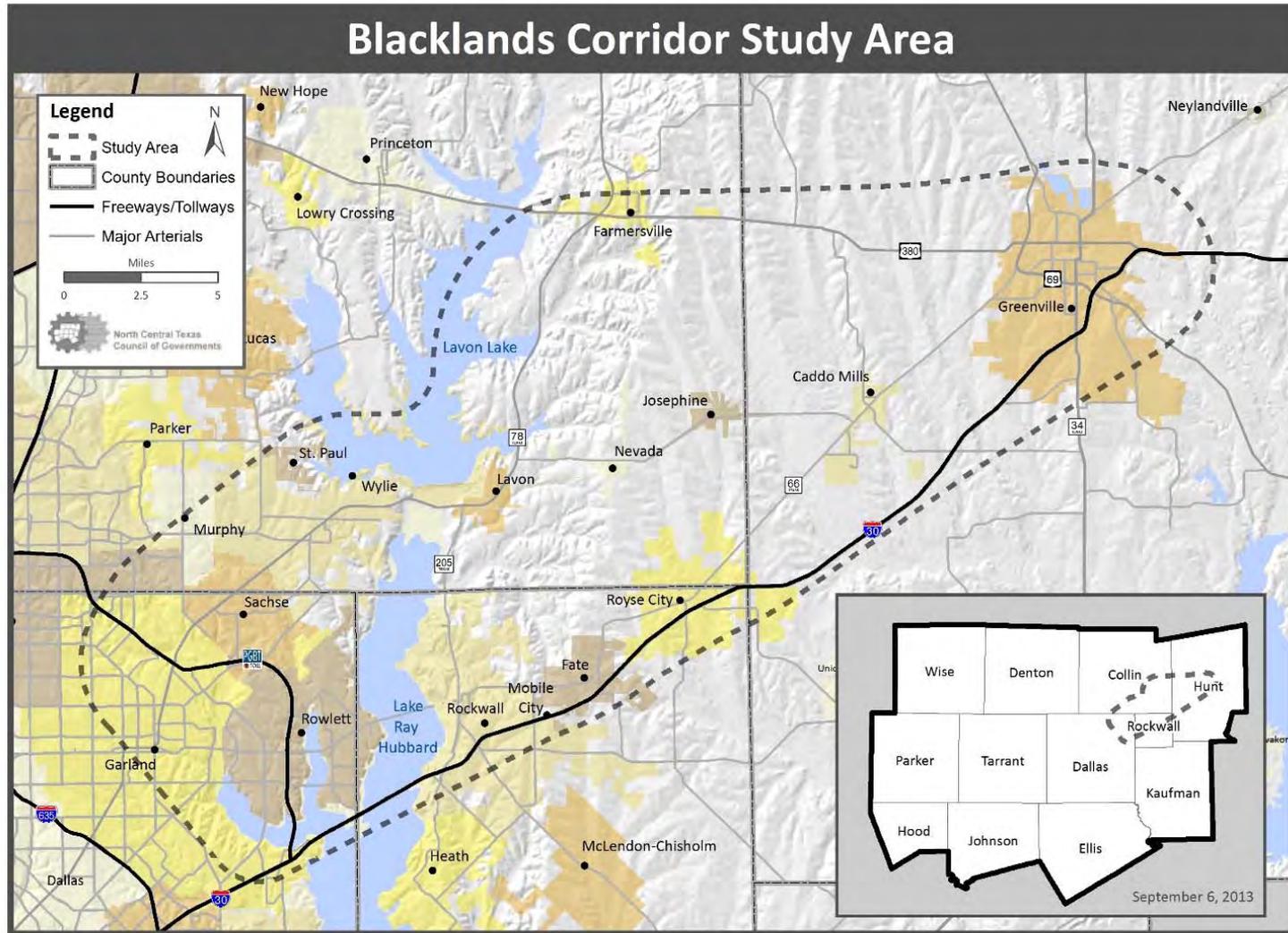
Public Meeting  
May 13, 2014

The Atrium at the Granville Arts Center  
300 N. Fifth Street, Garland, Texas



North Central Texas  
Council of Governments

# Study Area



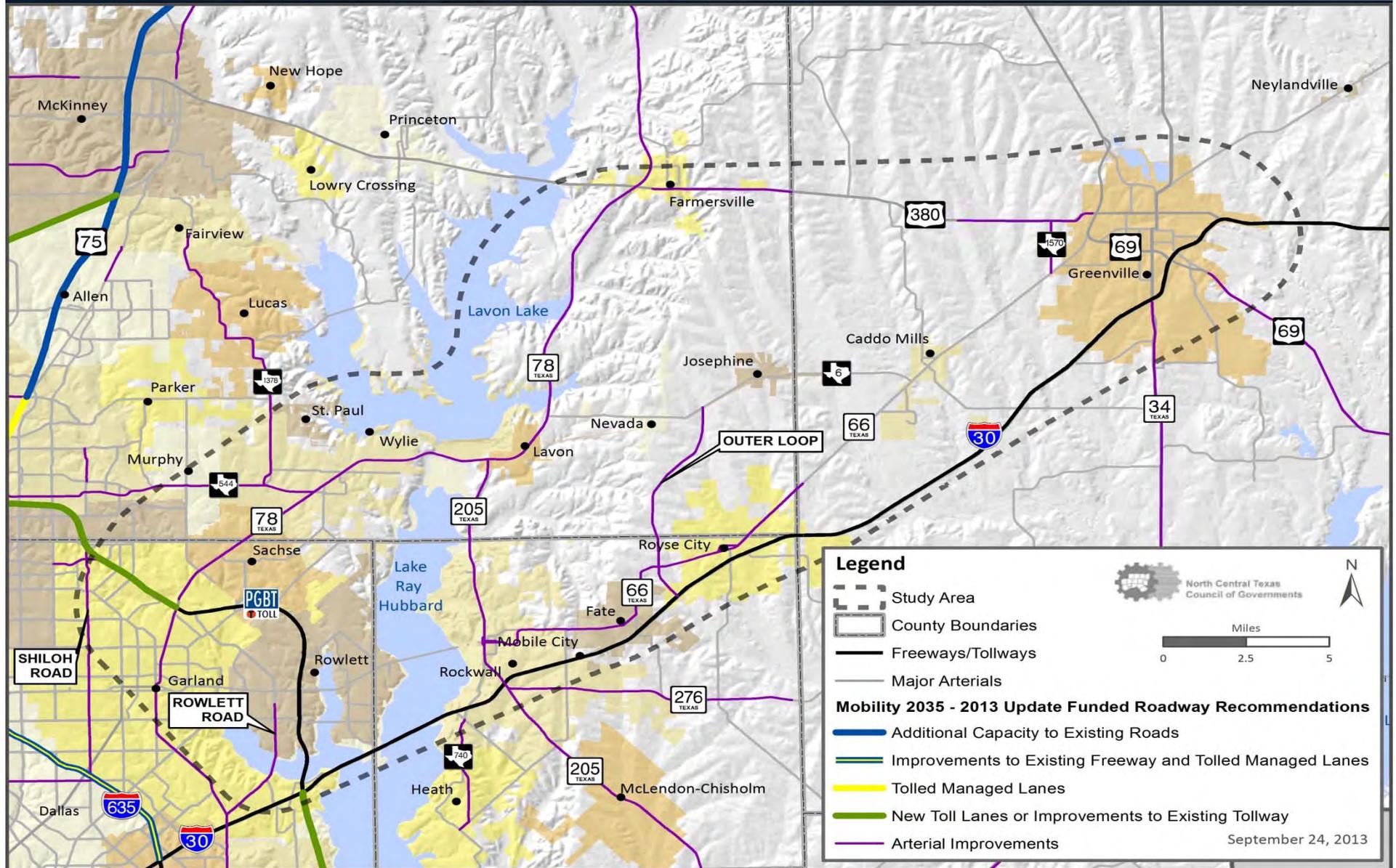
Source: NCTCOG

# Blacklands Corridor Conceptual Strategies

- 1 Baseline – No Build Strategy (Only construct projects in Mobility 2035 MTP – 2013 Update)
- 2 Travel Options/Transportation System 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

Note: To date, each strategy has been evaluated individually.

# 1) Baseline Strategy – Only Mobility 2035 Committed Projects



# 2) Travel Options/Transportation Management Strategy

## Travel Options

Programs which 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 TBD

## 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)

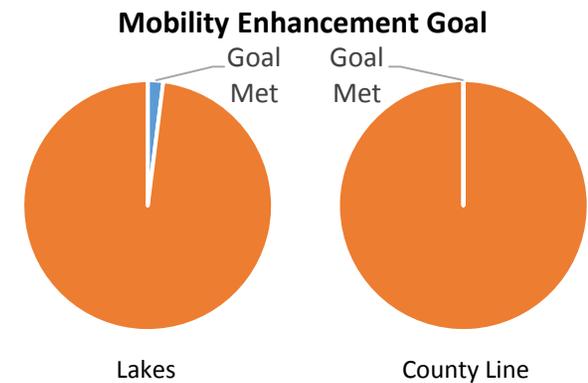
Advanced technologies such as real-time travel data and incident detection.

**Install dynamic message signage on IH 30**

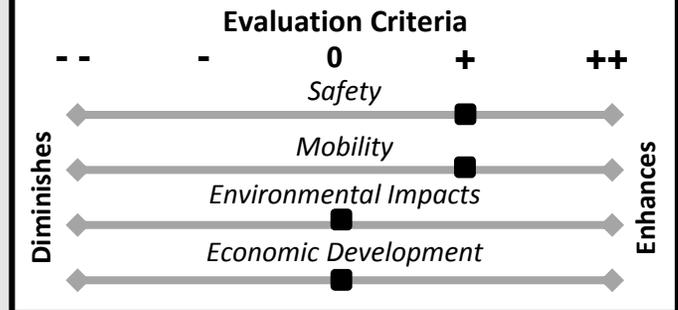
**Institute a truck lane policy on IH 30**



## Alternative 2: Travel Options/TMS/ITS



Travel Market Served:  Local  Regional



**PRELIMINARY**  
SUBJECT TO FURTHER STUDY

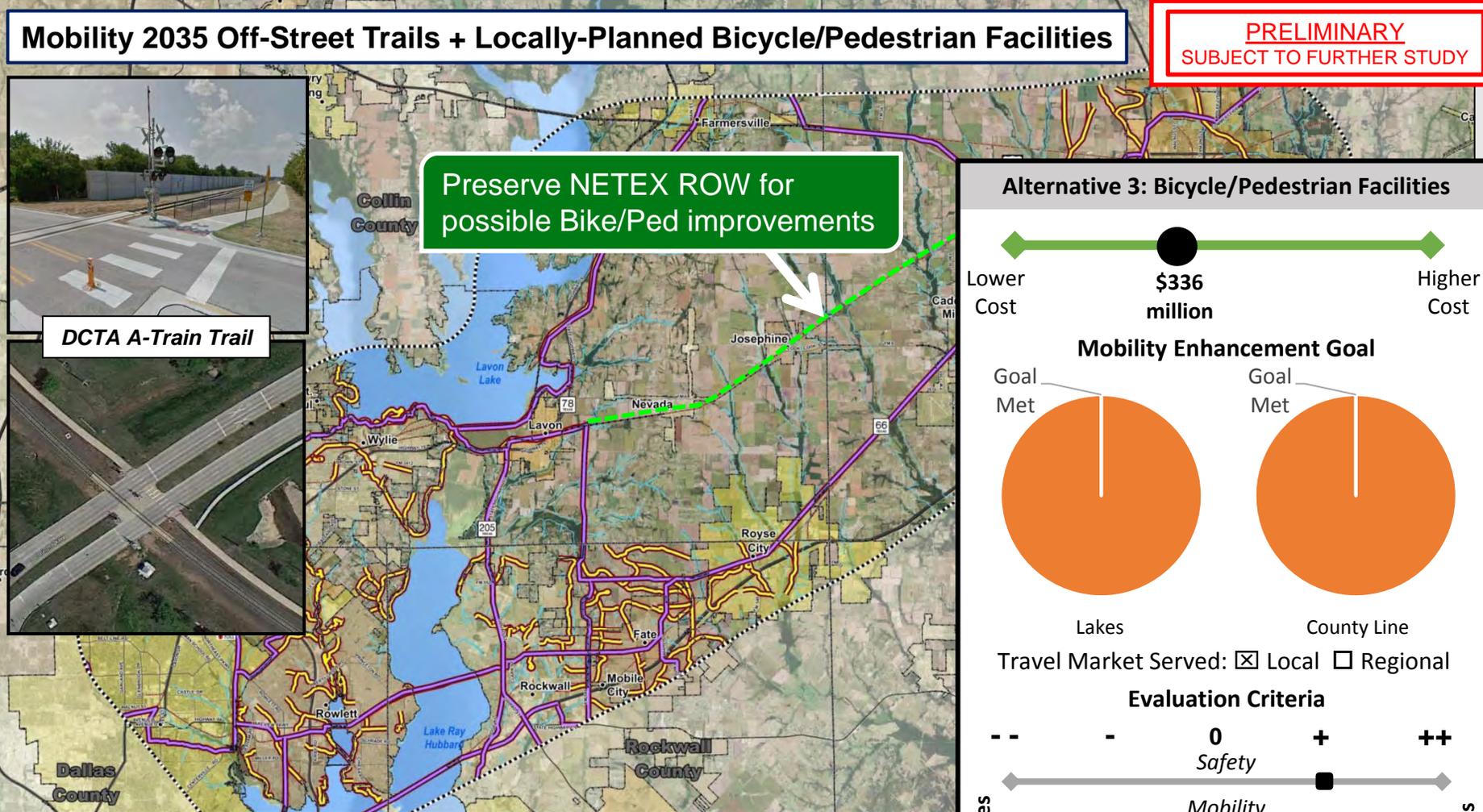
# 3) Bicycle/Pedestrian Improvements – Countywide Plans

## Mobility 2035 Off-Street Trails + Locally-Planned Bicycle/Pedestrian Facilities

**PRELIMINARY**  
SUBJECT TO FURTHER STUDY



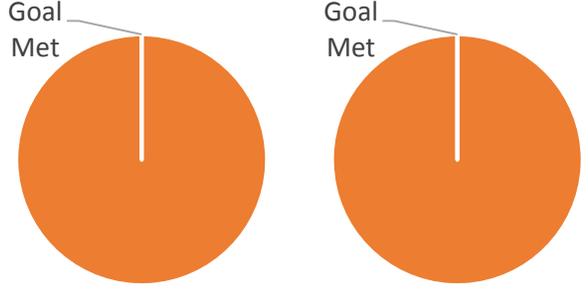
Preserve NETEX ROW for possible Bike/Ped improvements



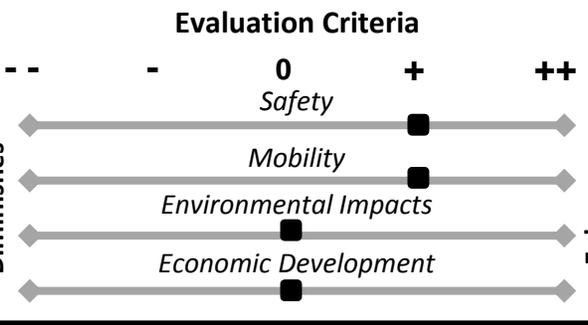
### Alternative 3: Bicycle/Pedestrian Facilities



### Mobility Enhancement Goal



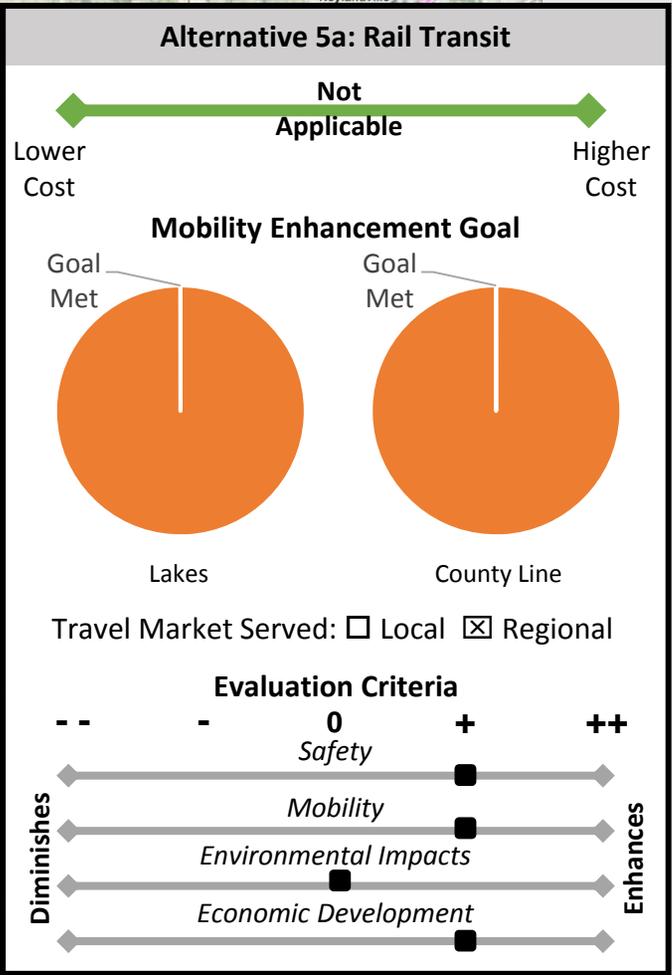
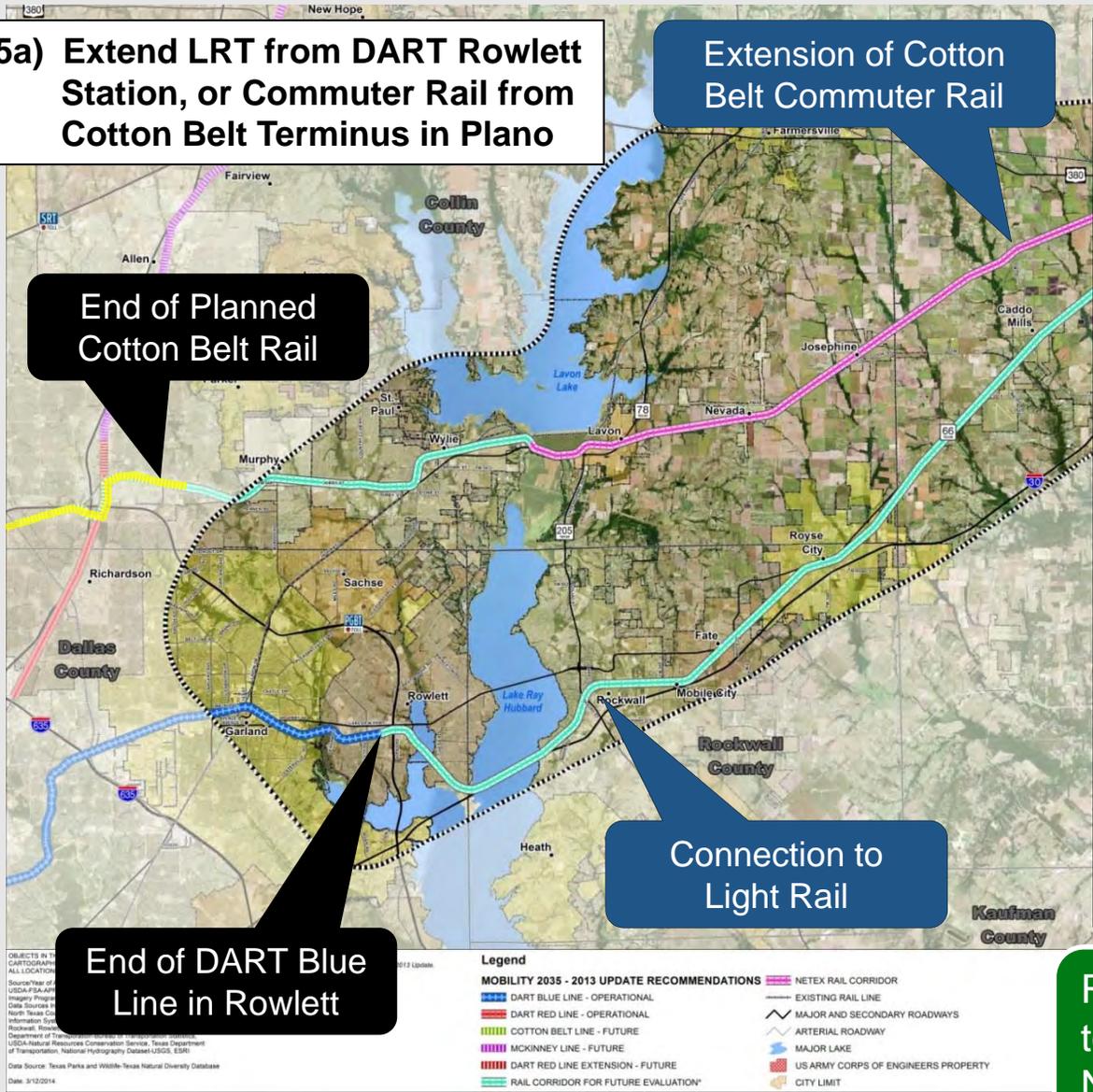
Travel Market Served:  Local  Regional





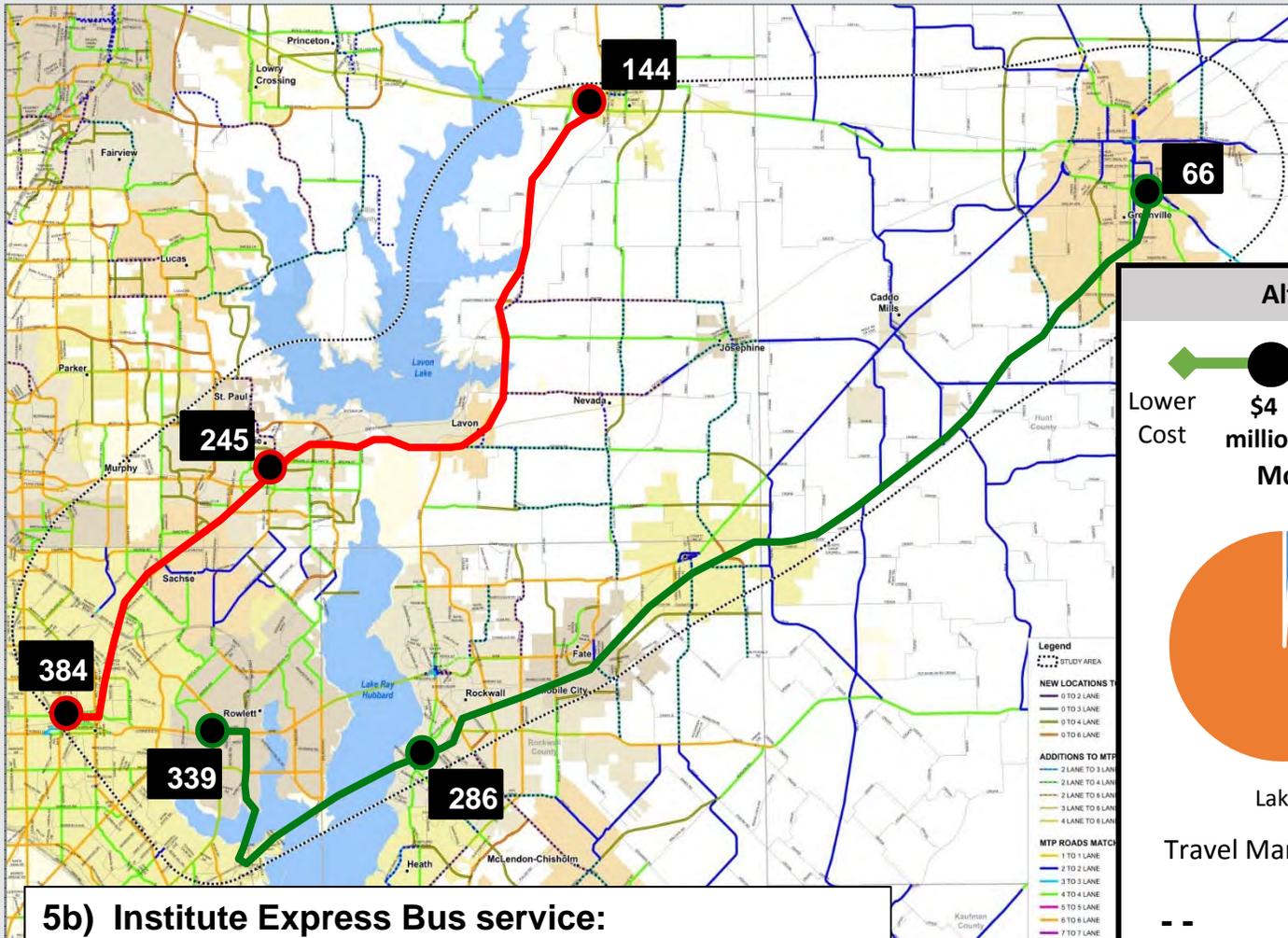
# 5a) Transit Improvement Strategies – Rail

5a) Extend LRT from DART Rowlett Station, or Commuter Rail from Cotton Belt Terminus in Plano



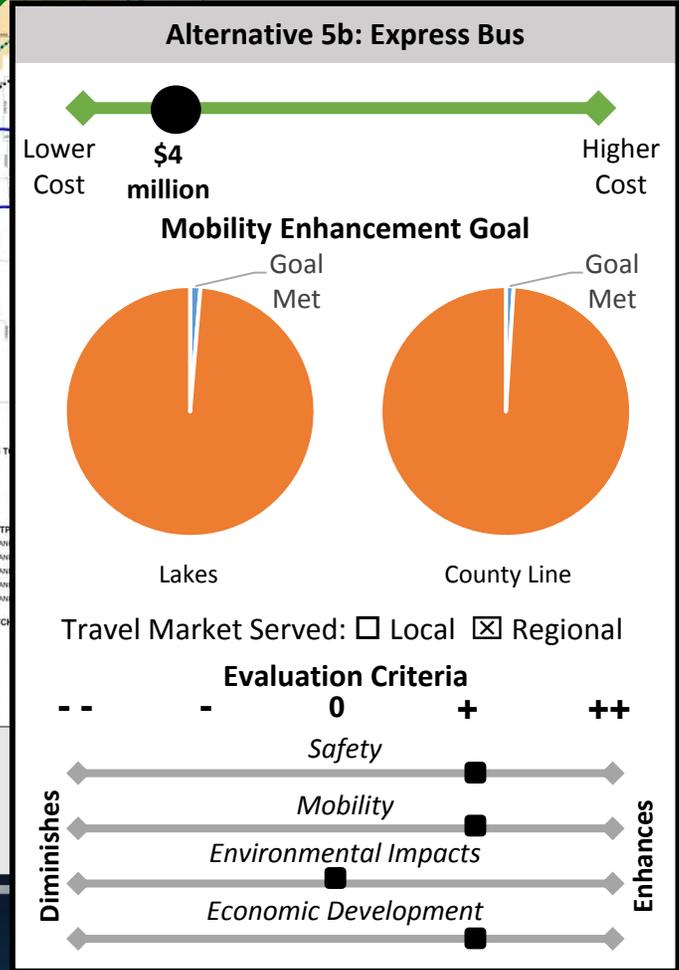
Rail alternatives are not feasible due to low projected ridership. Preserve NETEX ROW for future rail service.

# 5b) Transit Improvement Strategies – Express Bus

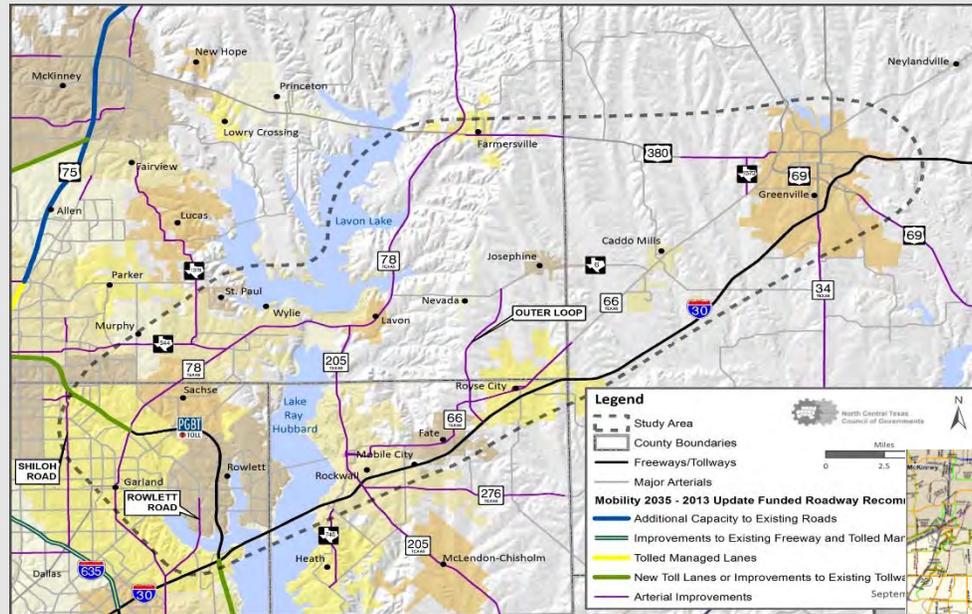


PRELIMINARY  
SUBJECT TO FURTHER STUDY

**5b) Institute Express Bus service:**  
— Route 1 - Farmersville to Garland  
— Route 2 - Greenville to Rowlett  
# Daily boardings and alightings at each station



# 6) Improvement of Arterials Strategy



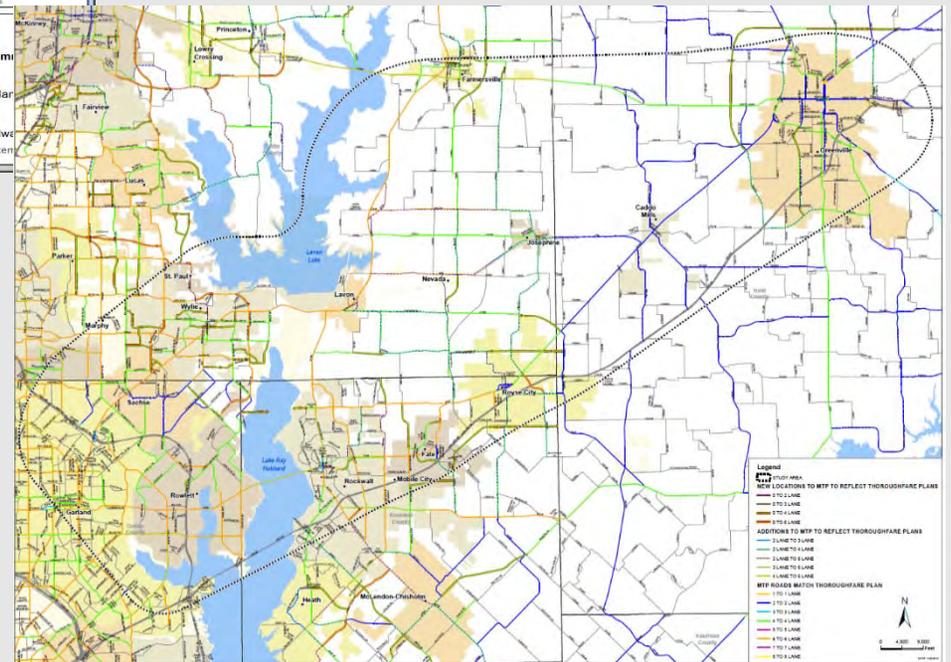
Baseline includes improvements to:

- 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 Improvements Include:

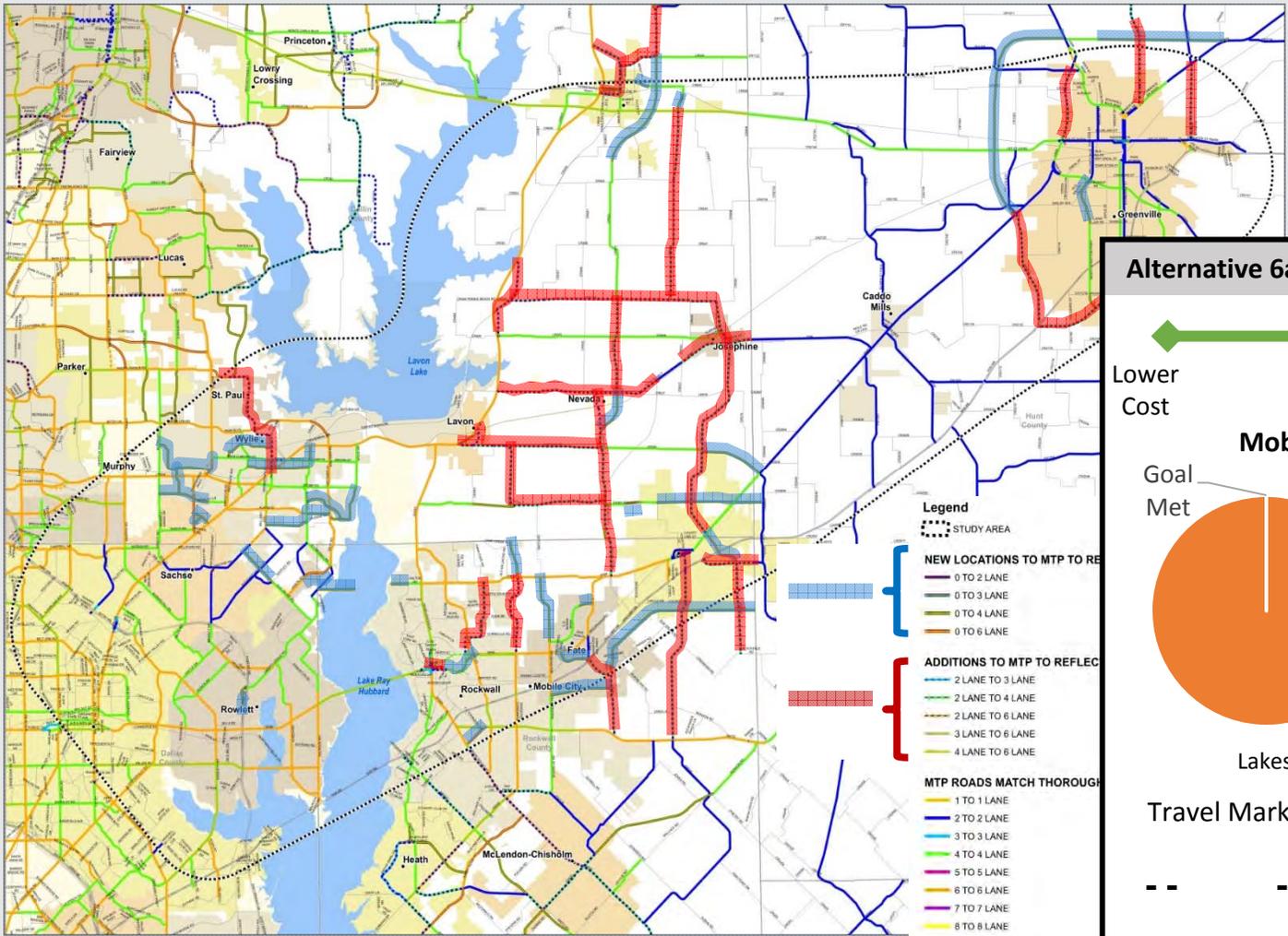
- Optimization of SH 78
- Full Build out of County Thoroughfare Plans
- New Arterial Facilities

**PRELIMINARY**  
SUBJECT TO FURTHER STUDY



# 6a) Arterial – Build-Out of Local Thoroughfare Plans

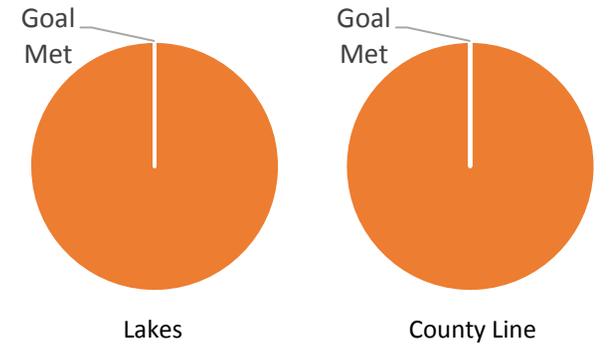
PRELIMINARY  
SUBJECT TO FURTHER STUDY



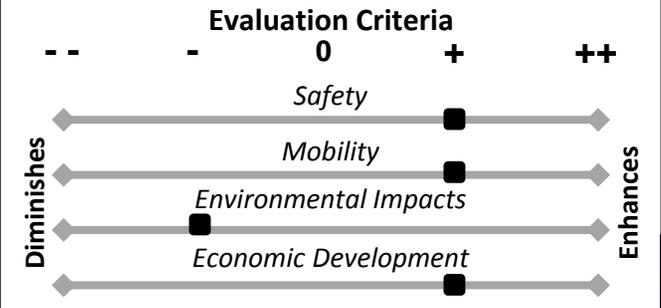
## Alternative 6a: Improvement of Local Arterials



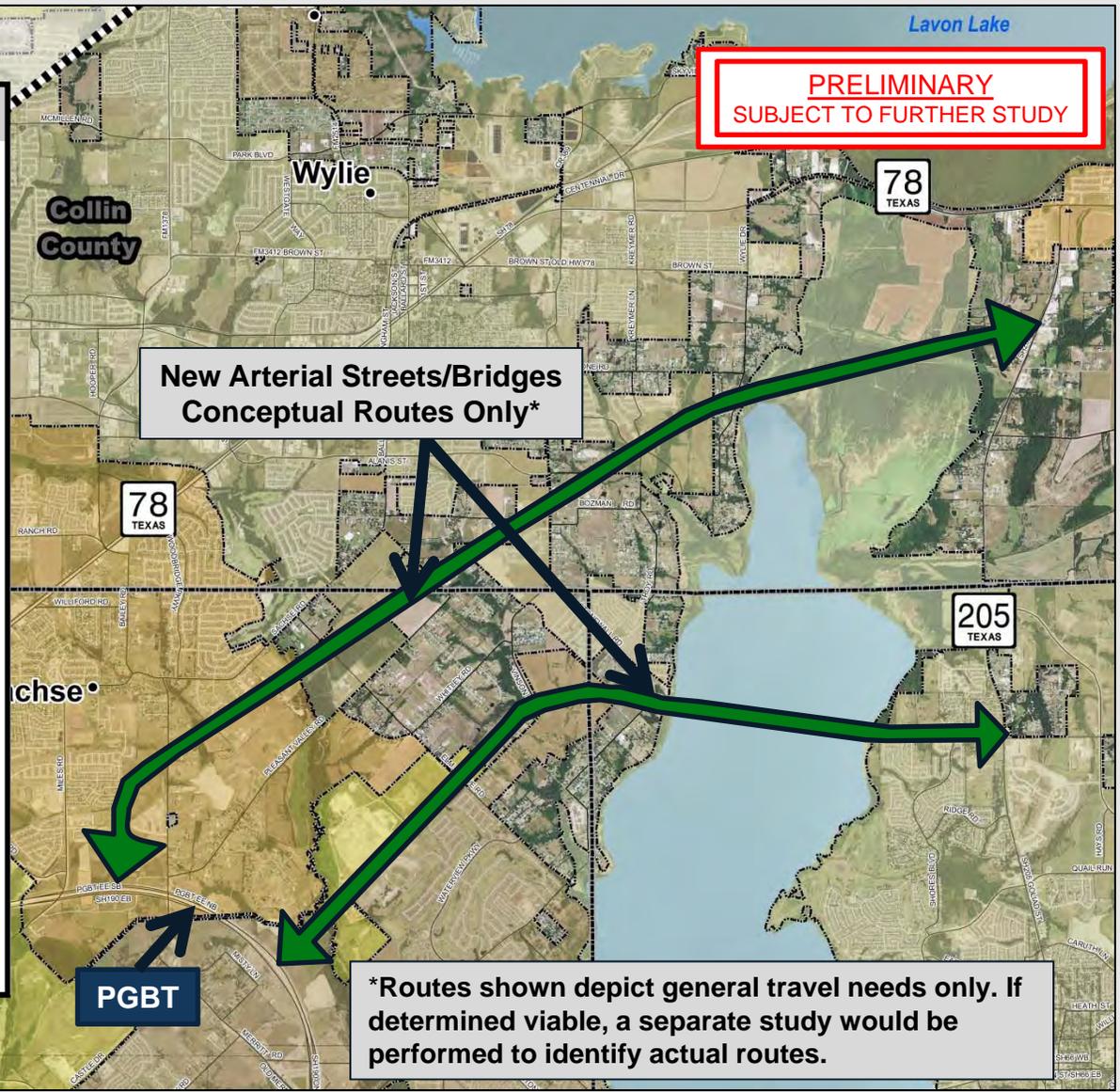
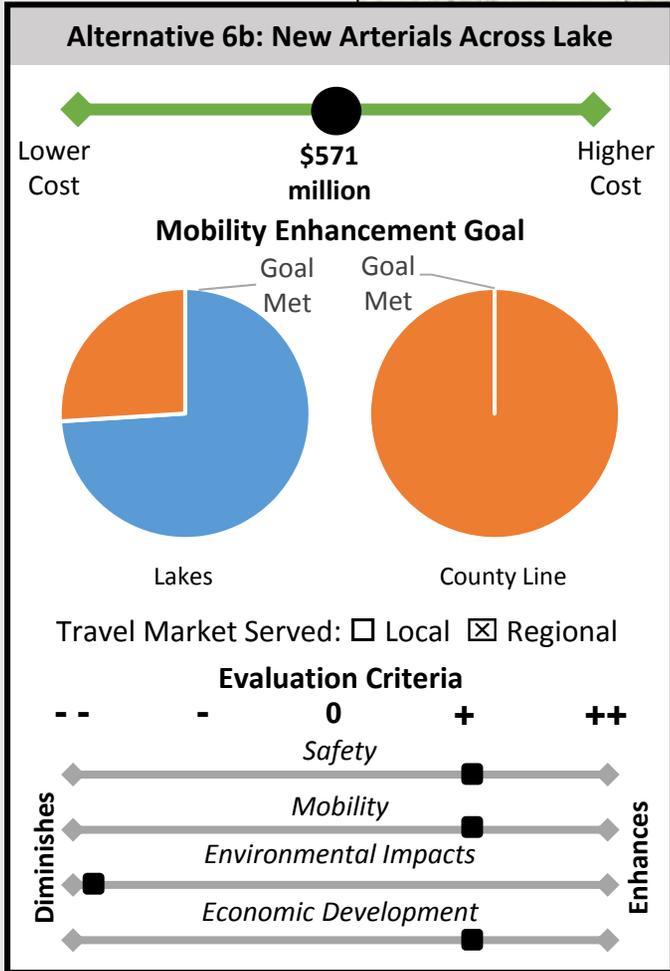
### Mobility Enhancement Goal



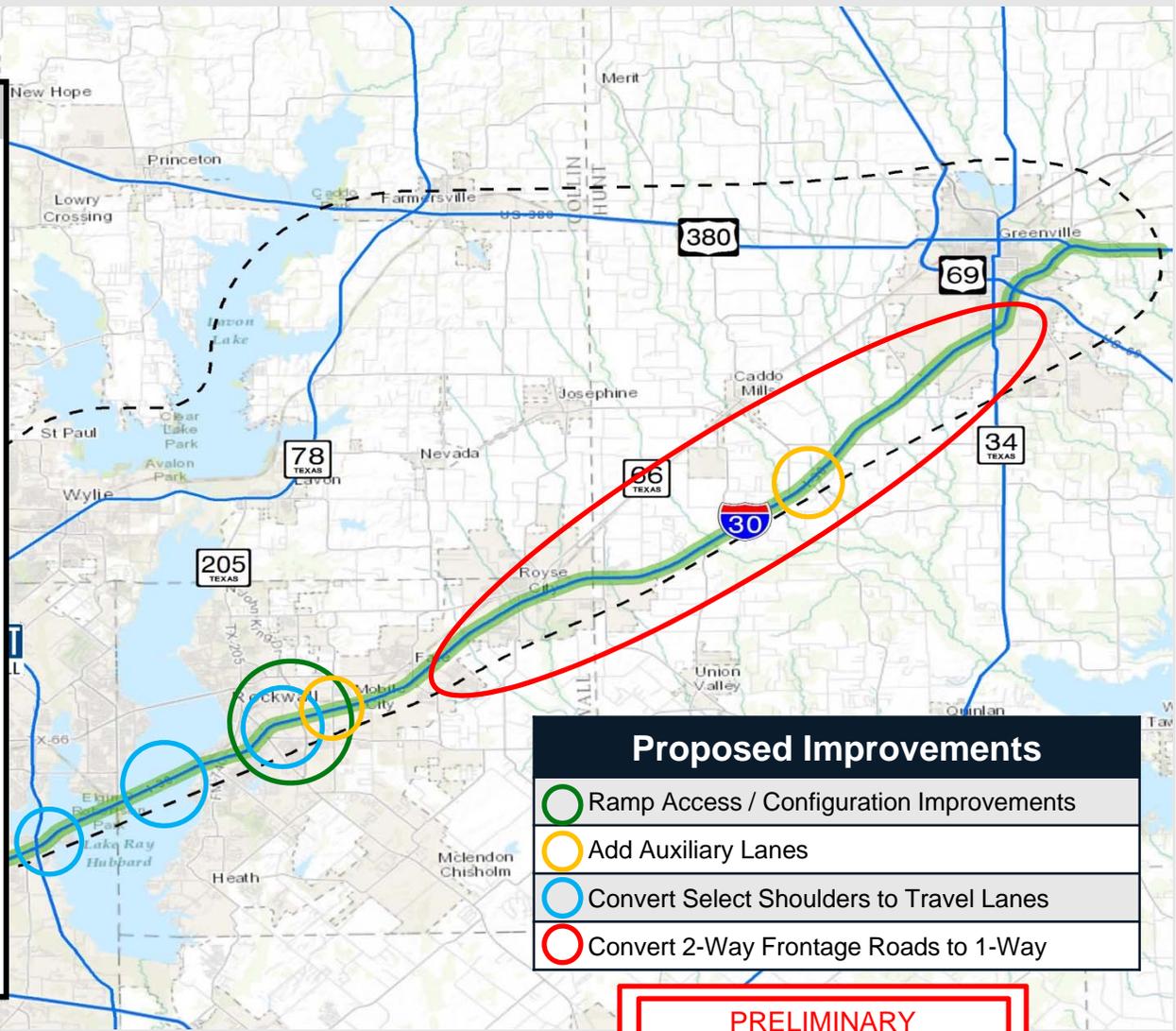
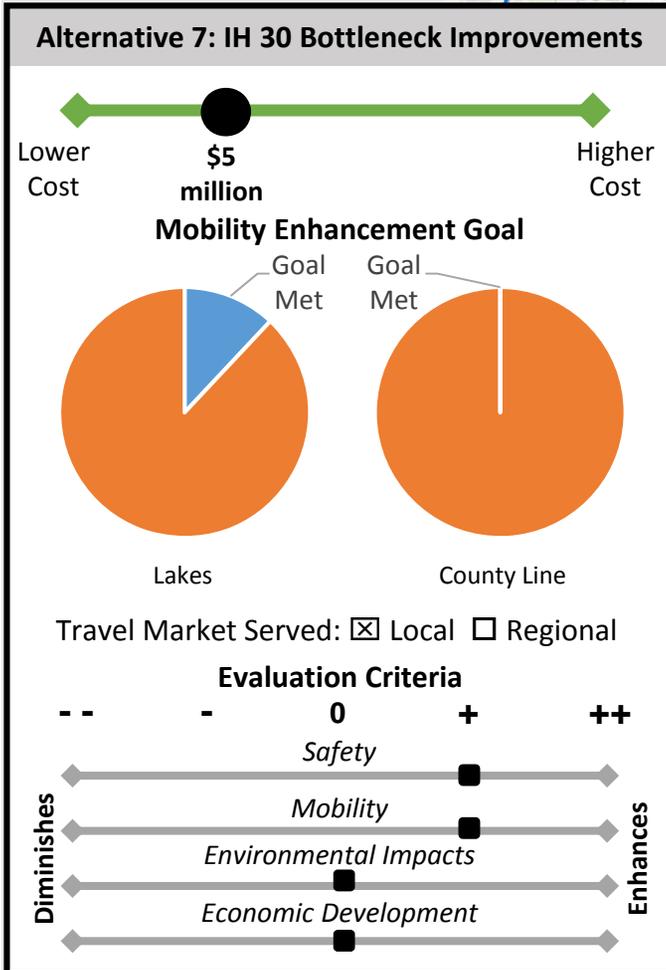
Travel Market Served:  Local  Regional



# 6b) Enhanced Arterials – New Arterials: PGBT to SH 205

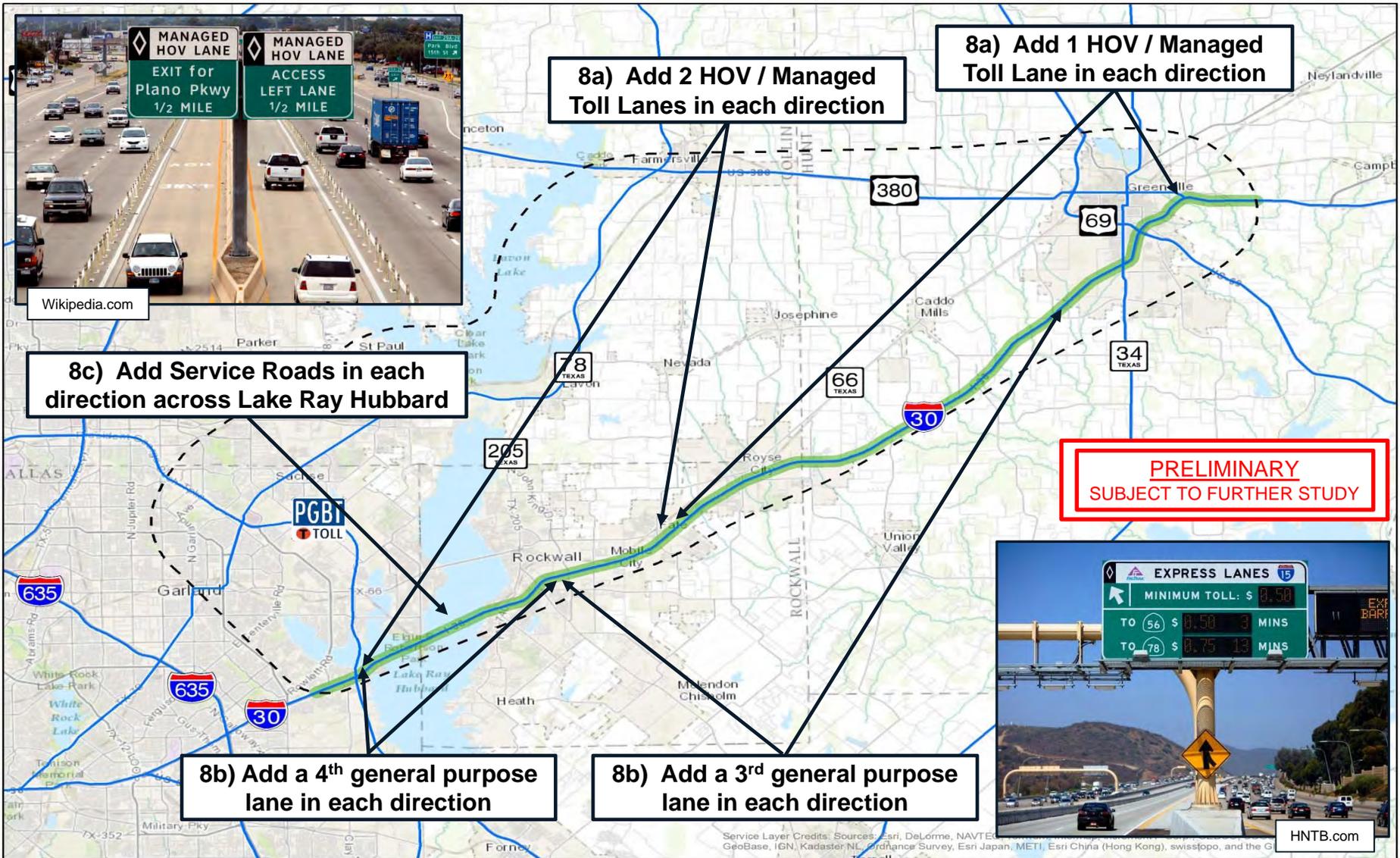


# 7) Bottleneck Improvements of IH 30 Strategy

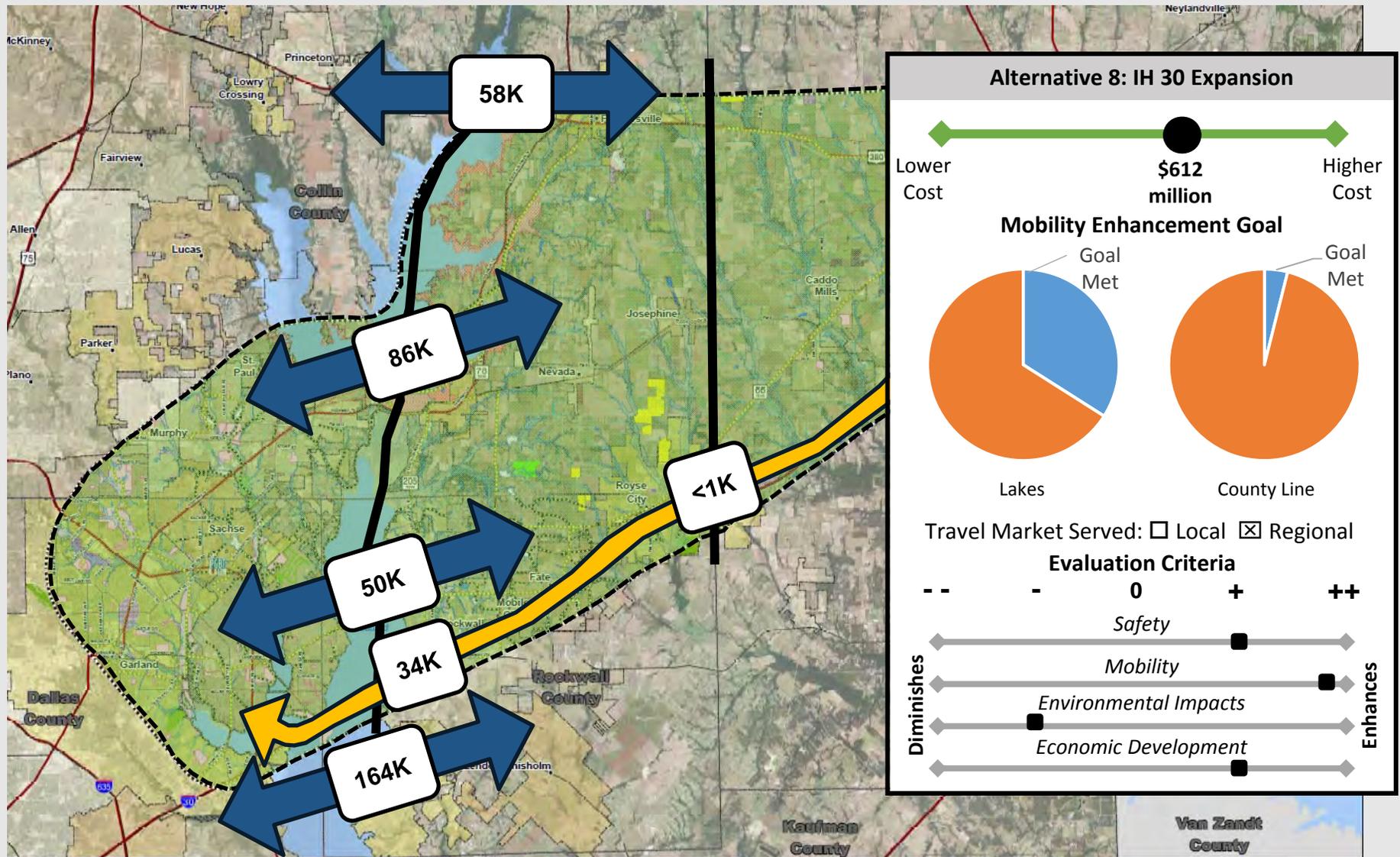


**PRELIMINARY  
SUBJECT TO FURTHER STUDY**

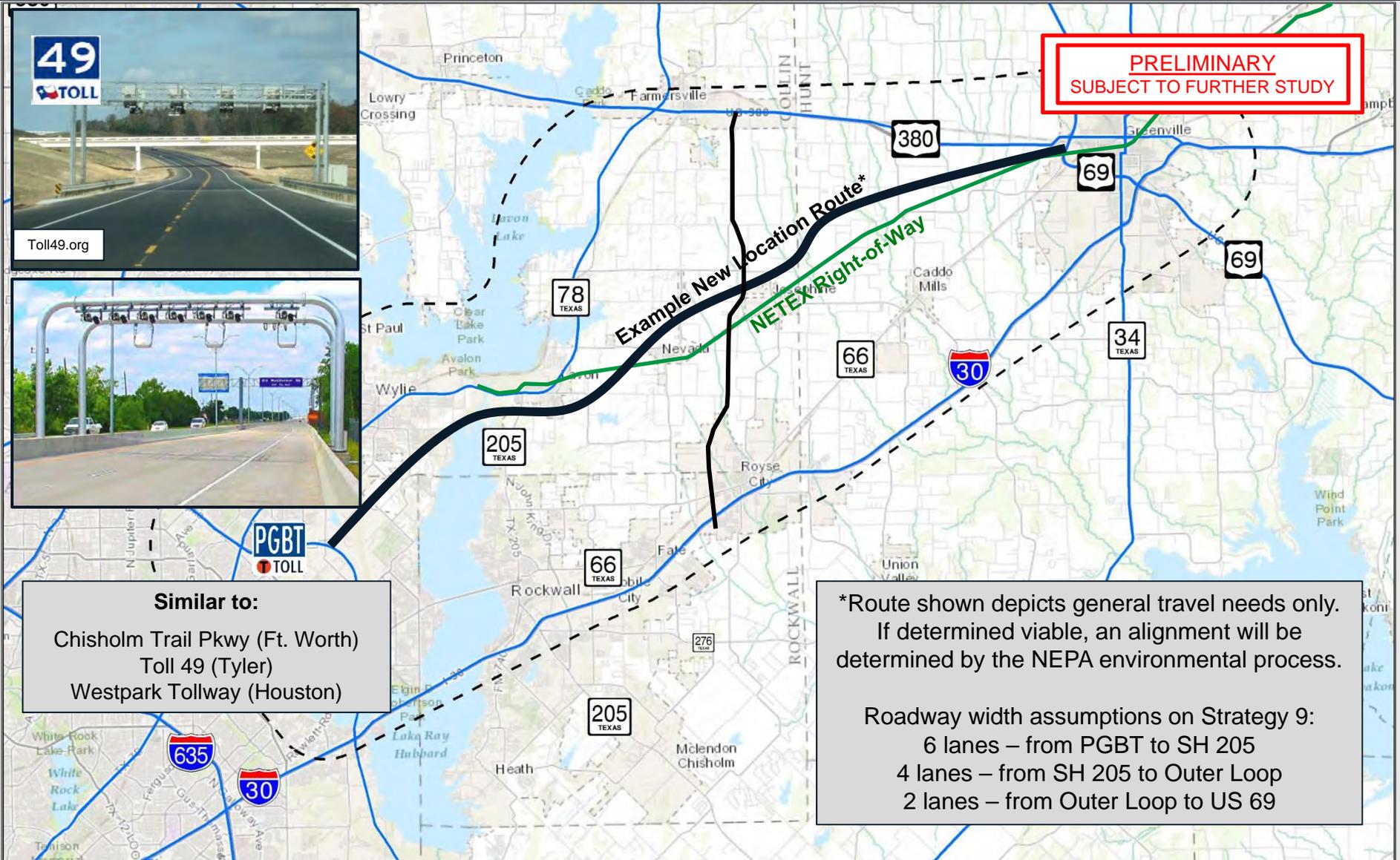
# 8) Expansion of IH 30 Facility Strategy



# 8) 2035 Traffic Flows – IH 30 with Added Managed Lanes



# 9) New Location Highway/Freeway/Tollway Strategy



49  
TOLL

Toll49.org

PGBT  
TOLL

PRELIMINARY  
SUBJECT TO FURTHER STUDY

**Similar to:**  
Chisholm Trail Pkwy (Ft. Worth)  
Toll 49 (Tyler)  
Westpark Tollway (Houston)

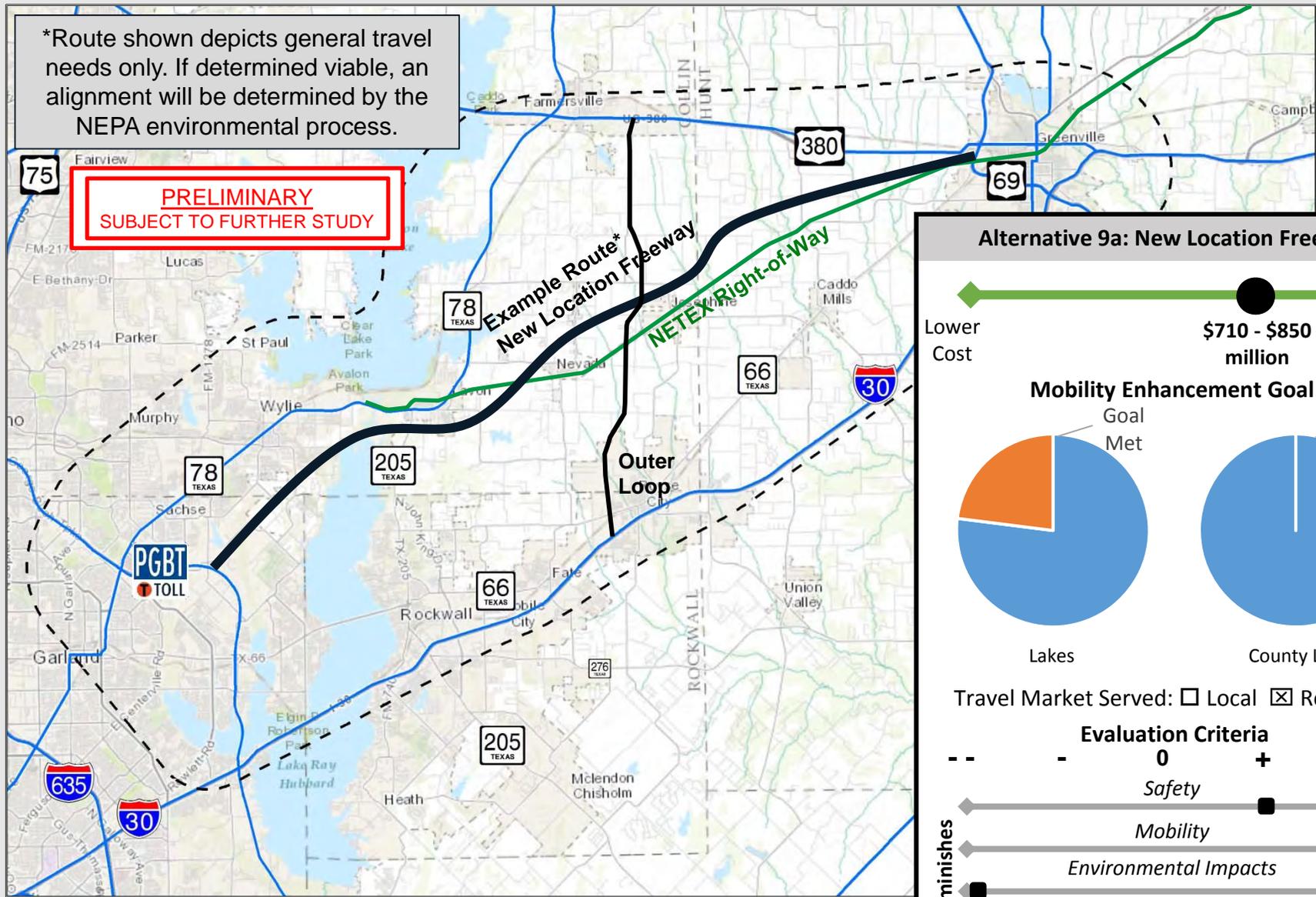
\*Route shown depicts general travel needs only.  
If determined viable, an alignment will be determined by the NEPA environmental process.

Roadway width assumptions on Strategy 9:  
6 lanes – from PGBT to SH 205  
4 lanes – from SH 205 to Outer Loop  
2 lanes – from Outer Loop to US 69

# 9a) New Location Freeway

\*Route shown depicts general travel needs only. If determined viable, an alignment will be determined by the NEPA environmental process.

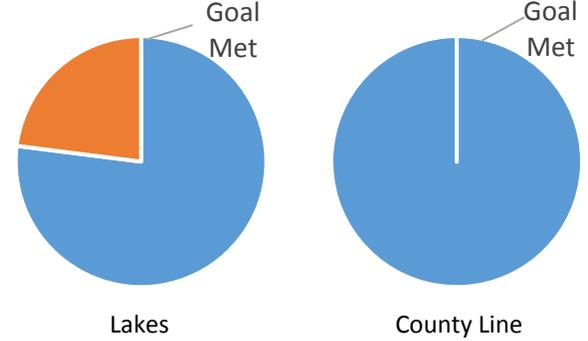
**PRELIMINARY  
SUBJECT TO FURTHER STUDY**



**Alternative 9a: New Location Freeway**

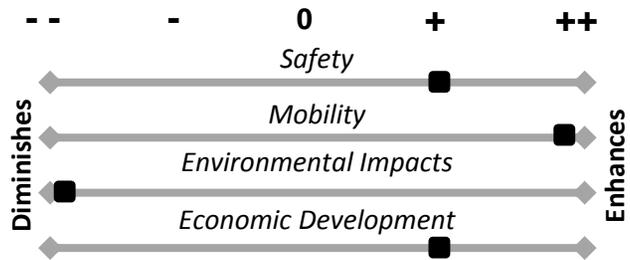


**Mobility Enhancement Goal**



Travel Market Served:  Local  Regional

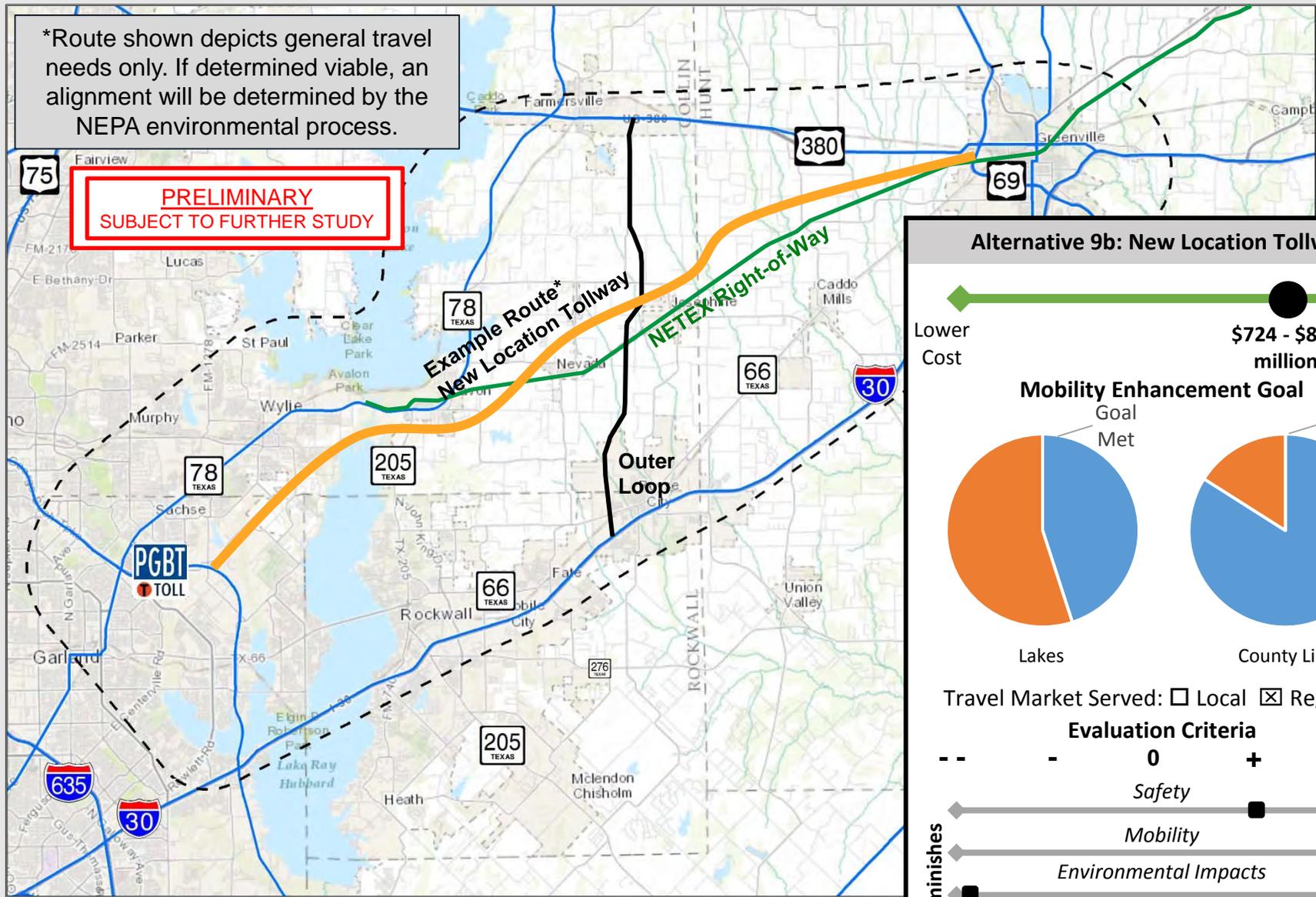
**Evaluation Criteria**



# 9b) Example New Location Tollway

\*Route shown depicts general travel needs only. If determined viable, an alignment will be determined by the NEPA environmental process.

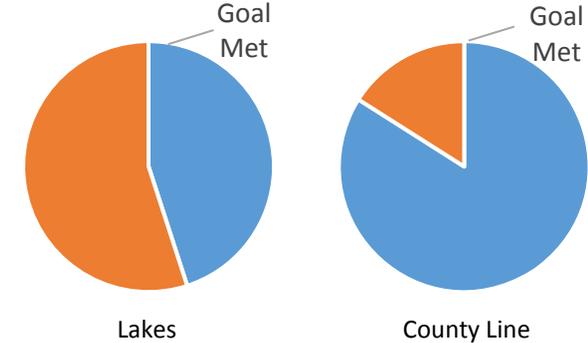
**PRELIMINARY  
SUBJECT TO FURTHER STUDY**



**Alternative 9b: New Location Tollway**

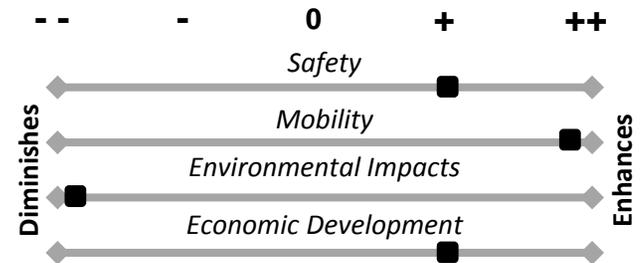


**Mobility Enhancement Goal**



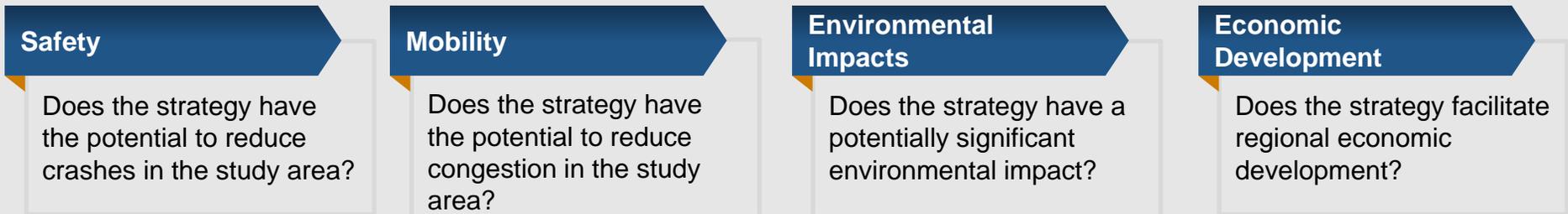
Travel Market Served:  Local  Regional

**Evaluation Criteria**



# 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

## Wylie-to-Greenville toll road wouldn't follow old rail right of way

By Michael E. Young  
Staff Writer

[myoung@dallasnews.com](mailto:myoung@dallasnews.com)

Published: 16 February 2014 11:03 PM

Updated: 17 February 2014 12:00 AM

A proposed toll road tracing the old Cotton Belt rail line between Wylie and Greenville — brushing past neighborhoods in Nevada, Josephine and Caddo Mills — won't be built on the right of way, according to transportation officials and the company that proposed the highway.

But that doesn't mean the toll road idea through the Blacklands Corridor has been abandoned, said John N. Crew, president of Public Werks. His firm came up with the idea.

"Our feeling is that after [the North Central Texas Council of Governments] has done its public outreach, and after looking at the ownership and boundaries of the right of way, it makes more sense for us to not be in that corridor — to move," Crew said Friday.

"We still feel there is a need" for a road linking Wylie and Greenville, "and I think the growth COG is trying to assess will show that," Crew said. "We are still very encouraged. Hopefully there's a desire and a need for our little project."

There very well might be, said Tom Shelton, a senior program manager within the NCTCOG's transportation department.

"The idea is to connect Garland to Greenville, and there are people coming down [from Greenville] in the morning for jobs in the metro area," Shelton said. "There does appear to be some need to travel from one end to the other."

Interstate 30 makes that connection now, but I-30 "is congested, and there's not enough money to improve it considerably," Shelton said.

Then there is the complication of the lakes. Lavon Lake and Lake Ray Hubbard are

significant reservoirs for the Dallas region but also very large barriers to linking Dallas and cities to the north and east with Greenville and Commerce and other cities and counties in East Texas.

Between Lavon and Ray Hubbard, "There is this small sliver of land, and that's where the traffic comes through," Shelton said.

Public Werks, which also operates as the Texas Turnpike Corp., reached a lease agreement with NETEX, the North East Texas Rural Rail District. They were looking to use the rail right of way of the old Cotton Belt line, which sliced between the lakes on its run to Greenville.

"But you had these small rural towns like Nevada, Josephine and Caddo Mills that were started and grew up because of the railroad," Shelton said. "And now you have some fairly dense residential development adjoining the right of way."

"The folks in those areas have enjoyed a certain quality of life they'd like to see maintained," he said, "so we're no longer considering a freeway-type of facility in that right of way."

The NCTCOG is about half done in its study of transportation needs in the area, Shelton said. The agency will take public input on the study at a meeting in Greenville on March 20.

"We'll have some new information and new maps and considerations of a new freeway facility either on the north side or south side" of Public Werks' proposed route, "some distance away, that would keep it clear of these small towns," he said.

GO & DO: Blacklands Corridor

**What:** To accept comments on study of transportation needs in the Blacklands Corridor

**When:** 6 p.m. March 20

**Where:** Fletcher Warren Civic Center, 5501 S. Business Highway 69, Greenville

# The New York Times

## Private Toll Road Considered to Counter Population Boom

By Aman Batheja  
abatheja@texastribune.org  
Texas Tribune  
June 12, 2014

Facing traffic congestion that is only expected to get worse, officials in North Texas are weighing a proposal to build a toll road for commuters into Dallas. The Texas Turnpike Corporation of Dallas has proposed a private toll road, the only of its kind in the state, connecting Greenville and Wylie, and local transportation officials say they are keeping an open mind.

“This would be a private-sector company that would 100 percent finance the project,” said Tom Shelton, a senior program manager with the North Central Texas Council of Governments, which coordinates the region’s transportation planning. “As a result, they would take 100 percent of the risk, and they would take 100 percent of the benefits.”

The council is studying the toll road proposal as part of its review of transportation options for the Blacklands Corridor, which includes parts of Dallas, Collin, Rockwall and Hunt counties. Thousands of residents from the Greenville area regularly drive the 50 miles to Dallas along Interstate 30.

With the corridor’s population projected to grow significantly over the next 20 years, local officials are hoping to expand the transportation options before congestion worsens. Building a highway will probably be among the recommendations issued later this year, Mr. Shelton said, and the Texas Turnpike Corporation’s proposal is drawing interest. (The Texas Turnpike Corporation has been a corporate sponsor of The Texas Tribune.)

Any road, however, is years away. A private road would have to be approved by the Texas Department of Transportation and comply with regional regulations, including how to set tolls, Mr. Shelton said. In addition, the corporation would need to acquire the land.

The possible route of the Blacklands toll road has already drawn some opposition from rural residents. Neal Barker, an infrastructure project

developer who serves on the corporation’s board of directors, said that if allowed to move forward, the company would work to avoid displacing residents and use eminent domain only as a last resort. Requests for comment from those behind a website opposed to the project were not returned.

In the early part of the last century, private toll roads were more common in Texas. Since then, every private toll road has either closed or was acquired by the state or another public entity. In 1991, state lawmakers repealed a law that allowed for the creation of private toll road corporations and that gave them the power of eminent domain. The Texas Turnpike Corporation, however, started one day before the repeal of the law was enacted, according to the Texas Department of Transportation.

Since then, Mr. Barker said, the company has been looking for a Texas road project in which a market opportunity exists but public entities are ill-equipped to address on their own.

Over the last decade, as state and federal transportation funding has dropped, communities across Texas have increasingly turned to tolling to fund highway projects. The state is now home to more than 20 toll facilities, with more in development.

Texas has long encouraged public-private partnerships in transportation projects, most notably the southern leg of State Highway 130 from Austin to Seguin, which opened in 2012. A private consortium designed and built the road and agreed to operate and maintain it for 50 years in exchange for a cut of the revenue. The consortium, however, does not own the land.

Neil Gray, director of government affairs for the International Bridge, Tunnel and Turnpike Association, said he could only think of one other entirely private toll road in the country: the Dulles Greenway in Virginia, which opened in 1995. “They’re very rare animals,” he said. “Typically, the

issue with the private toll road is acquiring the land on which to build it.”



The Transportation Policy Body for the North Central Texas Council of Governments  
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)

June 18, 2014

Mr. John Crew  
President  
Public Werks  
3811 Turtle Creek Blvd., Suite 1300  
Dallas, TX 75219

Dear Mr. Crew:

During the past year, the North Central Texas Council of Governments (NCTCOG) has undertaken the Blacklands Corridor Feasibility Study to determine whether transportation needs exist in an area that stretches from IH 30 in Greenville to the President George Bush Turnpike in Garland and from US 380 in the north to IH 30 in the south. The study area includes portions of Collin, Dallas, Hunt, and Rockwall Counties. This study comprehensively examined current and future needs and generated a multimodal approach to address those needs. Four public meetings have been held in the study area, and over the summer, staff and consultants will be finalizing the analysis and be ready to present draft recommendations for transportation improvements in the late summer/early fall timeframe.

We understand that the work Public Werks had begun prior to the Blacklands Corridor Feasibility Study related specifically to studying and engaging the public related to a toll road. Based on the public feedback received at each of NCTCOG's public meetings during the Feasibility Study, we feel that individuals in the corridor better understand the current and projected growth in the corridor and recognize the need for a more comprehensive set of transportation improvements. We believe we are now on the same schedule and are working together as we move forward.

As a result, we would like to move forward on a single path. With the overall recommendations NCTCOG will likely make at the final public meeting for the Feasibility Study – which will include components such as new or expanded arterials, bottleneck improvements to IH 30, and bicycle/pedestrian facilities – a new location highway/freeway/tollway will likely be included as a part of this package of improvements. When that recommendation is made, that will present an excellent opportunity for Public Werks to formally initiate public involvement efforts for the toll road being planned. NCTCOG will continue to remain active in the toll road effort and we look forward to working with you and your team throughout the environmental review process. As you work with elected officials, governmental entities, and the public, we would like to stay informed of the progress you are making towards implementing a needed transportation improvement in the Blacklands Corridor area. We encourage all parties to work together and see the project through to completion.

Sincerely,

Michael Morris, P.E.  
Director of Transportation

AW:lk

## TxDOT allocates \$2B for multimodal transportation projects

06.27.14

The Texas Department of Transportation (TxDOT) isn't all about roads anymore. It's about mobility. At a meeting of the Texas Transportation Commission Thursday, commissioners underscored that sentiment by approving the allocation of millions of dollars for a variety of multimodal and transit projects to government entities of all sizes throughout the state. The allocation of grant funds was from the Unified Transportation Program (UTP), a 10-year statewide program that supports the development and construction of transportation projects and projects involving aviation, public transportation and the state's waterways and coastal waters.

Some of the state's largest cities reaped some of the largest awards. Capital Metro in Austin was awarded a \$50 million grant. "It's encouraging that TxDOT is looking for and supporting multimodal strategies to help tackle our congestion challenges," said State Sen. Kirk Watson of Austin. "It's not possible to meet the demands of a thriving economy and fast growing population by only investing in roads. We need to embrace every available option to provide relief."

CapMetro will spend \$28 million of its award on four new MetroRail cars, doubling the capacity on the system. The remaining \$22 million will be used to toward the \$30 million to \$35 million cost to replace an existing temporary station with a new permanent station.

VIA Metropolitan Transit in San Antonio was allocated funding of \$35 million from the UTP. The agency will use the funds for added bus transit centers, shelters, park and rides and to expand its compressed natural gas (CNG) efforts. That expansion includes a CNG fueling facility and purchase of additional buses that operate on CNG.

VIA President and CEO Jeffrey C. Arndt praised the Transportation Commission for seeing "that we need all the tools in the transportation toolbox to address mobility in our rapidly growing community and that we are making an unprecedented investment in public transportation." Arndt said the funding will help the agency move forward with its transportation plan that is intended to touch all sectors of the city.

Some \$97 million is headed to Sun Metro in El Paso to be used toward the city's establishing a streetcar operation. Officials plan to build a 5.2-mile El Paso Trolley. Renovation on six streetcars from an earlier operation from 1949 till 1974 will get under way soon. Voters last August passed a \$68 million bond package and city officials approved funds for design of the streetcar system.

Although the largest part of the allocations were for transit-related projects, UTP funds also were awarded to road projects, most of which were aimed at new roadways, additional lanes and widening projects that are expected to relieve some of the traffic congestion in their respective areas.

In Houston, a project on Loop 610 was awarded grant funds of \$25 million. The money will be used to help defray the costs of building a dedicated bus lane along 610 as part of a planned bus rapid transit corridor.

The project provides for bus-only lanes along Post Oak and Loop 610 between the future Westpark Transit Center and the Northwest Transit Center near Interstate 10.

allocated for adding a managed toll lane from the US 81/287 split to the Denton County line.

Throughout the state, other transit agencies received funding as part of the statewide plan.

## TxDOT proposes new toll lanes on North Central Expressway

06.27.14

In a recent meeting with the Plano City Council, officials of the Texas Department of Transportation (TxDOT) proposed transforming the North Central Expressway in Collin County into a partial toll road at a cost of about \$11 million and open for business in early 2016. The North Central Expressway is one of the last free highways in the region.



TxDOT officials also proposed charging motorists to use existing HOV lanes on US 75 from the LBJ freeway in Richardson to McDermott Drive in Allen.

The plan calls for single riders from the LBJ Freeway to pay the posted toll rate to use HOV lanes for faster travel, while cars with two or more occupants would be required to register for the week or 15 minutes before using the previously free HOV lanes without a charge.

The proposal to add toll lanes is a stop-gap measure, said Plano Mayor Harry LaRosillere (pictured). The mayor also said he plans to have Plano conduct its own study to determine if the TxDOT plan for adding toll lanes to the North Central Expressway is feasible and in the interest of Plano residents.

## No consensus yet on TxDOT's highest priorities

### *House committee members question agency's processes, funding decisions*

07.03.14

There's a bit of a gap between what two members of the Texas Transportation Commission think should be the top goals of the Texas Department of Transportation (TxDOT). Their responses to that question set off a firestorm of commentary from legislators during a Wednesday committee hearing.

Commissioner Jeff Moseley told members of a House transportation committee that the agency's most important objectives should be dealing with mobility and congestion problems.

Commissioner Victor Vandergriff's opinion was starkly different. He took the agency to task over its lack of openness, transparency and performance-based decisions and cited those as where TxDOT should place its immediate focus.

The agency needs processes in place, said Vandergriff. Being open, transparent and deliberative will make more people have trust in the agency and what it's doing, he said. The agency is still trying to win back the trust of the legislature and the public after a reorganization of the agency was ordered a few years ago. Vandergriff also cited the need for performance measures that can be used to measure effectiveness and then turning those measurements back into processes. These issues "are not present at TxDOT," he said.

Vandergriff's comments discounted the results of a recently conducted satisfaction survey conducted on behalf of TxDOT. Moseley said the survey revealed that 92 percent of those responding to the survey, whom he said regularly do business with the agency, were satisfied with TxDOT and its service, while 93 percent of those responding to the survey were satisfied with their TxDOT district office and its services.

But, the legislators' angst was not focused so much at the agency or its employees as it was at

the Transportation Commission. They made public their concerns about how well the agency is performing, in particular regarding the increase in toll roads and the Commission's recent appropriation of transit-related funds.

"Everybody looks to toll something first," said Vandergriff, regarding funding options for transportation needs. While tolling used to be one of numerous financial options, managed lanes are now the first option, he said. He said the public assumes if they are toll roads, the tolls will eventually pay off the debt from building the road - and that is not the case.

Committee Chair Rep. Joe Pickett said the public has not been told that the reason for a toll road is not always because the money is not there to pay for them, but because the state will need money to maintain the roads in the future.

The recent allocation by the Transportation Commission of \$92 million toward a proposal for a streetcar system in San Antonio drew the ire of Committee member Rep. Lyle Larson. He went so far as to ask commissioners to reconsider and rescind that allocation. Larson said polling in Bexar County regarding the streetcar project showed the proposal was "universally disliked." He said the people want roads to help address congestion, not a streetcar system.

Larson months ago suggested that the TxDOT funding allocation for the streetcar be reallocated to funding flyover interchanges at Highway 151 and Loop 410, or to provide for a traditional funding strategy for adding capacity to Highway 281 from Loop 1604 to Marshall Road.

The Transportation Commission's approval of \$97 million in funding for a proposed trolley system in El Paso also drew comments. Pickett said the community supports the allocation of that funding because most citizens did not know that money also could have been spent for road

projects that could help mitigate traffic congestion. He said the public had reportedly been led to believe that this funding was “extra money” that was part of a grant program and a “take it now or lose it” allocation. Members of the committee noted that the trolley project would only address mobility and congestion within a few blocks of the downtown area and is “not the business of the state of Texas.”

TxDOT currently has a lot on its plate, including a directive from the State Legislature to find \$100 million in cuts at the agency to help achieve operational efficiencies. TxDOT Deputy Executive Director John Barton reported to the committee that the agency already has identified between \$115 million and \$120 million in possible cuts. However, \$24 million of that total is from the sale of TxDOT property in Houston and another \$50 million to \$60 million is from disposition of surplus property. Barton was warned, however, not to count on getting too much credit for those cuts because they are things that probably should have already been done.

TEXAS TRANSPORTATION COMMISSION

ALL Counties

MINUTE ORDER

Page 1 of 1

ALL Districts

Transportation Code, §201.991 provides that the Texas Department of Transportation (department) shall develop a Unified Transportation Program (UTP) covering a period of 10 years to guide the development of and authorize construction of transportation projects.

The Texas Transportation Commission (commission) has adopted rules in Title 43, Texas Administrative Code, Chapter 16, governing the planning and development of transportation projects. The rules include guidance regarding the development of the UTP and any updates to the program, as well as public involvement requirements.

The 2014 UTP was approved by the commission on August 29, 2013, in Minute Order 113675 and revisions to the 2014 UTP were approved by the commission on December 19, 2013, in Minute Order 113791; March 27, 2014, in Minute Order 113885 and May 29, 2014 in Minute Order 113948.

On May 15, 2014, the department conducted public meetings across the state via WebEx, and a public hearing was held on June 10, 2014 to receive comments and testimony concerning the proposed updates to the 2014 UTP.

The updates to the 2014 UTP, as shown in Exhibit A, include revised allocations based on funds transfer requests in multiple categories and funding authorizations for project priorities. In addition, this minute order revises project specific program lists, incorporates information regarding transportation development credit awards and remaining balances, and includes minor revisions and technical corrections.

IT IS THEREFORE ORDERED by the commission that the updates to the 2014 UTP, as shown in Exhibit A, are hereby approved.

IT IS FURTHER ORDERED the commission will provide a letter to the Houston Metropolitan Transit Authority and Uptown Houston District outlining the intended use of the potential funding for the I-610 bus lane facility, as described in Exhibit A.

Submitted and reviewed by:

  
Director of Planning

Recommended by:

  
Executive Director

113967 JUN 26 14

Minute Number      Date Passed

EXHIBIT A

**Transportation Development Credit Balances**

as of June 2, 2014

<b>Account</b>	<b>Balance</b>
CAMPO	734,282,287
HGAC	544,977,757
NCTCOG	465,486,222
Statewide	289,249,356
Public Transit	10,521,166
<b>TOTAL</b>	<b>2,044,516,788</b>

EXHIBIT A

<b>Funding Authorizations Under Consideration for Multimodal and Metropolitan Planning Organizations Partnerships</b>		
<b>Projects</b>	<b>District/MPO</b>	<b>Amount (Millions)</b>
<b>IH-610 Dedicated Bus Lane from Post Oak Blvd to IH 10. To be designed and built to support a dedicated bus lane. As designed, the facility will not support a rail component.</b>	<b>Houston</b>	<b>\$25</b>
<b>Capital METRO</b>	<b>Austin</b>	<b>\$50</b>
<b>Dallas Area Rapid Transit (DART)</b>	<b>Dallas &amp; Fort Worth</b>	<b>\$60</b>
<b>VIA Metropolitan Transit</b>	<b>San Antonio</b>	<b>\$35</b>
<b>Sun Metro</b>	<b>El Paso</b>	<b>\$97</b>
<b>MPO Partnerships - Transfer of 100(M) MPO Transportation Development Credits for up to \$10(M) in state funds</b>	<b>CAMPO, HGAC, NCTCOG</b>	<b>\$30</b>
<b>Brazos and Colorado River Floodgates Feasibility Study</b>		<b>\$5</b>

*The potential funding reserved for these initiatives will be included in future updates to the UTP based upon updated financial forecasts and will be subject to further public involvement. These UTP updates and an Advance Funding Agreement (if applicable) will outline additional project and funding details.*

EXHIBIT A

<b>Texas Transportation Commission Priorities Under Consideration for Additional Funding Pending Available Revenue</b>		
<b>Projects</b>	<b>District</b>	<b>Amount (Millions)</b>
<b>US 290 Corridor Commitments</b>	<b>Houston</b>	<b>\$82</b>
<b>US 175 &amp; US 69 Reconstruction</b>	<b>Tyler</b>	<b>\$30</b>
<b>Hueco Tanks Road Widening</b>	<b>EL Paso</b>	<b>\$9</b>
<b>IH 35E Reconstruction and Widening</b>	<b>Dallas</b>	<b>\$120</b>
<b>IH 45 Reconstruction and Widening</b>	<b>Dallas</b>	<b>\$170</b>
<b>IH 10 Reconstruction and Widening</b>	<b>Beaumont</b>	<b>\$280</b>
<b>Statewide Safety, Maintenance &amp; Energy Sector Projects, including Ports to Plains priorities in Dalhart, Big Springs Bypass and Lamesa Southern Cross Connector from US 87 to SH 349</b>		<b>\$500</b>

*These projects represent the Texas Transportation Commission's priorities for the UTP and will be included in future updates to the UTP based upon updated financial forecasts and will be subject to further public involvement.*

EXHIBIT A

2014 Unified Transportation Program

Dallas

Dallas County

CSJ <b>0092-14-080</b>	District <b>DALLAS</b>	<b>DALLAS COUNTY</b>	MPO DALLAS-FORT WORTH	City <b>IH 345</b>	Letting FY <b>2016</b>
Limits From	IH 30 - NORTHBOUND & SOUTHBOUND				
Limits To	SP 366 OVER IH 30, US 75, & DART RR				
Project Description	REHABILITATE JULIUS SCHEPPS OVERHEAD BRIDGE; REPAIR AND REPLACE STEEL ELEMENTS SUBJECT TO FATIGUE LOADING				

Total Project Cost Information		Programmed Funding					
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$9,580,426	6	BRIDGE PROGRAM	\$44,000,000	\$0	\$0	\$44,000,000
ROW & Utilities	\$0	12	STRATEGIC PRIORITY	\$141,000,000	\$0	\$0	\$141,000,000
Construction	\$195,518,896	<b>Total</b>		\$185,000,000	\$0	\$0	\$185,000,000
Construction Engineering	\$14,800,780						
Contingencies	\$8,954,765						
Indirect Costs	\$9,443,563						
Potential Change Orders	\$4,575,142						
Total Project Cost	\$242,873,573						

Denton County

CSJ <b>0081-13-041</b>	District <b>DALLAS</b>	<b>DENTON COUNTY</b>	MPO DALLAS-FORT WORTH	City <b>IH 35W</b>	Letting FY <b>2016</b>
Limits From	EAGLE PARKWAY				
Limits To	SH 114				
Project Description	CONSTRUCT 2 LANE FRONTAGE ROADS;LITSEY ROAD BRIDGE AND SECTION;TIE EXSTNG RAMPS;RELOCATE SB EXIT RAMP TO EAGLE PKWY				

Total Project Cost Information		Programmed Funding					
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$1,113,628	3	LOCAL	\$0	\$0	\$6,666,000	\$6,666,000
ROW & Utilities	\$0	7	STP-MM	\$3,334,000	\$0	\$0	\$3,334,000
Construction	\$22,727,100	12	STRATEGIC PRIORITY	\$10,000,000	\$0	\$0	\$10,000,000
Construction Engineering	\$1,449,989	<b>Total</b>		\$13,334,000	\$0	\$6,666,000	\$20,000,000
Contingencies	\$293,180						
Indirect Costs	\$1,097,719						
Potential Change Orders	\$1,313,626						
Total Project Cost	\$27,995,241						

CSJ <b>0081-13-054</b>	District <b>DALLAS</b>	<b>DENTON COUNTY</b>	MPO DALLAS-FORT WORTH	City <b>IH 35W</b>	Letting FY <b>2016</b>
Limits From	TARRANT COUNTY LINE				
Limits To	EAGLE PARKWAY				
Project Description	ADD MANAGED LANE 1 + 1				

Total Project Cost Information		Programmed Funding					
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$733,118	12	STRATEGIC PRIORITY	\$14,156,667	\$0	\$0	\$14,156,667
ROW & Utilities	\$0	<b>Total</b>		\$14,156,667	\$0	\$0	\$14,156,667
Construction	\$14,961,599						
Construction Engineering	\$643,349						
Contingencies	\$26,931						
Indirect Costs	\$722,645						
Potential Change Orders	\$704,691						
Total Project Cost	\$17,792,334						

EXHIBIT A

2014 Unified Transportation Program

Dallas

CSJ 0353-02-074 District DALLAS DENTON COUNTY MPO DALLAS-FORT WORTH City SH 114 Letting FY 2016

Limits From TROPHY LAKE DR. IN TROPHY CLUB

Limits To TARRANT CO LINE (WEST OF FM 1938)

Ranking Tier Unranked

Project Description WIDEN FREEWAY FROM 4 LANES TO 6 LANES

Total Project Cost Information		Programmed Funding					
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$425,320	3	LOCAL	\$0	\$0	\$2,666,400	\$2,666,400
ROW & Utilities	\$0	7	STP-MM	\$1,333,600	\$0	\$0	\$1,333,600
Construction	\$8,679,992	12	STRATEGI C PRI ORI TY	\$4,000,000	\$0	\$0	\$4,000,000
Construction Engineering	\$373,240		<b>Total</b>	\$5,333,600	\$0	\$2,666,400	\$8,000,000
Contingencies	\$15,624						
Indirect Costs	\$419,244						
Potential Change Orders	\$408,828						
Total Project Cost	\$10,322,247						

CSJ 3559-01-005 District DALLAS DENTON COUNTY MPO City SH 170 Letting FY 2016

Limits From WEST OF PARRISH RD

Limits To WEST OF SH 114 INTERCHANGE

Ranking Tier Unranked

Project Description CONSTRUCT GRADE SEPARATED INTERCHANGE AT PARRISH RD INTERSECTION-FRONTAGE ROAD BYPASS

Total Project Cost Information		Programmed Funding					
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$1,116,464	3	LOCAL	\$0	\$0	\$6,999,300	\$6,999,300
ROW & Utilities	\$0	7	STP-MM	\$3,500,700	\$0	\$0	\$3,500,700
Construction	\$22,784,979	12	STRATEGI C PRI ORI TY	\$10,500,000	\$0	\$0	\$10,500,000
Construction Engineering	\$1,068,616		<b>Total</b>	\$14,000,700	\$0	\$6,999,300	\$21,000,000
Contingencies	\$681,271						
Indirect Costs	\$1,100,515						
Potential Change Orders	\$1,023,046						
Total Project Cost	\$27,774,890						

Ellis County

CSJ 2266-03-004 District DALLAS ELLIS COUNTY MPO DALLAS-FORT WORTH City ELLIS SH 360 Letting FY 2015

Limits From US 287

Limits To TARRANT COUNTY LINE

Ranking Tier Unranked

Project Description WIDEN FROM 4 FRONTAGE RD LANES-CONTINUOUS TO 2 TOLL WITH 4 FRTG-C

Total Project Cost Information		Programmed Funding					
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$4,273,719	12	STRATEGI C PRI ORI TY	\$84,990,000	\$0	\$0	\$84,990,000
ROW & Utilities	\$0		<b>Total</b>	\$84,990,000	\$0	\$0	\$84,990,000
Construction	\$87,218,745						
Construction Engineering	\$3,750,406						
Contingencies	\$156,994						
Indirect Costs	\$4,212,665						
Potential Change Orders	\$4,108,003						
Total Project Cost	\$103,720,532						

EXHIBIT A

2014 Unified Transportation Program

Fort Worth

Johnson County

CSJ <b>0080-12-001</b>	District <b>FORT WORTH</b>	<b>JOHNSON COUNTY</b>	MPO DALLAS-FORT WORTH	City JOHNSON	<b>US 377</b>	Letting FY <b>2017</b>
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Limits From HOOD COUNTY LINE

Limits To APPROX. 1.1 MI NORTH OF SH 171

Ranking Tier 1

Project Description CONSTRUCT NEW LOCATION 4 LANE FACILITY AS ALTERNATE ROUTE IN

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$549,641	12	425 PLAN	\$10,750,800	\$0	\$0	\$0	\$10,750,800
ROW & Utilities	\$0							
Construction	\$11,217,166							
Construction Engineering	\$549,641							
Contingencies	\$140,215							
Indirect Costs	\$481,216							
Potential Change Orders	\$612,457							
<b>Total Project Cost</b>	<b>\$13,550,337</b>							

Tarrant County

CSJ <b>0902-48-453</b>	District <b>FORT WORTH</b>	<b>TARRANT COUNTY</b>	MPO DALLAS-FORT WORTH	City FORT WORTH	<b>City St</b>	Letting FY <b>2015</b>
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Limits From WEST OF MILLER

Limits To STALCUP WEST OF IH 820, IN FT WORTH

Ranking Tier Unranked

Project Description RECONSTRUCT FROM 4 LANES TO 4 LANE DIVIDED WITH RAISED

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$660,813	7	STP-MM	\$10,641,401	\$0	\$0	\$0	\$10,641,401
ROW & Utilities	\$0	12	STRATEGI C PRI ORI TY	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Construction	\$13,485,985	3	LOCAL	\$0	\$0	\$400,000	\$400,000	\$400,000
Construction Engineering	\$660,813							
Contingencies	\$6,743							
Indirect Costs	\$578,549							
Potential Change Orders	\$609,567							
<b>Total Project Cost</b>	<b>\$16,002,470</b>							

CSJ <b>2266-02-136</b>	District <b>FORT WORTH</b>	<b>TARRANT COUNTY</b>	MPO DALLAS-FORT WORTH	City TEXAS TOLLWAY AUT	<b>SH 360</b>	Letting FY <b>2015</b>
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Limits From SUBLETT/CAMP WISDOM ROAD

Limits To ELLIS COUNTY LINE

Ranking Tier Unranked

Project Description CONSTRUCT 4 TOLL LNS FR SUBLETT/CAMP WIS. TO BROAD ST; 2 TO HERITAGE;AND 2 TOLL LNS & 2 FRTG-C FR HERITAGE TO ELLIS C/L

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$10,777,898	12	STRATEGI C PRI ORI TY	\$215,010,000	\$0	\$0	\$0	\$215,010,000
ROW & Utilities	\$0			-----Remaining Funding to be Determined-----				
Construction	\$219,957,105							
Construction Engineering	\$9,458,156							
Contingencies	\$395,923							
Indirect Costs	\$10,623,928							
Potential Change Orders	\$10,359,980							
<b>Total Project Cost</b>	<b>\$261,572,990</b>							

EXHIBIT A

2014 Unified Transportation Program

Fort Worth

CSJ <b>0081-12-047</b>	District <b>FORT WORTH</b>	TARRANT <b>COUNTY</b>	MPO DALLAS-FORT WORTH	City TARRANT	<b>IH 35W</b>	Letting FY <b>2016</b>
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Limits From US 81/287 SPLIT

Limits To DENTON COUNTY LINE

Ranking Tier Unranked

Project Description ADD MANAGED TOLL LANE 1 + 1

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$5,999,073	12	STRATEGIC PRIORITY	\$115,843,333	\$0	\$0	\$0	\$115,843,333
ROW & Utilities	\$0				\$0	\$0		
Construction	\$122,430,057		<b>Total</b>	\$115,843,333	\$0	\$0		\$115,843,333
Construction Engineering	\$5,264,492							
Contingencies	\$220,374							
Indirect Costs	\$5,913,372							
Potential Change Orders	\$5,766,456							
Total Project Cost	\$145,593,824							

CSJ <b>0353-03-093</b>	District <b>FORT WORTH</b>	TARRANT <b>COUNTY</b>	MPO DALLAS-FORT WORTH	City	<b>SH 114</b>	Letting FY <b>2016</b>
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Limits From TARRANT CO LINE (WEST OF FM 1938)

Limits To KIRKWOOD BLVD.

Ranking Tier Unranked

Project Description WIDEN FREEWAY FROM 4 LANES TO 6 LANES

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$425,320	3	LOCAL	\$0	\$0	\$2,666,400	\$2,666,400	
ROW & Utilities	\$0	7	STP-MM	\$1,333,600	\$0	\$0	\$1,333,600	
Construction	\$8,679,992	12	STRATEGIC PRIORITY	\$4,000,000	\$0	\$0	\$4,000,000	
Construction Engineering	\$373,240		<b>Total</b>	\$5,333,600	\$0	\$2,666,400	\$8,000,000	
Contingencies	\$15,624							
Indirect Costs	\$419,244							
Potential Change Orders	\$408,828							
Total Project Cost	\$10,322,247							



# TEXAS DEPARTMENT OF TRANSPORTATION



## 2014 UNIFIED TRANSPORTATION PROGRAM (UTP) UPDATE

Texas Transportation Commission



June 26, 2014

# Proposed amendments under consideration

- Funding-level adjustments
- Project list updates
- Projects under consideration for additional funding
- Transportation Development Credit (TDC) balances and award

# Funding adjustments

## Funding-level adjustments

Changes to statewide funding levels based on revised financial forecast

## Fund transfer requests

Movement of funds between categories, years, TxDOT Districts and/or MPOs to align available funding with the timing of project initiation

*Example: \$35.5 Million funding swap for the I-10 at LP 375 SB-EB, NB-EB Direct Connectors. Project was SIB/locally funded but now TxDOT to fund with a swap of funds on the LP 375 managed lanes project from Zaragoza to Bob Hope Drive. Action will maintain project schedule and avoid TIP/conformity issues in El Paso.*

# Program updates

## Project Specific Updates:

- Mobility programs in Amarillo, El Paso, Fort Worth, Lubbock and Odessa
- Local funding commitments from City of Wharton
- Project revisions to adjust costs on projects

## Allocation Program Updates:

- Additional administrative approvals for amendments to allocation program in Category 9 for Brazos and Colorado River Floodgates Study

The image displays three overlapping screenshots of project cost sheets for the 2014 Unified Transportation Program (UTP) in Amarillo, El Paso, and Odessa. Each sheet provides detailed financial information for a specific project, including project description, cost breakdown, and funding sources.

**Top Sheet: Amarillo**  
 Project: 2014 Unified Transportation Program - Amarillo  
 County: Potter County  
 City: Amarillo  
 Project Description: RANDALL COUNTY LINE

**Middle Sheet: El Paso**  
 Project: 2014 Unified Transportation Program - El Paso  
 County: El Paso County  
 City: El Paso  
 Project Description: 23 MI W. OF I-35 PARKWAY

**Bottom Sheet: Odessa**  
 Project: 2014 Unified Transportation Program - Odessa  
 County: Ector County  
 City: Odessa  
 Project Description: REALIGN EXISTING ROADWAY ON NEW LOCATION

Each sheet includes a 'Total Project Cost Information' table with columns for Program, Construction, and Other, and a 'Programmed Funding' table with columns for State, Local, and Other. A large 'REVISED' watermark is visible across the middle sheet.

## Urban and regional highway needs: addressing safety, mobility, congestion and local partnerships

- **Grand Parkway Segment I2 frontage roads** – provide improved safety and connectivity to the Port of Houston through the construction of additional frontage roads between BS 146E and FM 1405 in Harris and Chambers Counties.
- **US 290 corridor widening** – additional funding to support on-going freeway widening and managed lane improvements that offer mobility and congestion relief as part of a regional partnership with Harris County.
- **I-35W/SH 170/SH 114 improvements** – mobility and congestion improvements that provide frontage road enhancements on I-35W, construction of two initial main lanes on SH 170, and bottleneck relief on SH 114 in the vicinity of the Alliance Airport and Global Logistics Hub in partnership with the NCTCOG Regional Transportation Council, Tarrant and Denton Counties.
- **US 175 reconstruction and widening** – safety and connectivity improvement to widen from two to four lanes in Henderson County from FM 804 toward Poynor and the Anderson County Line, Henderson County.
- **SH 31 Super 2 widening** - various sections of Super 2 widening to provide safety improvements with passing lanes, Gregg and Smith Counties.
- **US 69 widening** - including various safety improvements and widening of US 69 through the community of Wells, Cherokee County.
- **Old Hueco Tanks Road widening and upgrade** – connectivity and mobility improvements in partnership with the City of Socorro improving local connectivity between I-10 and the City of Socorro. Project will reduce local traffic through the I-10/SL 375 Americas Interchange, El Paso County.

## Regional interstate widening needs: addressing regional safety, mobility and connectivity

- **I-35E reconstruction and widening** – widen from 4 to 6 lanes from US 77 north of Waxahachie to US 77 south of Waxahachie, Ellis County.
- **I-45 reconstruction and widening** – widen from 4 to 6 lanes through Corsicana, Navarro County.
- **I-10 reconstruction and widening** – from 4 to 6 lanes from FM 1663 near Winnie to County Road 131 near Beaumont, Chambers and Jefferson Counties.

## Feasibility study for improvements to the Gulf Intercoastal Waterway: addressing safety and freight movement

- Funding for a potential partnership with the U.S. Army Corps of Engineers for a feasibility study to upgrade floodgates at the Brazos and Colorado rivers.
- Remove significant bottlenecks along the waterway.
- Use new provisions outlined in the recently passed Water Resources Reform and Development Act of 2014.

# Projects and priorities

Regional multimodal partnership: addressing mobility, congestion and local partnerships. Serving Texas A&M Transportation Institute (TTI) Top 100 Congested Corridors.

- **I-610 dedicated bus lane with Houston METRO** – Dedicated bus lane from Post Oak Boulevard to I-10 in Houston. Funding will match local participation with Uptown Houston Association for the development of this bus only linkage from the Katy Transit Center to Post Oak Road in the Galleria. Serves the I-610 (TTI #6) congested corridor.
- **Red Line capacity improvements with Capital Metro** – Additional railcars along with track and station improvements that will double the capacity of the Red Line rail system that serves downtown, central and northwest Austin. Serves the I-35 (TTI #1), SL 1/MOPAC (TTI #27), and North Lamar/SH 275 (TTI #71, #81) congested corridors.
- **Red and Blue Line transit initiatives with DART** – Interrelated transit initiatives in Dallas to improve operational capacity of the Red and Blue lines that serve downtown and key commuter corridors. Station platforms along these lines will be extended to accommodate longer trains with 50% more passengers. Serves US 75/North Central (TTI #7), I-35E (TTI #9, #23), SS 366/Woodall Rogers (TTI #8), I-30 (TTI #13), I-345 (TTI # 16) congested corridors.
- **Streetcar project with Sun Metro** – Streetcar system in El Paso linking the international bridges, downtown, the Cincinnati entertainment district and the University of Texas at El Paso. System will include 4.8 miles of track, related street improvements, 27 streetcar stops and vehicle maintenance/storage facilities. Serves I-10 (TTI #34, #91) congested corridors.
- **Transit center and alternative fuel buses with VIA** – Improve transit service to key destinations in downtown San Antonio with enhancements to key transit centers and stops, along with the purchase of natural gas powered articulating buses that will also improve air quality performance. Serves the I-35 (TTI #39) corridor.

## \$500M for safety, maintenance and energy sector projects : addressing safety, mobility and connectivity

- **US 87/Ports to Plains Corridor initiatives**
  - US 87 UPRR Underpass Reconstruction in Dalhart to increase low clearance, Dallam County
  - Lamesa Southern Cross Connector from SH 349 to US 87 to relieve downtown congestion and provide improved corridor connectivity, Dawson County
  - US 87 Big Spring Bypass to relieve downtown congestion and provide improved corridor connectivity, Howard County
- **Energy sector rehabilitation and safety improvement** – Statewide maintenance and safety improvements to address critical energy sector areas of the state. Funding to be allocated by TxDOT's Maintenance Division based on an assessment of current statewide energy sector needs.

## Metropolitan Planning Organizations (MPO) partnerships to leverage TDCs and expedite local reimbursements of federal funding:

- MPO partnership opportunity with who have excess Transportation Development Credits (TDCs)
  - Houston Galveston Area Council
  - North Central Texas Council of Governments
  - Capital Area Metropolitan Planning Organization
- TxDOT will offer up to \$10 Million per MPO in FY 15 seed funding for projects. This funding will enable MPOs to establish a revolving account for expediting federal funding reimbursements for local project sponsors.
- As part of the funding agreement, the MPOs will trade TxDOT up to 100 million TDCs per MPO.
- TxDOT can utilize TDCs statewide.
- TDCs are a financing tool approved by FHWA that allow states to use federal obligation authority without the requirement of non-federal matching dollars.



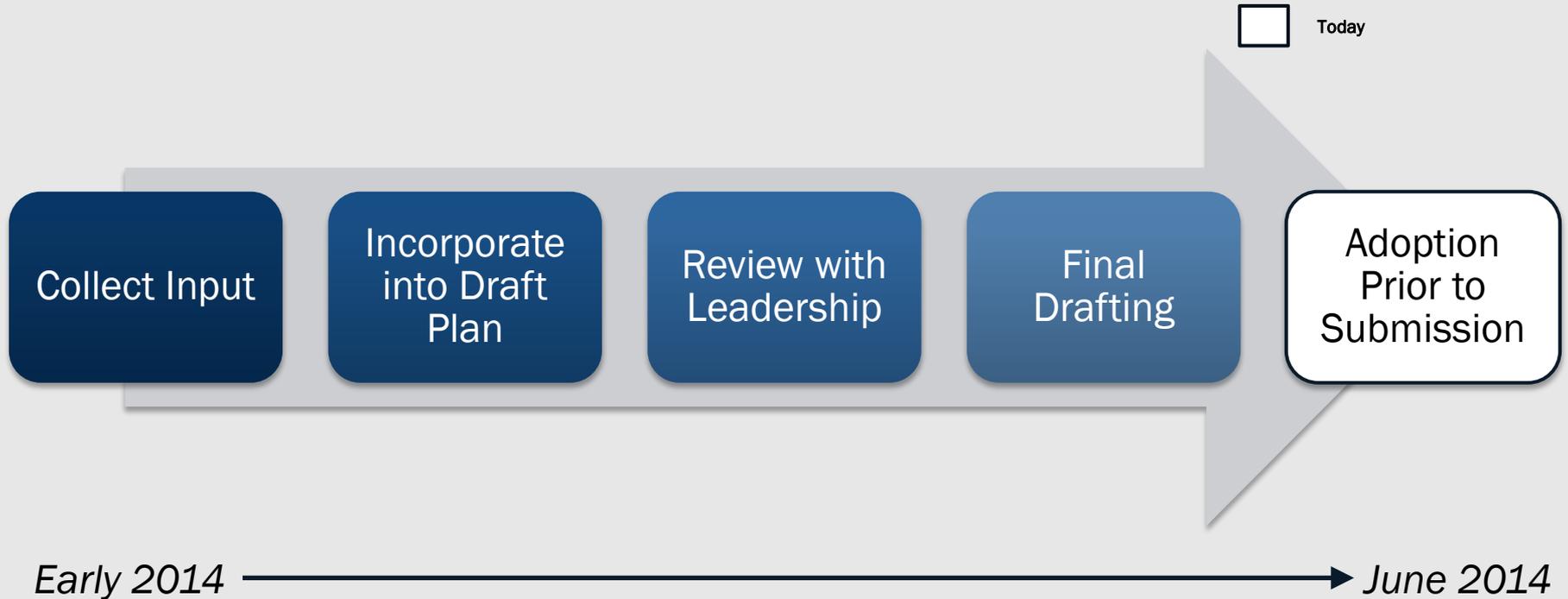
# 2015-2019 STRATEGIC PLAN

Texas Transportation Commission

# Background for the Strategic Plan

- TxDOT is legislatively required to develop a 5-year plan as part of the biennial appropriations process
- The plan outlines the goals and objectives for the agency and its top priorities
  - Approved by the Commission
- Additionally, it forms the basis for our budgetary request and describes key performance metrics

# Strategic Plan Development Process



# TxDOT's Strategic Direction

- **Mission:** Work with others to provide safe and reliable transportation solutions for Texas
- **Values:**
  - **Trust** - We strive to earn and maintain the confidence of our partners and the people of Texas.
  - **Integrity** - We honor our commitments and keep our word.
  - **Responsibility** - We are accountable to the people of Texas for carrying out our mission and roles.
  - **Excellence** - We do our work at a high level of quality.
  - **Service** - We do what we do for the benefit of the people of Texas.

# Key Strategic Themes for TxDOT 2015-2019

- **Texas Is at an Historic Crossroads for Mobility Demand**
  - **Population Explosion**
  - **Energy Exploration and Marketing**
  - **Expansion of the Panama Canal**
  - **Robust Mexican Economy**
  - **Intermodal Connections**

# TxDOT's Priorities

Priority	Examples/Strategies
Be the Safest DOT in the United States	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>• Texas' 12% drop in statewide traffic fatalities from 3,823 in 2002 to 3,377 in 2013</li> <li>• Lowest employee injury incident rate of any reporting Department of Transportation</li> </ul> <p><u>Strategies</u></p> <ul style="list-style-type: none"> <li>• Work toward zero fatalities on Texas highways. The last day without a death on Texas highways was November 7, 2000.</li> <li>• Applying six-sigma techniques to identify safety anomalies and root-cause(s) of incidents</li> </ul>
Further Strengthen and Enhance Our Relationship with MPOs, Counties, and Other Key Stakeholders	<p><u>Accomplishments</u></p> <ul style="list-style-type: none"> <li>• Greater coordination with and involvement of external working groups to shape transportation plans and policy</li> <li>• Texas Freight Advisory Committee</li> <li>• Various Corridor Advisory Committees (such as I-69 and I-35)</li> <li>• Various Multi-modal Advisory Committees</li> </ul> <p><u>Strategy</u></p> <ul style="list-style-type: none"> <li>• Work with MPOs to develop a coordinated approach to performance management in response to MAP-21</li> </ul>

# TxDOT's Priorities

Priority	Examples/Strategies
Act as a Resource for Transportation Funding	<u>Strategies</u> <ul style="list-style-type: none"><li>• Helping local communities take advantage of funding options, such as Transportation Reinvestment Zones and State Infrastructure Bank loans</li><li>• Use Comprehensive Development Agreements and other legislatively-authorized tools to enhance state and local funding for transportation</li></ul>
Research Transportation Technology Solutions	<u>Accomplishments</u> <ul style="list-style-type: none"><li>• Creation and continuation of Texas Technology Task Force to identify leading-edge technologies with application to transportation</li><li>• Launch of new “Strategic Research Agenda” with focus on Smart Freight Corridors, Leveraging Ubiquitous Data, and Sustainable/Resilient Infrastructure</li></ul> <u>Strategies</u> <ul style="list-style-type: none"><li>• Creation of the Accelerate Texas Center</li><li>• Development and deployment of environmental sensors and I2I/I2V communications and deployment of connected vehicle infrastructure</li></ul>

# TxDOT's Priorities

Priority	Examples/Strategies
Develop Innovative Maintenance Approaches That Reduce Costs and Improve and Preserve Transportation System Conditions	<p data-bbox="459 186 683 214"><u>Accomplishments</u></p> <ul data-bbox="459 222 1843 358" style="list-style-type: none"><li data-bbox="459 222 1843 285">• Use of comprehensive maintenance agreements in conjunction with alternate deliver projects to obtain lifecycle efficiencies</li><li data-bbox="459 293 1843 358">• Implementation of total maintenance contracts on key highway corridors (I-35 Austin, Houston inside BW8, I45 Houston to Dallas)</li></ul> <p data-bbox="459 366 591 394"><u>Strategies</u></p> <ul data-bbox="459 402 1831 536" style="list-style-type: none"><li data-bbox="459 402 1363 430">• Development of transportation asset management planning process</li><li data-bbox="459 438 1831 501">• Implement Comprehensive Maintenance Agreements on applicable CDA projects that enlist private sector innovation and support for long term asset management.</li><li data-bbox="459 509 1213 536">• Partnership with national Pavement Preservation Center</li></ul>
Develop Effective Information Systems	<p data-bbox="459 544 591 572"><u>Strategies</u></p> <ul data-bbox="459 580 1804 820" style="list-style-type: none"><li data-bbox="459 580 1804 643">• Stabilization and upgrade of critical systems to ensure operational continuity and improved disaster response readiness</li><li data-bbox="459 651 1541 679">• Standardization of IT technologies and processes to improve service capabilities.</li><li data-bbox="459 687 1804 750">• Modernization of applications to reduce complexity, and take advantage of improved functionality and supportability</li><li data-bbox="459 758 1740 820">• Implement solutions to improve information sharing, workflow management, collaboration, asset management, and project planning and management</li></ul>

## Other Parts of the Strategic Plan

- Technology Resource Planning
- Appendix A: Agency Planning Process
- Appendix B: Current Organizational Chart
- Appendix C: Five-Year Projections for Outcomes
  - Tied to agency budget & outcome measures
  - Once adopted in the General Appropriations Act, reported performance will be measured against these targets
- Appendix D: List of Measure Definitions
  - Agency budgetary performance measures approved by the LBB and GOBPP
  - 18 key and 2 non-key measures: outcome (12), output (8)
- Appendix E: Workforce Plan
- Appendix F: 2014 Survey of Employee Engagement
- 2014 Report on Customer Service (Submitted separately by June 1<sup>st</sup>)

## Next Steps

- Upon adoption, submit approved plan to Governor's Office and Legislative Budget Board by July 7, 2014 deadline
- Post final strategic plan to TxDOT website
- Execute the plan for strategic results

**DEAN INTERNATIONAL, INC.**  
**PUBLIC POLICY CONSULTANTS**

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

214.750.0123  
214.750.0124 Fax  
E-mail: [rschaffner@dean.net](mailto: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:** July 9, 2014

**Subject:** TxDOT 2040 Planning Meeting Information

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On Monday, July 7, 2014, TxDOT held a public meeting for the 2040 TxDOT Long Range Plan. [HERE](#) is a link to the 2035 TxDOT Long Range Plan that is being updated.

Please find attached information from the meeting including handouts, a public comment form, and information that can be sent to TxDOT.

For more information, please contact:

Michelle Conkle  
Transportation Planner  
Transportation Planning and Programming Division  
TxDOT  
O: 512-486-5132  
[Michelle.conkle@txdot.gov](mailto:Michelle.conkle@txdot.gov)





### 1. Where do you live?

\_\_\_\_\_ City or Town \_\_\_\_\_ County \_\_\_\_\_ Zip Code

### 2. What ways do you travel? (Please answer all)

Method of travel	Daily	Weekly	Monthly	Seldom	Never Use
Drive alone in vehicle	<input type="checkbox"/>				
Carpool or vanpool	<input type="checkbox"/>				
Motorcycle or motorized scooter	<input type="checkbox"/>				
Public Transit (e.g., city bus, light/commuter rail)	<input type="checkbox"/>				
Bus between cities (e.g., Greyhound, Kerrville, Tornado, etc)	<input type="checkbox"/>				
Taxicab	<input type="checkbox"/>				
Bicycle	<input type="checkbox"/>				
Walk	<input type="checkbox"/>				
Train (Amtrak)	<input type="checkbox"/>				
Airplane	<input type="checkbox"/>				
Ferryboat	<input type="checkbox"/>				

### 3. How do you commute from home to work or school most of the time?

Commute method	Choose One
Drive alone in vehicle	<input type="checkbox"/>
Carpool or vanpool	<input type="checkbox"/>
Motorcycle or motorized scooter	<input type="checkbox"/>
Public Transit (e.g., city bus, light rail, commuter rail)	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>
Walk	<input type="checkbox"/>
Taxicab	<input type="checkbox"/>
Work at home or telecommute	<input type="checkbox"/>
Do not commute	<input type="checkbox"/>

### 4. Where do you work or go to school?

\_\_\_\_\_ City or Town

\_\_\_\_\_ County

\_\_\_\_\_ Zip Code

### 5. How far is your commute to work or school?

\_\_\_\_\_ Miles

### 6. What is the most important factor in choosing how you commute to work or school? (choose one)

Most important factor	Choose One
It is the only option available	<input type="checkbox"/>
Travel time	<input type="checkbox"/>
Reliability	<input type="checkbox"/>
Cost	<input type="checkbox"/>
Flexibility	<input type="checkbox"/>
Convenience	<input type="checkbox"/>
Need to make stops going to or from work (e.g., errands, children)	<input type="checkbox"/>
Emergency or unplanned trips	<input type="checkbox"/>
Wellness and health	<input type="checkbox"/>
Environmental concerns	<input type="checkbox"/>
Other (please specify):	<input type="checkbox"/>

### 7. As we prioritize transportation investments, how important are these goals to you?

Goal areas	Very Important	Important	Neutral	Unimportant	Very Unimportant
<b>Safety</b> (Infrastructure preservation to maintain a safe system)	<input type="checkbox"/>				
<b>Asset management</b> (Prioritizing cost beneficial preservation to ensure physical assets remain safe and in good condition)	<input type="checkbox"/>				
<b>Mobility and reliability</b> (Congestion reduction; commerce facilitation; system efficiency; and performance)	<input type="checkbox"/>				
<b>Multimodal connectivity</b> (Extent to which various modes are connected to move people and goods efficiently)	<input type="checkbox"/>				
<b>Stewardship</b> (Earning public trust, social-responsible planning, maintaining accountability in decision making)	<input type="checkbox"/>				
<b>Customer service</b> (Educating the public; listening to and incorporating public needs and priorities into the planning process)	<input type="checkbox"/>				
<b>Sustainable funding</b> (Identifying and documenting funding sources to meet the State's future transportation needs)	<input type="checkbox"/>				

### 8. How would you rate the following as transportation problems?

Transportation problems	Very Important	Important	Neutral	Unimportant	Very Unimportant
Traffic congestion and delays	<input type="checkbox"/>				
Potholes, crumbling roads and bridges	<input type="checkbox"/>				
Pedestrian and bicycle safety	<input type="checkbox"/>				
Limited public transportation service	<input type="checkbox"/>				
Lack of alternative modes of travel (besides passenger vehicles)	<input type="checkbox"/>				
Unsafe/narrow roads	<input type="checkbox"/>				
Lack of travel options between cities	<input type="checkbox"/>				



**9. How would you rate these potential solutions for improving transportation?**

Potential solutions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Add lanes to existing roads or freeway	<input type="checkbox"/>				
Build more roads or freeways	<input type="checkbox"/>				
Add shoulders to existing roads	<input type="checkbox"/>				
Add turn lanes at intersections	<input type="checkbox"/>				
Improve traffic signal timing	<input type="checkbox"/>				
Improve pavement and bridges	<input type="checkbox"/>				
Provide more bus service	<input type="checkbox"/>				
Build more light/commuter rail lines	<input type="checkbox"/>				
Build more high speed rail lines between large cities	<input type="checkbox"/>				
Expand airports and terminals	<input type="checkbox"/>				
Add new or widen existing sidewalks	<input type="checkbox"/>				
Build more signalized crosswalks	<input type="checkbox"/>				
Provide driver information systems (e.g., changeable message signs, traffic cameras)	<input type="checkbox"/>				
Build High Occupancy Vehicle (HOV)/carpool/bus lanes	<input type="checkbox"/>				
Reduce traffic conflicts between heavy trucks and passenger vehicles	<input type="checkbox"/>				
Land use development that encourages transportation options	<input type="checkbox"/>				

**10. If you could spend \$100 to improve transportation facilities in Texas, how much would you spend on the following?**

Category	Amount (\$100 Total)
Reducing congestion on highways	
Repairing or maintaining highways and bridges	
Improving public transit	
Improving airports	
Improving route and facilities for freight	
Improving ports	
Improving pedestrian and bicycle facilities	
Other: _____	

**Tell us about yourself!**

This project is requesting demographic information to evaluate the effectiveness of public outreach activities and to comply with Title VI of the Civil Rights Act. The **identity of individuals is kept confidential**. The results are reported as totals only, and **used solely to help improve future outreach**.

**How did you hear about the project?**

- Public notice
- Newsletter
- Website
- Email
- Friend or co-worker
- Other \_\_\_\_\_

**Your Race/Ethnicity**

- African-American
- Caucasian
- Hispanic
- American Indian/Alaskan
- Asian or Pacific Islander
- Unknown/Don't want to say

**Household Income**

- \$0-\$9,999
- \$10,000-\$14,999
- \$15,000-\$24,999
- \$25,000-\$34,999
- \$35,000-\$49,999
- \$50,000-\$74,999
- \$75,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000 or more
- Prefer not to say

**Gender Identity**

- Male
- Female
- Prefer not to say

**Age**

- 16-19
- 20-24
- 25-29
- 30-34
- 35-39
- 40-44
- Prefer not to say
- 45-49
- 50-54
- 55-59
- 60-64
- 65-69
- 70 or older

**What language is spoken at home?**

- English
- Spanish
- \_\_\_\_\_

**11. Please provide any additional comments below:**

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# Texas Transportation Plan (TTP) 2040 Demographic Survey

Location: \_\_\_\_\_

Date: \_\_\_\_\_

Your home ZIP code

## Voluntary Information

Please provide the following information about yourself. Please check appropriate circle.

### Sex

- Female
- Male

### Age

- 1-21
- 22-40
- 41-65
- Over 65

### Disability

- Yes
- No

### Ethnicity / Race

- White (non-Hispanic)
- Asian
- American Indian
- Native Hawaiian / other Pacific Islander
- Black
- Hispanic
- Other: \_\_\_\_\_

### First Language

- English
- Spanish
- Vietnamese
- Chinese dialect
- Russian
- Other: \_\_\_\_\_

### Second Language

- English
- Spanish
- Vietnamese
- Chinese dialect
- Russian
- Other: \_\_\_\_\_

### Household Income

- \$0-\$12,000
- \$12,000-\$24,000
- \$25,000-\$36,000
- \$37,000-\$48,000
- \$49,000-\$60,000
- \$60,000 +

Household size: Adults \_\_\_ Children \_\_\_

## Who are you representing?

Voluntary Information

### (1) Minority population / organization

- Asian
- American Indian
- Native Hawaiian / other Pacific Islander
- Black
- Hispanic
- Other: \_\_\_\_\_

### (3) Persons with disabilities

- Yes
- No

### (4) Elderly population

- Yes
- No

### (2) Low-income population

- Yes
- No





# T E X A S AIR CARGO

While shipping by air is the quickest and most reliable mode of transport, it is also the most costly. Because of this, air freight usually consists of goods that are highly perishable or particularly valuable. The largest air cargo flow is freight shipped from external sources to Texas. In terms of value the mode share is about 16%. However, in terms of weight the share is less than 1%. This mode is supporting the rapid expansion of oil/gas exploration and the local bio-medical industry in the Houston region. Major investments have been made at the top 5 Texas air cargo facilities to support growing economic development in the state. Texas is home to two major master-planned logistics developments anchored by dedicated air cargo facilities. One of these facilities, Alliance is an anchor for a multiple destination MD-11 flight between Taipei and Texas four times a week.



Dallas-Fort Worth International Airport

## TOP 10 AIR CARGO AIRPORTS IN TEXAS

U.S. Rank	Airport	2012 Gross Weight (1000 lbs)
10	Dallas/Fort Worth Int'l	3,087,615
17	George Bush Int'l/Houston	1,567,275
28	San Antonio Int'l	809,392
36	Fort Worth Alliance	634,123
39	El Paso Int'l	554,801
43	Laredo Int'l	460,001
51	Austin-Bergstrom Int'l	420,479
76	Valley Int'l	233,876
80	Lubbock Preston Smith Int'l	222,178
117	Brownsville/South Padre Island Int'l	18,566

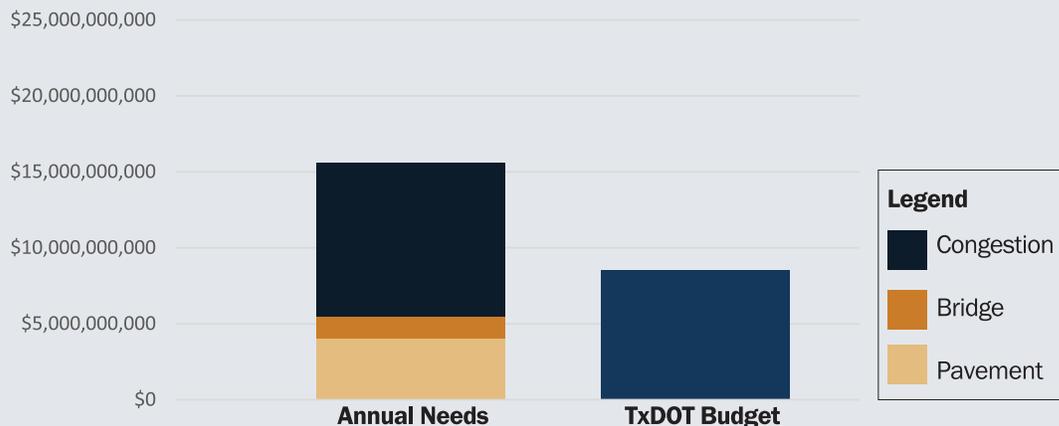
Source: 2013 FAA Air Carrier Activity Information System

### QUICK FACTS:

- Since 1999, international air cargo shipments at Dallas/Fort Worth have increased 209%
- Over the past decade, George Bush Intercontinental has been the fastest growing overall air cargo hub in the state (2.88% annual growth)
- Dallas/Fort Worth has 160 scheduled weekly flights to markets in North America, South America, Europe, and Asia
- Flights leaving Texas airports can reach every North American market in less than 4 hours
- Texas is home to regional air hubs for UPS and FedEx

**The Dallas/Ft Worth International Airport's air cargo ramp has space to park 11 Boeing 747 aircrafts.**

## TxDOT Annual Transportation Needs and Budget

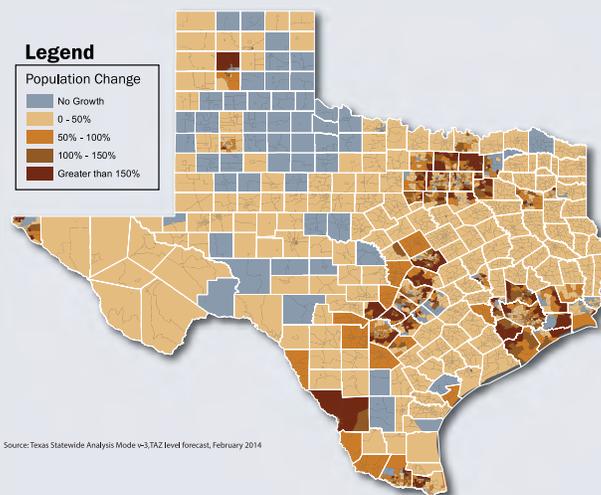


For the TTP, transportation needs are defined as the costs to preserve, maintain, and expand Texas' transportation system to meet good or better conditions over the Plan horizon.

Dollars are shown in 2014 dollars; this is the annual need through 2040. Need is based on maintaining infrastructure to Level of Service (LOS) "C" classification. Amounts are based on congestion, bridge and pavement needs only.

Sources:  
 Need estimate from CH2M Hill estimates calculated for Texas Transportation Plan 2040, May 2014  
 TxDOT budget estimate from General Appropriations Act 2014-15 with Rider Adjustments

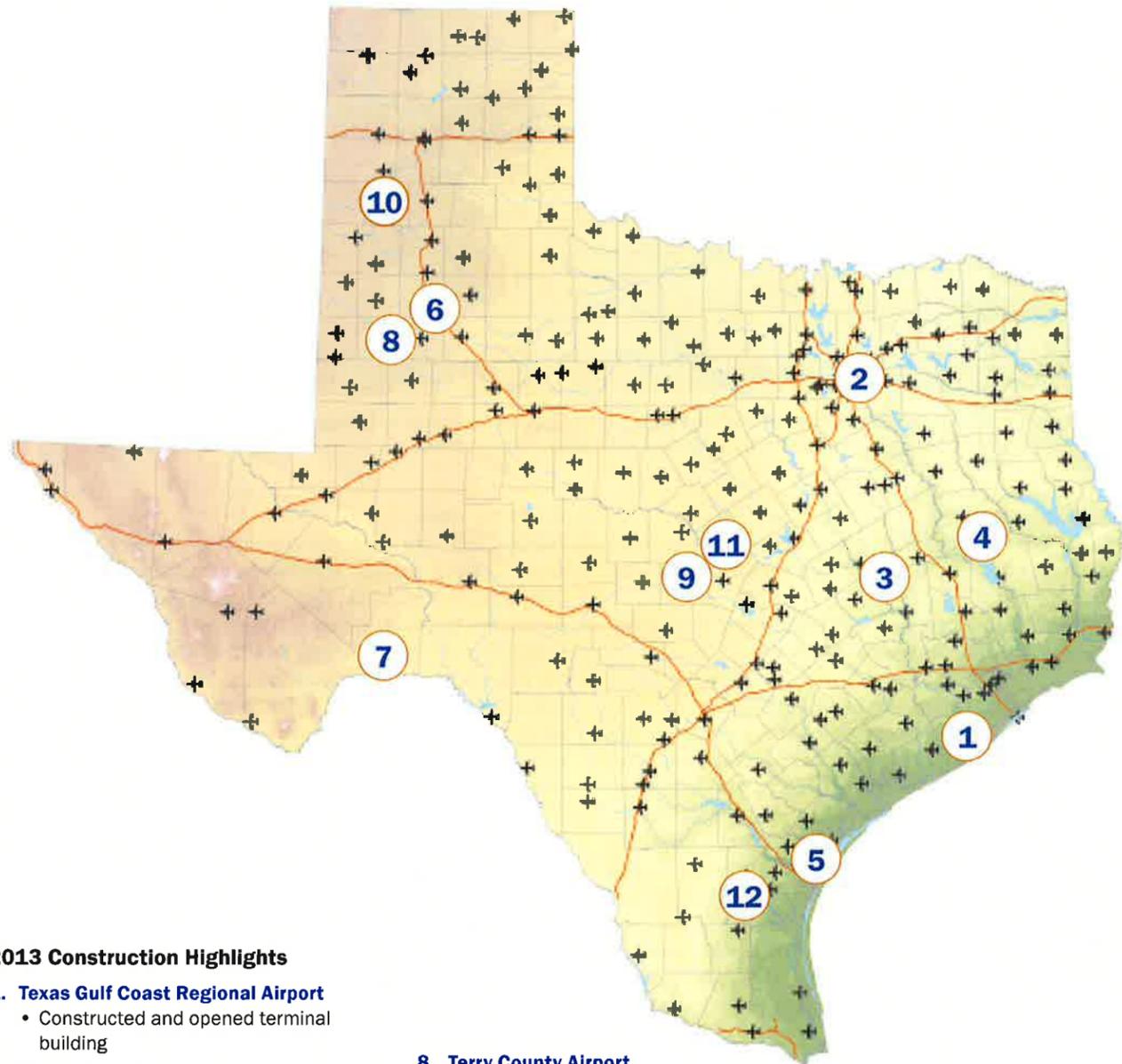
## Population Change 2010 - 2040



## More People, More Needs

Texas Transportation Statistics	Forecasted Change from 2010 - 2040
Population	61%
Employment	80%
Vehicle Miles Traveled	62%
Vehicle Hours Traveled	85%
Number of Personal Trips (Total)	57%
Number of Personal Trips (by Transit)	57%
Number of Vehicle Trips	57%

Source: Texas Statewide Analysis Mode v-3, February 2014



**2013 Construction Highlights**

**1. Texas Gulf Coast Regional Airport**

- Constructed and opened terminal building

**2. Mesquite Metro**

- Constructed and opened air traffic control tower

**3. Coulter Field**

- Installed AWOS
- Constructed new hangar

**4. Houston County Airport**

- Installed new AVGAS fuel system

**5. McCampbell-Porter Airport**

- Installed drainage culvert for new hangar under construction
- Constructed 13-unit T-Hangar (50 x 295)

**6. Slaton Municipal Airport**

- Rehabilitated and marked runway 18-36
- Rehabilitated apron and stub taxiway
- Constructed concrete fueling pad

**7. Terrell County Airport**

- Replaced medium intensity runway lights for 13-31

**8. Terry County Airport**

- Rehabilitated and marked runway 13-31
- Reconstructed west-side hangar access taxiway
- Constructed access taxiway and aprons for west-side hangars

**9. Llano Municipal Airport**

- Constructed four-unit hangar and paved surrounding access area

**10. Dimmit Municipal Airport**

- Rehabilitated and marked runway 1-19, taxiway, and apron

**11. Lampasas Municipal Airport**

- Currently constructing hangar and hangar access taxiway and apron entrance

**12. Kleberg County Airport**

- Reconstructed runway 13-31 and south taxiway



Produced by the Aviation Division, TxDOT  
 125 East 11th Street, Austin, TX 78701  
 512/416-4500, 800/68-PILOT  
 www.txdot.gov



The recently reconstructed runway 13-31 at Kleberg County Airport in Kingsville

# 2013 Aviation Division Annual Report

**Message from the Director**

We Texans are proud of many things that are unique to our state. Whether it is the vast expanse of land that stretches from the Panhandle to the Rio Grande Valley or the vibrant economy led by the rapidly increasing production from the Eagle Ford Shale and the Permian Basin, it is truly a great time to be a Texan. We at the Aviation Division are particularly proud of the general aviation airport system in Texas, which provides more than 56,000 jobs, with \$3.1 billion in payroll and \$14.6 billion in total economic output. Among the 2013 highlights was the Aviation Division investing more than \$5.5 million in the design and construction of hangars and more than \$10 million at the Addison Airport in the reconstruction of runway holding bays and taxiways. The improvements at the Addison Airport required approximately 12 separate stages of construction and over a year to complete, but have greatly improved the efficiency and safety of one of the state's busiest general aviation airports.

Our significant projects and programs are represented in this annual report. This format provides readers with quick access to a broad spectrum of our work.

We know that more work remains and that we can continue to improve the 297 airports in our system that serve the 28,953 registered aircraft and 49,886 active pilots who flew over 2 million hours in Texas last year. It is also a tribute to our airport managers, our stakeholders, and governmental officials who help make the Texas airport system the finest in the country.

**David Fulton, Aviation Division Director**  
 Texas Department of Transportation

**Division Overview**

The Aviation Division helps cities and counties obtain federal and state funds for reliever and general aviation airports included in the Texas Airport System Plan (TASP). The division also participates in the Federal Aviation Administration (FAA) State Block Grant Program, through which it implements a federal improvement program for general aviation airports.

Division staff responsibilities include oversight for the planning, engineering, and grant management of aviation capital improvement projects across the state. The division also operates a fleet of state-owned aircraft for the transportation needs of state officials and employees.

**Capital Investment Highlights**

In 2013, \$67 million was invested in airport infrastructure from reliever airports to small, rural general aviation airports. This number includes:

- \$11.5 million in maintenance/rehabilitation/reconstruction work to maintain and preserve the existing system;
- \$21.9 million in capacity improvements for runways, taxiways, and apron space;
- \$32.5 million in airport improvements to ensure they meet FAA standards and safety compliance;
- \$1.06 million in master plans, business plans, and feasibility studies; and
- \$479,000 in environmental impact studies.



The new 11,000-square-foot terminal building at Texas Gulf Coast Regional Airport. The \$2.7 million facility includes administrative offices, fixed-based operator services, aviation and car rental/lease space, and the general public terminal/lobby and pilot's lounge.

### Funding the Airport System

The Aviation Facilities Development and Financial Assistance Program is administered by the division. Funding for airports in the TASP comes from federal, state, and local sources.



The new air traffic control tower at Mesquite Metro Airport. The 80-foot tall tower is staffed by Federal Aviation Administration contract air traffic controllers and will enhance the safety of the airport's daily operations.

Texas is a participant in the FAA State Block Grant Program, and takes the lead in carrying out the Airport Improvement Program (AIP) for general aviation and reliever airports in the state. As such, TxDOT acts as the agent for the state and political subdivisions with airports for the purpose of applying for, receiving, and disbursing federal airport improvement funds.

The AIP uses Aviation Trust Fund monies to invest in the National Plan of Integrated Airports Systems. Trust Fund revenues come from an assortment of aviation user fees and taxes authorized at the national level. In addition, TxDOT provides funding for important non-federally eligible airports in the TASP.

Combined, the TxDOT Aviation Capital Improvement Program contains specific federal and state eligible projects for development during an upcoming three-year period and implements the program through grants to public entities for the purpose of establishing, constructing, reconstructing, enlarging, or repairing airports or navigational facilities. The number of projects in the program at any one time is constrained by available funds and system priorities. Local governments also provide a match for funding airport projects,

which is typically 10 percent.

### Federal Programs Hangar/Fuel Program

If all airside needs are met, an airport sponsor may pursue funding for the construction of hangars. Federally eligible airports can use Non-primary Entitlement monies for the construction of hangars. State airports are also eligible under the same policy. Hangars are eligible for 90/10 grant funding. Airports without a fuel-dispensing system are eligible to participate in 75/25 grant funding for the aboveground Fuel Facility Development Program.

2013 highlights include:

- investment of **\$5.5 million** for hangar development,
- five fuel farms constructed for **\$2.2 million**.

### Air Traffic Control Towers

In 2003, following the passage of a federal funding bill, the Air Traffic Control Tower (ATCT) Program offered 90 percent grants up to a maximum of \$1.5 million to qualifying sponsors for construction of air traffic control towers and associated communication equipment. Beginning in 2012, the ATCT Program maximum funding amount was changed to \$2 million.

2013 highlights include:

- construction and opening of Mesquite Metro air traffic control tower. The project was paid for by a **\$1.7 million** federal grant and **\$925,000** of local matching funds.

### State Programs

#### Airport Terminal Grant Program

The TxDOT Aviation Division Airport Terminal Grant Program provides 50 percent matching funds up to \$500,000 to sponsors of eligible publicly owned airports for construction of new terminal buildings or remodeling of existing terminal buildings. The Terminal Grant Program also provides up to \$100,000 in matching funds for appropriate vehicle parking and entrance roads.



At Addison Airport, two new concrete aircraft holding bays were constructed on both ends of Taxiway Alpha. The north aircraft holding bay capacity was increased by 35 percent compared to the existing holding bay configuration.

2013 highlights include:

- construction and opening of a terminal building at Texas Gulf Coast Regional Airport located in Brazoria County, and
- **\$100,000** for design and engineering of a terminal building at Eastland Municipal Airport.

### Automated Weather Observing Systems (AWOS)

AWOS can detect and report weather information like surface wind speed and direction, ambient air temperature, dew point temperature, atmospheric pressure, visibility, sky condition, and precipitation. The system's "voice" broadcasts local, minute-by-minute weather data from the ground directly to the pilot in the aircraft. This important information improves safety for pilots flying en route and when landing aircraft.

The division's AWOS program began in 1997, and today, 92 systems have been built and maintained. This year, two new systems were installed, and one existing system was upgraded and relocated.

2013 highlights include:

- **\$343,000** invested for the construction/upgrade of three AWOS.

### Routine Airport Maintenance Program (RAMP)

RAMP is a cost share program between the Aviation Division, the 25 TxDOT districts, and the general aviation airports in Texas. The program is designed to assist communities with needed maintenance by offering state financial assistance. RAMP funding is a \$50,000 match per airport for each fiscal year. The program includes lower-cost airside and land-side airport improvements. Over the years, the program has grown from 30 participating airports with total expenditures of \$250,000 to nearly 200 airports with state grant funds of over \$3.5 million.

2013 highlights include:

- **214** grants issued, and
- **\$3.7 million** invested for routine airport maintenance, with an additional **\$3.8** matched by the airport sponsor.

### Flight Services

TxDOT Flight Services provides low-cost travel to state officials, employees, or sponsored contractors traveling on official state business. The Aviation Division operates and maintains the fleet, which is based at Austin-Bergstrom International Airport. Besides providing transportation, Flight Services also provides maintenance services to a fleet of 48 state-owned aircraft—18 helicopters and the remainder a variety of fixed-wing airplanes—with 13 full-time mechanics. In 32 years, Flight Services has 67,000 hours of incident- and accident-free flying.

2013 highlights include:

- providing services for **40** different state agencies,
- transporting nearly **3,000** passengers, and
- flying approximately **1,300** total hours.

### Aviation in Texas—Facts and Figures Number and Types of Airports

- 27 Commercial Service Airports—Public airport with a minimum of 2,500 passenger boardings each year; has scheduled passenger aircraft service
- 24 Reliever Airports—Very high levels of activities with many jets and multiengine propeller aircraft; around 200 based aircraft
- 67 Business/Corporate Airports—Jet-capable runways with high levels of activity with some jet and multiengine propeller based aircraft
- 108 Community Service Airports—Business access to smaller communities; 20 based aircraft and around 6,000 operations
- 68 Basic Service Airports—Typically lower activity levels providing additional convenience for clear-weather flying and training operations
- 3 Heliports—Used by individuals, corporations, and helicopter taxi and medical services

## COMPREHENSIVE DEVELOPMENT AGREEMENT

Comprehensive Development Agreements (CDAs) are agreements with a private entity that, as a minimum, provides for the design and construction, reconstruction, extension, expansion, or improvement of an eligible project and may also provide for the financing, acquisition, maintenance, or operation of an eligible project. Eligible projects may include a toll project, a project including either tolled and non-tolled lanes, a project in which the private entity has an interest, or a project that combines a toll project and a rail facility.

## PUBLIC PRIVATE PARTNERSHIPS (P3s)

Public Private Partnerships are contractual agreements formed between a public agency and private sector entity that allow for greater private sector participation in the delivery and financing of transportation projects. Traditionally, private sector participation has been limited to separate planning, design or construction contracts on a fee for service basis based on the public agency's specifications. Expanding the private sector role allows public agencies to tap private sector technical, management and financial resources in new ways to achieve public agency objectives. These objectives include greater cost and schedule certainty, supplementing in-house staff, innovative technology applications, access to specialized expertise, or access to private capital. The private partner can expand its business opportunities in return for assuming the new or expanded responsibilities and risks.

## REGIONAL TOLLWAY AUTHORITIES

State law allows adjacent counties of at least a population of 300,000 to create Regional Tollway Authorities for the purpose of expanding and improving transportation facilities and systems in their region. By agreement with TxDOT, a regional tollway authority may improve portions of the state highway system. These counties may, among other powers, issue revenue bonds, impose tolls, and enter into CDAs.

## COUNTY TOLL ROAD AUTHORITIES

State law allows certain counties to construct toll roads through County Toll Road Authorities. This applies to counties of a population of 50,000 or more that borders the Gulf of Mexico, has a population of two million or more, is adjacent to a county of two million or more, or that borders Mexico. These counties may, among other powers, issue tax bonds, revenue bonds, impose tolls and enter into CDAs.

### FOR INFORMATION PLEASE CONTACT:

#### David Plutowski, P.E.

RMA Coordinator, Transportation  
Planning and Programming Division  
Texas Department of Transportation  
(512) 486-5070  
david.plutowski@txdot.gov

#### Julie Rabeux

Financing/Debt Management Office,  
Texas Department of Transportation  
(512) 463-5396  
julie.rabeux@txdot.gov



# FINANCING AND PROJECT DELIVERY

## A GUIDE FOR LOCAL GOVERNMENT



Don't  
mess with  
Texas



*This guide does not describe all financing options that may be available to local governments for transportation projects, and not all options described in this guide will be applicable to all projects or all local governments. Local governments are encouraged to discuss all options available with local counsel.*

		TxDOT						RMAs						Project Development and Financing Tools														
		Design	Own	Acquire	Finance	Build	Maintain	Operate	Design	Own	Acquire	Finance	Build	Maintain	Operate	Federal Funds	State Funds	State Infrastructure Bank	Toll Revenues	Toll Equity	CDAs	Public-Private Partnerships	TIFIA	TRZ	TIF	Economic Development Comp	TIGER	Local Fees/Funds
Highways	Non-Tolled Road	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Toll Road	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Rail	Freight	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	High Speed	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Commuter	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Transit	Regional Transit	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Bus	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Other Modes	Airports	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Maritime/Ports	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Ferry	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	GIWW	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Pedestrian/Bicycle	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Conveyor Belts	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Utilities	Electric	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Water	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Cable/Telecomm	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Pipelines	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Utility Adjustments	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Other	Facilities	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Parking Facilities	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Intermodal Hub	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Border Crossing	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Inspection Station (except in Laredo)	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

The chart above compares TxDOT authorities to those of an RMA and the various project delivery and financing tools available.

### STATE INFRASTRUCTURE BANK (SIB)

The State Infrastructure Bank operates as a revolving loan fund that allows borrowers to access capital funds at or lower-than-market interest rates. SIB financial assistance can be granted to any public or private entity authorized to construct, maintain or finance an eligible transportation project. Work eligible for the program's funding includes planning and preliminary studies; feasibility, economic and environmental studies; right of way acquisition; surveying; appraisal and testing; utility relocation; engineering and design; construction; inspection and construction engineering.

### TOLL EQUITY LOAN AGREEMENT (TELA)

Under the rules of the Texas Administrative Code, found under Title 43, Part 1, Chapter 27 Financial Assistance for Toll Facilities, the Department has awarded financial assistance for toll road projects that include grants, loans and other assistance through the use of Toll Equity Loan Agreements. If your local entity is planning a toll road project, please coordinate with your district about the possibility of available assistance.

### THE TRANSPORTATION INFRASTRUCTURE FINANCE AND INNOVATION ACT (TIFIA)

The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance in the form of direct loans, loan guarantees and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms and potentially more favorable interest rates than can be found in private capital markets for similar instruments. Many surface transportation projects — highway, transit, railroad, intermodal freight and port access — are eligible for assistance.

### TRANSPORTATION REINVESTMENT ZONES

A Transportation Reinvestment Zone is a value capture method for transportation projects where captured ad valorem tax increments are set aside to finance a project. The local governing body designates a zone in which it will promote a transportation project. Once the zone is created, a base year is established and the incremental increase in property tax revenue collected inside the zone is used to finance a project in the zone.

### FEDERAL FUNDS

Funds collected from federal motor fuel tax deposited into the Federal Highway Trust Fund are distributed to states to fund road construction on eligible transportation projects. TxDOT administers funds to local governments for use on eligible projects.

### STATE FUNDS

Funds collected from state motor fuel tax and vehicle registration fees deposited into the State Highway Fund can be used on eligible transportation projects. TxDOT administers funds to local governments to use on eligible projects.

### REGIONAL MOBILITY AUTHORITY

A Regional Mobility Authority (RMA) is a political subdivision formed by one or more counties to finance, acquire, design, construct, operate, maintain, expand or extend transportation projects. These projects may be tolled or non-tolled. The Texas Legislature authorized the creation of RMAs in 2001 to provide a new, more flexible way to address local transportation needs and get projects developed more quickly than through traditional funding. Individual counties can form an RMA, or multiple counties can come together to create a single RMA entity. They receive funding for initial project development from the sale of bonds. They may also seek a loan or grant from TxDOT.

### LOCAL FUNDS/FEES

Local governments collect various fees and taxes to generate revenue for transportation projects. Local governments can use this local revenue in combination with state and federal funds on eligible transportation projects.

### TRANSPORTATION INVESTMENT GENERATING ECONOMIC RECOVERY (TIGER) DISCRETIONARY GRANT PROGRAM

The Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program provides a unique opportunity for state and local governments, as well as local entities such as Metropolitan Planning Organizations, transit agencies, or port authorities to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Each round of the TIGER program is different, but generally is awarded for capital investments in surface transportation infrastructure on a competitive basis.



# TEXAS SEAPORTS & WATERWAYS

The importance of Texas ports will become increasingly evident when the Panama Canal widening is completed in 2014. The Port of Houston is in a unique position as the number one port on the Gulf Coast in terms of value (\$169 billion in 2011) and container traffic (67%) to capitalize on this opportunity. The Gulf Intracoastal Waterway is a man-made canal that runs from Brownsville, TX to St. Marks, Florida. The canal allows barges to travel between Gulf ports and inland waterways. The 423-mile-long Texas stretch handled 74.6 million tons of freight in 2011. This amounted to over 66% of freight moved on the entire corridor.



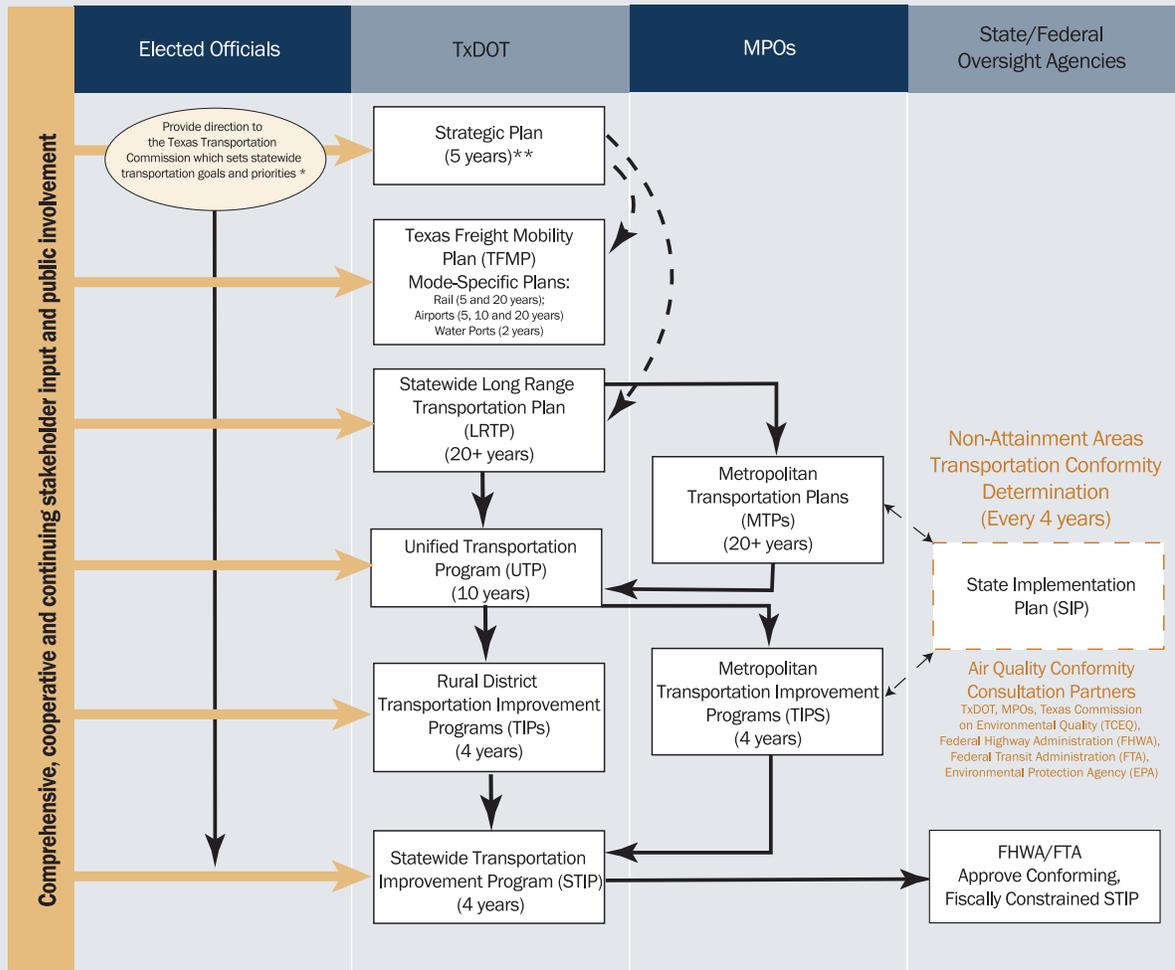
Source: [texaswideopenforbusiness.com](http://texaswideopenforbusiness.com)

## QUICK FACTS:

- Texas ports handle more tonnage than any other state's ports on the Gulf Coast
- Port of Houston is the 2nd busiest port in the US, and 12th in the world
- Texas has over 1,000 miles of navigable channels
- Over 564 million tons are handled by Texas ports annually
- Texas ports account for 19% of total US port tonnage
- Texas ports are responsible for directly and indirectly creating almost 1.4 million jobs
- Marine cargo activities bring over \$277 billion in economic activity to the state
- Texas port activities account for one quarter of the Texas GDP
- The Ports of Beaumont and Corpus Christi rank in the top 10 among all US ports for total cargo volume

**According to the Texas Ports Association, port activities produce one-quarter of the Texas Gross Domestic Product.**

## Transportation Planning and Programming Planning Documents

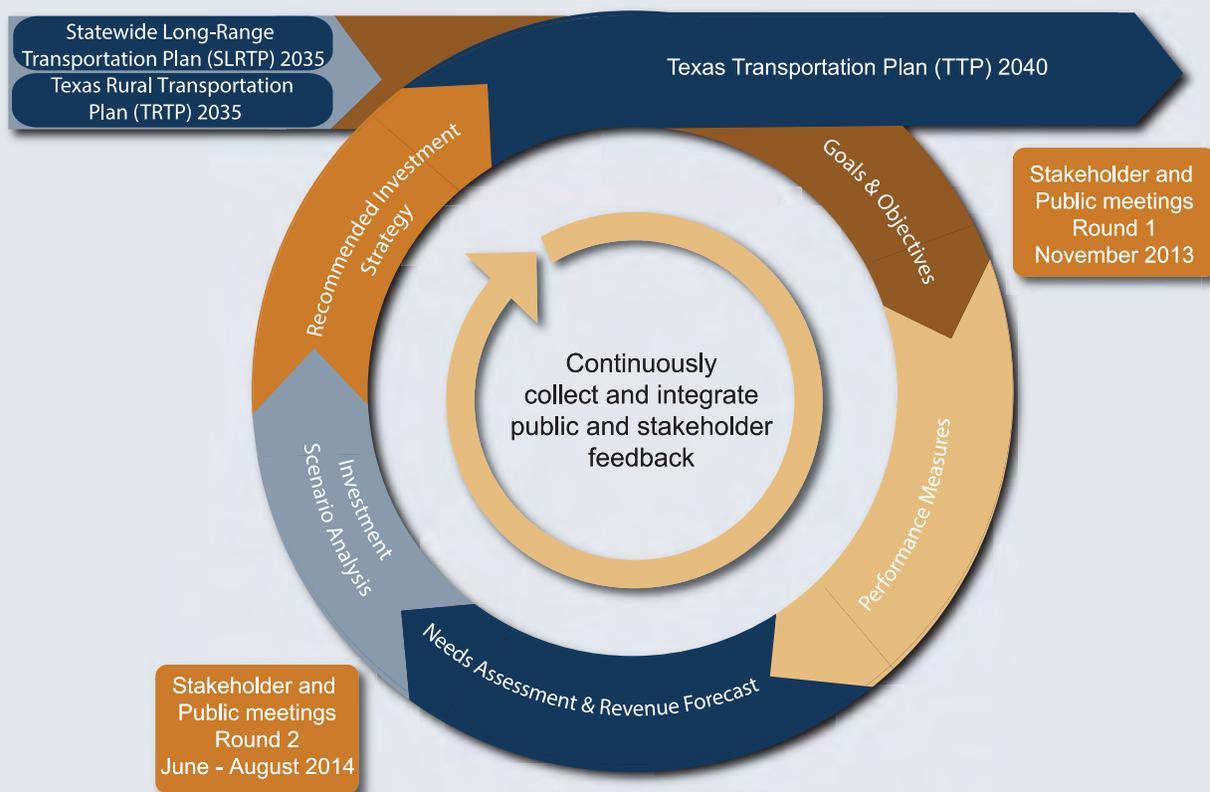


\* Elected Officials provide direction to the Commission, but are also engaged to the public involvement process and development of all plans and programs  
 \*\* TFMP and Modal Plans as well as TxDOT's LRTP reflect and are consistent with TxDOT's Strategic Plan goals.

## Transportation Plans and Descriptions

Plan/Program	Developed By	Approved By	Content
State Implementation Plan (SIP)	TCEQ & Non-Attainment MPOs	EPA	A description of control strategies, or measures to deal with pollution, for areas that fail to achieve national ambient air quality standards (NAAQS)
TxDOT Strategic Plan	TxDOT	Texas Transportation Commission	TxDOT's operational goals and strategies
Statewide Long-Range Transportation Plan (SLRTP)	TxDOT	Texas Transportation Commission	Future goals, strategies, and performance measures for the multi-modal transportation system
Texas Freight Mobility Plan (TFMP)	TxDOT	Texas Transportation Commission	Establish a framework for Texas' comprehensive freight planning program and decision making
Texas Rail Plan	TxDOT	Texas Transportation Commission	Long-range rail investment program for freight and passenger infrastructure
Texas Airport System Plan	TxDOT	Texas Transportation Commission	Guidelines to help planners determine how to maximize the return on investment of public funds and identifies what capital improvements would best serve the state's aviation needs
Texas Ports Capital Plan	Port Authority Advisory Committee	Texas Transportation Commission	Identifies funding requests for port transportation and economic development projects submitted by ports
Statewide Transportation Improvement Program (STIP)	TxDOT	USDOT (FHWA/FTA)	Multi-modal transportation projects/investments
Unified Transportation Program (UTP)	TxDOT	Texas Transportation Commission	Multi-modal projects to be funded/implemented in a 10-year period
Transportation Improvement Programs (TIPs) - TxDOT Rural	TxDOT Districts	Governor (delegated to TxDOT)	Multi-modal transportation projects/investments
Transportation Improvement Programs (TIPs) - MPO	MPOs	MPO Policy Board	Multi-modal transportation projects/investments
Metropolitan Transportation Plan (MTP)	MPO	MPO	Policies, programs, and projects for development that respond to adopted goals and expenditures for state and federal funds over the next 20+ years
Corridor Studies (e.g., IH 35, IH 69)	TxDOT	Texas Transportation Commission	Benefit cost analysis and feasibility

## The Texas Transportation Plan 2040 Planning Process



## Consistency of Planning Goals and Objectives

### 2013-2017 Strategic Plan Goals

Maintain a Safe System	Address Congestion	Connect Texas Communities	Become a Best-in-Class State Agency
------------------------	--------------------	---------------------------	-------------------------------------

### Draft TTP Goal Areas

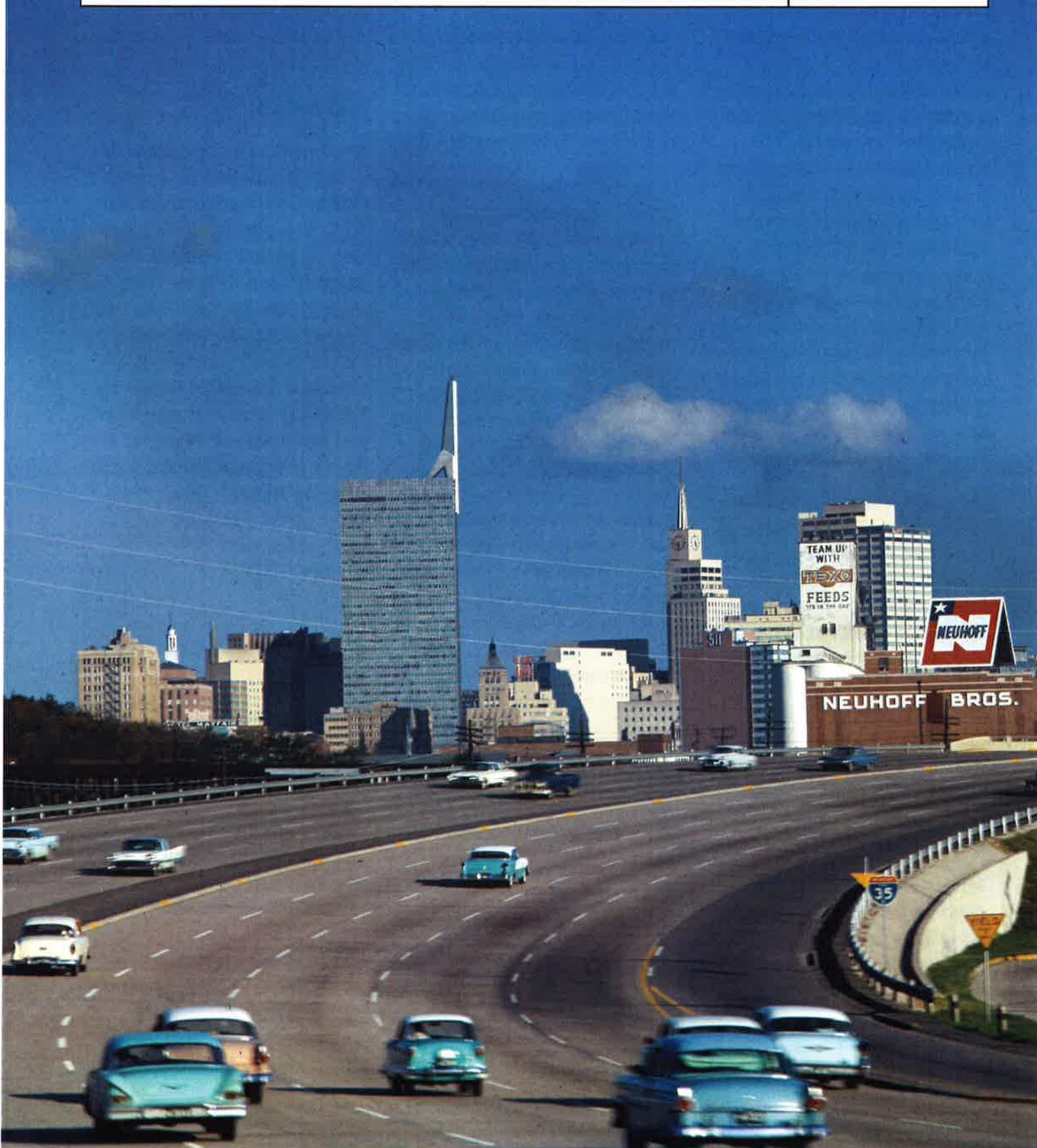
Financial Sustainability					
Safety (TxDOT's top priority)	Asset Management (All modes)	Mobility and Reliability (People & Freight)	Multimodal Connectivity (People & Freight)	Stewardship	Customer Service

### MAP-21 Goal Areas (Federal Transportation Legislation)

Safety	Infrastructure Condition (State of good repair)	Congestion Reduction	Congestion Reduction	Environmental Sustainability
		Freight Mobility	Access to Service (All modes)	Reduced Project Delivery Delays
		System Reliability	Economic Vitality	Infrastructure Condition (State of good repair)

2013 EDUCATIONAL SERIES

**TxDOT FUNDING**



# TxDOT FUNDING INTRODUCTION

During the last few years the Texas Department of Transportation (TxDOT) underwent a process of modernization. Modernization set the foundation of change for TxDOT to become a best-in-class state agency. Modernization was the first step in establishing a new way of doing business and building a culture of excellence. The Texas Transportation Commission and TxDOT are now more focused than ever on our mission. Modernization created a disciplined approach to prioritizing improvements to ensure future initiatives are aligned with our goals. The department is more accountable in the delivery of our services, more innovative in developing transportation solutions and more responsive to improving customer satisfaction.

An important component of the modernization process was the improvement of the department's financial transparency. Numerous interlocking planning documents guide the department and local officials over a multiyear timeframe when projects are conceived, planned and constructed. These numerous plans contribute to the difficulty in achieving complete financial transparency. This document is designed to offer an overview of the department's finances.

## The Process

Transportation projects can take many years from the time they are conceived to the time the project opens to traffic. In addition to the engineering, public involvement, right of way acquisition and environmental analysis, there are various stages of financial planning that must be adhered to.

## Cash Forecast

One of the most important endeavors transportation planners must undertake is to forecast funding. Each month TxDOT forecasts revenues, expenditures and fund balances, planning ahead ten years.

Future revenues are projected based on financial analysis that includes historical trends, current statutes, the Comptroller's Biennial Revenue Estimate, current events and other sources as appropriate. Federal highway reimbursement projections take into account the current highway authorization bill, continuing resolutions, rescissions of obligation authority and apportionment as well as other requirements made by the federal government for the use of those funds.

Future expenditures are projected based on budgets established within the framework of the General Appropriations Act, contract-letting amounts in TxDOT's 10-year Unified Transportation Program, remaining obligations on previously let projects and other relevant data. To account for the effects of inflation, additional programs, legislative changes and other factors, the forecast adds a percentage of total expenditures excluding contractor payments, debt service and other agency appropriations to a growth expenditure line item.

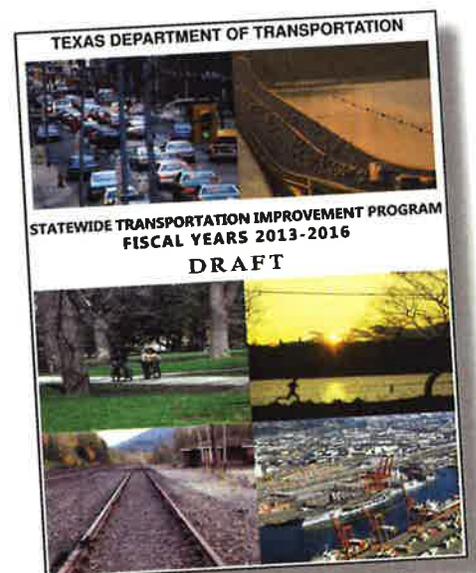
## Metropolitan Planning Organizations (MPOs)

Metropolitan Planning Organizations are comprised of local elected officials and state agency representatives who oversee the planning and prioritization of

transportation improvements in metropolitan areas. An MPO is established in each urban area of Texas with a population of more than 50,000 people.

## Programming

Once a need for a transportation project is identified by the department or by a Metropolitan Planning Organization, TxDOT "programs" the project. We use the term "program" to describe the process by which MPOs and TxDOT offices evaluate and approve the project along with other regional priorities and decide if it should be advanced to the next step of development. Projects are then selected based on an assessment of how much funding will be available over the next several years for projects to be developed and built.

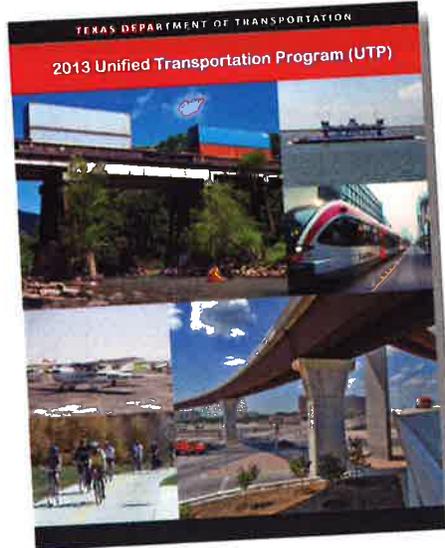


Meanwhile, federal law requires each MPO to develop a Transportation Improvement Program and the state to compile a Statewide Transportation Improvement Program (STIP) as a

condition of securing federal funds for transportation projects. The STIP is a four-year financial plan. Projects included in the STIP, when approved by the Federal Highway Administration (FHWA) and the Federal Transit Administration, are the only transportation projects that can utilize federal funds.

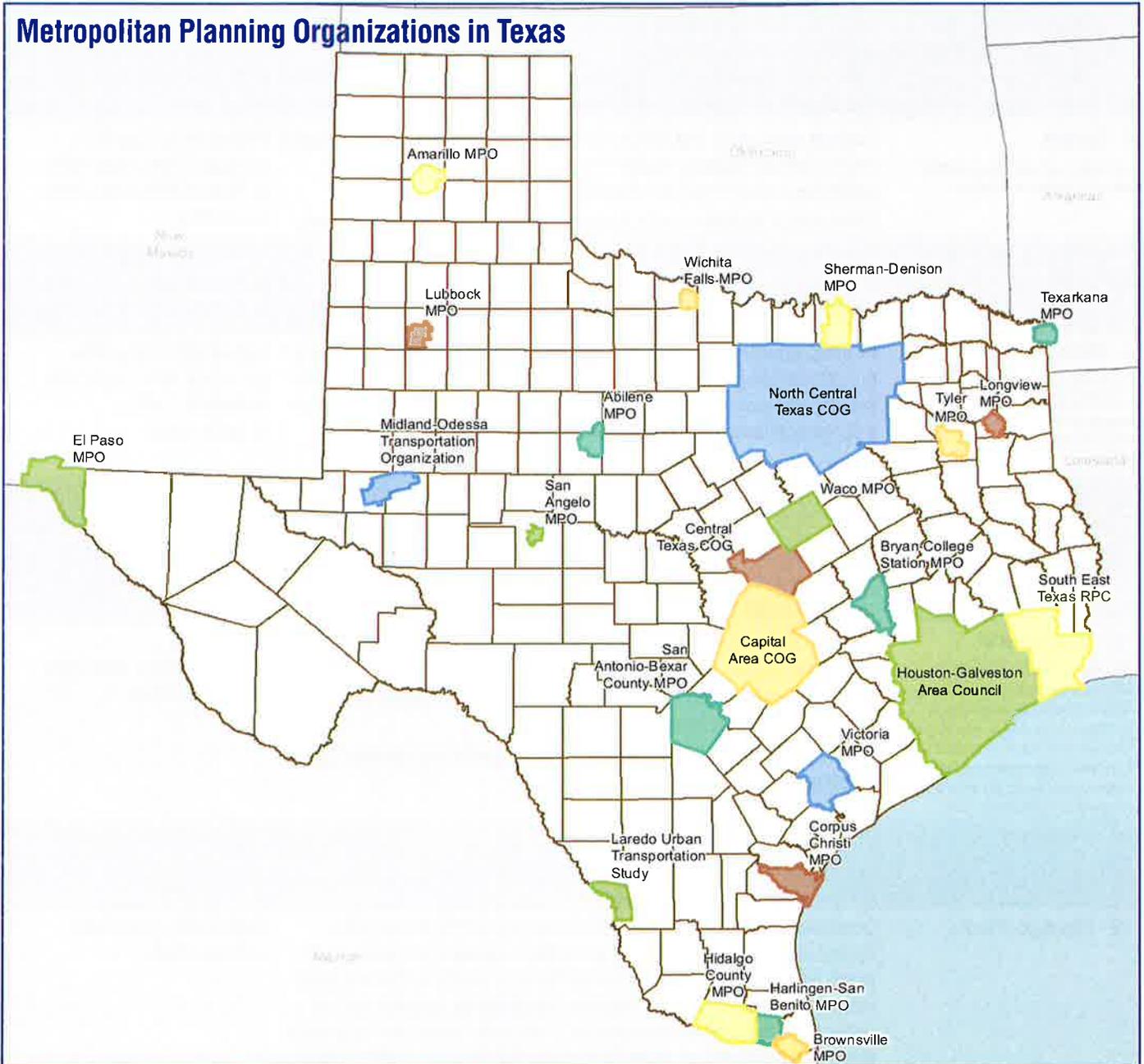
### Unified Transportation Program

The Unified Transportation Program (UTP) – a 10-year plan which guides the long-range development of thousands of



projects, and the STIP – are used as the backbone for transportation planning in Texas. These plans, in addition to a cash-flow forecast developed by TxDOT, determine what projects are scheduled for letting. The department’s plans allow observers to more easily track progress the department makes toward particular milestones for each project in the plan.

The chart on page 4 provides a general overview of the TxDOT funding categories. Local TxDOT district offices are experienced with project funding and can



## FUNDING AT A GLANCE

FUNDING CATEGORY	PROJECT SELECTION	USUAL FUNDING
1 - Preventive Maintenance and Rehabilitation	Projects selected by districts. Commission allocates funds through Allocation Program.	Federal 90% State 10% or Federal 80% State 20% or State 100%
2 - Metropolitan and Urban Area Corridor Projects	Projects selected by Metropolitan Planning Organizations (MPOs) in consultation with TxDOT. Commission allocates funds through Allocation Program.	Federal 80% State 20% or State 100%
3 - Non-Traditionally Funded Transportation Projects	Project selection varies based on the funding source, such as Proposition 12, Proposition 14, Pass-Through Toll Finance, Regional Toll Revenue and Local Participation.	Federal 80% State 20% or State 100% or Local 100% Varies by agreement and rules
4 - Statewide Connectivity Corridor Projects	Projects selected by commission based on corridor ranking. Project total costs cannot exceed commission-approved statewide allocation.	Federal 80% State 20% or State 100%
5 - Congestion Mitigation and Air Quality Improvement	Projects selected by MPOs in consultation with TxDOT and funded by districts' Allocation Program. Commission allocates funds based on population percentages within areas failing to meet air quality standards.	Federal 80% State 20% or Federal 80% Local 20% or Federal 90% State 10%
6 - Bridges <small>Federal Highway Bridge Program; Federal Railroad Grade Separation Program</small>	Projects selected by the Bridge Division as a statewide program based on the Federal Highway Bridge Program and the Federal Railroad Grade Separation Program eligibility and ranking. Commission allocates funds through Statewide Allocation Program.	Federal 90% State 10% or Federal 80% State 20% or Federal 80% State 10% Local 10%
7 - Metropolitan Mobility/Rehabilitation	Projects selected by MPOs in consultation with TxDOT. Funded by district's Allocation Program. Commission allocates funds according to the federal formula.	Federal 80% State 20% or Federal 80% Local 20% or State 100%
8 - Safety <small>Federal Highway Safety Improvement Program, Federal Railway-Highway Crossing Program, Safety Bond Program, Federal Safe Routes to School Program and Federal High Risk Rural Roads</small>	Projects selected statewide by federally mandated safety indices and prioritized listing. Commission allocates funds through Statewide Allocation Program. Projects selected and approved by commission on a per-project basis for Federal Safe Routes to School Program.	Federal 90% State 10% or Federal 90% Local 10% or Federal 100% or State 100%
9 - Transportation Enhancements	Local entities nominate projects and TxDOT, in consultation with FHWA, reviews them. Projects selected and approved by commission on a per-project basis. Projects in the Safety Rest Area Program are selected by the Maintenance Division.	Federal 80% State 20% or Federal 80% Local 20%
10 - Supplemental Transportation Projects <small>State Park Roads, Railroad Grade Crossing Replanking, Railroad Signal Maintenance, Landscape Incentive Awards, Green Ribbon Landscape Improvement, Curb Ramp Program, Coordinated Border Infrastructure Program, Comprehensive Development Agreements and Congressional High Priority Projects</small>	Projects selected statewide by Traffic Operations Division or Texas Parks and Wildlife Department or district. Commission allocated funds to districts or approves participation in federal programs with allocation formulas. Coordinated Border Infrastructure Program funds are allocated to districts according to the federal formula.	State 100% or Federal 80% State 20% or Federal 100%
11 - District Discretionary	Projects selected by districts. Commission allocates funds through Allocation Program.	Federal 80% State 20% or Federal 80% Local 20% or State 100%
12 - Strategic Priority	Commission selects projects which generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain the ability to respond to both man-made and natural emergencies. Also, the commission approves pass-through financing projects in order to help local communities address their transportation needs.	Federal 80% State 20% or State 100%

offer more detailed information specific to a project. Each year, TxDOT funds projects through the Unified Transportation Program.

## Letting

Letting is the process of providing notice, issuing proposals, receiving bids and awarding contracts for highway improvement projects. At this stage of project development, department staff must have a realistic view of how much cash will be available in the future to make progress payments on contracts awarded. Staff looks beyond what is appropriated for the biennium and what was programmed in the past. They must also ensure that there is sufficient revenue to support the appropriation. And they need to ensure that the revenue will be there beyond the biennium as each project may continue to pay out over several years.

## Appropriations

State agencies in Texas are appropriated funds by the Texas Legislature on a biennial basis. By the time the department receives its appropriation, the bulk of the funds will be used for projects that will have already been awarded. The remaining funds are available to develop future projects and make payments on projects that begin in the biennium. See charts for FY 2012–2013 on page 6.

# SOURCES OF REVENUE

## State Highway Fund

The State Highway Fund consists of various revenues, several of which are dedicated by the constitution for highways. One of the most important revenues to the State Highway Fund is the tax on motor fuels. The state motor fuels tax is \$.20 per gallon for gasoline and

diesel and \$.15 per gallon for Liquefied Petroleum Gas and has not been raised since 1991. State motor fuel tax revenue is allocated three-fourths to the State Highway Fund and one-fourth to the Available School Fund. In FY 2012, motor fuel taxes brought in \$2.3 billion for the State Highway Fund.

Another significant source of funding for the State Highway Fund is Motor Vehicle Registration Fees. In general, there is an annual fee of \$50.80 to register a vehicle in Texas. The revenue is shared between counties and the state. Vehicle Registration Fees brought in \$1.3 billion to the State Highway Fund in FY 2012.

## Federal Funding

The current federal tax rate is 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel fuel. Revenues collected from the federal tax on gasoline and diesel support the federal Highway Trust Fund.

Approximately one-third of the TxDOT budget is comprised of federal funds. For decades, federal aid for highways was supported by tax and fee revenue deposited to the Highway Trust Fund. When Congress enacted SAFETEA-LU which determined transportation funding levels from 2005 to 2009, they elected to spend down the balance of the fund that had built up over the years. This allowed them to raise each state's allocation relative to the previous long-term authorization but left no room to increase federal aid after 2009 absent an increase in federal motor fuel taxes, fees or some other mechanism.

Meanwhile, revenue came into the fund at much lower levels than Congress anticipated when it enacted SAFETEA-LU in 2005. Rather than cutting federal aid

to match revenues, Congress elected to infuse general funds into the Highway Trust Fund to meet its obligations while it worked on a new authorization bill.

Congress reauthorized the federal surface transportation bill, known as MAP-21, in July 2012. Congress chose to keep federal funding through FY 2014 at the previous, elevated levels. This will require the continued transfer of general funds to the Highway Trust Fund. However, there are no clear indications coming from Washington about how to forecast federal aid in FY 2015, the second year of the upcoming state fiscal biennium, and beyond.

According to TxDOT's Legislative Appropriations Request, federal reimbursements were projected at \$3.3 billion in 2012.

## State General Revenue

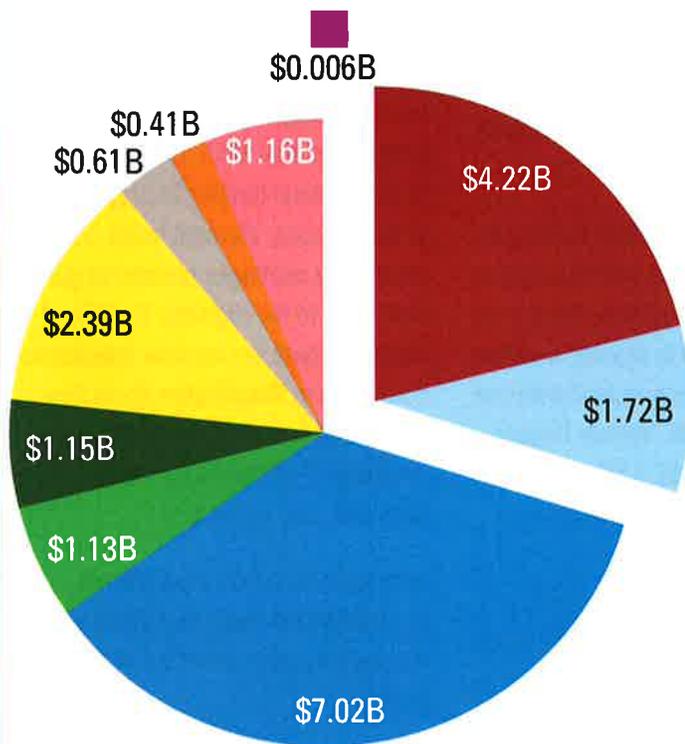
State Highway Funds, federal funds and bond funds are the primary sources of funding for TxDOT's budget. Another one percent of the budget comes from the state's general revenue, primarily for debt service on highway improvement general obligation bonds.

## Borrowing Programs

As our financial resources are declining in proportion to our needs, the Texas Legislature has provided several valuable tools that have allowed TxDOT to accelerate projects through the use of various bond programs. The Texas Mobility Fund, Proposition 14 State Highway Fund Revenue Bonds and Proposition 12 Highway Improvement General Obligation Bonds have accelerated the construction of billions of dollars' worth of highway improvements.

## Budget FY 2012–2013

### TxDOT Grand Total \$19.80B



Committed Projects that began prior to biennium**	\$4.22B
Pay Back Borrowed Funds	\$1.72B
<b>Subtotal</b>	<b>\$5.940B</b>
Maintain and Replace Existing System**	\$7.02B
New Projects from Borrowed funds (Prop 12 & 14)**	\$1.13B
New Construction from Cash	\$1.15B
Project Development Costs**	\$2.39B
Other Modes and Services	\$0.61B
Administration and Support	\$0.41B
<b>Subtotal</b>	<b>\$18.64B</b>
SH 121 Funds (Dallas Only)	\$1.16B
SH 130 Funds (Austin and San Antonio Only)	\$0.006B
<b>TxDOT Grand Total</b>	<b>\$19.80B</b>

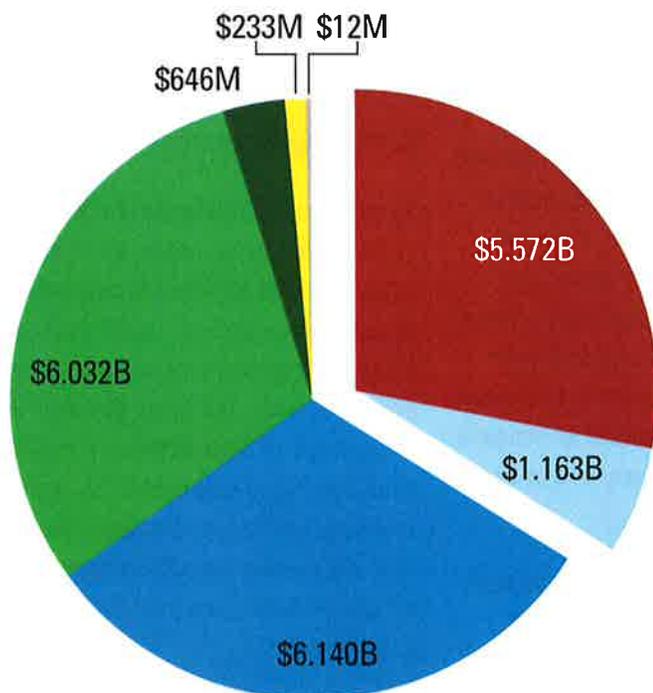
\*\* Includes \$3.0 B of Prop 12 proceeds distributed through TxDOT Rider 42 in the following manner:

■ \$0.75B, ■ \$1.125B, ■ \$1.125B. Also includes \$1.0B for payments on Prop 12 projects started in FY 2010-2011.

Source: 2012-2013 General Appropriations Act, 82nd Texas Legislature

## Method of Finance FY 2012–2013

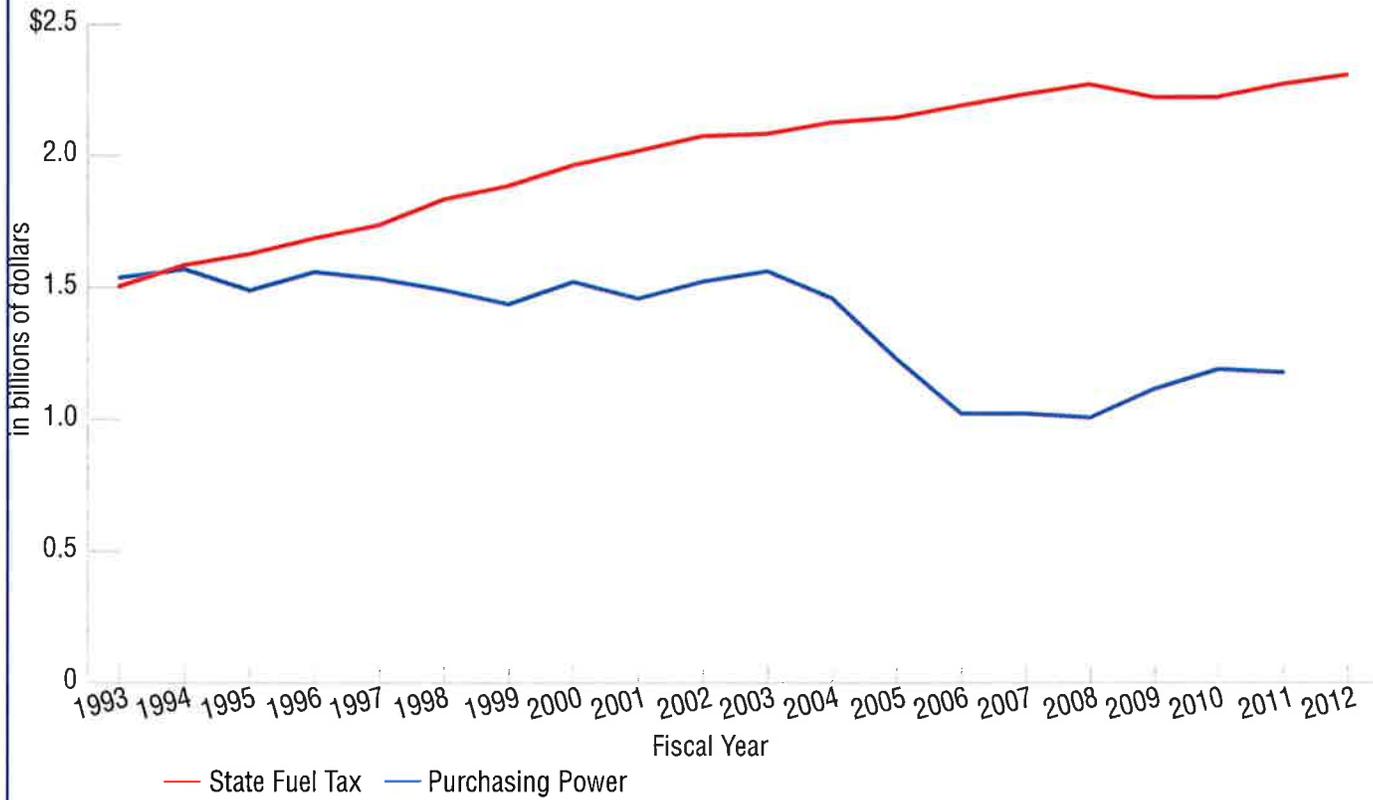
### TxDOT Grand Total \$19.80B



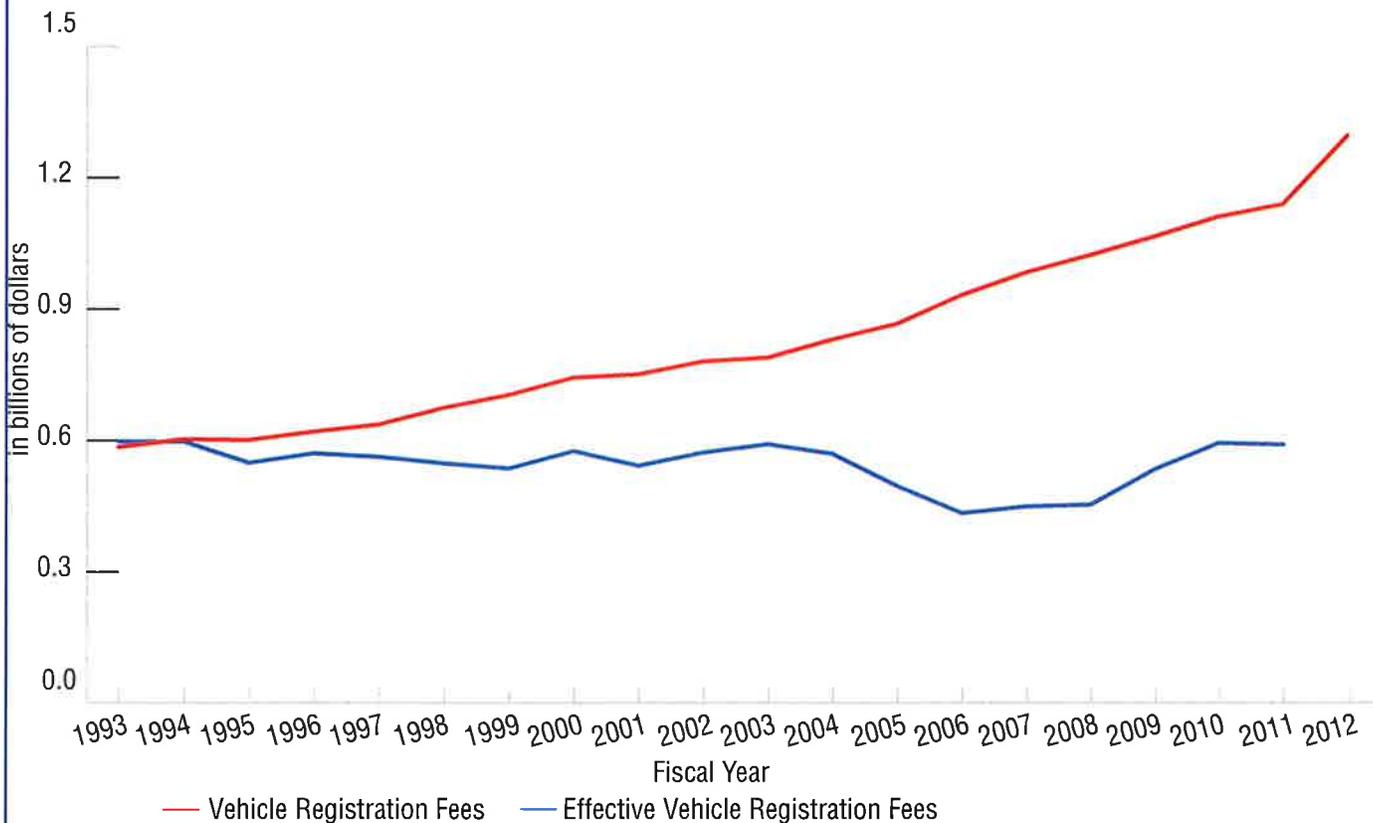
Bond Proceeds	\$5.572B
CDA Concession Fees	\$1.163B
Federal Reimbursements	\$6.140B
State Highway Funds	\$6.032B
Texas Mobility Fund	\$646M
General Revenue	\$233M
Miscellaneous	\$12M
<b>Total</b>	<b>\$19.801B</b>

Source: General Appropriations Act (GAA)

### State Fuel Tax Deposits to State Highway Fund



### Vehicle Registration Fees to State Highway Fund



As directed by the Texas Legislature and in compliance with federal rules associated with tax-exempt debt, the projects funded with bond proceeds are long-term capital improvements. The economic consequences and improved safety and mobility resulting from these projects will be enjoyed by taxpayers for generations to come.

## Highway Improvement General Obligation Bonds (Prop 12)

In 2007, Texas voters approved a constitutional amendment to allow the legislature to authorize the Texas Transportation Commission to issue up to \$5 billion in general obligation debt.

House Bill 1 (81st Texas Legislature, First Called Session) authorized the issuance of general obligation bonds to pay all or part of the costs of highway improvement projects. The bonds are payable from revenue not already dedicated by the constitution, i.e., general revenue. The amount of bond proceeds that can be spent, up to an aggregate amount of \$5 billion, is subject to appropriation.

TxDOT was appropriated \$1 billion to make payments in the 2010-2011 biennium on \$2 billion worth of projects. Appropriators knew that TxDOT could not complete \$2 billion in projects in the two years of the biennium. Instructing the department to enter into contracts valued at a greater amount than what was appropriated, signaled the legislature's intent to authorize more Prop 12 debt in the 2012-2013 biennium to continue payments on those projects. House Bill 1 (82nd Texas Legislature, Regular Session) appropriated the second billion of Prop 12. It also appropriated the remaining \$3 billion and directed how the funds should be spent. The department has worked with Metropolitan Planning

Organizations, tolling authorities, transit agencies, chambers of commerce, local governments and the public in selecting priority projects to make use of these funds. The projects have been selected and should all be let by the end of FY 2013.

The commission issued the first billion dollars of Prop 12 bonds in September 2010. Annual debt service on this issuance is approximately \$63.5 million of which \$12.5 million is paid from federal funds under the Build America Bond program and \$51 million is paid from state general revenue. Another \$1.1 billion was issued in December 2012, and average annual debt service on this piece is approximately \$60 million.

The remaining bonds are projected to be issued in approximately \$1 billion increments as cash is needed to make progress payments to contractors. For planning purposes, the department estimates that the debt service on each billion in bonds will be \$65 million per year, at 5 percent interest, over 30 years.

Credit ratings for outstanding Prop 12 bonds are AAA by Fitch, Aaa by Moody's and AA+ by S&P as of the date of the second insurance. These ratings are based on the credit of the State of Texas as the bonds are a general obligation of the state.

The commission has committed the entire authorized \$5 billion to projects.

## State Highway Fund Revenue Bonds (Proposition 14)

State Highway Fund Revenue Bonds, also known as Prop 14 Bonds, were authorized by voters and the Texas Legislature in 2003. Prop 14 bonds are secured by all revenues of the State Highway Fund. The Texas Transportation Commission is

authorized by law to issue an aggregate total of \$6 billion in bonds, with no more than \$1.5 billion issued in any one year and with a maximum maturity of 20 years.

Projected debt service may not exceed 10 percent of prior year's deposits to the fund. Current credit ratings for Prop 14 bonds are Aaa by Moody's and AAA by S&P as of December 2012. Prop 14 bonds are not subject to the constitutional debt limit.

The commission has committed the entire authorized \$6 billion to projects.

State law limits the issuance of Prop 14 debt to \$6 billion, meaning more debt cannot be issued even once the bonds are paid off.

## Short-Term Borrowing

The department is authorized to issue short-term debt that is backed by the State Highway Fund to carry out the functions of the department. This debt is subordinate to Prop 14 debt obligations. The purpose of this program is to ensure that TxDOT can have as many projects underway as possible without carrying a "cushion" in the State Highway Fund balance should payments come in more quickly or revenues come in more slowly than anticipated. Pursuant to Senate Bill 1 (82nd Texas Legislature, First Called Session), the Comptroller will delay approximately \$400 million of allocation to the State Highway Fund of motor fuel tax revenue usually transferred in July and August 2013 until September 2013. The department will likely issue short-term debt to cover expenses during these months.

## Texas Mobility Fund

The Texas Mobility Fund was authorized by voters in 2001, and the legislature

identified revenues to be dedicated to the fund in 2003 to advance transportation projects. The maximum bond maturity is 30 years.

The program issuance limitation is based on a certified revenue estimate from the Comptroller. Debt service payments are secured by revenues of the fund and are backed by the full faith and credit of the state.

Texas Mobility Fund bonds are not subject to the constitutional debt limit unless there is a draw from general revenue to make a debt service payment. In order to minimize the likelihood of such a draw, there is a statutory requirement that the projected revenues of the Texas Mobility Fund in any year must be at least 110 percent of the program's debt service. Specifically, statute requires the Comptroller to certify that annual revenue is projected to be at least 110 percent of annual debt service throughout the 30 years the bonds are outstanding.

The Texas Mobility Fund is a perpetual fund, which means that more debt can be issued as long as the revenue meets the 110 percent threshold. TxDOT is currently examining ways to restructure existing Mobility Fund debt to allow projected revenues to support more bonds in the near term.

Current credit ratings for the Texas Mobility Fund are AAA by Fitch, Aaa by Moody's and AA+ by S&P, as of December 2012.

## Rail Relocation and Improvement Fund

The Rail Relocation and Improvement Fund is designed similarly to the Texas Mobility Fund. However, unlike the Mobility Fund, the legislature has yet to dedicate a revenue source to the fund and

therefore no debt has been issued. Once a revenue source is dedicated by law to pay debt service on bonds issued from the fund, the program issuance limitation will be based on a certified revenue estimate from the Comptroller.

## Toll Revenue Bonds

The Texas Transportation Commission is authorized to issue Project Revenue Bonds (or Toll Revenue Bonds) where the bonds are secured by the toll revenue collected. To date, the commission has only issued such bonds for the Central Texas Turnpike System (CTTS) in Austin.

The bonds do not constitute an obligation of the state, the commission, the department or any other agency or political subdivision of the state. In other words, the only source of revenue that can be used to pay the CTTS bonds is toll revenue.

## Comprehensive Development Agreements (CDAs)

Recognizing the shortage of traditional funds for transportation, in 2003 the Texas Legislature authorized several new tools that TxDOT could use to realize the benefits of private sector participation.

CDAs (an umbrella term for public-private partnerships) are entered into using a procurement process that allows TxDOT to select the proposal that provides the best value to the state. These agreements provide for the design and construction, rehabilitation, expansion or improvement of a transportation project and may also provide for the financing, acquisition, maintenance or operation of such a project.

Through the use of CDAs, TxDOT has been able to narrow the gap between our transportation needs and our transportation assets, and has helped citizens to

realize our transportation goals, such as improved traffic flow and air quality, in areas of greatest need and demand in an expedited manner.

Please see the Educational Series: CDAs for more information.

## Conclusion

Texas and other states across the nation are facing serious transportation challenges, including the precarious state of the Federal Highway Trust Fund, long-term structural changes to the costs of highway construction materials, increasing fuel efficiency eroding the value of the gas tax and pressures to spend transportation dollars on other pressing state priorities. Meanwhile, with Texas' relatively strong economy and good quality of life, more than a thousand people move here each day.

The Texas Transportation Commission is committed to working together with the public and the Texas Legislature to provide solutions to the state's mobility challenges.

# TEXAS DEPARTMENT OF TRANSPORTATION

## MISSION STATEMENT

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

## GOALS

- Maintain a safe system
- Address congestion
- Connect Texas communities
- Become best-in-class state agency

## VALUES

- Trust
- Integrity
- Responsibility
- Excellence
- Service

Resolution \_\_\_\_\_

A RESOLUTION UPDATING AND REAFFIRMING THE DALLAS AREA RAPID TRANSIT'S 2030 TRANSIT SYSTEM PLANS; AND PROVIDING AN EFFECTIVE DATE.

**WHEREAS**, the City of Garland voted to join as a member-owner of the Dallas Area Rapid Transit system on May 17, 1983;

**WHEREAS**, the City of Garland, working in conjunction with the Dallas Area Rapid Transit (DART) Board of Directors and Staff, endorsed the 2030 Transit System Plan on September 19, 2006, specifically including:

- HOV, bus, rail, paratransit and systemwide mobility elements
- HOV lanes in IH-30 and IH-635 corridors
- Enhanced and express bus service to the South Garland Transit Center
- Rail service across the northern tier of suburbs using the Cotton Belt Corridor
- DART integrate rail and bus service at transit oriented centers in downtown Garland and the Forest-Jupiter Station
- 2030 Transit System Vision Rail elements, and for DART to periodically review the system plan to determine when rail service would be warranted for 1) Downtown Garland to Firewheel Town Center and 2) LBJ Central to the blue line
- DART Board of Directors mitigate neighborhood concerns throughout the system

**WHEREAS**, the DART Board of Directors and staff have commenced formulating a financially constrained 2040 Transit System Plan, to be completed in FY 2016, that will be evaluated and review deferred or underfunded projects included in the 2030 Transit System Plan;

**WHEREAS**, the City of Garland has approved, since their support and DART Board adoption of the 2030 Transit System Plan, other plans and documents, including *Envision Garland*, which outline the following priorities for the City in regards to Transit:

- Improve bus stops to promote ridership, neighborhoods, and safety
- Improve multi-modal connections linking facilities in adjacent cities
- Increase transit service to activity centers within Garland
- Partner with DART to plan and develop additional mass transit stations in Garland and service to north Garland
- Encourage TODs in the City of Garland, especially within the Forest-Jupiter catalyst area
- Encourage pedestrian and bicycle Connectivity
- Coordination of Future Planning Efforts
- Catalyst Area Transit Component Coordination
- Enhanced Contextualized Transit Centers

**WHEREAS**, the City of Garland seeks to meet the needs of its citizens, promote economic development and redevelopment, and *Grow Garland* through transportation infrastructure improvements;

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

**THAT** the City of Garland reaffirms its previous positions in Resolution 9539 and will communicate, to DART Board of Directors and staff its positions in *Envision Garland* concerning the development of its transit system.

**THAT** the City of Garland's positions in *Envision Garland* be included in the 2040 Transit System Plan, especially the expansion of mass transit service and stations within the City, enhanced bus service and bus stations.

**THAT** the City of Garland will assist DART and regional stakeholders in advocating for the above improvements to the Transit System at the regional, state, and federal levels.

**That** this Resolution shall be and become effective immediately up and after its adoption and approval.

**RESOLUTION NO. 4826**

**A RESOLUTION APPROVING THE SERVICE PLAN AND RATE OF TAX ADOPTED BY THE INTERIM BOARD OF DALLAS AREA RAPID TRANSIT.**

**WHEREAS**, the Legislature of the State of Texas has, pursuant to Article 1118y, Vernon's Annotated Texas Civil Statutes (the "Act") provided for the establishment of regional transportation authorities in certain metropolitan areas within the State of Texas; and

**WHEREAS**, the City of Dallas and Dallas County have, in the manner provided by the Act, initiated the procedure for creating a regional transportation authority named "Dallas Area Rapid Transit" to provide public transportation services within a proposed territory including the City of Dallas, all unincorporated areas of Dallas County and certain adjacent and neighboring municipalities; and

**WHEREAS**, the City of Garland has by resolution confirmed its participation in the process established by Sections 5, 6, 7, 8, and 9 of the Act to develop an initial service plan to be implemented, and rate of tax to be levied and collected, by the proposed regional transportation authority; and

**WHEREAS**, the Interim board of Dallas Area Rapid Transit has, through a process of consultations and public meetings, developed and approved a service plan and adopted a rate of tax that it proposes to levy and has, on April 15, 1983, submitted such service plan and rate of tax to the City of Garland for approval in accordance with the requirements of Section 9 of the Act.

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

**Section 1.**

In accordance with the provisions of Section 9 of Article 1118y, Vernon's Annotated Texas Civil Statutes, the City Council of the City of Garland, Texas hereby approves the service plan for Dallas Area Rapid Transit dated April 14, 1983.

**Section 2.**

In accordance with the provisions of Section 9 of Article 1118y, Vernon's Annotated Texas Civil Statutes, the City Council of the City of Garland, Texas, hereby approves the one percent (1%) rate of local sales and use tax proposed by the Interim board of Dallas Area Rapid Transit.

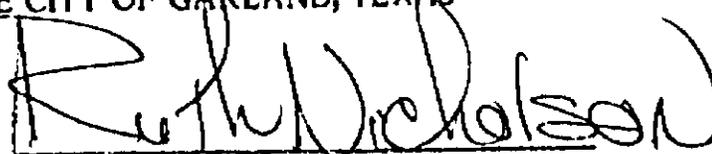
**Section 3.**

This resolution shall take effect immediately from and after its adoption and it is so ordered.

PASSED AND APPROVED this 17th day of May, 1983.

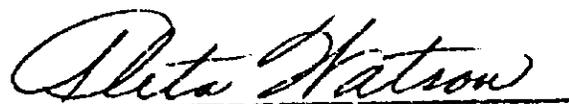
THE CITY OF GARLAND, TEXAS

By:



Mayor

ATTEST:



City Secretary

## **RESOLUTION 9539**

### **A RESOLUTION ENDORSING THE DALLAS AREA RAPID TRANSIT'S 2030 TRANSIT SYSTEM PLAN; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the Dallas Area Rapid Transit (DART) Executive Board and staff have been working diligently in cooperation with the public and member cities to develop a 2030 Transit System Plan to serve as the blueprint for future transit initiatives; and

**WHEREAS**, the DART Executive Board recently voted to solicit public comments regarding the 2030 Transit System Plan prior to final adoption;

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

#### **Section 1**

The City Council commends the DART Executive Board and Staff for their time and effort in developing the draft 2030 Transit System Plan.

#### **Section 2**

That the City Council endorses the draft 2030 Transit System Plan as presented by DART to the City Council, including the HOV, bus, rail, paratransit and systemwide mobility elements, the provision of HOV lanes in the IH-30 and IH-635 (LBJ) corridors, enhanced and express bus service to the South Garland Transit Center and rail service across the northern tier of suburbs using the Cotton Belt Corridor.

#### **Section 3**

That DART integrate its rail and bus service with the transit-oriented urban centers planned for downtown Garland and the Forest-Jupiter Station area as development occurs.

#### **Section 4**

That the City Council endorses the Vision Element of the plan, which recognizes the strong travel market from Downtown Garland to the Firewheel Town Center and the rapid rail system connection from the LBJ Central to the blue line and encourages DART to periodically review the Transit System Plan and provide rail service for that travel when conditions warrant.

**Section 5**

That the DART Executive Board address neighborhood concerns throughout the system with mitigation and betterment actions that are consistent with past and current DART policies.

That this Resolution shall be and become effective immediately upon and after its adoption and approval.

PASSED AND APPROVED this the 19th day of September, 2006

THE CITY OF GARLAND, TEXAS

By: \_\_\_\_\_

  
Mayor

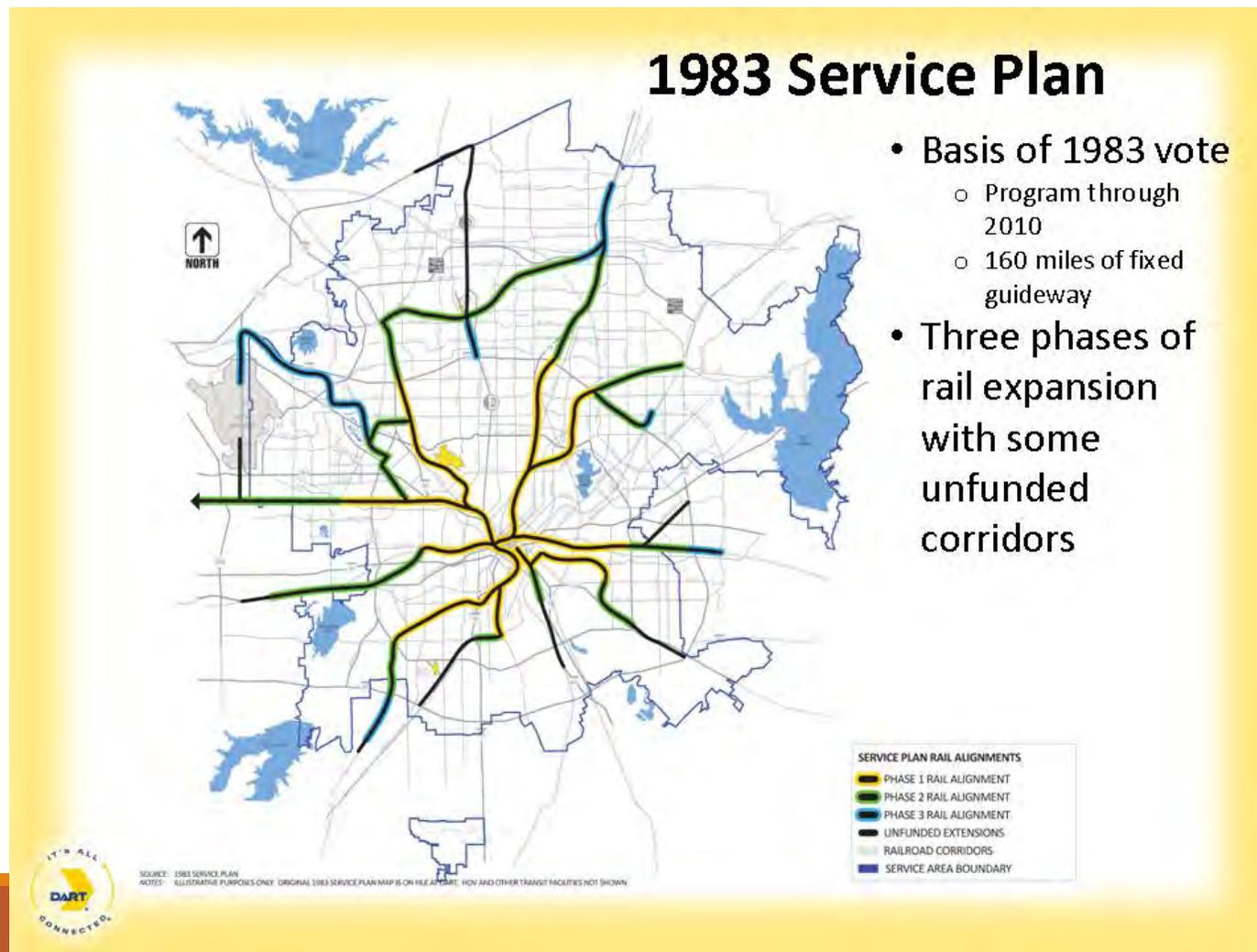
ATTEST:

  
City Secretary

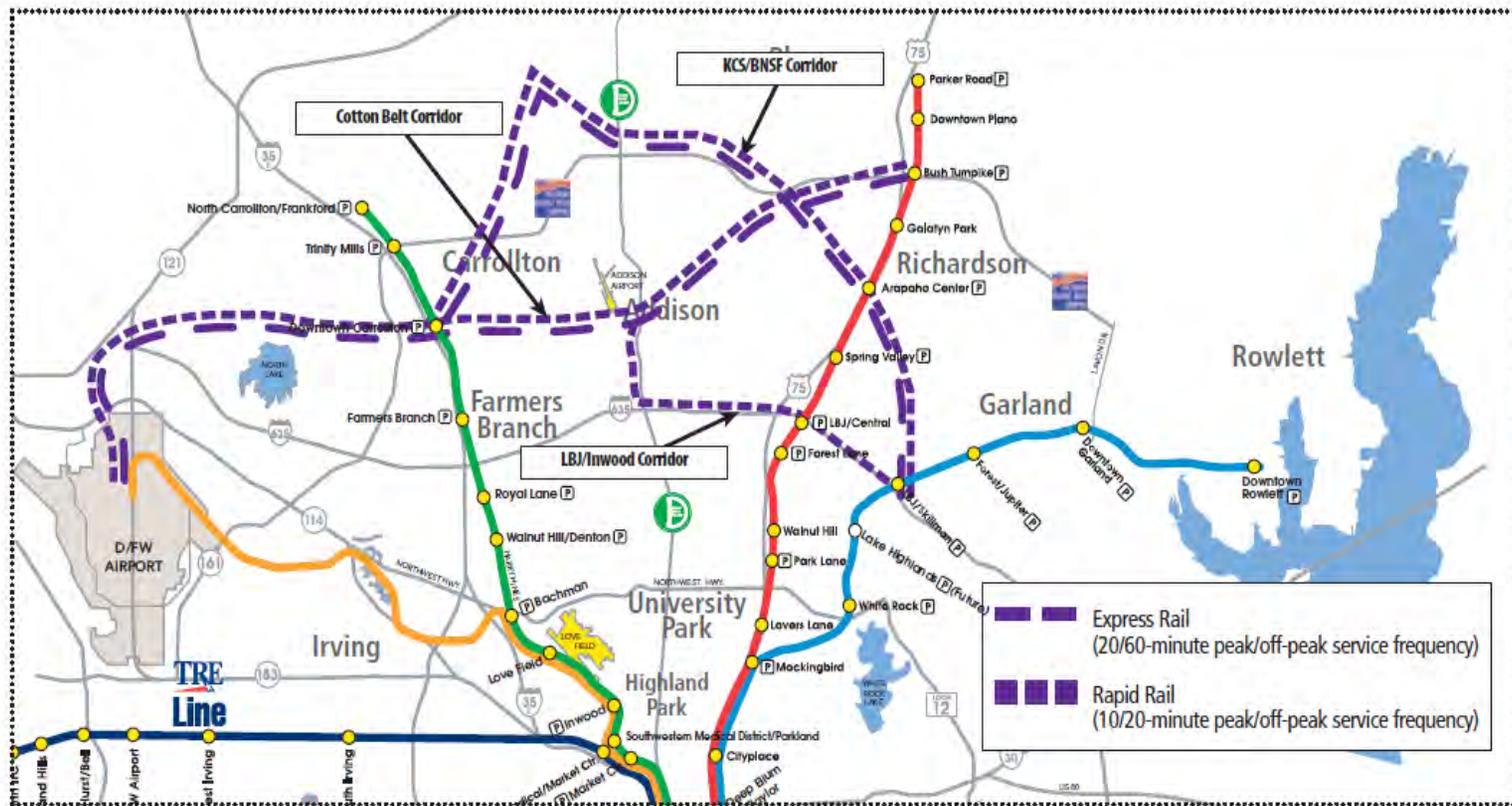
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# Review City of Garland Transit Needs

# DART 1983 Service Plan



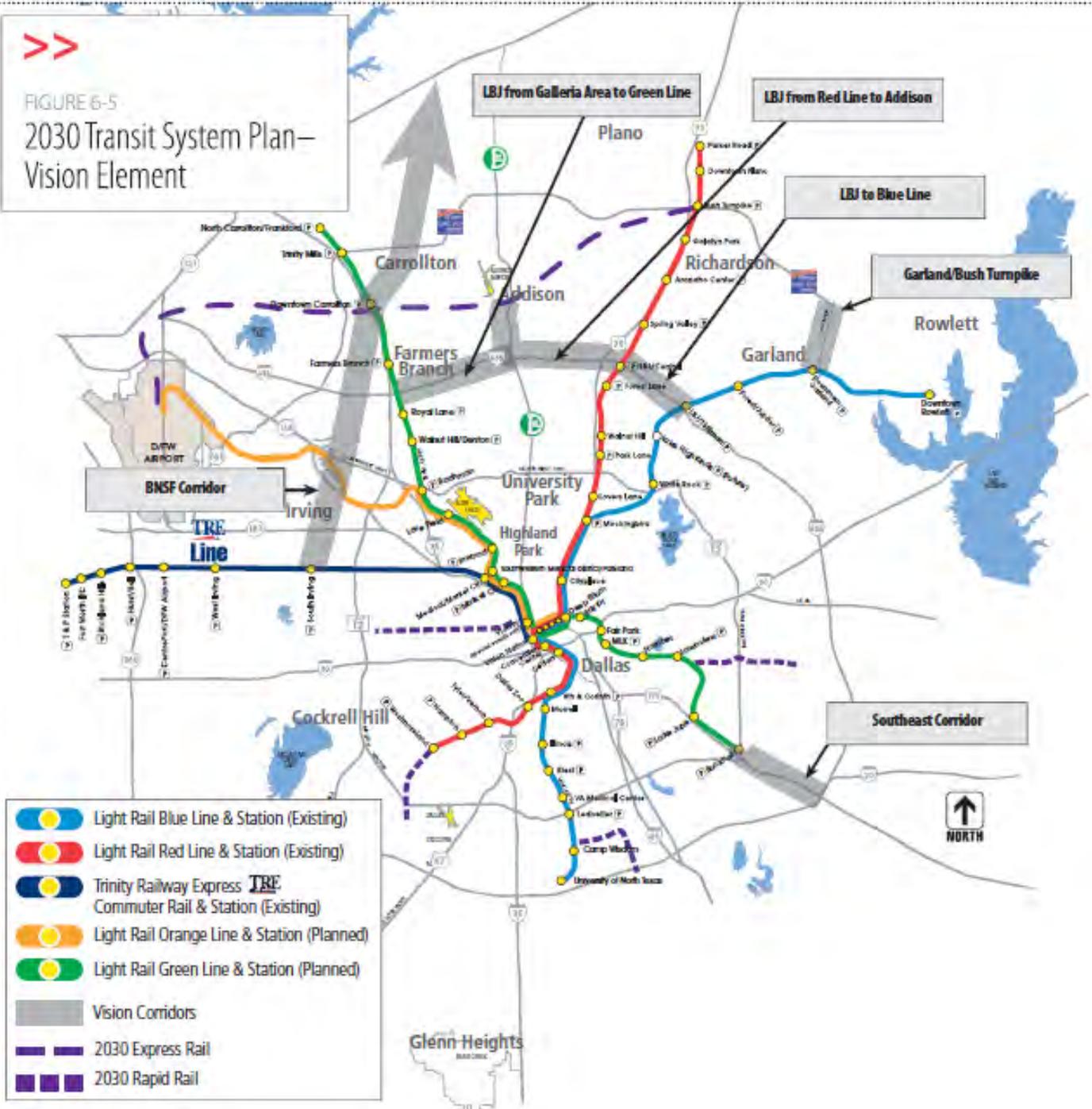
# DART: 2030 Transit System Plan



Three primary corridors were identified and evaluated for express or rapid rail service in the North Crosstown Corridor to address increasing congestion and east-west travel needs. Based on the evaluation, two rail projects are recommended: 1) Express rail on the Cotton Belt Corridor from the Red Line to DFW Airport, and 2) Rapid rail in the LBJ/Inwood Corridor from the Red Line to Addison Transit Center.



FIGURE 6-5  
2030 Transit System Plan—  
Vision Element



# DART 2030 Transit System Plan Overview/Focus Areas

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## Downtown Dallas and Surrounding Urban Areas

- 2<sup>nd</sup> Downtown Alignment

## North Crosstown Corridor (East-West Mobility)

- Cotton Belt Alignment
- IH-635 Rapid Rail
- BNSF/KCS Corridor

## Airport Access

- DFWIA
- Love Field

## Southern Sector Growth

# DART 2030 Transit System Plan: Policy Highlights:

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Downtown Garland/Firewheel LRT

LBJ Corridor Service (to Blue Line)

Land Use and Economic Development

- TOD Developments

Expansion of Intelligent Transportation Systems

Bus Stop Improvements

- By 2030, all 11,960 (ca. 2005) bus stops will have some form of facility (i.e., bench, shelters, modular shelters, enhanced shelters, special design shelters)

Pedestrian Integration

# DART FY 2014 System Expansion

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LRT Expansion to DFW Airport

LRT Expansion to UNT, Dallas Campus

Union Station to Oak Cliff Streetcar Project

Urban Circulator Streetcar Project

Second LRT Downtown Dallas Alignment

Cotton Belt Corridor

# DART FY 2014 System Expansion

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## 2030 Transit System Plan:

“With the exception of the extension of the Orange Line to DFW Airport and the SOC-3 Blue Line extension to UNT Dallas, the remainder of the major capital projects in the 2030 Transit System Plan are in deferred/unfunded status due to the economic slowdown of the last several years.”

# DART FY 2014 System Expansion

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## 2040 Transit System Plan:

“The DART Board has initiated a revision to the existing 2030 Transit System Plan...[p]rojects in the 2030 Transit System Plan that were deferred/underfunded over the past several years will be reviewed and evaluated for **potential inclusion** in the 2040 Plan along with any new projects that may be identified. It is anticipated that the new plan will also focus on sustainability including low-cost initiative to grow ridership, maintaining the system in a state of good repair, and regional connectivity. The 2040 Plan is expected to be completed in FY 2016 and will also be **financially constrained.**”

**Funded Roadway Recommendations**

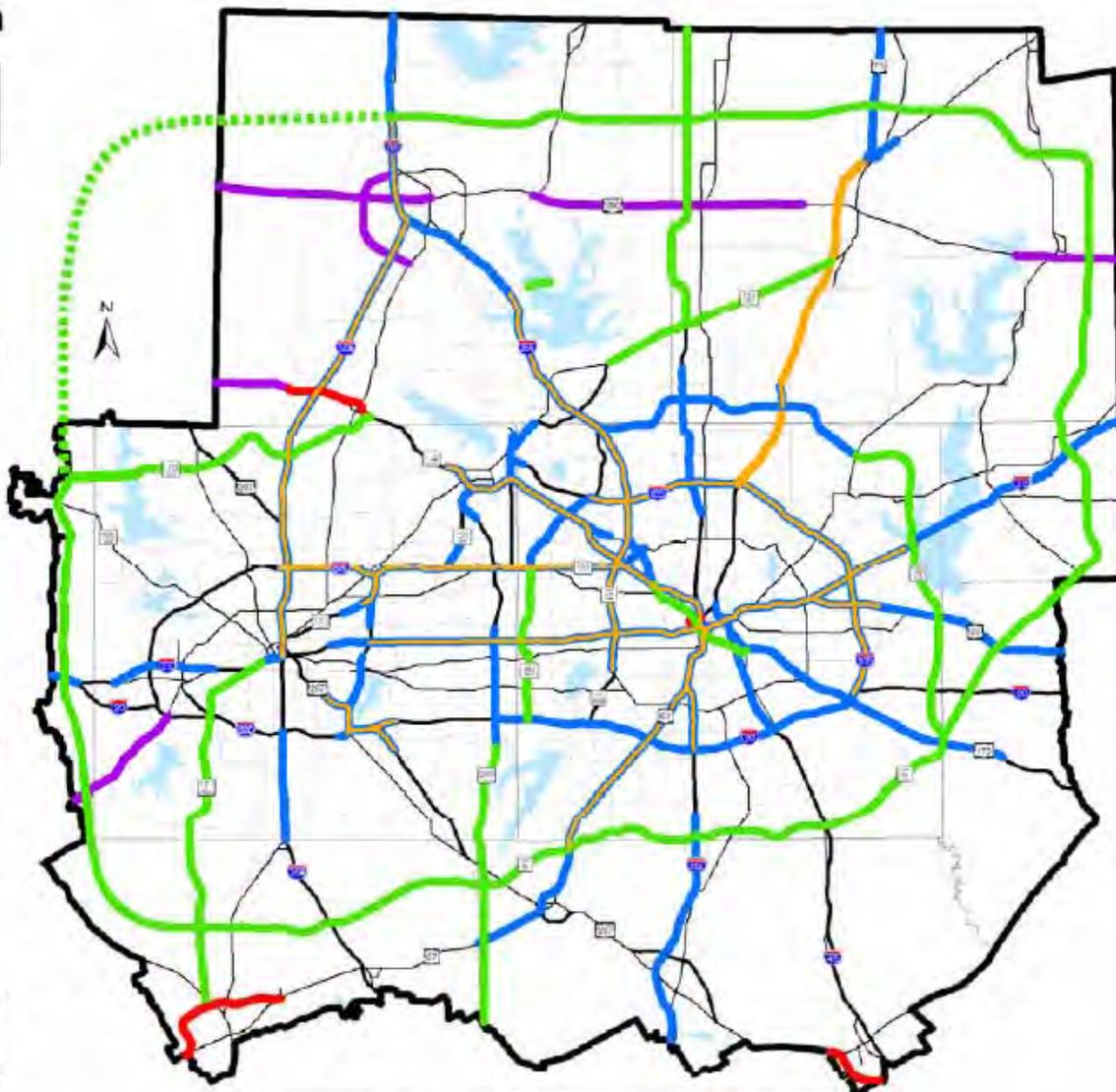
**Legend**

- New Freeway Facilities
- New Tollway Facilities
- Additional Capacity To Existing Freeway/Tollway
- HOV/Managed Lanes
- Improvements to Existing Freeway and HOV/Managed Lanes
- Selected New/Improved Regionally Significant Arterials
- Freeways/Tollways

Fort Worth CBD



Dallas CBD



Corridor specific design and operational characteristics for the Freeway/Tollway system will be determined through ongoing project development.

Additional and improved Freeway/Tollway interchanges and service roads should be considered on all Freeway/Tollway facilities in order to accommodate a balance between mobility and access needs.

All Freeway/Tollway corridors require additional study for capacity, geometric, and safety improvements related to truck operations.

New facility locations indicate transportation needs and do not represent specific alignments.

Operational strategies to manage the flow of traffic should be considered in the corridors where additional freeway or tollway lanes are being considered.

**\$29.8 Billion Regional Roadway System**  
**Additional Freeway/Tollway lane miles = 3,444**  
**Additional HOV/Managed lane miles = 626**



# The Metropolitan Transportation Plan

## Passenger Rail Recommendations

### Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- Existing Rail Corridors
- Highways

Fort Worth CBD



Dallas CBD

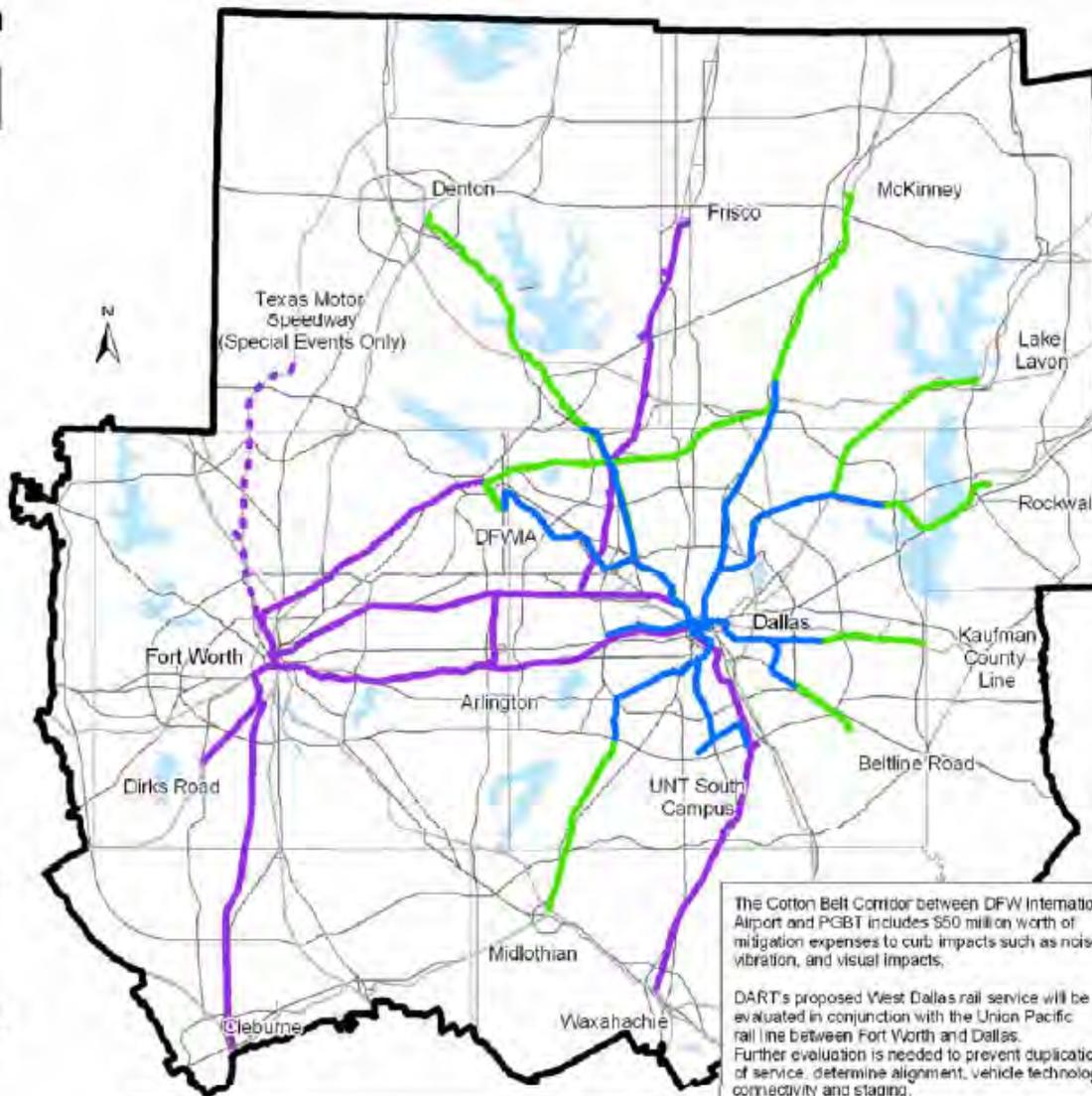


Corridor specific design and operation characteristics for the Intercity Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

All existing railroad rights-of-way should be monitored for potential future transportation corridors. New facility locations represent transportation needs and do not reflect specific alignments.

Institutional structure being reviewed for the region.

The need for additional rail capacity in the Dallas CBD, Fort Worth CBD, DFW International Airport, and other inter-modal centers will be monitored. A grade separation is needed for the Dallas CBD second alignment.

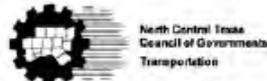


The Cotton Belt Corridor between DFW International Airport and PGBT includes \$50 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

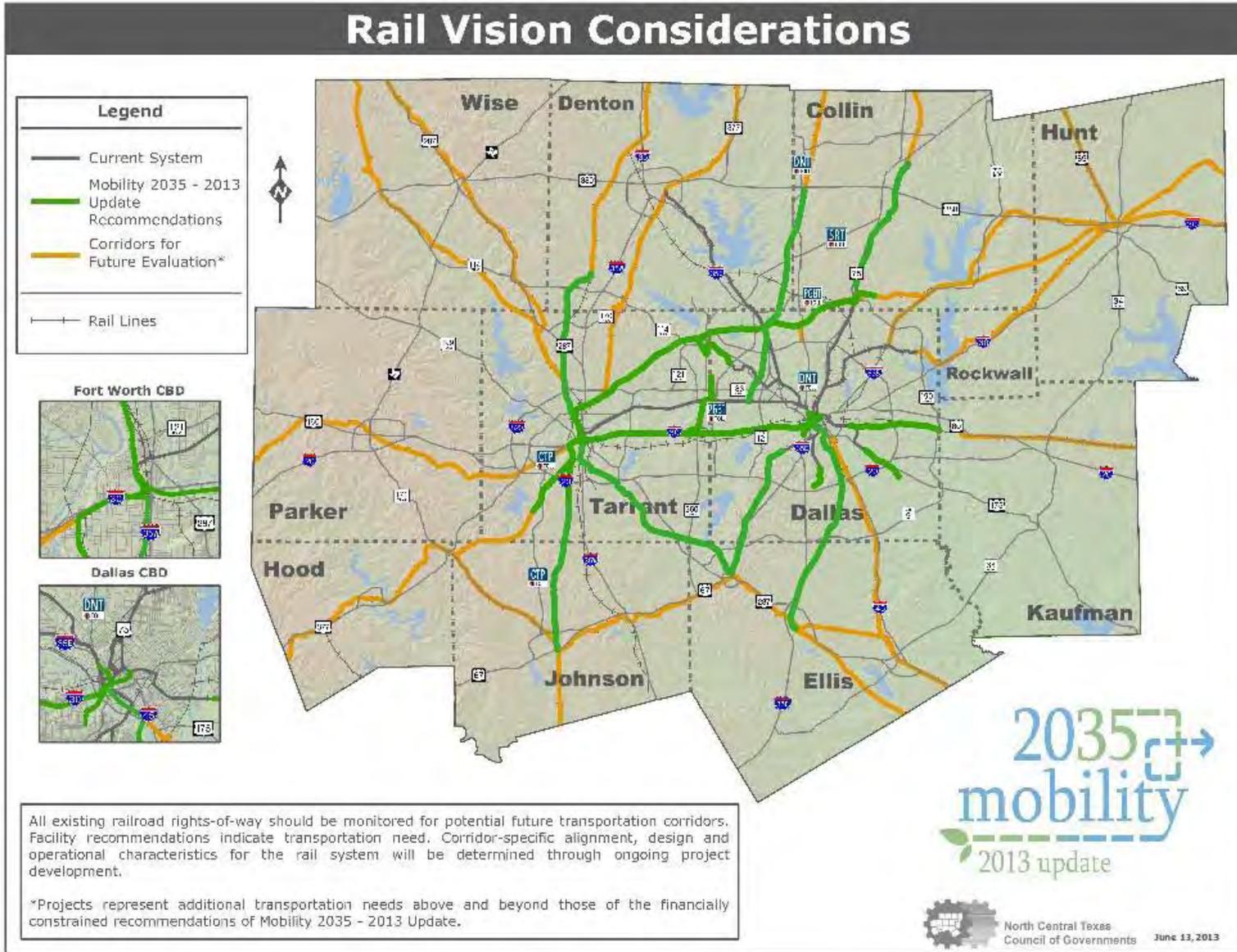
DART's proposed West Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas to Waxahachie rail service. Further evaluation is needed to prevent duplication of service, determine alignment, vehicle technology, connectivity and staging.

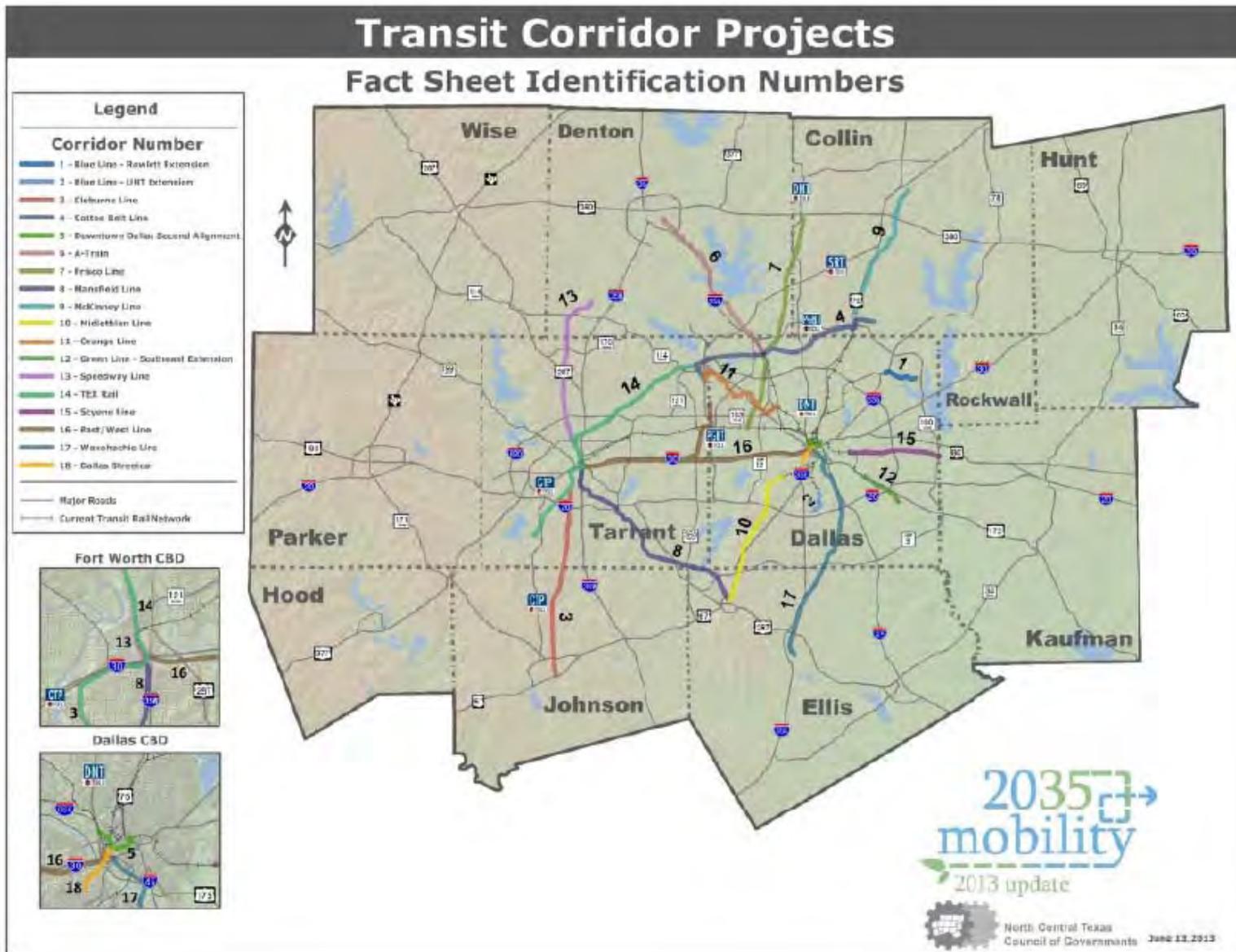
**397 Additional Rail Miles**  
**\$9.6 Billion**



# Mobility 2035: Rail Vision



# Mobility 2035: Appendix G





# Envision Garland

2030 Comprehensive Plan  
City of Garland, TX

# Transit-Related Positions

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Improve bus stops to promote ridership, neighborhoods, and safety (LU 2.3, TRN 1.3, TRN 3.3)

Improve mobility linking facilities in adjacent cities (TRN 1.4)

Increase transit service to activity centers within Garland (TRN 2.2)

Partner with DART to plan and develop additional LRT stations in Garland and LRT service to north Garland (TRN 2.1)

Encourage TODs in the City of Garland, especially within the Forest-Jupiter catalyst area (LU 1.2)

Pedestrian and Bicycle Connectivity (LU 1.2, LU 4.4)

Coordination of Future, Long-term Planning Efforts (LU 3.3, HN 7.1)

Catalyst Area Transit Component Coordination (LU 4.2, LU 4.4, ED 2.1)

Enhanced Contextualized Transit Centers (LU 2.2, LU 2.3, HN 6.2)

# Recommendations Res. 9107 (2004)

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## Federal Reauthorization Support/Request

- Resolution for TEA-21 Reauthorization
- Garland supported Northwest and Southeast Corridors
- Council Supported DART for FFGA of \$700 million for DART LRT expansion

# Recommendations

## Res. 9539 (2006)

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### Committee Make a Recommendation to Council to Affirm Previous DART Positions

- Enhanced and Express bus service to the South Garland Transit Center
- Rail Service to northern tier of suburbs
- DART integrate rail and bus service with transit-oriented urban centers planned for downtown Garland and Forest-Jupiter Station
- Endorsing Vision Element of the plan, including LRT service to Northern Garland and rapid rail system connecting LBJ Central to the blue line
- Encourage DART to periodically review the Transit System Plan and provide rail service for the travel when conditions are warranted
- That DART Executive Board address neighborhood concerns throughout the system with mitigation and betterment actions that are consistent with past and current DART policies

# Recommendations

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Request Status Report from DART on 2030 Transit System Plan Projects

- Vision Corridors
- Bus Stop Improvement Implementation

Request Status of DART MAP-21 Reauthorization Plans and Work with the Agency to Develop Opportunities for the City of Garland's Projects

Develop Strategy for Identifying and Partnering for Federal, State, and Regional Funding Opportunities for Garland Transit Projects

- TIGER Funds
- MPO Calls for Projects

Coordinate with DART on Legislative Agendas for 84<sup>th</sup> Session

## Outline of Garland Citizens Advocacy Group

- Garland Citizens Advocacy Group for IH-635 East
  - Purpose: to provide the necessary and essential public support for the IH-635 East project from the Garland community
- Scope:
  - 35-50 Individuals Representing:
    - Business Community
    - DCMA
    - Chambers of Commerce
    - Neighborhood Groups
    - HOAs
    - Strategic Development Groups
    - Interested Individuals/Key Stakeholders
  - The Mayor and each Councilmember will recommend five individuals to the group
    - Others may attend the group meetings
  - The GCAG will meet twice to organize (once a month for two months)
  - The GCAG will then meet before specific meetings/events pertaining to IH-635 East
  - Events could include:
    - TxDOT Public Meetings/Hearings
      - IH-635 East Re-evaluation (Fall 2014)
      - IH-635 East Express Lane Hearings (Summer-Fall 2014)
      - IH-635 East Sound Wall Meetings/Public Input (Summer-Fall 2014)
      - Other project hearings effecting IH-635 East
    - Texas Transportation Commission Meeting
    - NCTCOG Public Meetings
      - TIP Modification Meetings
      - MTP Modification Meetings
    - Texas Legislature
      - Garland Engagement Meetings (i.e., Joe Pickett-type)
      - Applicable Hearings in Garland/DFW Metroplex
      - Applicable Committee Meetings in Austin
        - Specifically over CDA Legislation
        - Transportation Funding/Alternative Legislation Hearings effecting IH-635 East
  - Time Commitment:
    - Members would be encouraged to attend GCAG Meetings and participate in public process as much as possible
      - As-needed Participation would include:
        - Attending various meetings/hearings
        - Willing to make phone call, sign letters and emails

Scope of Work  
Garland Citizens' Advocacy Group

Mission: To forward the City of Garland's transportation initiatives through an educated citizenry

Goals/Objectives: The following goals and objectives are identified for the Garland Advocacy Group:

- Create an educated group of citizens that have project-specific knowledge and can effectively be called upon to advocate for transportation infrastructure related projects
- Effectively communicate the recommendations and policies set forth by the City Council on various transportation projects as indicated in the STEP document
- Facilitate the overall policy strategy that will effectively advocate the cities position to local, regional, state, and federal transportation providers

Strategies/Tactics: The above outlined goals and objectives will be achieved through the following strategies and tactics:

- Creation of a Council and City Manager appointed citizens group that, through project-specific educational opportunities, will be prepared to effectively advocate for the Council's policy positions
- Monthly or bi-monthly meetings, in the evening, depending upon the issue, projects, and stages of project development with presentations, handouts, and briefings from consultants, council, staff, and other transportation related experts
- Dean International, Inc. will administer this group through email and phone communications to organize meetings and keep the group abreast of the latest developments related to the City's projects and policies
- The group will advocate the City's position at county, regional, state, and federal levels, depending upon the issues and projects and necessitated by the Council's policies

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# Garland Citizens Advocacy Group

# Mission/Goals/Objectives

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## Mission

- To forward the City of Garland's transportation initiatives through an educated citizenry

## Goals/Objectives

- Create an educated group of citizens that have project-specific knowledge and can effectively be called upon to advocate for transportation infrastructure related projects
- Effectively communicate the recommendation and policies set forth by the City Council on various transportation projects as indicated in the STEP document
- Add an essential layer to the overall policy strategy that will effectively advocate the cities position to local, regional, state, and federal transportation providers

# Purpose/Scope

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## Garland Citizens Advocacy Group for IH-635 East

- Purpose: to provide the necessary and essential public support for the IH-635 East project from the Garland community

## Scope:

- 35-50 Individuals, recommended by Mayor and Councilmembers, representing:
  - Business Community
  - DCMA
  - Chambers of Commerce
  - Neighborhood Groups
  - HOAs
  - Strategic Development Groups
  - Interested Individuals/Key Stakeholders
- Mayor and Councilmembers will recommend five (5) members
- Others may attend the group meetings
- The GCAC will meet twice to organize (once a month for two months)
- The GCAC will then meet before specific meetings/events pertaining to IH-635 East

# Possible Events

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- TxDOT Public Meetings/Hearings
  - IH-635 East Re-evaluation (Fall 2014)
  - IH-635 East Express Lane Hearings (Summer-Fall 2014)
  - IH-635 East Sound Wall Meetings/Public Input (Summer-Fall 2014)
  - Other project hearings effecting IH-635 East
- Texas Transportation Commission Meeting
- NCTCOG Public Meetings
  - TIP Modification Meetings
  - MTP Modification Meetings
- Texas Legislature
  - Garland Engagement Meetings
  - Applicable Hearings in Garland/DFW Metroplex
  - Applicable Committee Meetings in Austin

# Time Commitment

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- Members would be encouraged to attend GCAG Meetings and participate in public process as much as possible
  - As-needed Participation would include:
    - Attending various meetings/hearings
    - Willing to make phone call, sign letters and emails

## Garland Industrial Focus

- Mission:** To assist in retaining, expanding and recruiting businesses to the industrial centers of the City of Garland through a proactive collaborative approach to transportation infrastructure development
- Goals/Objectives:** To actualize the mission of the Garland Industrial Focus, the following goals and objectives have been identified:
- Articulate to the City of Garland’s industrial community the Council’s policies and recommendations for the City’s transportation infrastructure
  - To assess, through stakeholder involvement, the needs of the industrial centers including transportation infrastructure for the movement of goods and the commutes of employees; a multimodal approach including highway, transit, and rail will be included
  - Creation of a policy platform for enhancing the needs of the industrial centers
- Strategies/Tactics:** The above outlined goals and objectives will be achieved through the following strategies and tactics:
- Strategic meetings with the various industrial centers throughout the City and those industries outside of the City that are directly affected by the City’s infrastructure
  - Strategic stakeholder meetings with the Garland Chamber of Commerce, Dallas County Industrial Foundation, and the City of Garland to identify, evaluate, and develop recommendations for improvements
  - Develop informational and educational materials to be distributed to the industrial centers concerning the infrastructure policies
  - Seek strategic opportunities for partnerships with the City of Garland and various other industrial and import centers as well as an analysis of policies to be implemented by the City to attract additional businesses



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Garland Advocacy Group

### Summary of Request/Problem

At the request of Mayor Douglas Athas, Council is requested to discuss and provide direction regarding the Garland Advocacy Group.

### Recommendation/Action Requested and Justification

Council discussion and direction.

**Submitted By:**

**Approved By:**

**William E. Dollar  
City Manager**



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## DART Focus

### Summary of Request/Problem

At the request of Mayor Douglas Athas, Council is requested to discuss and provide direction regarding the DART Focus.

### Recommendation/Action Requested and Justification

Council discussion and direction.

**Submitted By:**

**Approved By:**

**William E. Dollar**  
**City Manager**



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Industrial Focus

### Summary of Request/Problem

At the request of Mayor Douglas Athas, Council is requested to discuss and provide direction regarding the Industrial Focus.

### Recommendation/Action Requested and Justification

Council discussion and direction.

**Submitted By:**

**Approved By:**

**William E. Dollar**  
**City Manager**



# City Council Item Summary Sheet

Work Session

Date: July 14, 2014

Agenda Item

## 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. The City Council will review each of the Committee's recommendations.

One of the recommendations made by the Streets Improvement Committee was to increase the property tax rate by 2-cents to provide funding to improve street conditions. Under the State's Truth in Taxation laws, before a City can increase the property tax rate, specific public notices and public hearings must be held. In order to meet the required notices, staff is requesting direction as to whether or not a tax rate increase should be included for consideration in the 2014-15 Proposed Budget. An item has been placed on the Regular City Council Meeting agenda for July 15, 2014 to provide staff with this direction. Including a tax rate increase in the Proposed Budget **does not bind the Council to adopt the increase**. The final decision regarding increasing the tax rate is not made until the adoption of the budget in September.

### Recommendation/Action Requested and Justification

Council discussion.

**Submitted By:**  
**Bryan L. Bradford**  
**Assistant City Manager**

**Approved By:**  
**William E. Dollar**  
**City Manager**



**CITIZENS AD HOC STREETS  
IMPROVEMENT COMMITTEE  
June 12, 2014**

**SUMMARY REPORT**

**Introduction**

The Citizens Ad Hoc Streets Improvement Committee was created by Mayor Douglas Athas in March 2014. The mission of the Committee was to study the City’s street repair maintenance program with the intent of maximizing street conditions while minimizing the financial impact to citizens and businesses.

***Maximize Street Conditions While Minimizing the Financial Impact  
to Citizens and Businesses***

Each City Council Member appointed a citizen to serve on the nine-member committee. The Committee elected a chairman from among its members. The Committee was provided staff support by the City Manager’s Office, Public Works Managing Director, Streets Department, Transportation Department, and Budget and Research. Citizens serving on the Committee included the following:

Larry Jeffus	Chairman
John McDonald	At Large
Mark Hoffmann	District 1
Diana Gifford	District 2
Ken Risser	District 3 – Partial Term
Theresa Smith	District 3 – Partial Term
Leroy Bailey	District 4
Billie Bogart	District 6
Keith Engler	District 7
Diane Keress	District 8

**Committee’s Charge**

The Committee was provided a charge by the Mayor that asked for specific recommendations in the areas of Operations, Funding, and Street Prioritization within 90 days. A complete copy of the Mayor’s Charge is included in Attachment (A). Before addressing the Mayor’s Charge, the Committee received an extensive orientation to provide a foundation for future discussions.

To facilitate the Committee's work, the Mayor's charge was divided up into ten specific issues. Below are the Committee's recommendations related to each of these issues.

### **Operational Recommendations**

The Committee examined the City's mix of construction materials including concrete, asphalt, and asphalt over concrete. Also discussed was balancing the scope of repairs such as sidewalk to sidewalk, curb to curb, or slab replacement. In addition, the Committee examined the business model being utilized and the use of City street crews and private contractors.

**(O1) Recommend a mix of construction materials after reviewing pluses/minuses of each:**

- (a) Concrete
- (b) Asphalt
- (c) Asphalt over concrete
- (d) Combination of above**

*The Committee recommends significantly increasing the number of concrete streets to be repaired utilizing asphalt overlays and the newly acquired asphalt paving machine. The advantages of asphalt overlays on concrete streets are as follows:*

- (a) Would be targeted for streets in poor condition and, in some cases, failed streets that are not scheduled for reconstruction for several years.*
- (b) Would be used for concrete streets with surface defects that do not have significant base failures.*
- (c) Would provide smooth driving surface, is often quieter, and could restore streets to a Pavement Condition Index (PCI) of 95+ - as opposed to having no repairs performed until it deteriorates to the point of warranting reconstruction.*
- (d) Can extend the life of the street for 10+ years and delays the need for costly reconstruction.*

*Very few asphalt overlays are currently being done in Garland. The City Council would need to endorse the expansion of this practice since citizens often perceive that concrete is more aesthetically pleasing and desirable. In reality, however, asphalt provides a driving surface that is equal to, or even better, than concrete at substantially less cost.*

**(O2) Recommend construction methodology and scope based on costs/benefits and other factors:**

- (a) Sidewalk to sidewalk**
- (b) Curb to curb
- (c) Slab replacement
- (d) Other

*The Committee recommends that street refurbishments include the replacement of sidewalks on both sides of the street – but only when warranted.*

**(O3) Recommend a preferred business model based on costs/benefits:**

- (a) In-house City crews
- (b) All private entities
- (c) Combination of the above**

*The Committee recommends the continued uses of both in-house street crews and private contractors. Using large private contractors on busy arterials decreases disruptions and shortens construction time. While it costs on average 10% more to repair arterials using private contractors, the Committee believes their use is justified.*

**Other Operational Recommendations**

- (1) The Committee recommends that the Street Department document in written procedures the process for ranking and selecting streets for repair and replacement. The Department should also develop written guidance for the types of materials and methods that should be used given certain roadway conditions.*
- (2) The Committee recognized that the City's street reconstruction and maintenance program relies heavily on specialized skill sets and trained professionals. It is recommended that the Street Department place a high priority on cross-training and succession planning. This will ensure that there are multiple subject matter experts within the department.*

## **Financial Recommendations**

A 12-year financial projection model was utilized by the Committee to study the short-term and long-term impacts of each street funding option. The model indicated that it would be 2025 before significant amounts of existing debt would be paid off and street funding needs could be met without additional taxes or fees. As a result, the Committee considered each of the options below with respect to filling a 10-year funding gap. The specific financial options examined included the following:

- Option (A) No Additional Funding
- Option (B) 2-Cent Tax Rate Increase – Debt Funding
- Option (C) 2-Cent Tax Rate Increase – Cash Funding
- Option (D) Transportation User Fee (TUF)

The Committee also considered an option that would slow down the 2004 Bond Program and use the debt capacity to fund streets. This option was unanimously eliminated from consideration.

### **(F4) Recommend a preferred method for generating additional funding:**

- (a) No Additional Funding
- (b) 2-Cent Tax Rate Increase – Debt Funding
- (c) 2-Cent Tax Rate Increase – Cash Funding**
- (d) Transportation User Fee (TUF)**

*The Committee found that each financial option presented advantages, disadvantages, tradeoffs, and sacrifices. Based on the Committee's analysis, however, it arrived at the following recommendations:*

- (1) *The \$750,000 that was cut from the General Fund transfer to the Infrastructure Repair and Replacement Fund during the recession should be restored over the next five years.*
- (2) *As the City emerges from the impacts of the recession, street improvements should be given a higher priority in the allocation of General Fund revenues.*
  - (a) *The General Fund, Water Utility Fund, and Wastewater Utility Fund transfers to the Infrastructure Repair and Replacement Fund should be increased annually for inflation.*
  - (b) *The annual funding from the General Fund should be increased each year with a goal of transferring an additional \$5.0 million a year to the Infrastructure Repair and Replacement Fund by 2025.*
  - (c) *2(a) and 2(b) above were incorporated into all the funding options under consideration.*

(3) **The Committee rated a combination of options (C) and (D) as the most preferred. This combined option - (E) - includes the 2-Cent Tax Rate Increase – with the funds used to generate cash - plus the implementation of a TUF. The combined option appealed to the majority of Committee members for the following reasons:**

- (a) Filled the funding gap.
- (b) Tax rate increase and TUF could be repealed after approximately five years. Other options would require that the additional funding assessments be in place for nine to ten years.
- (c) Did not include the issuance of debt and saves \$13.9 million in interest.
- (d) Flexibility to front-load improvements versus same amount of funding each year.

The Committee’s second option was (B), consisting of a 2-Cent Tax Rate Increase – utilizing the funds to service debt issued for street improvements.

#### FUNDING OPTIONS MATRIX

Ref	FUNDING OPTIONS	(B) 2-Cent / Debt	(C) 2-Cent / Cash	(D) TUF	(E) (C)+(D)
Line	Funding Gap <sup>(1)</sup>	\$33.6 Mil	\$33.6 Mil	\$33.6 Mil	\$33.6 Mil
1	Funding Provided	\$29.5 Mil	\$22.9 Mil	\$33.6 Mil	\$33.6 Mil
2	Life of Funds	6.5 Years	10 Years	10 Years	10 Years
3	Funding Gap	\$4.0 Mil	\$14.8 Mil	None	None
4	Funding Method	Debt	Cash	Cash	Cash
5	Tax / Fee	2-Cent Tax	2-Cent Tax	TUF	Tax/TUF
6	Tax Deductible	Yes	Yes	No	Mixed
7	Taxpayer Equity	Progressive	Progressive	Regressive	Mixed
8	Impact Resid. Yr. <sup>(2)</sup>	\$18.40	\$18.40	\$48.00	\$66.40
9	Impact Monthly	\$1.53	\$1.53	\$4.00	\$5.53
10	Impact Comm. Yr.	\$200/mil	\$200/mil	\$324 Avg.	Combined
11	Rescinded After	10 Years <sup>(3)</sup>	10 Years	9 Years	5 Years
12	Interest Cost	\$13.9 Mil	NA	NA	NA

Notes:

- (1) The Funding Gap of \$33.6 million is net of increases in the General Fund annual transfer of \$5.75 million and annual adjustments for inflation.
- (2) Residential impact based on home value of \$100,000 and TUF of \$4.00 per month residential and an average of \$28.76 per month for commercial.
- (3) Debt Service would continue for 20 years. There is enough existing debt falling off in 10 years to absorb the impact and rescind the 2-cent tax rate increase.

- (F5) If a property tax rate increase is the sole funding source used for street improvements – recommend a preferred financing approach:
- (a) Pay-as-you-go – recognizing that fewer streets will be improved but avoids debt
  - (b) Debt fund – to maximize the number of streets that initially can be improved**

*The Committee found that a 2-cent tax rate increase would generate approximately \$2.0 million a year in funding and the PCI would continue to decline. This was less than one-half of the \$4.5 million a year needed to address street deterioration.*

- (F6) Recommendation as to what, if anything, should be considered to offset the need for a tax rate/fee increase: **(Avoid initial impact or need to raise taxes)**

*The Committee strongly supports measures that lead to cost-effectiveness and efficiencies in all areas of the City’s budget. The group did not, however, have the background or time within its 90-day charge to identify what measures should be considered. It was, however, the consensus of the group that City service levels should not be sacrificed in order to fund streets and that the 2004 Bond Program should not be delayed.*

- (F7) Recommendation as to what, if anything, should be considered to offset the tax rate/fee increase in future years: **(Initial impact but offset in future years)**

(1) *In choosing a combination of funding options (C) and (D), the Committee placed a high priority on the additional taxes and fees being temporary. The combination of options would allow for the needed funding to be collected over the shortest amount of time – approximately five years.*

(2) *The Committee strongly urges that any tax or fee increases enacted for street improvements be accompanied with a “sunset provision” to the extent allowed by law and that the additional funding measures be rescinded in five years.*

- (F8) Recommendations as to how to ensure that current funding is not supplanted by new funds:

*The Committee recommends that there be an annual street funding disclosure in the City Press and in other appropriate documents. The disclosure should show the amounts collected and spent on street improvements.*

**Street Prioritization**

**(9) Recommend a methodology for prioritizing streets for improvement work:**

- (a) Pavement Condition Index (PCI)
- (b) Traffic volumes
- (c) Number of homes/businesses impacted
- (d) Weighted combination of above
- (e) Other**

*The Street Department is currently utilizing a methodology to prioritize projects based on PCI, field observations, traffic volumes, number of properties impacted, project cost, neighborhood access, front or rear entry drives, percentage of heavy truck use, and ability to tie into existing concrete streets. The Committee reaffirmed the multiple criteria currently being utilized by the Street Department.*

**(10) Provide a recommendation as to how street funds should be allocated between categories (i.e., arterial repairs, residential reconstruction).**

**\$4.5 Million Increase in Annual Funding (1)**

<b>Year</b>	<b><u>Arterial Repairs (2)</u></b>	<b><u>Residential Reconstruction</u></b>	<b><u>Residential Repairs</u></b>	<b><u>Asphalt Overlays</u></b>
1	\$3,750,000	\$0	\$500,000	\$250,000
2	<sup>(3)</sup> \$3,650,000	\$0	\$600,000	\$250,000
3	\$3,550,000	\$0	\$700,000	\$250,000
4	\$3,200,000	\$250,000	\$800,000	\$250,000
5	\$2,850,000	\$500,000	\$900,000	\$250,000
6	\$2,750,000	\$500,000	\$1,000,000	\$250,000
7	\$1,750,000	\$500,000	\$2,000,000	\$250,000
8	\$1,750,000	\$500,000	\$2,000,000	\$250,000
9	\$1,750,000	\$500,000	\$2,000,000	\$250,000
10	\$1,750,000	\$500,000	\$2,000,000	\$250,000
<b>Total</b>	<b>\$26,750,000</b>	<b>\$3,250,000</b>	<b>\$12,500,000</b>	<b>\$2,500,000</b>

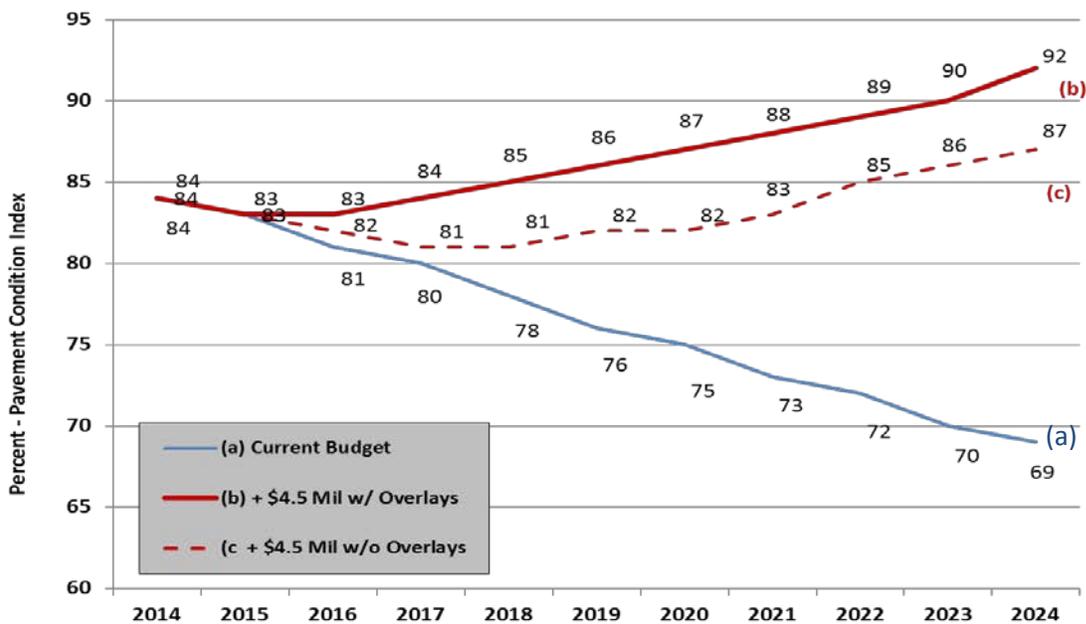
- (1) This table assumes that revenue is spent on an equal annual allocation. Depending upon when funding is available, the annual allocations could be modified.
- (2) This category includes repairs on arterials, collectors, and industrial streets.
- (3) Approximately \$1 Mil. to reconstruct Rowlett Rd. from Roan Rd. to Lake Ray Hubbard.

## Graphical Summary

The graph below presents the average projected PCI from current levels through 2024 based on the following:

- (a) Current funding levels
- (b) An additional \$4.5 million a year plus expansion of asphalt overlays.
- (c) An additional \$4.5 million a year without expanding asphalt overlays.

**Projected Garland Street Conditions**  
(Measured by Average Pavement Condition Index)



## Committee's Closing Comments

The Committee, which consisted of a cross-section of the community, came to its recommendations after detailed discussion with City staff combined with independent analysis and study. The Committee's consensus is that the need is urgent, because deferring road repairs will only lead to rapid degradation and compound the problem. The recommendations reached by the Committee will make the resources immediately available to start improving the condition of the City's streets and infrastructure. They will also allow all citizens and business owners to fairly contribute over a period of only five years, using a combination of property tax and user fees. Furthermore, it is important to note that this recommendation would not require incurring any debt for future generations.

The Committee would very much like to express its sincere thanks to City staff for their support and assistance. And finally, the Committee would like to thank the Mayor and City Council for the opportunity to participate in addressing this important issue facing our community.

## **APPENDIX (A) Mayor's Charge to the Citizens Ad Hoc Streets Improvement Committee**

### **Background**

Streets within the city have suffered a quicker rate of deterioration in recent years, much of the reason being the extended drought, and additional funding is needed to address this need. Also, a major source of funding to supplement street repairs has been declining and that source will soon be close to exhaustion.

The city council started discussions in August, 2013, to address the challenge. Although multiple options were identified and discussed, one was to raise the ad valorem tax rate; however, council preferred to have citizen approval before proceeding with that particular option and directed that an item be placed on the November, 2013, ballot to solicit and establish citizen preferences. It was not the sole or even to best solution but for the question to appear on the ballot, the Council had to meet a quickly approaching deadline. By a wide margin, the measure passed. It is important to understand that the vote was a strong confirmation that citizens felt street deterioration needed to be addressed even if it meant higher taxes but it shouldn't be viewed as request to raise their taxes if the problem could be addressed—partially or wholly—by alternative means.

To consider alternative means and other questions, the Council has appointed a nine-member ad hoc committee, a mayoral representative and one from each council district, to meet and confer with various city departments to develop recommendations to the Council on financing options, street selection criteria, and optimal construction techniques. Staff will convene the first meeting and present a background briefing of the common practices the city uses now for street selection and funding, and various alternatives that might be considered for recommendation. The committee will choose its own chair at the beginning of the second meeting and the committee will set its review priorities, information requests, and meeting times and locations.

### **Council Objective**

Rehabilitate failing city streets, spending an additional \$4.5 million per year for six years, or identify equivalent efficiencies, or some combination of both.

### **Mayor's Charges to Committee**

- Recommend to the Council a program within 90 days following the initial committee meeting that fulfills the Council Objective and maximizes streets repaired with minimal long-term financial impact to residents and businesses.
- Identify a preferred funding method, which might be the voter-approved tax rate increase, or a street-user fee, or a permit fee for overnight parking, or other methods, or a combination of methods. Consider if there is greater benefit for debt-funding or pay-as-you-go. If the optimal method is a tax-supported/debt-funded program, consider options that might offset the tax increase, both in the short- and long-terms. Assure that current funding methods aren't diverted and only the new funds used.
- Consider the optimal street selection and prioritization method, which would incorporate the Pavement Condition Index and might include other criteria such as traffic volumes, number of homes or businesses that would benefit, or other selection criteria.

## **APPENDIX (A) Mayor's Charge Continued**

- Consider construction techniques that maximize the overall improvements to streets, while factoring the long-range service and cost benefits. The program could rehabilitate streets from sidewalk-to-sidewalk, which has the most economic impact and durability; or curb-to-curb, which would allow more actual street improvements and allow a faster schedule but with less economic benefit; or just slab replacements, which would be even more repairs and faster but far less economic impact and durability; or other methods. Criteria could be set that factored different levels of improvement, depending on the current state of deterioration. Consider construction materials, such as concrete (longer life but slower and more expensive), or asphalt (shorter life and greater chances of uneven surfaces over time), or other techniques, such as an asphalt overlay over stable concrete. Consider the benefits and costs of in-house repairs and privatized construction, or the balance between the two



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Council Appointments as Representatives to Organizations

### Summary of Request/Problem

At the request of Deputy Mayor Pro Tem Tim Campbell and Council Member Stephen Stanley, Council is requested to discuss appointments of Council members as representatives to organizations of which the City is a member. This item was previously discussed at the June 30, 2014 Work Session.

### Recommendation/Action Requested and Justification

Council discussion.

**Submitted By:**

**Approved By:**

**William E. Dollar  
City Manager**



# City Council Item Summary Sheet

**Work Session**

Date: July 14, 2014

**Agenda Item**

## Appointments to Council Committees

### Summary of Request/Problem

At the request of Deputy Mayor Pro Tem Tim Campbell and Council Member Stephen Stanley, Council is requested to discuss appointments to Council committees.

### Recommendation/Action Requested and Justification

Council discussion and direction.

**Submitted By:**

**Approved By:**

**William E. Dollar**  
**City Manager**