



AGENDA

**CITY COUNCIL WORK SESSION
City of Garland
Work Session Room, City Hall
200 North Fifth Street
Garland, Texas
January 21, 2014**

5:30 p.m.

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.

**[Public comment will not be accepted during Work Session
unless Council determines otherwise.]**

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]

(5:30) 1. Written Briefings:

a. 2013-14 Budget Amendment No. 1 Young

Council is requested to consider amending the 2013-14 Adopted Budget in order to appropriate available funds for the following:

- 1. Projects approved in last year's budget, but not completed by the fiscal yearend.*
- 2. Rollover of open purchase orders from the 2012-13 fiscal year.*
- 3. Expenditures not anticipated in the 2013-14 Adopted Budget.*

If Council concurs, this item will be scheduled for formal consideration at the February 4, 2014 Regular Meeting.

b. Amendment of EMS Mileage Fee Ordinance Knight

Council is requested to consider adopting an amendment to Section 21.26(B) of the Code of Ordinances to reduce the mileage fee in subsections B(2) and B(3) from \$12.00 to \$10.00 per mile. If Council concurs, this item will be scheduled at the February 4, 2014 Regular Meeting for formal consideration.

c. Change Order – Water and Wastewater Improvements Polocek

Council is requested to consider authorizing a change order in the amount of \$64,071.57 to Jim Bowman Construction Company for the Shiloh Road Water and Wastewater Improvements Project from Mockingbird Lane to Forest Lane. This item is scheduled for formal consideration at the January 21, 2014 Regular Meeting.

| Item | Key Person |
|------|------------|
|------|------------|

2. Verbal Briefings:

a. Overview of Atmos Energy's Policies and Procedures for Gas Leakages Beauchamp

Liz Beauchamp, Atmos Energy's Mid-Tex Division Manager of Public Affairs, will provide an overview of Atmos Energy's policies and procedures for gas leakages.

b. Overview of Oncor's Ice Storm Electric Restoration **B. Young**

Approximately 15% of the City of Garland is within the Oncor electric service area. Barry Young, Oncor Area Manager, will provide an overview of Oncor's ice storm electric restoration.

c. Review and Deliberation of 2014 CIP **R. Young**

Council will review and discuss the 2014 Capital Improvement Program.

d. Transportation Committee Report **Willis**

Council Member John Willis, chair of the Transportation Committee, will provide a Committee report on the following:

- 1. Regional Transportation Council and Dallas Regional Mobility Coalition activities.*
- 2. Updates from Dean International, Inc. on IH-30, IH-635 East, and SH-78 developments, THSRTC, and TEX-21.*
- 3. The Strategic Transportation Enhancement Plan for IH-635 East, SH-78, and IH-30.*
- 4. An amendment to the Consultation Services Retainer Agreement for Dean International, Inc.*

The Committee is requesting discussion and direction.

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. Adjourn

Council



Meeting: Work Session

Date: January 21, 2014

Policy Report

2013-14 BUDGET AMENDMENT NO. 1

ISSUE

Amend the 2013-14 Adopted Budget in order to appropriate available funds for the following:

- (1) Projects approved in last year's Budget but not completed by the fiscal year-end.
- (2) Rollover of open Purchase Orders from the 2012-13 fiscal year.
- (3) Expenditures not anticipated in the 2013-14 Adopted Budget.

OPTIONS

- (A) Approve Budget Amendment No. 1 as proposed.
- (B) Approve portions of Budget Amendment No. 1.
- (C) Do not approve Budget Amendment No. 1.

RECOMMENDATION

Option (A) – Approve Budget Amendment No. 1 as proposed. Direct staff to prepare an ordinance amending the 2013-14 Adopted Budget for consideration and passage at the February 4, 2014, Regular Council meeting.

COUNCIL GOAL

“Financially Stable Government with Tax Base that Supports Community Needs”

Budget amendments allow the City to respond to changing situations and needs in a manner that permits flexibility while ensuring financial integrity and controls.

BACKGROUND

(1) Carry-Over of 2012-13 Incomplete Projects

a) Street Upgrades

The FY 2012-13 Revised Budget for the Infrastructure Repair and Replacement Fund included \$1,088,365 for street repair and replacement projects. These projects are to be completed in conjunction with sewer/water main improvements. Budget Amendment No. 1 proposes to increase FY 2013-14 operating appropriations by \$1,088,365 to complete the following projects: Shiloh Road from Forest Lane to Miller Road - \$125,000; Birchwood Drive from Broadmoor Drive to Northwest Hwy - \$50,000; Brookview Drive from Northwest Hwy to Wildbriar Drive - \$71,000; Cove Drive from Country Club Road to High Meadow Drive - \$94,000; Lake Hubbard Pkwy from Chaha Road to Marvin Loving Drive - \$40,000; Fifteenth Street from South Garland Avenue to Miller Road - \$147,900; Sixteenth Street from South Garland Avenue to Miller Road - \$156,600; Tennyson Drive from West Miller Road to Delano Drive - \$100,050; Delano Drive from West Daugherty to West Miller Road - \$264,665; Harris Drive from Carney Drive to Saturn Springs Road - \$39,150.

A Budget Amendment is required due to the timing of the expenditures only. There is no additional financial impact.

b) Information Technology Computer Hardware

The FY 2012-13 Revised Budget for the Information Technology Replacement Fund included \$319,344 to acquire computer hardware that did not get purchased by the close of the fiscal year. Budget Amendment No. 1 proposes to increase FY 2013-14 operating appropriations by \$319,344 to purchase the previously approved computer hardware. The hardware includes the following:

- 1) 16 desktop workstations-\$16,000
- 2) 1 laptop-\$1,000
- 3) 1 high-end desktop-\$3,200
- 4) 1 multi-server monitor-\$4,000
- 5) 1 internet email filtering server-\$7,144
- 6) 8 network switches-\$56,000
- 7) 1 server consolidation-\$232,000.

A Budget Amendment is required due to the timing of the expenditures only. There is no additional financial impact.

c) New Office Space for the Economic Development Department

The FY 2012-13 Revised Budget for the Economic Development Department included \$127,339 to move the department into new office space by the end of last fiscal year. Budget Amendment No. 1 proposes to increase FY 2013-14 operating appropriations by \$127,339 since the Economic Development Department's move to a new office was delayed until the current fiscal year.

A Budget Amendment is required due to the timing of the expenditures only. There is no additional financial impact.

d) Other Miscellaneous Project Carryovers include:

- 1) Stormwater Management Fund – pickup truck - \$24,000
- 2) Equipment Replacement Fund – pickup truck with cage for Animal Services - \$30,000
- 3) Infrastructure Repair & Replacement Fund – pickup truck - \$24,000.

A Budget Amendment is required due to the timing of the expenditures only. There is no additional financial impact.

(2) Rolled-Forward Encumbrances from Fiscal Year 2012-13

When an order is placed for goods or services, a Purchase Order is issued that encumbers the budgeted funds. This has the effect of reserving the funds for future payment of the items covered in the Purchase Order. Every year on September 30th – when the fiscal year ends, there are open Purchase Orders related to goods or services that have been ordered but not yet received. Accordingly, the funds reserved for these open Purchase Orders are still in the year-end fund balances since the transactions are not yet completed.

Because the purchase of these open items was authorized by Council in the previous fiscal year (2012-13), the City's practice has been to roll these encumbrances forward into the current fiscal year (2013-14). This has the effect of increasing the current year's appropriation by the amount of the open Purchase Orders or encumbrances. The funding to cover the expenditures is available in the fund balance since payment was not made before the close of the fiscal year.

The projected fund balance for the current fiscal year is unaffected by the "roll-forward," because it was assumed in the 2013-14 Adopted Budget that the expenditures would be completed in the prior year. The presence of the funds in the fund balance is above and beyond what the Budget assumes for the 2013-14 year-end balance.

Budget Amendment No. 1 proposes that encumbrances totaling \$3,605,092 be rolled forward to 2013-14. Of the total rollover amount, \$461,915 is related to the General Fund. Attachment A provides a detailed listing by fund of individual outstanding encumbrances over \$25,000.

A Budget Amendment is required due to the timing of the expenditures only. There is no additional financial impact.

(3) Expenditures Not Anticipated in the 2013-14 Adopted Budget

a) Water and Wastewater Utilities Asset Management System

The Water and Wastewater Utility departments have been storing asset information in different formats, different locations, and different systems, resulting in asset data being scattered amongst its divisions and other city departments. In order to better manage its Water/Wastewater infrastructure data, and to use this information to assist management decisions and field operations, both Utility's are requesting the purchase and implementation of asset management software. In the FY 2013-14 Adopted Budget, Council approved an \$189,000 transfer from the Wastewater Utility Fund to the IT Project Fund to begin the initial design work for an Asset Management System. However, now that a vendor has been chosen and scope of work identified, Budget Amendment No. 1 proposes an additional \$440,990 (split between the Water and Wastewater Fund) to be transferred to the IT Project Fund to allow for the entire project cost of \$629,990 to be funded and purchased in FY 2013-14.

The Asset Management System will be fully funded by available fund balances in the Water and Wastewater Utility Funds.

b) Other Miscellaneous Expenditure Adjustments include:

- 1) General Fund – Police range storage container funded by donations - \$2,995
- 2) Electric Utility Fund – reduction of transfer to Capital Improvement Program – (\$1,153,000)
- 3) Stormwater Management Fund – mower attachment replacement for hydraulic excavator - \$15,000
- 4) Equipment Replacement Fund – replacement of GP&L vehicle - \$29,515
- 5) Equipment Replacement Fund – additional cost for backhoe upgrade - \$27,134.

The mower attachment, GP&L replacement vehicle, and backhoe upgrade will be fully funded by available fund balances from each of the funds.

FINANCIAL CONSIDERATIONS

The Street Upgrades projects, the Information Technology Hardware, the Economic Development Department Office move, other Miscellaneous Project Carryovers, and outstanding Purchase Orders carried forward were fully funded in the FY 2012-13 Budget, and the funds required to cover these expenditures remain within each fund's respective fund balance. As a result, there is no financial impact from approval of these items. The Water and Wastewater Asset Management System, mower attachment for the hydraulic excavator, replacement of a GP&L vehicle, and the additional cost for the backhoe upgrade will be fully funded by available fund balances from the respective funds.

Budget Amendment No. 1 proposes to appropriate funds as follows:

| | |
|---|---------------------------|
| <u>General Fund</u> | |
| Economic Development | \$ 127,339 |
| Police Range Storage Container | 2,995 |
| <u>Electric Utility Fund</u> | |
| Reduction of Transfer to Capital Improvement Program | (1,153,000) |
| <u>Equipment Replacement Fund</u> | |
| Replacement of GP&L Vehicle | 29,515 |
| Pickup Truck with cage for Animal Services Approved in FY 2012-13 Budget | 30,000 |
| Additional Cost for Backhoe Upgrade | 27,134 |
| <u>Information Technology Replacement Fund</u> | |
| Computer Hardware | 319,344 |
| <u>Infrastructure Repair & Replacement Fund</u> | |
| Street Repair and Replacement Projects | 1,088,365 |
| Pickup Truck Approved in FY 2012-13 Budget | 24,000 |
| <u>Stormwater Management Fund</u> | |
| Pickup Truck Approved in FY 2012-13 Budget | 24,000 |
| Mower Attachment Replacement for Hydraulic Excavator | 15,000 |
| <u>Wastewater Utility Fund</u> | |
| Asset Management System | 220,495 |
| <u>Water Utility Fund</u> | |
| Asset Management System | 220,495 |
| <u>Various Funds</u> | |
| Rollover of Purchase Order Encumbrances | <u>3,605,092</u> |
| TOTAL SUPPLEMENTAL APPROPRIATION | <u>\$4,580,774</u> |

ATTACHMENT(S)

Attachment A – Schedule of Open Encumbrances being Rolled Forward

Attachment B – Schedule of Proposed Amendments by Fund

Submitted By:

Ron Young
Director
Budget & Research

Date: January 13, 2014

Approved By:

William E. Dollar
City Manager

Date: January 13, 2014

ATTACHMENT A
2012-13 Rollover
(With Detail of PO's Over \$25,000)

| <u>Fund/Department</u> | <u>PO Description</u> | <u>Amount Outstanding 9-30-13</u> |
|--|---------------------------------------|---|
| <u>General Fund</u> | | |
| Planning & Community Development | Unified Development Code | \$49,895 |
| Parks, Recreation & Cultural Arts | Lawn Tractors (2) | \$43,091 |
| Police - Training | Ammunition | \$39,985 |
| Various | PO's Under \$25,000 | \$328,944 |
| Sub-Total General Fund | | <u>\$461,915</u> |
| <u>Electric Utility Fund</u> | | |
| | Equipment Lease | \$39,666 |
| | Turbine Parts and Service | 113,074 |
| | TMPA Instrument Transformers | 53,550 |
| | TMPA Transmission ROW Maintenance | 118,360 |
| | Professional Services | 59,860 |
| | PO's Under \$25,000 | 161,803 |
| Sub-Total Electric Utility Fund | | <u>\$546,313</u> |
| <u>Stormwater Utility Fund</u> | | |
| | Tilt Trailer | \$30,855 |
| | PO's Under \$25,000 | 1,381 |
| Sub-Total Stormwater Utility Fund | | <u>\$32,236</u> |
| <u>Information Technology Fund</u> | | |
| | IT Leaders Workgroup Subscriptions | \$80,058 |
| | Software Licenses | 110,914 |
| | Desk Phones | 40,568 |
| | Telephone System Maintenance Contract | 89,972 |
| | Radio Communications Equipment | 71,865 |
| | PO's Under \$25,000 | 102,689 |
| Sub-Total Information Technology Fund | | <u>\$496,066</u> |

| <u>Fund/Department</u> | <u>PO Description</u> | <u>Amount Outstanding 9-30-13</u> |
|---|--|--|
| <u>Information Technology Replacement Fund</u> | | |
| GP&L | Workstations (21) | \$34,423 |
| IT | Toughbooks and Docks | 37,346 |
| | PO's Under \$25,000 | 121,347 |
| | | <hr/> |
| | Sub-Total Information Technology Replacement Fund | \$193,116 |
| | | <hr/> |
| Police - Patrol | Police Pursuit Vehicles | \$638,848 |
| Police - Patrol | Police Pursuit Vehicles | 112,272 |
| Police - Patrol | Police Pursuit Vehicles | 83,328 |
| Police - Patrol | Police Motorcycles | 63,196 |
| Police - Patrol | Police Motorcycles | 47,397 |
| Police - Patrol | Cut Vinyl Graphics for Pursuit Vehicles | 40,375 |
| Water - Metering Services | Bachhoe Loader | 94,896 |
| IT - Telecommunications | Pickup 1/2 ton with Crew Cab | 31,070 |
| Various Departments | PO's Under \$25,000 | 53,029 |
| | | <hr/> |
| | Sub-Total Equipment Replacement Fund | \$1,164,411 |
| | | <hr/> |
| <u>Facilities Management Fund</u> | | |
| Facilities - Building Services | Millwork for Kitchen in Fire Station #7 | \$26,600 |
| | PO's Under \$25,000 | 85,195 |
| | | <hr/> |
| | Sub-Total Facilities Management Fund | \$111,795 |
| | | <hr/> |
| <u>Infrastructure Replacement Fund</u> | | |
| | Software Management System | \$65,325 |
| | PO's Under \$25,000 | 22,311 |
| | | <hr/> |
| | Sub-Total Infrastructure Replacement Fund | \$87,636 |
| | | <hr/> |
| <u>Narcotic Seizure Fund</u> | | |
| Police - Supplies | Ammunition | \$40,000 |
| | PO's Under \$25,000 | 0 |
| | | <hr/> |
| | Sub-Total Narcotics Seizure Fund | \$40,000 |
| | | <hr/> |
| <u>Recreation Performance Fund</u> | | |
| Rec Performance - Senior Events | Passenger Van | \$57,506 |
| | PO's Under \$25,000 | 50,382 |
| | | <hr/> |
| | Sub-Total Recreation Performance Fund | \$107,888 |
| | | <hr/> |

| <u>Fund/Department</u> | <u>PO Description</u> | <u>Amount Outstanding 9-30-13</u> |
|--|-----------------------|---|
| <u>Wastewater Utility Fund</u> | Professional Services | \$45,550 |
| | PO's Under \$25,000 | 174,551 |
| Sub-Total Wastewater Utility Fund | | <u>\$220,101</u> |
| <u>All Other Funds</u> | PO's Under \$25,000 | <u>\$143,615</u> |
| <u>TOTAL OUTSTANDING PO's</u> | | <u>\$3,605,092</u> |

ATTACHMENT B

Proposed Budget Amendment FY 2013-14 Operating Budget

| | BA #1 | BA #1 PO Rollover | Total Budget Amendment |
|--|------------------|----------------------|---------------------------|
| REVENUES AND EXPENDITURES | | | |
| Sources of Funds: | | | |
| Additional Revenue | | | |
| General Fund - Police Donations | \$2,995 | \$0 | \$2,995 |
| Fund Balance - Prior Year | 972,687 | 3,605,092 | 4,577,779 |
| Total Funds Provided | <u>\$975,682</u> | <u>\$3,605,092</u> | <u>\$4,580,774</u> |
| Use of Funds - Expenditures: | | | |
| General Fund (See detail in Notes) | \$130,334 | \$461,915 | \$592,249 |
| Customer Service | 0 | 22,065 | 22,065 |
| Electric Utility Fund | (1,153,000) | 546,313 | (606,687) |
| Environmental Waste Services Fund | 0 | 14,413 | 14,413 |
| Equipment Replacement Fund | 86,649 | 1,164,411 | 1,251,060 |
| Facilities Management Fund | 0 | 111,795 | 111,795 |
| Fleet Services Fund | 0 | 67,948 | 67,948 |
| Information Technology Fund | 0 | 496,066 | 496,066 |
| Information Technology Replacement Fund | 319,344 | 193,116 | 512,460 |
| Infrastructure Repair & Replacement Fund | 1,112,365 | 87,636 | 1,200,001 |
| Narcotic Seizure Fund | 0 | 40,000 | 40,000 |
| Recreation Performance Fund | 0 | 107,888 | 107,888 |
| Self Insurance Fund | 0 | 4,656 | 4,656 |
| Stormwater Management Fund | 39,000 | 32,236 | 71,236 |
| Warehouse Fund | 0 | 3,750 | 3,750 |
| Wastewater Utility Fund | 220,495 | 220,101 | 440,596 |
| Water Utility Fund | 220,495 | 30,783 | 251,278 |
| Total Expenditures | <u>\$975,682</u> | <u>\$3,605,092</u> | <u>\$4,580,774</u> |

Notes:

| | | | |
|-----------------------------------|------------------|------------------|------------------|
| General Fund - | | | |
| City Attorney | \$0 | \$2,238 | \$2,238 |
| Code Compliance | 0 | 5,100 | 5,100 |
| Economic Development | 127,339 | 0 | 127,339 |
| Engineering | 0 | 5,685 | 5,685 |
| EWS - Disposal | 0 | 17,858 | 17,858 |
| Fire | 0 | 36,654 | 36,654 |
| Human Resources | 0 | 1,774 | 1,774 |
| Library | 0 | 17,440 | 17,440 |
| Municipal Court | 0 | 4,804 | 4,804 |
| Parks, Recreation & Cultural Arts | 0 | 128,716 | 128,716 |
| Planning & Community Development | 0 | 121,352 | 121,352 |
| Police | 2,995 | 118,549 | 121,544 |
| Purchasing | 0 | 1,745 | 1,745 |
| Sub-Total General Fund | <u>\$130,334</u> | <u>\$461,915</u> | <u>\$592,249</u> |



Meeting: Work Session

Date: January 21, 2014

Policy Report

AMENDMENT OF EMS MILEAGE FEE ORDINANCE

ISSUE:

Council is requested to consider adopting an amendment to Section 21.26(B) of the Code of Ordinances to reduce the mileage fee in subsections B(2) and(3) from \$12.00 to \$10.00 per mile.

OPTIONS:

- A. Authorize the amendment of Section 21.26 of the Code of Ordinances to reduce the mileage fee in subsections B (2) and (3) from \$12.00 to \$10.00.
- B. Do not authorize the amendment of Section 21.26.

RECOMMENDATION:

Staff recommends Option A: Authorize the amendment of Section 21.26 to reduce the mileage fee in subsections B(2) and(3) from \$12.00 to \$10.00 to reflect the fee intended by the Council. If Council concurs, this item will be scheduled for formal consideration at the February 4, 2014 Regular Meeting.

COUNCIL GOAL:

Consistent Delivery of Reliable City Services

BACKGROUND:

Section 21.26 of the Code of Ordinances was amended in July of 2012 to effect a number of changes to EMS service fees. Among them was an intended reduction of the mileage fees referred to in subsections B (1), (2) and (3) from \$12.00 to \$10.00 per mile. While the ordinance passed by the Council reflected the intended reduction in subsection B(1), the ordinance did not reflect similar reductions in subsections B(2) and (3). This ordinance is for the purpose of reducing the mileage fees in subsections B(2) and(3) from \$12.00 to \$10.00, to reflect the fee intended by the Council.

CONSIDERATION:

This amendment is needed to correct the mileage fees adopted in Ordinance No. 6559, approved on July 17, 2012, which reflected incorrect amounts for mileage charges under Section 21.26 B(2) and B(3).

This is a technical correction in the ordinance only. Actual billings have been made based on the correct amount approved by Council as part of the budget process. No one was overbilled as a result of this error.

ATTACHMENT

Draft Proposed Ordinance

Submitted By:

Raymond Knight
Fire Chief

Date: January 13, 2014

Approved By:

William E. Dollar
City Manager

Date: January 13, 2014

ORDINANCE NO.

AN ORDINANCE AMENDING CHAPTER 21 “FIRE PREVENTION AND PROTECTION” OF THE CODE OF ORDINANCES OF THE CITY OF GARLAND, TEXAS; PROVIDING A SAVINGS CLAUSE; A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

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

Section 1

That Section 21.26(B) of Chapter 21, “Fire Prevention and Protection,” of the Code of Ordinances of the City of Garland, Texas, is hereby amended to read as follows”

“(B) The following fees shall be charged for ambulance services provided by the City:

- (1) Basic life support transfer [BLS]: \$450.00 for residents, \$550.00 for non-residents, plus a mileage fee of \$10.00 per mile from the site of pick-up to the hospital.
- (2) Advanced life support transfer [ALS-1] involving two or fewer advanced life support measures: \$500.00 for residents, \$600.00 for non-residents, plus a mileage fee of \$10.00 per mile from the site of pick-up to the hospital.
- (3) Advanced life support transfer [ALS-2] involving three or more advanced life support measures: \$625.00 for residents, \$725.00 for non-residents, plus a mileage fee of \$10.00 per mile from the site of pick-up to the hospital.
- (4) All supplies used in connection with a transfer shall be charged at 125% of the City’s cost.”

Section 2

That Chapter 21 of the Code of Ordinances of the City of Garland, Texas, shall be and remain in full force and effect save and except as amended by this Ordinance.

Section 3

That the terms and provisions of this Ordinance are severable and are governed by Section 10.06 of the Code of Ordinances, City of Garland, Texas.

Section 4

That this Ordinance shall be and become effective immediately upon and after its passage and approval.

PASSED AND APPROVED this the _____ day of _____, 2013.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary



Meeting: Work Session

Date: January 21, 2014

Policy Report

CHANGE ORDER – WATER AND WASTEWATER IMPROVEMENTS SHILOH ROAD – MOCKINGBIRD LANE TO FOREST LANE

ISSUE

Consider a change order to the construction for the Shiloh Road Water and Wastewater Improvements from Mockingbird Lane to Forest Lane in the amount of \$64,071.57.

OPTIONS

- A. Authorize staff to pay Jim Bowman Construction Company for the additional work.
- B. Take no action

RECOMMENDATION

Staff recommends Option A. This item is scheduled for formal consideration at the January 21, 2014 Regular Meeting.

COUNCIL GOAL

Financially Stable Government with Tax Base that Supports Community Needs
Consistent Delivery of Reliable City Services

BACKGROUND

The City entered into a construction contract with Jim Bowman Construction Company (Bowman) for the Shiloh Road Water and Wastewater Improvements from Mockingbird Lane to Forest Lane in the amount of \$908,392.55.

The majority of the construction was under the existing northbound pavement of Shiloh Road. The project replaced an existing 10" wastewater main with a new 10" wastewater main and replaced an existing 6" water main with a new 8" water main. The City expected the existing pavement in Shiloh Road to be 8" thick as current City pavement standards dictate. Once construction began, the City soon discovered the existing paving was actually 10" thick. In addition, there was settlement of the existing paving at the intersecting streets and commercial driveways including the ADA ramps.

The City required Bowman to remove and replace the ADA ramps at the intersections as well.

This change order is for the additional concrete materials required by the difference between the expected 8" thick paving and the actual 10" thick paving and the additional removal and replacement of necessary ADA compliant ramps and some transitional sidewalks at the street and driveway intersections.

The \$64,070.24 is a 7.1% overage from the \$908,392.55 contract price.

CONSIDERATION

Staff seeks the Council's approval to pay Bowman \$64,071.57 for the additional work.

ATTACHMENT

Change Order

Submitted By:

Michael C. Polocek, P.E.
Engineering Department

Date: January 14, 2014

Approved By:

William E. Dollar
City Manager

Date: January 14, 2014

CITY OF GARLAND - ENGINEERING DEPARTMENT
CONTRACT CHANGE ORDER

To: Jim Bowman Construction Company
 2716 S. Rigsbee Drive
 Plano, Texas 75074-7059

Change Order No.: 1
P.O. No.: 20700
Account No.:
Page: 1 of 1

RE: Shiloh Road CIP - Forest to Mockingbird
 Water & Sanitary Sewer Improvements

Effective Date: January 13, 2014

You are hereby authorized to make the changes described below in connection with your contract dated February 14, 2013 for Shiloh Road CIP from Forest to Mockingbird

The changes described herein are to be performed subject to the same conditions in the above mentioned original contract as fully as if such conditions were repeated in this Change Order.

Description of Changes:

1. Bid Item No. 311.0400 - Additional Quantities of Sidewalk, 4-inch
2. Bid Item No. 346.1000 - Additional Quantities of 10-inch Street Pavement in lieu of 8-inch Street Pavement
3. Bid Item No. 381.0000 - Additional Quantities of Access Ramp, ADA

Monetary Consideration:

| <u>Item</u> | <u>Description</u> | <u>Price</u> |
|--------------|---|--------------------|
| 1. | 293.09 SY of Sidewalk, 4-inch at \$40.00 / SY | \$11,723.60 |
| 2. | 5,424.82 SY of 8-inch Street Paving at \$47.00 / SY = \$254,966.54 5,424.82 SY of 10-inch Street Paving at \$55.50 / SY = \$301,077.51 Difference = | \$46,110.97 |
| 3. | 41.58 SY of Access Ramp, ADA at 150.00 / SY | \$6,237.00 |
| TOTAL | | \$64,071.57 |

Contract Summary:

| | <u>\$ Amount</u> | <u>Work Days</u> |
|--------------------------------|--------------------|------------------|
| Original Contract Amount: | \$908,392.55 | 120 |
| Previous Contract Adjustments: | \$0.00 | 0 |
| Amount of this Change Order: | <u>\$64,071.57</u> | 0 |
| Total Adjusted Contract: | \$972,464.12 | 120 |

Change Order No. 1 represents a 7.05 % increase to original contract amount.

Accepted:

Unit Pricing Based on Existing Bid Prices In Contract
 (Contractor)

 (Director of Engineering)

Date: 1/13/2014

Date:



City Council Item Summary Sheet

Work Session

Date: January 21, 2014

Agenda Item

Overview of Atmos Energy's Policies and Procedures for Gas Leakages

Summary of Request/Problem

Liz Beauchamp, Atmos Energy's Mid-Tex Division Manager of Public Affairs, will provide an overview of Atmos Energy's procedures for gas leakages.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: January 21, 2014

Agenda Item

Overview of Oncor's Ice Storm Electric Restoration

Summary of Request/Problem

Approximately 15% of the City of Garland is within the Oncor electric service area. Barry Young, Oncor Area Manager, will provide an overview of Oncor's ice storm electric restoration.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: 1/21/14

Agenda Item

Review and Deliberation of 2014 Capital Improvement Program

Summary of Request/Problem

The City Council will review and discuss the 2014 Capital Improvement Program.

Recommendation/Action Requested and Justification

Information only.

Submitted By:
Ron Young
Director
Budget & Research

Approved By:
William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: January 21, 2014

Agenda Item

Transportation Committee Report

Summary of Request/Problem

Council Member John Willis, chair of the Transportation Committee, will provide a Committee report on the following:

1. Regional Transportation Council and Dallas Regional Mobility Coalition activities.
2. Updates from Dean International, Inc. on IH-30, IH-635 East, and SH-78 developments, THSRTC, and TEX-21.
3. The Strategic Transportation Enhancement Plan for IH-635 East, SH-78, and IH-30.
4. An amendment to the Consultation Services Retainer Agreement for Dean International, Inc.

The Committee is requesting Council discussion and direction.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager



GARLAND

TEXAS MADE HERE

**City of Garland
Strategic Transportation Enhancement Plan**



Prepared by
Dean International, Inc.
Public Policy Consultants
8080 Park Lane, Suite 600
Dallas, TX 75231

OUTLINE

| | | |
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| | d. LBJ East Schematic Analysis | |

I. EXECUTIVE SUMMARY

The City of Garland, one of the largest suburban cities in the Dallas-Fort Worth Metroplex, has taken a leadership role in transportation project development for eastern Dallas County, filling a longstanding vacuum. The City of Garland, having enlightened self-interest, has made the decision to forward its transportation program to not only increase mobility and safety for its citizens but increase property value and create sustainable development for its citizens.

In order to fulfill its mission and vision, this Strategic Transportation Enhancement Plan (hereinafter STEP) contains an overview of the essential steps for project development for the City's three major projects: IH-30, IH-635, and SH 78. The various agencies that would affect these projects and their role in transportation project development is discussed as well as the most up-to-date information concerning these three projects.

Attention has been given to the purpose of economic development through enhanced access and efficient, effective transportation planning. Relevant elements from the City of Garland's *Envision Garland* have been included in this document to keep the theme of economic development and redevelopment in reference by coordinating efforts.

The Garland STEP is a *living document* and as such will be updated as necessary as these three projects develop. The most up-to-date information is necessary for the effective development of these projects.

II. INTRODUCTORY INFORMATION

Numerous major transportation projects in the City of Garland are currently in various phases of project development by State, regional and City of Garland transportation providers. The development of these projects and their ultimate funding and construction must be closely coordinated to insure mobility is maintained both within the boundaries of the City of Garland and the adjacent areas of the Dallas-Fort Worth Metropolitan Region.

The City of Garland operates not only on a regional stage but on a national and international stage as well. The City's longstanding history of promoting and developing its industrial sector has benefitted the City greatly, ensuring it a sturdy population and sustained use from their roadways.

The major transportation projects listed in Section VII have been identified because of their importance in the movement of persons and vehicles into, out of, and through the City of Garland. The volume of this movement on the various highways, streets and roads classified as arterial facilities exceeds 500,000 per day. The schedule for development of the major transportation projects will take into consideration the relative importance of each project or segment of a project in providing for the movement of persons well into the future for the City of Garland. The schedule will also take into consideration such issues as City of Garland planned development activity, time to develop the project for construction contracting, external influences associated with impedance of development of a project, the impact of a project external to the City of Garland being delayed, and strategic issues associated with the availability of funding for the construction of the project. Based on all of these considerations and other issues that will be identified in this plan, the schedule for development of projects represents the schedule of alternatives that addresses the issues examined in the development of the Project Development Plan for the City of Garland.

The locations of the major City of Garland projects that have been identified for detailed analysis and coordination of the implementation and planning process are shown on Map I-A, Tab A. The earliest construction contract letting date for any of these major projects will not occur prior to 2015; therefore, the development of an orderly project delivery and staging plan and the creation of a schedule for tracking the projects (in some instances in phases or segments) is a critical and warranted endeavor.

The current status and availability of construction funding from federal, state, regional and local sources for the numerous major projects currently being planned for the City of Garland is limited. Therefore, the prioritization of the order of the completion of the planning, design, and initiation of construction of a project or segment is an essential and imperative task. The establishment of an opening date for the specific project or project segment based on the initiation of construction and the time to construct must also be determined in order to coordinate and sustain orderly mobility in the City of Garland and the surrounding region.

The location of projects outside of the City of Garland with a potential for external influence on the major City of Garland transportation projects are shown on the map below. These

projects have been identified based on their impact on mobility in the City of Garland by looking at two scenarios. One scenario would be the inability of transportation providers to improve a transportation facility to a proposed or existing City of Garland facility. This would create an existing virtual blockage of a facility with increased traffic generated by the improved capacity on the facility in the City of Garland. The second scenario would be the construction of a facility to the City of Garland boundary without the corresponding facility with increased capacity having been constructed within the City of Garland. In this case, the lack of capacity for the delivery of increased traffic from outside the City would cause a significant increase in the congestion of the City of Garland facility.

III. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECTS

A. STRATEGIC ACTIONS TO BE CONSIDERED BY CITY OF GARLAND

The Project Development Plan process utilized by the transportation providers in the Dallas-Fort Worth Metroplex is controlled by statutes of the State of Texas, rule-making authority of the various transportation agencies, federal statutes and rule making authority of the federal agencies. The project development process is normally dictated by the rule making authority of the State, Federal and Regional Agencies. However, in some instances, public policy procedures may not provide an appropriate administrative method to develop the project appropriately. In these instances, a political solution may have to be considered. Therefore, strategic actions should be considered to include both public and political solutions.

a. Public Policy Actions

- i. The primary transportation providers in the Dallas-Fort Metroplex are currently those included in this listing:
 1. Texas Department of Transportation(TxDOT) Dallas District
 2. Texas Department of Transportation(TxDOT) Fort Worth District
 3. Dallas Area Rapid Transit (DART)
 4. Fort Worth Transportation Authority (“T”)
 5. Denton County Transportation Authority (DCTA)
 6. North Texas Tollway Authority(NTTA)
 7. Dallas County
 8. Tarrant County
 9. Cities located within Dallas and/or Tarrant County
 10. Dallas-Fort Worth International Airport (DFWIA)
 11. Love Field Airport (City of Dallas owned)
 12. Railroads (KCS, UP, BNSF, DGNO/GWI)
- ii. Funding for transportation projects are from time to time provided by the North Central Texas Council of Governments (NCTCOG) acting as the Dallas-Fort Worth Metroplex Metropolitan Planning Organization (MPO) in addition to that furnished by the above listed transportation providers.
- iii. Federal funding for transportation projects is provided to the above listed transportation providers by the following agencies:
 1. Federal Highway Administration (FHWA)

2. Federal Transit Administration (FTA)
 3. Federal Railroad Administration (FRA)
 4. United States Army Corps of Engineers (USCOE)
- ii. In order to develop transportation projects, transportation providers (in many instances called lead agencies) will be required to secure approval of their project development milestone decisions from other federal and state agencies than those listed as funding sources. The following federal and state regulatory agencies may also be involved in the approval of project development and milestone decisions:
1. Federal Agencies
 - a. Environmental Protection Agency (EPA)
 - b. Department of the Interior (DI)
 - c. U.S. Coast Guard
 - d. Federal Emergency Management Administration (FEMA)
 2. State Agencies
 - e. Texas Commission on Environmental Quality (TCEQ)
 - f. Texas Historical Commission
 - g. Texas Parks and Wildlife Department (TP&W)
- iii. In order to avoid delays, the City of Garland will need to track and monitor the decision-making process as well as approval process in a systematic method.
- iv. Public policy efforts would include the following:
1. Ensure that the project receives the appropriate level of authority for development such as:
 - a. Long Range Planning /Corridor study authorization (Plan)
 - b. Inclusion in the MPO System Plan and planning documents (Plan)
 - c. Preliminary Engineering/Environmental Documentation and Schematic Design Study Authorization (Plan)
 - d. Right of Way Acquisition, Utility Adjustment and Construction Plan Authority (Develop)
 - e. Construction Contracting Authorization (Construct)
 - f. Construction of Project (Construct)
 - v. Any time a lapse occurs between these authorizations of authority, when one event has been concluded and the next event has not commenced, is a delay in the ultimate date the project can be completed. Exercise of public policy actions to cause a minimum of delay between the two events is imperative.
 - vi. In many instances the delay in authorization is based on the lack of adequate funding. Public policy action will have to be exercised to overcome the issue of securing funding at the appropriate time in order to avoid delay.
 - vii. The above actions may require consultation at regional, state and federal agency levels, sometimes will all three once.
 - viii. Public Policy development working with local, State, or federal policy makers may be required during the development of the design of the project to

overcome reluctance on the part of the local transportation provider to accept innovative or new methods of designing the project or portions thereof not previously utilized. These may include issues associated with joint occupancy of agency public right of way, distribution of the cost of construction between local, regional, State or federal agencies, aesthetic treatment applications, and cost participation and other similar issues. The resolution of these issues and securing final decisions is imperative if the project is to remain on schedule.

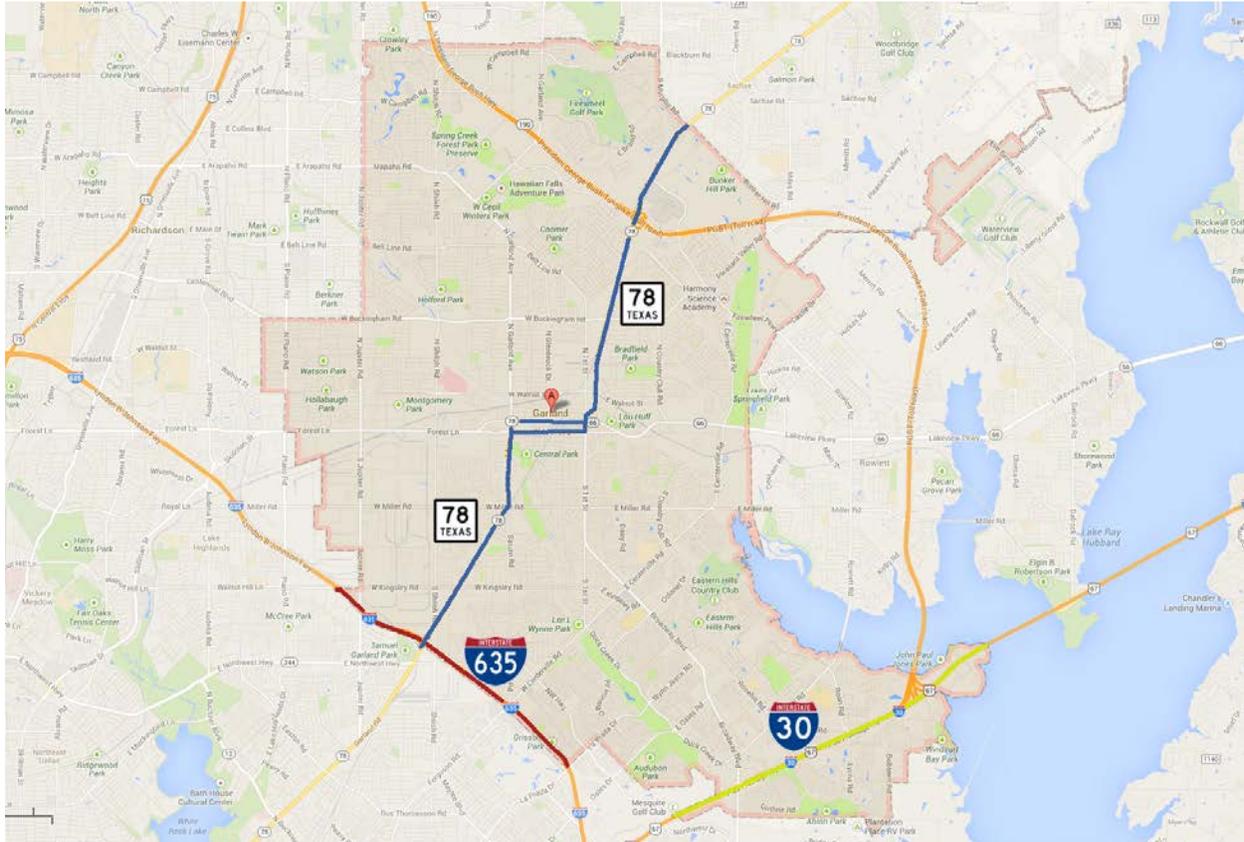
B. BASIS FOR CONSTRUCTION SCHEDULING OF PROJECTS

a. City Of Garland Mobility Considerations

Mobility considerations warranting the development of a project are primarily based on level of congestion, safety of operation, and adequacy of the facility to serve the various modes of transportation desiring to utilize the facility. An additional consideration is the possible diversion of traffic from another transportation facility, while under construction, to the subject facility being considered for prioritization of construction. This other project while under construction can cause congestion to increase on the subject facility with existing capacity. Conversely, the construction of the subject project may cause diversion of traffic to another highway project, which has inadequate capacity to absorb the increase in traffic thereby creating increased congestion. The following issues will need to be considered in the scheduling and prioritization of transportation projects:

- i. Scheduling of a project for construction with consideration of traffic congestion constitutes the prioritization of the project under one criteria, which provides relief from congestion for the largest number of vehicles. In other words, utilization of construction dollars to achieve the maximum congestion relief benefits.
- ii. Scheduling of a project for construction with consideration of the impact of traffic diversion from another project perhaps not even within the boundaries of the City of Garland while the usual route in either the City of Garland or another governmental jurisdiction is under construction. An example of this event would be the construction / reconstruction of IH 635 E could cause a diversion of traffic to the City of Garland through east/west arterials.

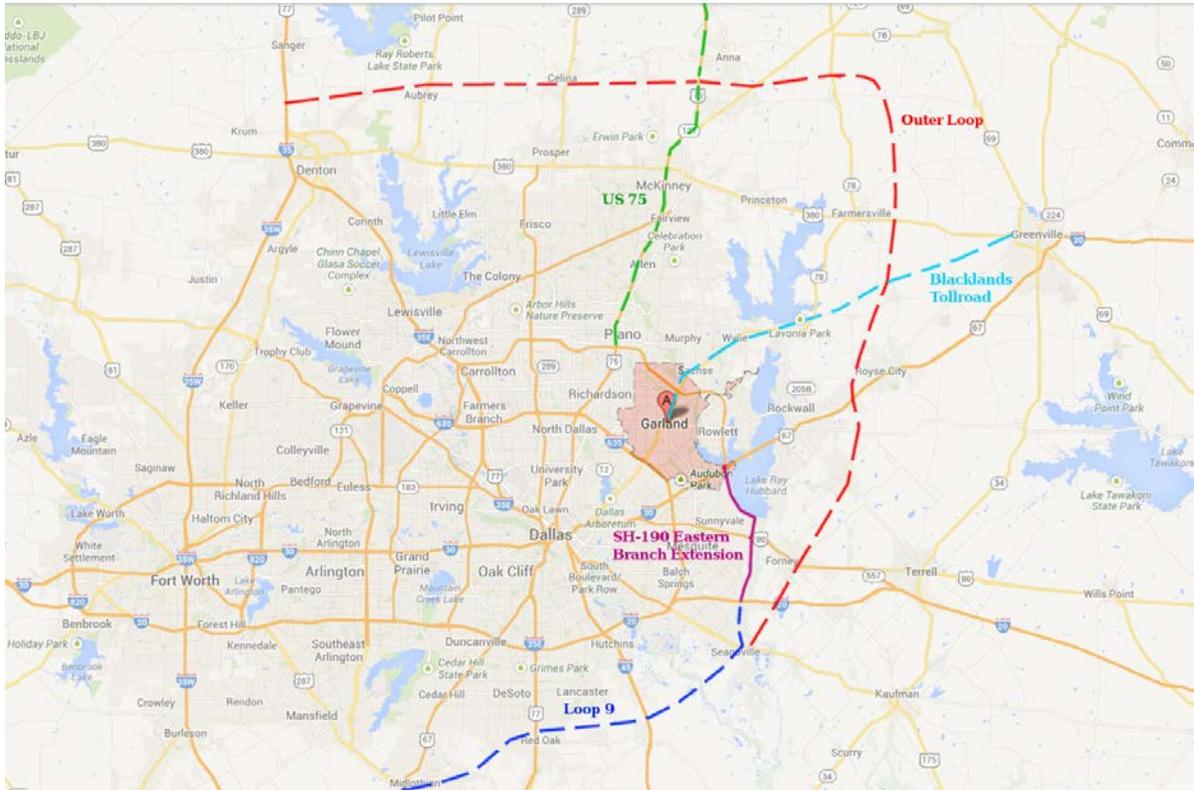
IV. CRITICAL PROJECT DEVELOPMENT ISSUES BY PROJECT AND PROJECT SEGMENT



The development of major transportation projects by the Lead Agency / Transportation Provider is managed by the establishment of milestone events. These milestone events require the completion of a work product that is subject in most instances to either a State or federal agency. The approval phases and milestone events vary somewhat between the State and federal agencies. The Texas Department of Transportation (TxDOT) in Austin utilizes a three-tier process for most project authorizations identified as **“Plan”**, **“Develop”** and **“Construct”**. **“Plan Authority”** includes all work on the project up to environmental clearance and final design approval. **“Develop Authority”** includes right of way acquisition, utility adjustments and construction plan preparation. **“Construct Authority”** allows the project to be processed, funds allocated, bids taken and construction authorized for the project.

V. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

Although the IH-635, IH-30 and SH 78 are identified as major City of Garland transportation projects, as shown on Map I-A and I-C, essentially located within the boundaries of the City of Garland, external influences can impact the development of the projects identified. This map indicates projects that have been identified and external to the City of Garland, that could have an impact on the projects and project segments located within the City of Garland.



VI. KEY ASSUMPTIONS

Certain assumptions have been utilized in the development of project development schedules including:

1. Funding projections based on a study of availability of financing from transportation provider agencies such as TxDOT, MPO, local governments, and the City of Garland.
2. Ability of lead agencies to meet the management and review of design performance in a timely manner
3. Public acceptance of the proposed planning and design performed for the project.
4. Ability of governmental agencies and utility companies to both acquire the necessary right of way and adjustment of utilities for the proposed construction work, etc.
5. Availability of qualified contractors and material suppliers to construct the projects in a timely manner.

VII. PROJECT DEVELOPMENT ACTIVITIES

The purpose of this section is to list the projects, describe the limits of the project, date of construction contract letting and the proposed project completion. For each listed project or project segment there will be a discussion of the issues associated with the development based on the following:

- A. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECTS
- B. CRITICAL PROJECT DEVELOPMENT ISSUES BY PROJECT & PROJECT SEGMENT
- C. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT
- D. KEY ASSUMPTIONS
- E. CITY OF GARLAND FUNCTIONAL AREA ISSUES

The listing of major City of Garland projects includes all of those, which are considered vital to the mobility concerns of the citizens of Garland and the Eastern half of Dallas County. These projects are also considered essential to the development of employment opportunities and economic development in this portion of Dallas County. The prioritization of the project development for the projects is based on the issues identified in the various sections of the discussion presented in this development plan, with the understanding that key assumptions can and will change over time. For this reason, this document is considered a **“LIVING DOCUMENT”** which must be updated when circumstances and events occur which may change the status quo of assumptions.

VIII. TRANSPORTATION PLANNING AND DEVELOPMENT

Transportation planning done best includes every level of the transportation arena, including municipal, state and federal levels; meeting the necessary requests implemented in each arena. The process of this plan must be comprehensive in its development. It will include cooperation of MPO's and RPO's in long-range planning to focus on particular projects, strategic moves, anticipating transportation needs and prioritizing those projects. The foundation of effective transportation planning is developing the funding needed to cover the long-range planning of a specific area and the state. Funds from private and public entities (local, regional, and state) as well as state and federal must be applied to pull together all resources available. It is also necessary to continue to assess the success of the project at meeting objectives and what adjustments will need to be made.

The Texas Administrative Code outlines the following process for transportation project documentation and coordination. The following documents are needed to effectively navigate the planning and programming process:

- Documents are needed that identify projects, strategies and transportation needs over an extended period of years to create seamless connectivity for the area planned:
 - **Statewide Long-Range Transportation Plan (SLRTP)** - The statewide long-range transportation plan (SLRTP) is a comprehensive, statewide multimodal transportation plan that covers a period of 24 years and serves as the long-term plan for the state's transportation services. It is made up of two parts: a prioritized list of projects and funding available, funding needs and potential opportunities. The SLRTP considers the long-range plans and strategies of the metropolitan and rural planning organizations and identifies the state's transportation vision, mission, goals and objectives and significant corridors. It also includes the statewide transportation program developed under (the Statewide Transportation Improvement Program (STIP)) and the unified transportation program (the Unified Transportation Program (UTP))

This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.

- **Metropolitan Transportation Plan (MTP)** - A metropolitan transportation plan (MTP) is a long-term plan developed by each MPO for areas within its designated boundaries that plans for at least 20 years and contains the long-term, mid-range and short-term planning to be developed with the funds anticipated available. The corresponding department will aid in the estimation of the funding. The plan must cooperate with the federal regulations for the transportation improvement program (TIP) and the statewide transportation improvement program (STIP), identifying the projects most likely to begin during the first four year period.

The MTP is a document that is developed by the NCTCOG and requires Regional Transportation Council Approval for Garland projects.

- **Rural Transportation Plan (RTP)** - A rural transportation plan (RTP) is a long-term plan developed by each MPO for areas within its designated boundaries that plans for at least 20 years and contains the long-term, mid-range and short-term planning to be developed with the funds anticipated available. It should describe long-term strategies that are a part of an integrated intermodal transportation system, with the aim of becoming a part of the statewide transportation program.

The RTP is created by MPOs and RPOs throughout the state and requires governing-body approval.

- Program and programming documents indicating the need for a prioritized list of transportation projects that are brought as a proposition pinpointing a specific time-table with funds that are probably readily available to be applied. The documents include:
 - **Statewide Unified Transportation Program (UTP)** - Mid-range programming document. The unified transportation program (UTP) document covers an intermediate time period in the plan of development, a ten year fiscally concerned program. The UTP would include all of the plans of the four-year statewide transportation improvement program and the projects that will continue to develop over a potential six year period once the first four year time period is over.

The Unified Transportation Plan (UTP) is a planning document compiled and created by TxDOT to guide and develop transportation projects in Texas. The UTP is the most important document TxDOT keeps since this contains all of the projects that *are* to be built in Texas over the next ten (10) years. The UTP is the State's authorization for projects to be constructed, developed, and planned. The UTP is a multi-modal document including highways, aviation, public transportation, and state/costal waterways

The UTP, unlike the State Long Range Transportation Plan (SLRTP), which is a twenty-four year document, contains projects with specific boundaries and allocations. The UTP is an intermediary document between the letting schedule (24 months) and the SLRTP. Of the first 10 years of the SLRTP, the UTP is the project development and construction schedule for TxDOT, including preliminary engineering work, environmental analysis, right-of-way acquisition, design, and construction.

The UTP is developed through a lengthy public comment period and must be approved by the Texas Transportation Commission prior to August 31 of each year (the UTP is approved at the last meeting in August of every year). While the UTP is not to be understood as a budget, a project's development and construction is dependent upon its inclusion in the UTP. The UTP is budget constrained and only projects with identified funding sources can be included.¹ It is important to

¹ Note: The 2014 UTP is almost twice the size of the 2013 UTP.

note that there are two primary avenues for inclusion in the UTP, administrative and political.

This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.

- **Metropolitan Transportation Improvement Program (TIP)** - A transportation improvement program (TIP) is a short-range program (only four years) planned by each MPO with approval from the department and transportation officials covers a four year period with a prioritized listing of projects that need federal funding and projects that are important to the region that could attract funding at the state, federal and local level. Projects may include planning, engineering, design, right of way acquisition, construction, and maintenance. It also contains an estimate of the funding on each level and the projected spending for the project. Any project included in the (TIP) and (STIP) includes programs planned for application in the near term.

The TIP is a document that is developed by the NCTCOG and requires Regional Transportation Council Approval for Garland projects.

- **Rural Transportation Improvement Program (RTIP)** - A rural transportation improvement program (RTIP) is a short-range program (four years) developed by the department in cooperation with rural planning organizations (RPO) that covers a four-year period and contains a prioritized listing of projects that need federal funding and projects that are important to the region that could attract funding at the state, federal and local level. Projects may include planning, engineering, design, right of way acquisition, construction, and maintenance. It also contains an estimate of the funding on each level and the projected spending for the project. Any project included in the (TIP) and (STIP) includes programs planned for application in the near term

The RTIP is created by MPOs and RPOs throughout the state and requires governing-body approval.

- **Statewide Transportation Improvement Program (STIP)** - A statewide transportation improvement program (STIP) is a four-year short-range program planned by the department as a accumulation of all metropolitan transportation developments programs (TIP), together with rural transportation improvement programs (RTIP), which includes recommendations from RPOs and department districts for the areas of the state that are outside of the boundaries of an MPO, including transportation between cities. The STIP specifies statewide projects to consider with funds available and expected over a multi-year time period. The first year of the STIP pinpoints projects that are scheduled for letting of contracts by the project sponsor. The following three years specify projects and funding sources that also have a high probability of use in completion of the project.

This is a TxDOT document and is drafted by the Planning Division and requires Texas Transportation Commission Approval.

Texas Transportation Planning & Programming Process



IX. IH-635 (US 75 to IH-30)

Project: IH-635 (from US 75 to IH-30)

Estimated Cost: 2003 dollars: \$1.1 billion/Approx. \$1.5-1.7 billion²

Status: Pre-development; \$3 million allocated from MPO for updating 2002 Schematics and preliminary engineering (see below), expected completion date of January 2015 (Primarily converting schematics from metric units to standard units).

Lead Agency: TxDOT (Dallas District)

Overview: The IH-635 East Project (US 75 to IH-30) will be a complete reconstruction of the existing facilities with noted enhancements to the corridor including:

- Continuous Frontage Roads for the Entirety of the Corridor
- Enhanced Access with Strategically Placed Entrance and Exit Ramps
- Aesthetic Enhancements to the Corridor

IH-635 East opened to the public in 1970, after the authorization from the Federal-Aid Highway Act of 1956 created the Interstate Highway System. When originally constructed, the facility had limited access, including minimal frontage roads and short entrance and exit ramps.

Since the right-of-way on IH-635 was purchased using Federal Funds, the Federal Government, the Federal Government has both the land rights and access rights to the facility. The impact for the City of Garland (and the IH-635 East Corridor) is that the City must be strategic in its planning for access to and from the facility and be cognizant of the administrative process by which new access points can be given.

Strategic Plan for Development of Project

A. PUBLIC POLICY ISSUES

- a. Based on the current discussions with TxDOT Dallas District, the authority for project development with TxDOT is PLAN, therefore, the inclusion of this project in STIP or MTIP is not possible at this time. According to the NCTCOG *Mobility 2035* documents, “The LBJ East project will expand general purpose lanes, add continuous frontage roads, and construct tolled managed lanes on IH-635 between the High Five Interchange at US 75 and IH-30 in Mesquite. This project will

² Assuming a 30% inflation value between 2003 and 2013

extend eastwards – through Dallas, Garland, and Mesquite – the improvements currently under construction as part of the LBJ Express project and also provides a link to the recently-completed widening of LBJ Freeway south of IH -30.” The NCTCOG improvement costs is at \$500 million, far less than what is anticipated by TxDOT for ultimate configuration.³

- b. The 2003 TxDOT Schematic (that has a Finding of No Significant Impact – FONSI) has five free (general purpose) lanes, almost⁴ continuous frontage roads for the length of the corridor, and managed lanes with this configuration:
- US 75 to Royal Lane/Miller Rd: 2+2 concurrent Managed Lanes
 - Royal/Miller Rd to IH-30: 2 reversible managed lanes⁵

There are several improvements necessary for this corridor that TxDOT is not currently planning. TxDOT’s current has allocated \$3 million to improve the 2002 Schematics, converting them from metric units to English Units. Halff & Associates has been awarded the contract. No major changes regarding numbers of lanes, egress and ingress points, frontage roads and cross streets. The planning work completion is anticipated for January 2015.

The City of Garland, in conjunction with regional partners, must usher the project along through the planning phase to the development phase as quickly as possible. In order to do so, 30% PS&E needs to be achieved as well as environmental clearance (re-evaluation FONSI: i.e., through section 6) and the full scope of the ultimate configuration determined.

- c. Implementation of a Multi-Municipality Transportation Reinvestment Zone (or Linear TRZ) – TxDOT, due to the transportation funding crisis, is amenable to projects where stakeholders will leverage TxDOT funds (the phrase “skin in the game” is often used and necessary for a seat on a SB 1420 committee, *see below*). One such manner of leveraging is to implement a Transportation Reinvestment

³ The term “ultimate configuration” is often used by TxDOT on the CDA projects due to the exhaustive financial needs of these projects. Since TxDOT has a limited funding stream, many CDA projects are being forwarded through innovative phasing techniques. Every CDA project currently under construction except for LBJ Express and portions of the NTE project has phased construction plans.

⁴ The frontage roads are continuous in the schematics except for the single instance between SH 78 and Shiloh Rd.

⁵ This is according to the NCTCOG documents; the TxDOT Schematic has the following breakdown of HOV/Managed Lanes:

- US 75 to Skillman/Audelia: 2+2 Concurrent HOV/Managed Lanes
- Skillman/Audelia to La Prada: 2 Lane Reversible HOV/Managed Lanes
- La Prada to IH-30: 1 Lane Reversible HOV/Managed Lane

Zone throughout the IH-635 East Corridor. In order to do this, each City will have to create the boundaries of the zone within their city and pledge the funds for the common purpose of the project (thus creating the Linear TRZ for a project).

A TRZ functions thusly: A zone is determined by a city council within its municipal boundary. After the base year is established (i.e., 2014), the property tax increases within that zone for the next ten years is pledged towards a transportation project within or without of the zone. This incremental tax increase *can be* bonded. The TRZ can be extended for a duration of ten years and any overage in property tax values will go to the municipality's general fund (El Paso's TRZs have been over-performing considerably). Sales tax within the zone can also be applied towards the project.

- d. Project Phasing – Since TxDOT currently has over \$20 billion in projects within its Strategic Project Division (which handles all Design-Build and CDA projects), it does not have the funds necessary to construct all of the projects at once. Hence, project phasing has been implemented so that projects can be expedited and finished in decades to come.

It is also important to note that the rise of project phasing has also been in tandem with the rise of financing projects through managed lanes. General purpose lane constriction (i.e., no improvements to the existing general purpose or free lanes) is helpful for managed lanes (which are required by state law and the contract with TxDOT to provide patrons with free flowing traffic of 50 mph or greater).

- e. SB 466 Implementation – SB 466 (83rd) gives TxDOT the ability, granted through MAP-21 (2011), to perform its own environmental reviews for certain highways meeting certain criteria. Working with TxDOT administration, the City of Garland and regional partners could use IH-635 East, potentially, as a model project for this new process. Estimates given in Committee are that environmental clearance processes for highways might be reduced by half.
- f. Municipal Responsibility for Utility Relocation: Currently, and as approved during the 83rd Legislative Session, for transportation projects that are determined by the Texas Transportation Commission to be a toll facility, the municipal responsibility for relocating municipal facilities within TxDOT rights-of-way are a fifty-fifty split between TxDOT and the municipality. This responsibility can affect a number of city programs and can be burdensome to the municipality. During the 84th Legislature, the City of Garland could lead an effort to cause one 100% of the responsibility for Utility Relocation on toll facilities to be on the Department or the toll provider/concessionaire.

B. CITY OF GARLAND MOBILITY

- a. Sequencing – Construction on IH-635 will have an effect on SH 78 and all major arterials throughout the Dallas, Garland, and Mesquite, IH-30, US 75 and SH 190.
- b. This project has significant design challenges related to operation of the main lanes during construction as well as access points. The capacity of the controlled access highway is inadequate. The traffic volumes are projected to increase significantly in the design year being used of 2025 and the NCTCOG’s 2035 demographics (and the 2040 demographics being proposed).
- c. Since there are no continuous frontage roads, blocking exits would be detrimental to businesses and the movement of people and goods; thus, an effective construction plan needs to be created in conjunction with City of Garland, regional stakeholders, TxDOT, and the concessionaire and construction company.
- d. There are other transportation options available (i.e., the DART Blue Line) but as the recent NCTCOG corridor study has outlined, these are insufficient for the corridor. Just as with the LBJ Express project, there will be a notable regional impact during the construction of this project.
- e. The City of Garland, working in conjunction with regional stakeholders, need to, within the next six months, begin a process to identify, evaluate, and plan for improvements to major arterials based on traffic modeling from this forthcoming project.

C. CRITICAL PROJECT DEVELOPMENT ISSUES

- a. Environmental
 - i. Inclusion in the following documents:
 1. MTP – *Mobility 2035*
 - a. Requires RTC action
 - b. Action is taken every 6 months to a year for an update to the MTP
 2. UTP – State of Texas
 - a. Requires TTC action
 - b. Action is taken after the RTC makes their determinations
 3. Federal Documents – FHWA Concurrence
 - a. Requires Federal approval (administrative)
- b. Finding of No Significant Impact
 - i. Change from HOV facility to Managed lanes facility
 1. Re-evaluation FONSI status
 2. Estimated time of completion
 3. Public Hearings for re-evaluation FONSI
 - a. NOTE: if design schematic is substantially changed (including exit placements, number of lanes, and other major facility issues), the project may have to undergo a full re-evaluation
 - b. If the changes are not substantial, other than the HOV facility to managed lanes facility, the environmental review

process will only be to “section 6” or the “environmental justice” section

c. Texas Legislature

- i. For TxDOT to have the authority to enter into a Comprehensive Development Agreement (CDA), the Legislature must grant it the ability
- ii. During the 82nd and 83rd Legislative Session, the projects seeking authorization for CDAs were included in an omnibus bill (SB 1420 and SB 1730).
 1. TxDOT was the source of the lists but alternative options were presented by various Legislators
 2. Legislators also filed bills (considered to be a “suspenders and boot straps” measure) with their single projects within them
 3. TxDOT gathered the information from the MPOs around the State and interested parties to make sure the respective projects were on the list supplied to the author of the measure
- iii. NOTE: In the 83rd Legislature, there was the beginning of opposition towards the CDA measures and depending upon the 2014 elections, that opposition will grow or be diminished

d. NTTA

- i. Waiving Primacy on the Facility
 1. Estimated Time of Completion
 - a. This waiver takes voting action by the NTTA Board of Directors
 - b. There is a standard process by which this waiver is secured
 - c. NTTA has a policy to *wave* managed lane projects but *keep* pure toll projects
 2. Estimated Date of TxDOT Concurrence
 - a. Note: NTTA will have, on the document, a date of expiration for the waiver unless action is taken by the TTC to accept the waiver – this needs to be watched carefully to make sure it is on the TTC agenda for the following month (60 days is standard).
 - b. The TxDOT meeting over the agenda is the Friday before the week before the TTC meeting
 - c. Point of Contact – Phil Wilson; Ed Pensock; Bill Hale
 3. Negotiations over Toll Collection Fees – “Toll Services Agreement” (TSA)
 - a. Under State law, NTTA is required to provide tolling services (e.g., customer service, toll collection, enforcement) for reasonable compensation for projects in its service area regardless of which entity is implementing the project.
 - b. NTTA is known for being difficult to negotiate with the TSA; while this is primarily an issue for TxDOT, the development of the TSA should be watched very carefully

e. TxDOT

i. Statement of Current Situation:

1. In the early 2000's, a FONSI was issued for the Ih-635E project from US 75 to IH-30. Since that time, the project was broken into parts (the now LBJ Express project) and the LBJ East project.
2. TxDOT is currently planning to seek legislative Authority to enter into a CDA in the 84th Session.
3. The current planned facility is a reconstruction of the existing HOV facilities to a managed lane facility that is 2+2 concurrent from US 75 to Skillman and a 2 lane reversible from Skillman to IH-30
4. In 2005, there was a preliminary Traffic and revenue study created for the LBJ project, from IH-35E to IH-30

a. 2003 T&R Level I (or Preliminary) Study

i. TxDOT, from the study, proposed alternative 2 or 6 (From US 75 to IH-30)

- Alternative 2: Through US 75 intersection: 2 concurrent MLs; East Interim HOV Part I – single concurrent Managed Lanes flows from Greenville Ave to Miller Rd; East interim part II: single reversible ML between Miller Rd and IH 30
- Alternative 6: Through US 75 two concurrent MLs from Preston Rd to Miller Rd; ultimate project configuration along the length of the corridor (4 GP lanes); 2 concurrent lanes in each direction between Miller and IH 30; meaning, 2+2 concurrent the from Preston to IH 30
- Scenario 2 is “interim” project selection; Scenario 6 is “ultimate” project configuration

ii. Three operating scenarios possible:

- Scenario 1: All Pay – every vehicle but transit vehicles are required to pay
- Scenario 2: HOV-2+Pay – vehicles with 2 or more occupants plus transit vehicles allowed to travel for free
- Scenario 3: HOV + Free – three or more occupants plus transit vehicles allowed to travel for free; 1 or 2 occupants would pay toll

iii. Alternative 2 VPD Traffic Counts are as follows:

- 2012 –
 - US 75 to Plano: 29,400

- Plano to Jupiter: 11,700
 - Total: 41,100
 - 2025 –
 - US 75 to Plano: 34,300
 - Plano to Jupiter: 12,700
 - Total: 46,900
 - iv. Alternative 6 VPD Traffic Counts are as follows:
 - 2015 –
 - US 75 to Plano: 34,300
 - Plano to Jupiter: 24,200
 - Total: 58,500
 - 2025 –
 - US 75 to Plano: 42,300
 - Plano to Jupiter: 31,300
 - Total: 73,600
 - ii. Inclusion in the Unified Transportation Plan (UTP) by TTC
 - iii. The 2014 UTP contains two projects along IH-635, either of which are in Garland:
 - IH-635, at Luna RD in Farmers Branch, construct a U-Turn lane on west side and add turn lanes under IH-635; project has a Tier 1 ranking and the total project cost is \$2,691,279
 - IH-635, at Beltline RD in Coppell, widening west bound frontage road; project has a Tier 1 ranking and the total project cost is \$1,879,272
- f. SB 1420 Committee
- i. Background:
 1. When SB 1420 was passed in 2011, the legislation created a committee made up of stakeholders to make determinations about the project
 2. SB 1420 Committee may meet one time or numerous times depending upon the issues at hand and any challenges or opportunities that arise through this project
 - ii. Determinations
 1. Process is primarily pro forma
 2. Determinations to be made are as follows:
 - a. Development Type
 - i. Design Build Project
 - ii. Concession Project
 - iii. Pass-Through Financing
 - b. Managed Lanes Toll Structure
 - i. This is a determination necessary for the committee but is pro forma in that the managed lanes toll structure follows what is determined by the RTC and follows the policy of the RTC

- ii. NOTE: SH 183, NTE, and IH 35E SB 1420 Committees all had the RTC presentation on managed lane toll structure attached to the final report
 - c. Scope of Project
 - i. If there is not enough interest from the private sector, it is possible for the committee to expand the scope of the project
- g. Acceptance of NTTA waiving primacy
 - i. Determining IH-635E facility as a toll road instead of a freeway
 - 1. Freeway:
 - a. ROW – 90 TxDOT/10 Municipality
 - b. Utility Relocation – 100% Municipality
 - 2. Toll Road
 - a. ROW – 100% TxDOT
 - b. Utility Relocation – 50/50 split
 - 3. This action is a TTC item and must have a majority vote with rationale (CDA project)
 - ii. Traffic and Revenue Study
 - 1. There are two levels of T&R Studies:
 - a. Level 1 – cursory look at traffic and revenue from demographic information
 - b. Level 2 – a comprehensive study of the traffic and revenue generating possibilities along a segment or corridor
 - iii. Federal Funding Program
 - 1. TIFIA Loan – TxDOT (or other agency – NTTA is the other for the region) must be the submitter for a TIFIA Loan
 - a. Process
 - i. Letter of Intent – TxDOT submits letter of intent to the FHWA office in Washington, D.C.
 - ii. FHWA comes back with additional inquiries concerning the LOI
 - iii. After any issues are resolved, FHWA will ask TxDOT to submit a loan application *and* payment of a \$100,000
 - iv. TIFIA Loan, if granted, will be issued to TxDOT who will then have the burdened to repay it over the next thirty years

D. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

- a. Other Regional CDA Projects: TxDOT only has the capacity to handle a certain number of CDA projects per biennium (for the past three sessions, seven projects have been approved each session). It is important to note that several of the CDA projects from previous sessions have not yet started construction and are still in the development phase. With the addition of the Southern Gateway Project and

Loop 9 in SB 1730 (83rd), much of TxDOT's capacity, both existing and future, will be poured into those projects (Loop 9 has a \$5.1 billion ultimate configuration price tag). If TxDOT is unable to fulfill its necessary obligations to its existing CDA projects (including but not limited to the North Tarrant Express project sections, Loop 9, IH-35E, Southern Gateway, and the expanded SH 183 CDA project), then additional CDA authorizations might be difficult to get through the Legislature.

E. LEAD AGENCY/TRANSPORTATION PROVIDER

a. Plan

- i. All work included under TxDOT Plan authority will be completed by early 2015, at least for the current scope of the project (managed lanes only). TxDOT should be encouraged to initiate the preparation of right of way maps for this project after environmental and design clearances for the project are secured.
- ii. As the City of Garland develops its catalyst areas along IH-635 and any redevelopment plans, careful attention needs to be given to the future right of way for the IH-635 project.
- iii. The implementation of several re-engineering opportunities throughout the corridor, especially to the City of Garland section of the project (i.e., SH 78, Shiloh Rd, and Northwest Highway) in order to enhance access.
- iv. Before final approval of the schematic design by the City of Garland, a thorough review of the construction sequence of work should be accomplished by the project design team to insure the project can be constructed without significant impact on the traveling public and businesses located along the IH-635 East corridor.
- v. The Lead Agency should furnish the City of Garland with a draft of their proposal to utilize managed lanes as the operational tool for the flow of traffic on the lanes so designated in the design.
- vi. CDA authorization by the Legislature is necessary before proceeding to the development step.

b. Develop

- i. The Lead Agency, TxDOT, even though environmental documentation and design approval is secured, will be unable to proceed with the Develop phase of Project Development authority pertaining to right of way acquisition, utility adjustments and construction plan preparation under current Public Policy until the Texas Transportation Commission (TTC) authorizes this Develop authority in the Unified Transportation Program (UTP) by inclusion with the UTP. The possibility exists that TxDOT might proceed with as a minimum the preparation of the right of way, and this action should be encouraged.
- ii. The development of an aesthetic treatment-landscape plan to be used in the construction plan preparation should be developed early in the develop phase.

- iii. Environmental Documentation mitigations should be reviewed and developed as a part of the develop phase of the project.
 - iv. In the event develop authority is not established for the project, right of way acquisition of parcels required by the schematic, even though not authorized, should be considered for hardship or protective buying determination, and every attempt should be made to prevent the construction of buildings in the proposed right of way.
 - v. Utility construction and reconstruction should also be monitored closely to insure these activities are compatible with the schematic design approved for the project.
- c. Construct
- i. TxDOT when the development of construction plans is authorized should furnish the City of Garland with issues about construction of the project for their consideration related to management of traffic though construction, contractor working hours, management of storm water affected by construction and other issues, including signage, which would affect quality of life in the City of Garland.
 - ii. As design proceeds on this project segment, TxDOT as lead agency should be requested to discuss construction related events pertaining to traffic control which would affect emergency services and environmental quality related to construction activities with the City of Garland, the private sector and utility companies to insure problems do not arise during construction.

F. CITY OF GARLAND ISSUES

- a. Plan
- i. In order to avoid reevaluation of the project, the City of Garland will need to urge TxDOT to place a priority on the need for securing right-of-way acquisition authority as a minimum, and possibly Construction Plan authority to avoid delay.
 - ii. The City of Garland should establish a master plan of their own for the aesthetic treatment of the architecture for the project during or soon after the Plan phase of the project.
 - iii. The City of Garland should be considering the redevelopment issues associated with the parcel remainders that will occur when the right of way is acquired for the project during the Plan phase of project development. Also, access from the frontage roads to these parcels should be considered based on TxDOT's new revised Access management guidelines.
- b. Develop
- i. The City of Garland will need to be aggressive with requests to TxDOT to insure accomplishment by TxDOT of issues listed as their responsibility in this discussion.
 - ii. The City of Garland should begin discussions with the County of Dallas about right of way ten percent (10%) participation with TxDOT.

- iii. The City of Garland will need to insure funds are available for the adjustment of their own utilities not subject to reimbursement by TxDOT.
- c. Construct
 - i. The City of Garland will need to be proactive with the Texas Department of Transportation to insure provisions discussed under Lead Agency issues.

H. EVALUATION OF FINANCIAL OPTIONS AND MODELS FOR IH-635 EAST

- a. Overview of Transportation Funding
 - i. Design Bid Build
 - ii. Design Build
 - iii. Design Build Finance Operate Maintain (SH 183 Managed Lanes)
 - iv. Revenue-Based Concession
- b. Financial Realities
 - i. Federal Funding
 - ii. State Funding
 - iii. Regional Funding
- c. Possible Models for IH-635 (from US 75 to IH-30)

I. IH-635E COALITION

- a. The City of Garland, in order to continue its leadership role, needs to work together with stakeholders and regional partners to forward the development of the IH-635 project. Through coalition building, the IH-635 project will be able to be forwarded in the most efficient and expedient manner.
- b. Through multiple briefings, regular meetings, and consistent messaging, the IH-635 project will develop and be able to have CDA authorization secured, the environmental re-evaluation completed, and the project under construction as quickly as possible.

X. SH 78 (Within the City of Garland)

Project: SH 78 (Within the City of Garland)

Estimated Cost: N/A

Status: Pre-Development. No monies have been allocated from the NCTCOG or TxDOT for the development of SH 78 within the City of Garland.

Lead Agency: TxDOT (Dallas District)/City of Garland

Overview: The State Highway 78 project consists of a complicated choreography of transportation improvements, land use development, and potential realignments with special emphasis on intersections and impacts on the facility from without.

There has been no study commenced or completed on SH 78 through the City of Garland. The City of Dallas has completed a study (2010) on their portion of SH 78 (Garland Rd) but the City of Garland has not.

A. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECT ISSUES

a. PUBLIC POLICY ISSUES

- i. TxDOT has no project for SH 78 through Garland slated for planning or development, let alone construction, other than selected traffic signals and intersection improvements between IH-635 and Forest Lane (slated for FY 2016).
- ii. There are numerous opportunities for the City of Garland with SH 78 since 1) TxDOT or the MPO does not have a current project slated and 2) the TxDOT on-system roadway program (aka, the Turn Back Road program) has developed
 1. The City of Garland has the opportunity to develop the SH 78 project to its specifications, especially since the project involves complicated re-zoning and construction options
 2. The TxDOT Turn Back program would allow the City of Garland to take over responsibility for the facility; thus, escaping the need for any improvements (including curb cuts, signage, and speed limits) to have TTC approval
- iii. Depending upon the direction in which the City of Garland wishes to go, the Lead Agency for SH 78 improvements might not be TxDOT but the City of Garland
- iv. The City of Garland has several substantial challenges with the SH 78 project through the City, including:
 1. Coordination with regional stakeholders
 2. The KCS railroad that traverses the same corridor
 3. The IH-635/SH 78 Intersection

4. Zoning and redevelopment
 5. The East-West jog south of Downtown Garland
 6. The SH 190/SH 78 Intersection
 7. Blacklands Corridor Study
 8. KCS Intermodal Development in Wylie
- v. Transportation Alternatives Program (TAP)
1. The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century Act (MAP-21) and is codified at 23 U.S.C. sections 213(b), and 101(a)(29). Section 1122 provides for the reservation of funds apportioned to a State under section 104(b) of title 23 to carry out the TAP. The national total reserved for the TAP is equal to 2 percent of the total amount authorized from the Highway Account of the Highway Trust Fund for Federal-aid highways each fiscal year. (23 U.S.C. 213(a))
 2. The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 3. **Distribution among urbanized areas with populations over 200,000:** States are required to obligate funds in urbanized areas with populations over 200,000 (which are referred to in this discussion as "large urbanized areas") based on their relative share of population, unless the Secretary approves a joint request from the State and relevant Metropolitan Planning Organization(s) (MPO) to use other factors in determining obligation (see 23 U.S.C. 213(c)(3)). Eligible entities within any large urbanized area also may apply to the State for "any area" funds. For large urbanized areas that cross State lines, each large urbanized area will receive an amount of suballocated funds. Eligible entities within these areas also may apply to their respective States for "any area" funds.
 4. **Selection of Projects:** Consistent with other Federal-aid highway programs, TAP funds are administered by the State Department of Transportation (State DOT). TAP funds must be used for eligible projects that are submitted by eligible entities (listed below in **Section D**) and chosen through a competitive process (23 U.S.C. 213(c)(4)(A)). TAP does not establish minimum standards or procedures for competitive processes.
 5. **The City of Garland, as a local government, is eligible to receive TAP funds (via 23 U.S.C. 213 (c)(4)(B))**

6. Under 23 U.S.C. 213(b), eligible activities under the TAP program consist of:
 - (a) Transportation Alternatives as defined in 23 U.S.C. 101(a)(29) (MAP-21 §1103):
 - a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.).
 - b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
 - d. Community improvement activities, which include but are not limited to:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of
 - e. The safe routes to school program eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - f. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 - (b) Currently, the NCTCOG is holding public hearings to define the call for projects for the TAP program - \$28 million is currently available to the North Texas Region

b. CITY OF GARLAND MOBILITY

- i. SH 78, through the City of Garland, presents significant design and mobility challenges related to the operation and maintenance of the facility. Acute and obtuse intersections with various arterials throughout the corridor (Shiloh Rd, Miller Rd, SH 66, etc)
- ii. While the facility is six lane divided throughout the corridor (except for Avenue B and D, where it is one-directional, four lane), the challenges associated with the corridor land use and the Avenue B and Avenue D sections, where the facility is diverted from its natural angle, causing problems with flow and development of the area

- iii. One possible solution to the problem that is impeding the flow of traffic within Garland and through it is to straighten out the SH 78 facility through downtown
 - 1. A possible alignment has been identified even though there are challenges to the alignment
 - 2. Through a consultant led process, a community-preferred alternative could be ascertained and forwarded to the planning stage
- iv. Since the corridor is uniquely multi-modal (with highway and rail facilities), the need for additional pedestrian and bicycling facilities are needed for the corridor to increase movement throughout Garland
- v. Since there are no projects that would greatly affect the corridor on the books at TxDOT or the NCTCOG, the City of Garland must lead the effort going forward

c. CITY OF GARLAND PLANNED DEVELOPMENT ACTIVITY

- i. In the *Envision Garland* document, the South Garland Avenue Catalyst Area is seen as one of the key redevelopment corridors for the City.
- ii. The document outlines the following Strategy Action Items are to be considered:
 - 1. Consider land use/architectural design regulations to preserve flexibility while promoting the vision in the Envision Garland Comprehensive Plan and any subsequent planning efforts
 - 2. Encourage street-fronting, pedestrian-friendly design in this Area through design and/or development standards
 - 3. Explore worker- and resident-friendly, small-scale “placemaking” opportunities throughout the Area (e.g., pocket parks, plazas, public art)
 - 4. Review and revise as necessary land use regulations based on more detailed planning efforts
 - 5. Commit to the principles that reposition vacant and obsolete retail properties and provide high-quality residential density
 - 6. Commit to participating in the cost of infrastructure -- work with property owners to evaluate the potential for improvement districts (e.g., TIF, BID) to fund needed infrastructure

B. CRITICAL PROJECT DEVELOPMENT ISSUES

- a. Lead Agency / Transportation Provider Issues
 - i. Plan
 - 1. The City of Garland is likely to need to take the lead agency role for this project
 - 2. The City Council, City Management and consultants need to continue with a strategy for the corridor so that pre-planning development can occur
 - 3. Potential funding sources need to be identified as well as economic development opportunities

ii. Obstacles

1. For the potential opportunity to redevelop the SH 78 corridor, the areas that need special attention are as follows:
 - a. IH-635/SH 78 Intersection – The three level intersection with difficult means on ingress and egress onto IH-635 need to be addressed and will be on the IH-635 CDA project; special emphasis needs to be given to potential developable property and flow of traffic throughout the SH 78 corridor
 - b. Avenues B and D – In order to straighten out the SH 78 facility (if this is seen as a viable option), there are parks and cemeteries within the vicinity of the corridor as well as the KCS railroad facility. Special care will be needed to address these issues going forward
 - c. SH 78/SH 190 Intersection – New possible improvements to this intersection that would allow for the greater movement of traffic and new opportunities for development around the intersection. The intersection is notably one-sided and needs better balance and flow.

C. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

- a. Funding – The City of Garland has the opportunity for several potential funding categories and programs if – and only if – the project is readied (i.e., shovel ready). Also, the TxDOT Turnback program is another possible funding option for the City. Federal programs might also be available, but the need for being shovel ready is essential.
- b. Environmental Issues – if the facility is to be straightened out through downtown, then there will have to be a 3(f) review on the plans which has the potential for delays and community anxiety. The best remedy for this situation is to mitigate it through excellent public outreach to citizens and business owners to create a community preferred alternative
- c. KCS Intermodal – The Wylie KCS’s efforts to mitigation congestion, lighting, and noise issues from the 5,800 slot rail intermodal facility has raised great concern, especially as it relates to the facilities effect on traffic on SH 78 and FM 205.
- d. Blacklands Tollroad Study – a private toll road company is working to implement a toll road between the City of Greenville, Texas and Wylie (phase 1) and Wylie and SH 190 (phase 2). The NCTCOG has initiated a \$5 million three-year study of the transportation needs from Greenville to Garland along the NETEX right of way and SH 78.
- e. Other Federal, State or Regulatory Agencies

D. SH 78 COALITION

- a. The City of Garland, in order to continue its leadership role, needs to work together with stakeholders and regional partners to forward the development of

the SH 78 project. Through coalition building, the SH 78 project will be able to be forwarded in the most efficient and expedient manner.

- b. Through multiple briefings, regular meetings, and consistent messaging, the SH 78 project will develop with a consistent theme and effort.
- c. Stakeholders are the Cities of Dallas, Garland, Sachse, and Wylie, Dallas County and Collin County.

XI. IH-30 East Corridor Project

| | |
|------------------------|--|
| Project: | IH-30 East Corridor Project |
| Estimated Cost: | 2011 Estimate: \$1.8 billion/ Right of Way: \$400 million |
| Status: | Pre-Development. No monies have been allocated from the NCTCOG or TxDOT for the development of the IH-30 Eastern Gateway Project |
| Lead Agency: | TxDOT (Dallas District) |
| Overview: | The East Corridor project scope contains both IH-30 and US 80 freeways from IH-45 to Dalrock Rd (IH-30 terminus) and FM 460 (US 80). |

As commuter and trade traffic has increased dramatically on IH-30 since it was constructed in the 1960s, there have been attempted mitigations to the traffic situation. TxDOT and DART installed temporary HOV lanes within the corridor (to handle the increased AM and PM traffic), but they are not enough to handle the growing traffic.

The IH-30 facility is 17 miles long with reconstruction of existing general purpose lanes:

- IH-45 to US 80: 10 GPL; 2+2 ML
- US 80 to IH-635: 6 GPL; 1+1 ML
- IH-635 to Dalrock Rd: 8 GPL; 1 ML Reversible
- The US 80 portion would have six GPL with 1+1 ML to Beltline Rd

The plan does not include expanding capacity of the existing facility on IH-30 and only includes expanded capacity through managed lanes.

From discussions with TxDOT, the IH-30 East Corridor Project has no expected construction date and does not have environmental clearance.

A. STRATEGIC PLAN FOR DEVELOPMENT OF PROJECT ISSUES

- a. Public Policy Issues
 - i. TxDOT has no project for IH-30 slated for planning and development currently. The East Corridor project is one possible option but has not been developed in over six years.
 - ii. The City of Garland needs to take a leadership role for the East Corridor Project. Since the development of this project has been retarded for well over half a decade, there is great opportunity for the City to drive the agenda for this project:

1. Scope of Project – The City of Garland might decide to increase the scope of the project to include a greater segment of the interstate (perhaps in exchange for the US 80 section)
 2. Improvements - Currently, no general purpose lane capacity is expected in the project; the City of Garland, with this stage, could begin working with TxDOT and stakeholders to increase capacity and make important design considerations now, shaping the entire project around its needs, including, also, the managed lane components of the facility (especially in conjunction with the IH-635 managed lane facility)⁶
 3. Phasing – If the City of Garland takes a leadership role in the planning and development process for this facility, then the City might also have greater control over the phasing of the project’s development (i.e., the City of Garland’s improvements would be within the primary phase of the project while other improvements [such as US 80] could be a secondary or tertiary phase)
 4. Funding – the City of Garland also has the notable opportunity to assist TxDOT in various funding scenarios for the project including, but not limited to, securing a CDA authorization from the Legislature during the 85th Session
- iii. The lead agency for this project will be TxDOT but the City of Dallas, Rowlett, and Rockwall will all be major drivers as well. The City of Garland has a palatable opportunity to make great strides on this project by exhibiting leadership and bringing it to the discussion
1. Especially with several other projects currently under construction or in development at TxDOT including the Horseshoe project and the Southern Gateway project.
- iv. The City of Garland has several substantial challenges with the IH-30 project through the City, including:
1. Coordination with regional stakeholders
 2. The sheer size and cost of this project (with the post-2015 funding crunch, especially if the November 2014 transportation ballot initiative *does not* pass, then TxDOT will only have the funds for maintenance)
 3. The IH-635 Intersection
 4. The SH190 Intersection (since it is fully built out, the intersection could be restrictive to additional capacity)
 5. Zoning and redevelopment
 6. The Panama Canal Expansion’s effect on US goods movement

⁶ Aesthetic improvements are also an option, including bridge enhancements (such as a featured bridge design over the Lake)

- b. City of Garland Mobility
 - i. IH-30 presents significant design and mobility challenges related to the operation and maintenance of the facility due to the high traffic volume and lack of alternative routes
 - ii. The SH 66 bridge over Lake Ray Hubbard needs to be addressed (i.e., additional capacity) perhaps before construction on IH-30 begins
 - iii. One of the primary issues facing the City of Garland for the IH-30 corridor is the 1950's design "jug handle" interchanges for arterials
 - 1. After the scope of the IH-30 project is decided and the project begins to move, the City of Garland has the opportunity to evaluate appropriate solutions to these challenging intersections
 - iv. Signage along IH-30 is also a major issue affecting mobility for not only Garland residents but travelers destined for the City of Garland's property along IH-30
- c. City of Garland Planned Development Activity
 - i. In the *Envision Garland* document, the IH-30 Catalyst Area is seen as one of the key redevelopment corridors for the City (since all of IH-30 within the City of Garland is contained in this catalyze area)
 - ii. The document outlines the following Strategy Action Items are to be considered:
 - 1. Consider land use/architectural design regulations to preserve flexibility while promoting the vision in the *Envision Garland Comprehensive Plan* and any subsequent planning efforts.
 - 2. Ensure live-work multimodal connections throughout the Corridor, particularly between identified *Targeted Investment Areas* and neighboring residential districts.
 - 3. Maintain private sector developer/investor contacts as public improvement decisions are made, soliciting cooperation and finding leverage opportunities where possible.
 - 4. Employ creative regulatory mechanisms such as amortized zoning on uses not in compliance with existing codes, or a demolition by neglect statute for dilapidated structures.
 - 5. Acquire and position strategic properties for private investment (land swap, land write-down, density bonuses).
 - 6. Evaluate the potential for expanding, and perhaps extending the time period for, the existing TIF district within the Corridor.

B. CRITICAL PROJECT DEVELOPMENT ISSUES BY PROJECT AND PROJECT SEGMENT

- a. Lead Agency / Transportation Provider Issues
 - i. Plan
 - 1. The City of Garland, in conjunction with regional stakeholders, needs to create and sustain a keen focus on the IH-30 project going forward so that planning authority can be granted and preliminary engineering can begin to occur

2. The City Council, City Management and consultants need to continue with a strategy for the corridor so that pre-planning development can occur
 3. Potential funding sources need to be identified as well as economic development opportunities for the Corridor as the transportation planning develops
 4. NOTE: A project for this corridor is not extent in *any* plan at *any* level
 - a. There is no funding source available so it is not included in any plan at the regional or state level
- ii. Obstacles
5. Significant obstacles exist for this project due to the lack of attention, development, and planning
 6. This project must be created “from the ground up” with the City of Garland in the lead position
 7. While the overall project begins to develop, the City of Garland has the opportunity to begin addressing the following items:
 - a. Land use and zoning along the corridor as well as a master plan
 - b. Once the right of way is determined, potential sound wall instillation and improvements to frontage roads can occur
 - c. Challenges with arterials and bridges can be addressed
 - d. Enhanced signage for the corridor, allowing better movement for travelers

C. EXTERNAL INFLUENCES ON PROJECT DEVELOPMENT

- a. Funding – The IH-30 project has a potential construction commencement date of 2019-2020; however, there are three key issues that need to fall into place:
 - i. CDA Authority – the Texas Legislature must continue to authorize TxDOT to enter into CDA contracts for these major projects. Depending upon the political climate’s development for the rest of the decade, the willingness of the legislature to grant that authority is not to be understood as a given
 - ii. Funding – For both the Texas Legislature and the US Congress, overall transportation project funding is due for a major shift sometime during the next five to ten years. The current model based on the gas tax is not sustainable; depending upon how both the Federal and State legislative bodies handle these issues will impact the development of this project
 - iii. Environmental – TxDOT will have to initiate a full-scale environmental review for this project, involving multiple public hearings, stakeholders meetings, consultants, and tens of millions of pre-development dollars having to be allocated by the MPO
 1. With the advent of the Blacklands Corridor Feasibility Study (which contains IH-30 from Garland to Greenville), some study funds *might* be available for this project
- b. Other Federal, State or Regulatory Agencies

D. IH-30 Coalition

- a. The City of Garland, in order to continue its leadership role, needs to work together with stakeholders and regional partners to forward the development of the IH-30 project. Through coalition building, the IH-30 project will be able to be forwarded in the most efficient and expedient manner
- b. Through multiple briefings, regular meetings, and consistent messaging, the IH-30 project will develop and be able to have CDA authorization secured, the environmental re-evaluation completed, and the project under construction
- c. Stakeholders include the Cities of Dallas, Mesquite, Garland, Rowlett, Rockwall, Royse City and Greenville, Dallas, Rockwall and Hunt Counties, and the TEX-21 IH-30 Corridor Task Force

APPENDIX

Projects in the 2014 TxDOT Unified Transportation Plan of projects essential to the City of Garland. Note: Only a single project is within the City of Garland.

| TxDOT Unified Transportation Plan (2014) | | | | | | |
|---|--|---|------------|---------------|--------------|---------|
| Highway | Limits | Description | Est. Cost | Prog. Funding | Tier Ranking | Letting |
| IH-30 | Cockrell Hill/Westmoreland Rd | Con. 2-lane Westbound Frontage Rd | 7,512,681 | 5,400,000 | Tier 1 | FY 2014 |
| IH-30 | Cockrell Hill/Westmoreland Rd | Con. 2-lane Eastbound Frontage Rd (P.2) | 5,932,192 | 6,400,000 | Tier 1 | FY 2014 |
| IH-635 | At Luna Rd in Farmers Branch | Construct U-Turn on West side and add turn lanes under IH-635 | 2,691,279 | 2,000,000 | Tier 1 | FY 2014 |
| IH-635 | Beltline Rd to .55 miles West of Beltline Rd | Widening WB Frontage Rd | 1,879,272 | 1,717,079 | Tier 1 | FY 2014 |
| SH 78 | Garland Rd S. of Tranquilla to SP 244 | 9 Intersection Improvements | 6,287,735 | 775,000 | Tier 1 | FY 2015 |
| IH-635 | S. of Gross Rd to US 80 EB Frontage Rd | Construct NB Frontage Rd; intersection and ramp improvements at Gross | 4,584,586 | 3,500,000 | Tier 1 | FY 2015 |
| SH 78 | IH-635 to Forest Lane | Traffic signals and Intersection Improvement | 4,196,711 | 2,755,000 | Tier 1 | FY 2016 |
| SH 66 | .1 mile W of FM 1141 to Collin Co Line | Provide Additional Paved Surface width | 12,575,129 | 3,520,003 | Tier 1 | FY 2015 |
| IH-30 | At FM 3549 | Reconstruct Interchange at FM 3549 including Frontage Rds | 29,797,177 | 11,416,000 | Tier 1 | FY 2015 |

POTENTIAL IH-635 East Project Schedule

| IH-635 East | | | |
|-------------------------|-----------------------|--|--|
| | Agency | Timeline | Notes |
| Toll Road Determination | TTC | Summer 2014 | Usually occurs when TTC accepts NTTA's waiver of primacy |
| Redesign of Schematics | TxDOT/Half and Assoc. | January 2015 | At minimal scope; could lengthen with greater scope |
| Re-evaluation FONSI | FHWA | January 2015 | Dependent upon scope and changes to approved Schematic |
| Public Hearing(s) | TxDOT/Half and Assoc. | Completed before Re-evaluation FONSI | Public Involvement campaign necessary beforehand |
| Inclusion in MTP | RTC | No later than September 2015 | Must identify funding source; funding source can be CDA authorization |
| Inclusion in UTP | TTC | No later than September 2015 | Must identify funding source; funding source can be CDA authorization |
| CDA Authorization | Texas Legislature | No later than September 2015 | Likely earlier |
| Waiving Primacy | NTTA | Fourth Quarter 2015 | Administrative process with TxDOT negotiations |
| SB 1420 Committee | TxDOT | Late 2015 | Will make essential terminations |
| Acceptance of Primacy | TTC | Fourth Quarter 2015/First Quarter 2016 | |
| Procurement | TxDOT | 2016 | Process will be determined by SB 1420 Committee |
| Toll Services Agreement | NTTA/TxDOT | 2016 | After procurement finished, before Construction |
| Construction | TxDOT/Concessionaire | 2017 | Utility Relocation and ROW acquisition needs to be completed before this |

POTENTIAL IH-30 East Corridor Project Schedule.

| IH-30 East Corridor ⁷ | | | |
|----------------------------------|--------------------------|--|---|
| | Agency | Timeline | Notes |
| Redesign of Schematics | TxDOT | N/A | Must be funded through MTP |
| Environmental Clearance | FHWA | N/A | No FONSI |
| Public Hearings | TxDOT | Completed during EA | Public Involvement campaign necessary beforehand |
| CDA Authorization | Texas Legislature | 2017 | |
| Inclusion in MTP | RTC | After funding source is found – potentially 2017 | Funding source can be CDA authorization |
| Inclusion in UTP | TTC | After included in MTP – potentially 2017 | Must identify funding source; funding source can be CDA authorization |
| Toll Road Determination | TTC | ASAP; likely not till after CDA authorization granted – potentially 2018 | Usually occurs when TTC accepts NTTA's waiver of primacy |
| Waiving Primacy | NTTA | 2018 | Administrative process with TxDOT negotiations |
| SB 1420 Committee | TxDOT | Late 2017 | Will make essential terminations |
| Acceptance of Primacy | TTC | 2018 | |
| Procurement | TxDOT | 2018 | Process will be determined by SB 1420 Committee |
| Toll Services Agreement | NTTA/TxDOT | 2018 | After procurement finished, before Construction |
| Construction | TxDOT/ Concessionaire | 2019 | Utility Relocation and ROW acquisition needs to be completed before |

⁷ Note: ROW and Utility relocation are not included but assumed to happen before the second NTP from TxDOT; ROW acquisition discussion will be forthcoming in the final draft

LBJ East Schematic

A. LBJ East - IH-635 (US 75 to IH-30)

- a. City of Garland Desired Configuration
 - i. Continuous 2+2 Concurrent Managed Lanes
 - ii. Continuous frontage roads from US 75 to IH-30
 - iii. Reconstructed general purpose lanes (8 to 10 lanes)
 - iv. Enhanced access along corridor
- b. Below is a detailed analysis of the existing and proposed facilities along IH-635 East.

c. Cross Sections and Intersections

i. US 75

1. Overpass/Underpass Facility – Five level interchange

a. As Built Facility

- i. Number of Lanes – 3/3
- ii. Frontage Roads
 1. Number of Lanes – 3/3
 2. Continuous or Not – Yes
 3. Turn Lanes – yes, in box configuration.
Includes U-Turns on north, east & south sides of box.
- iii. Items of Note

b. FONSI Schematic – No changes

- i. Number of Lanes
- ii. Turn Lanes

2. IH-635 Facility

a. As Built Facility

- i. General Purpose Lanes – 3/3
- ii. HOV Facilities
 1. Number of Lanes – 2/2
 2. Access Points – west of interchange
- iii. Frontage Roads
 1. Number of Lanes – 3/3
 2. Continuous or Not - yes
- iv. Access Points
 1. Points of Access
 - a. Ingress – by direct connections
 - b. Egress – by direct connections

b. FONSI Schematic – No changes

- i. General Purpose Lanes
- ii. Managed Lanes Facilities
 1. Number of Lanes
 2. Access Points
- iii. Frontage Roads
 1. Number of Lanes

- 2. Continuous or Not
- iv. Access Points
 - 1. Points of Access
 - a. Ingress
 - b. Egress
- ii. Greenville Avenue
 - 1. **Underpass** Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, U-Turn on west side, Right turns on EB frontage road and SB Greenville Ave
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3 west side, 2/2 east side
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points – at US 75 and TI “T- ramp bridge” west of Greenville Ave
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond

- iii. Abrams Rd
 - 1. **Underpass** Facility
 - a. As Built Facility
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes – 1 median left turn in each direction, Right turns on EB frontage road and SB & NB Abrams Rd
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction plus left turns allowed from inside through lanes, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2/2
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance thru Forest Ln, WB entrance thru Greenville Ave
 - b. Egress – EB exit, WB exit thru Forest Ln
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance & EB entrance through Forest Ln
 - b. Egress – WB exit through Forest Ln & EB exit

- iv. Forest Lane
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turns in both directions, Right turn on EB Forest Ln
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction plus left turns allowed from inside through lanes, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 EB & WB on west side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance, WB entrance thru Abrams & Greenville Ave
 - b. Egress – EB exit thru Abrams, WB exit
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/2
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2
 - 2. Access Points – none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance through Abrams Rd & EB entrance
 - b. Egress – WB exit & EB exit through Abrams Rd
- v. Skillman - Audelia

1. Underpass Facility

a. As Built Facility

- i. Number of Lanes – 3/3
- ii. Turn Lanes – 1 median left turn in both directions plus left turn allowed from NB inside through lane, Right turns on EB & WB frontage roads and SB & NB Skillman/Audelia
- iii. Items of Note

b. FONSI Schematic

- i. Number of Lanes – 3/3
- ii. Turn Lanes – 1 median left turn in both directions plus left turn allowed from NB inside through lane, U-Turns on east & west sides, Right turns on all four corners

2. IH-635 Facility

a. As Built Facility

- i. General Purpose Lanes – 4/4
- ii. HOV Facilities
 1. Number of Lanes -1/1
 2. Access Points – WB entrance west of Skillman/Audelia
- iii. Frontage Roads
 1. Number of Lanes – 2 WB on east side only
 2. Continuous or Not - no
- iv. Access Points
 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond

b. FONSI Schematic

- i. General Purpose Lanes – 5/5
- ii. Managed Lanes Facilities
 1. Number of Lanes – 2/2 plus 1/1 "T-ramp bridge" east of Skillman
 2. Access Points – "T-ramp bridge" connects to EB & WB frontage roads and DART park & ride on north side
- iii. Frontage Roads
 1. Number of Lanes – 3/3
 2. Continuous or Not - yes
- iv. Access Points
 1. Points of Access
 - a. Ingress – WB entrance & EB entrance through Miller Rd

- b. Egress – WB exit through Miller Rd & EB exit
 - c. City of Dallas Skillman Rd Project
 - d. Skillman Fly-Over Ramp – 2 lanes in each direction
 - vi. DART Rail Line (Blue Line)
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2 tracks
 - ii. Turn Lanes –n/a
 - iii. Items of Note
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 WB only
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access - none
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2/2 plus 1/1 “T-ramp bridge” west of Dart Rail Line
 - 2. Access Points – “T-ramp bridge” connects to EB & WB frontage roads and DART park & ride on north side
 - iii. Frontage Roads
 - 1. Number of Lanes – 2/2 at-grade plus 2/2 bypass connections under DART rail
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access – n/a
 - a. Ingress
 - b. Egress
 - vii. Miller Rd
 - 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – Center lanes facilitate turning movements
 - iii. Items of Note

- ii. Turn Lanes - 1 median left turn in each direction, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points – EB exit (east of Plano Rd)
 - iii. Frontage Roads
 - 1. Number of Lanes - none
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – diamond modified
 - b. Egress – diamond modified
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 3/3
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- ix. Kingsley Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – Left turn allowed on WB inside lane
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes
 - ii. Turn Lanes – 1 median left turn in each direction plus left turn allowed from SB inside through lane, U-Turns on east & west sides, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1

- 2. Access Points - EB exit (east of Plano Rd), WB entrance (west of Kingsley Rd)
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 EB on east side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance thru Jupiter Rd
 - b. Egress – EB exit
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 lane WB, 3 lane EB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance, EB entrance
 - b. Egress – WB exit through Jupiter Rd, EB exit
- x. Jupiter Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turns in both directions, Right turns on EB & WB frontage roads
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 2 left turns on SB / 1 left turn on NB, U-turns on both sides, Right turns on NE, NW & SE corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 EB on west side only, 2 WB on east side only
 - 2. Continuous or Not - no

- iv. Access Points
 - 1. Points of Access
 - a. Ingress – EB entrance, WB entrance
 - b. Egress – EB exit thru Kingsley Rd, WB exit
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 lanes WB, 3 lanes EB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xi. AT&SF RR
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 1 track
 - ii. Turn Lanes – n/a
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes
 - ii. Turn Lanes
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - none
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access - n/a
- xii. Garland Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3 SB/2 NB
 - ii. Turn Lanes – 2 median left turns on NB Garland Rd
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3 lanes SB, 5 lanes NB

- ii. Turn Lanes – 2 median lanes each direction, U-turn on west side only, Right turn on SW corner only
 - iii. Items of Note
 - c. Needed/Desired Emendations
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - none
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance only
 - b. Egress – EB exit only
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible plus 1 lane “T-ramp” connection
 - 2. Access Points – “T-ramp bridge” to Park & Ride on north side east of Shiloh Rd
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 lanes WB & 3 lanes EB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress - WB entrance, EB entrance through Shiloh Rd
 - b. Egress – WB exit through Shiloh Rd, EB exit
 - 3. Items of Note
 - a. IH 635 is third level
 - b. RR is second level
 - c. Garland Rd & frontage roads are first level
- xiii. Shiloh Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes - none
 - iii. Items of Note

- b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, U-turn on east side only, Right turns on NE, NW & SE corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes – 2 WB on east side only
 - 2. Continuous or Not - no
 - iv. Access Points
 - 1. Points of Access - none
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible plus 1 lane “T-ramp bridge”
 - 2. Access Points – “T-ramp bridge” to Park & Ride on north side
 - iii. Frontage Roads
 - 1. Number of Lanes – 3 WB, 3 EB on west side of Shiloh Rd only
 - 2. Continuous or Not – yes on WB only
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – WB entrance through Garland Rd, EB entrance
 - b. Egress – WB exit, EB exit through Garland Rd
- xiv. Northwest Hwy
 - 1. **Overpass** Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3 (EB inside lane allows left turn)
 - ii. Turn Lanes – 1 median left turn in each directions, Right turns on EB & WB NW Hwy and on NB frontage road
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 4/4

- ii. Turn Lanes – 1 median left turn lane in each direction plus left turns allowed from inside through lanes in each direction, U-Turn on south side only, Right turns on NE, SW & SE corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - 2 NB only
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible, 1 lane “T-ramp” connection
 - 2. Access Points – “T-ramp bridge” to Park & Ride west of Northwest Hwy
 - iii. Frontage Roads
 - 1. Number of Lanes – 3 lane NB, 2 lane SB only on south side of Northwest Hwy
 - 2. Continuous or Not – NB only
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xv. Centerville Rd
 - 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction, Right turns on WB & EB Centerville Rd and NB frontage road.
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes - 1 median left turn lane in each direction
 - 2. IH-635 Facility

- a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads
 - 1. Number of Lanes - 2 NB only
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
 - b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 2 lane reversible, 1 lane SB flyover bridge
 - 2. Access Points – 1 lane flyover exit ramp to SB frontage road south of Centerville Rd
 - iii. Frontage Roads
 - 1. Number of Lanes – 3 NB, 2/3 SB
 - 2. Continuous or Not - yes
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xvi. La Prada
- 1. Overpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes – Left turn in median on EB only
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 2/2
 - ii. Turn Lanes – 1 median left turn lane in each direction, U-turn on south side only, Right turns on all four corners
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - none
 - iii. Frontage Roads

1. Number of Lanes – 2 NB only north of La Prada
2. Continuous or Not - no
- iv. Access Points
 1. Points of Access
 - a. Ingress – NB ramp only
 - b. Egress – SB ramp only
- b. FONSI Schematic
 - i. General Purpose Lanes – 5/5
 - ii. Managed Lanes Facilities
 1. Number of Lanes – 2 lane reversible north of La Prada, 1 lane reversible south of La Prada
 2. Access Points - 1 lane NB entrance ramp (depressed) north of La Prada, 1 lane wishbone ramps (SB exit & NB entrance) south of La Prada tying directly to IH 30 interchange connections
 - iii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not - yes
 - iv. Access Points
 1. Points of Access
 - a. Ingress – full diamond
 - b. Egress – full diamond
- xvii. Oates Dr
 1. Underpass Facility
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn in each direction
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Turn Lanes – 1 median left turn lane in each direction, U-turn on north side only, Right turns on all four corners
 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 1. Number of Lanes – 1/1
 2. Access Points - none
 - iii. Frontage Roads
 1. Number of Lanes – 2 NB & SB on south side only

- 2. Continuous or Not - **no**
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – **full diamond**
 - b. Egress – **full diamond**
 - b. FONSI Schematic
 - i. General Purpose Lanes - **5/5 plus an auxiliary lane in each direction**
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – **1 lane reversible**
 - 2. Access Points – **in median at IH 30 and through IH 30 interchange direct connections**
 - iii. Frontage Roads
 - 1. Number of Lanes – **2/2**
 - 2. Continuous or Not - **yes**
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress – **NB entrance, SB entrance through Galloway Ave**
 - b. Egress – **NB exit through Galloway Ave, SB exit**
- xviii. N. Galloway Ave
 - 1. **Underpass** Facility
 - a. As Built Facility
 - i. Number of Lanes - **3/3**
 - ii. Turn Lanes – **1 median left turn in each direction, Right turns on EB & WB Galloway Ave**
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – **3/3**
 - ii. Turn Lanes - **1 median left turn in each direction, Right turns on NE, EB & WB corners**
 - 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – **4/4**
 - ii. HOV Facilities
 - 1. Number of Lanes – **1/1**
 - 2. Access Points – **terminus is south of Galloway Ave**
 - iii. Frontage Roads
 - 1. Number of Lanes – **2/2**
 - 2. Continuous or Not – **NB on north side only, SB is continuous**
 - iv. Access Points

1. Points of Access
 - a. Ingress – NB ramp thru Oates Dr
 - b. Egress – SB ramp thru Oates Dr
 - b. FONSI Schematic
 - i. General Purpose Lanes – 4/4
 - ii. Managed Lanes Facilities
 1. Number of Lanes – 1 lane reversible
 2. Access Points – in median at IH 30 and through IH 30 interchange direct connections
 - iii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not - yes
 - iv. Access Points
 1. Points of Access
 - a. Ingress – NB entrance through Oates Dr, SB entrance
 - b. Egress – NB exit, SB exit through Oates Dr
- xix. IH 30
1. Overpass/Underpass Facility – Four level interchange
 - a. As Built Facility
 - i. Number of Lanes – 3/3
 - ii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not - yes
 - iii. Items of Note
 - b. FONSI Schematic
 - i. Number of Lanes – 3/3
 - ii. Frontage Roads
 1. Number of Lanes – 2/2
 2. Continuous or Not – yes (cloverleaf connections with IH 635 frontage roads)
 2. IH-635 Facility
 - a. As Built Facility
 - i. General Purpose Lanes – 4/4
 - ii. HOV Facilities
 1. Number of Lanes –1/1
 2. Access Points - entry & exit to HOV lanes north of Oates Drive
 - iii. Frontage Roads - none
 1. Number of Lanes
 2. Continuous or Not
 - iv. Access Points
 1. Points of Access

- a. Ingress – by direct connections
 - b. Egress - by direct connections
- b. FONSI Schematic
 - i. General Purpose Lanes – 4/4 plus auxiliary lanes
 - ii. Managed Lanes Facilities
 - 1. Number of Lanes – 1/1
 - 2. Access Points - entry & exit to HOT lanes to the north in median and through interchange direct connections
 - iii. Frontage Roads
 - 1. Number of Lanes – 2/2
 - 2. Continuous or Not – yes (cloverleaf connections with IH 30 frontage roads)
 - iv. Access Points
 - 1. Points of Access
 - a. Ingress - by direct connections
 - b. Egress - by direct connections