



AGENDA

**CITY COUNCIL WORK SESSION
City of Garland
Work Session Room, City Hall
200 North Fifth Street
Garland, Texas
May 5, 2014**

6:00 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]

1. Written Briefings:

a. Texas Department of Transportation – Selective Traffic Enforcement Program – “Click It or Ticket” Grant

Council is requested to consider authorizing the acceptance of a Texas Department of Transportation – Selective Traffic Enforcement Program – “Click It or Ticket” Grant in the amount of \$4,997.21. The purpose of this grant is to save lives by increasing occupant restraint use in all passenger vehicles and trucks by conducting intense occupant protection enforcement as well as public information and education efforts during the enforcement period of May 19 – June 1, 2014. This item is scheduled for formal consideration at the May 6, 2014 Regular Meeting.

b. Texas Municipal Power Agency Commercial Paper Credit Facility Capacity Increase

In April 2013, in recognition of its then anticipated capital improvements plan and in an effort to reduce bank charges, the Texas Municipal Power Agency (TMPA) lowered its letter of credit (LOC) facility capacity from \$255 million to \$100 million. However, subsequent to this lowering of its LOC facility capacity, TMPA and Garland Power & Light identified additional transmission capital projects that will need to be funded by TMPA. Council is requested to consider authorizing a capacity increase of \$25 million in TMPA’s 2013 Bank Facility. This item is scheduled for formal consideration at the May 6, 2014 Regular Meeting.

c. Bond Refunding – Electric Utility System Commercial Paper Notes

Council is requested to consider authorizing the refunding of approximately \$100 million Electric Utility System Commercial Paper Notes, Series 2012A and Series 2012B. The purpose of the refunding transaction is to refund variable rate debt with fixed rate debt. If Council concurs, this item will be scheduled for formal consideration at the May 20, 2014 Regular Meeting.

d. Bond Refunding – Water & Sewer Utility System Revenue Bonds

Council is requested to consider authorizing the refunding of approximately \$24 million Water & Sewer Utility System Revenue

Bonds. The purpose of the refunding transaction is to generate savings of debt service costs. If Council concurs, this item will be scheduled for formal consideration at the May 20, 2014 Regular Meeting.

e. Electric Utility System Commercial Paper Program

The Electric Utility System Tax-Exempt Commercial Paper Program was approved in 2012. The program has been a low cost financing tool for the construction of the Competitive Renewable Energy Zone (CRUZ) transmission lines. Construction of the CRUZ project is complete. Council is requested to authorize the termination of the 2012 Electric Utility System Commercial Paper Program Series 2012A and Series 2012B and establish Electric Utility System Commercial Paper Program Series 2014. If Council concurs, this item will be scheduled for formal consideration at the May 20, 2014 Regular Meeting.

f. Proposed Bond Sale

On February 4, 2014, Council approved the 2014 Capital Improvement Program (CIP) which contemplates a Certificates of Obligation bond sale in the approximate amount of \$14.2 million and a Water and Sewer Utility System Revenue Bond sale in the approximate amount of \$19 million to fund a portion of the CIP. Council is requested to consider authorizing staff to proceed with the debt sales. If Council concurs, this item will be scheduled for formal consideration at the May 20, 2014 Regular Meeting.

Item	Key Person
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2. Verbal Briefings:

a. North Texas Municipal Water District Update

Willis/Athas

At the request of Council Member John Willis and Mayor Douglas Athas, the North Texas Municipal Water District will provide an update on current water supply issues.

b. North Texas Municipal Water District Board Vacancy

Dollar

The North Texas Municipal Water District (NTMWD) notified the City that Jack May's term of office as a NTMWD board member expires on

May 31, 2014. NTMWD has requested that Council reappoint Mr. May or appoint another director to serve a two-year term from June 1, 2014 to May 31, 2016. Information was posted on the City's website for 14 days regarding the qualifications of the NTMWD board member in order to provide an opportunity for citizens to apply for the position. Mr. May has indicated his desire to be reappointed. Letters of interest and resumes were also received from Larry Jarrett and Nelson Prater. Council is requested to discuss and provide direction regarding the process for filling the NTMWD board vacancy.

c. Economic Development Incentive – Mapei Corporation Mayer

Mapei Corporation has been in Garland since 1992 and currently has a 160,000 sq. ft. facility and 160 employees locally. The company is proposing a warehouse expansion of 55,000 sq. ft. and additional new production equipment which will create an additional \$5.5 million Real Estate and \$1.5 million Business Personal Property Value in Garland. This will bring in a total of \$49,000 to the City annually. As part of the Garland Economic Development Partnership's (GEDP) attraction program of encouraging quality development in the City of Garland, the GEDP's Economic Development Steering Committee recommends that Council provide: 1.) general support for the project and 2.) support of a 50% City Tax Abatement on new Real Estate and Business Personal Property Value for five years – maximum of \$123,305. If Council concurs, this item will be scheduled for formal consideration at a future Regular Meeting.

d. Economic Development Incentive – Nutri Biotech Co., Ltd. Mayer

Nutri Biotech Co., Ltd., headquartered in South Korea, manufactures health and dietary supplements which are sold in over 20 countries and has steadily grown since its establishment in 2002. The company is seeking a location for its U. S. headquarters and a manufacturing facility. The total investment will be over \$40 million in building upgrades, construction of new buildings, machinery, and equipment over the next four years. This project will bring in a total of over \$667,000 to the City annually. As part of the Garland Economic Development Partnership's (GEDP) attraction program of encouraging quality development in the City of Garland, the GEDP's Economic Development Steering Committee recommends that Council provide: 1.) general support for the project, 2.) support of a 50% City Tax Abatement on new Real Estate and Business Personal Property Value for five years – maximum of

\$440,375, and 3.) support of nomination for Texas Enterprise Zone Project – potential benefits of \$500,000. If Council concurs, this item will be scheduled for formal consideration at a future Regular Meeting.

e. Economic Development Incentive – **Mayer**
Huntington Industrial Partners

Huntington Industrial Partners is under contract to purchase approximately 10.2 acres on Distribution Drive to build a 169,000 sq. ft. Leadership in Energy and Environmental Design (LEED) certified project. If this project occurs, it will be the first LEED certified industrial building in Garland. This high quality, cross doc, 32 ft. clear height building will provide an opportunity to attract Fortune 500 companies as well as high quality local tenants that will have a positive impact on growth in employment base, tax base, and overall economic development of Garland. As part of the Garland Economic Development Partnership's (GEDP) attraction program of encouraging quality development in the City of Garland, the GEDP's Economic Development Steering Committee recommends that Council provide: 1.) general support for the project and 2.) Chapter 380 Finance Grant – total of \$160,000. If Council concurs, this item will be scheduled for formal consideration at a future Regular Meeting.

f. Economic Development Program **Schuster/Maguire**

The Garland Chamber of Commerce and City staff will brief Council on the current status of the City's economic development program and efforts.

g. Review of Economic Development Services **Dodson/Campbell**
Agreement

At the request of Mayor Pro Tem Lori Barnett Dodson and Council Member Tim Campbell, Council is requested to review the Economic Development Services Agreement between the Garland Chamber of Commerce and the City of Garland.

h. Centerville Marketplace Repositioning Strategy **Montgomery**

Anne Ricker, Principal with Ricker/Cunningham, will provide a presentation on the Centerville Marketplace Repositioning Strategy.

i. Development Services Committee Report

LeMay

Council Member Scott LeMay, Chair of the Development Services Committee, will provide a committee report on the proposed regulation of the sale of smoking devices.

j. Transportation Committee Report

Willis

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

- *Updates from Dean International, Inc. on IH-635 East, SH-78, and IH-30; DART, TEX-21 and THSRTC.*
- *Discussions of the April 18, 2014 Secretary Foxx Press Conference.*
- *TIGER VI Funding, Federal Surface Transportation Reauthorization, and Project Funding and Development Opportunities.*
- *RTC and DRMC discussions and updates regarding a TxDOT presentation at the DRMC meeting in April over top priority projects in the Region and Proposition 1 funding opportunities.*
- *Legislative overview for the State of Texas.*
- *Review of City of Garland transit needs, including light rail and bus and look at previous and current City of Garland positions. Prioritize near, mid and long term goals, as well as opportunities for relationship building and communication with the DART organization.*
 - *Recommendation from Committee: Council approve a resolution encapsulating previous City of Garland transit positions.*
- *State Representative Joe Pickett's mission to Garland to speak about Proposition 1, transportation funding, and receive a briefing on the Garland transportation initiatives.*
 - *Recommendation from Committee: Council approve a resolution supporting Proposition 1.*
- *Discuss Garland Citizens Advocacy Group and Legislative and Congressional Days.*
 - *Recommendation from Committee: Go forward with Advocacy Group as discussed, recommending that the Council provide recommendations for the committee by May 19.*

k. Marketing & Communications Committee Report **Williams**

Council Member B. J. Williams, Chair of the Marketing & Communications Committee, will provide a committee report on preparation for the Ambassador of the Republic of Panama's visit to Garland.

l. Administrative Services Committee Report **Stanley**

Council Member Stephen Stanley, Chair of the Administrative Services Committee, will provide a committee report on a draft ordinance regulating the sale and use of e-cigarettes.

m. Proposal for a Historic Travis College Hill Overlay District **Goebel/Athas**

At the request of Council Member Anita Goebel and Mayor Douglas Athas, Council is requested to consider a proposal for a Historic Travis College Hill Overlay District.

3. Regular Item:

a. 2014-15 CDBG, HOME, and ESG Budgets **Montgomery**

Council is requested to discuss the funding for the CDBG, HOME, and ESG budgets for 2014-15.

4. Consider the Consent Agenda **Council**

A member of the City Council may ask that an item on the consent agenda for the next regular meeting be pulled from the consent agenda and considered separate from the other consent agenda items. No substantive discussion of that item will take place at this time.

5. Announce Future Agenda Items **Council**

A member of the City Council, with a second by another member, or the Mayor alone, may ask that an item be placed on a future agenda of the City

Council or a committee of the City Council. No substantive discussion of that item will take place at this time.

6. Adjourn

Council



Meeting: Work Session

Date: May 5, 2014

Policy Report

TEXAS DEPARTMENT OF TRANSPORTATION'S S.T.E.P – “Click It or Ticket” – GRANT

ISSUE

Council is requested to consider accepting a Texas Department of Transportation (TXDOT) – Selective Traffic Enforcement Program (STEP) - CIOT (Click It or Ticket) Grant.

OPTIONS

1. Accept TxDOT S.T.E.P. grant funding.
2. Do Not Accept TxDOT S.T.E.P. grant funding.

RECOMMENDATION

Option 1: Accept TxDOT grant funding for the Selective Traffic Enforcement Grant, “Click It or Ticket,” for increased safety belt compliance, May 19, 2014 – June 1, 2014. This item is scheduled for formal consideration at the May 6, 2014 Regular Meeting.

COUNCIL GOAL

Safe, Family-Friendly Neighborhoods
Financially Stable Government

BACKGROUND

The Garland Police Department has successfully participated in S.T.E.P. enforcement grants for many years. The purpose of this grant is to save lives by increasing occupant restraint use in all passenger vehicles and trucks by conducting intense occupant protection enforcement as well as public information and education efforts during enforcement period. Enforcement of these efforts will be focused throughout the City of Garland.

CONSIDERATION

If accepted, the \$4,997.21 grant will provide 100% salary reimbursement for officers conducting CIOT enforcement during the enforcement period, May 19, 2014 – June 1, 2014. The grant is fully funded by the Texas Department of Transportation (TxDOT). The City of Garland is not required to provide matching funds.

ATTACHMENT

None

Submitted By:

Mitchel L. Bates
Chief of Police

Date: April 16, 2014

Approved By:

William E. Dollar
City Manager

Date: April 16, 2014



Meeting: Work Session

Date: May 5, 2014

Policy Report

TEXAS MUNICIPAL POWER AGENCY COMMERCIAL PAPER CREDIT FACILITY CAPACITY INCREASE

ISSUE

In April 2013, in recognition of its then anticipated capital improvements plan and in an effort to reduce bank charges, the Texas Municipal Power Agency (TMPA) lowered its letter of credit (LOC) facility capacity from \$255 million to \$100 million. However, subsequent to this lowering of its LOC facility capacity, TMPA and Garland Power & Light identified additional transmission capital projects that will need to be funded by TMPA. TMPA is requesting the authorization of an additional \$25 million of LOC facility capacity in its 2013 Bank Facility with Barclay's Bank PLC (Barclay's) bringing its total LOC facility capacity to \$125 million plus associated interest coverage. Barclay's has agreed to maintain the terms and conditions of the 2013 Bank Facility for the \$25 million increase.

In accordance with the Global Compromise and Settlement Agreement among TMPA and its Member Cities, TMPA may incur debt obligations only with the approval of the governing body of each Member City and provided that the maturity date of such debt does not extend beyond September 1, 2018. The maturity date for the 2013 Bank Facility is April 2016.

OPTIONS

- (1) Approve a resolution authorizing a capacity increase of \$25 million in TMPA's 2013 Bank Facility.
- (2) Do not authorize

RECOMMENDATION

Option No. 1 - Staff recommends that Council approve a resolution authorizing a capacity increase of \$25 million in TMPA's 2013 Bank Facility. This item is scheduled for formal approval at the May 6, 2014 Regular Meeting.

COUNCIL GOAL

Consistent Delivery of Reliable City Services

BACKGROUND

Due to an increase in TMPA transmission projects, TMPA is projected to exceed its 2013 Bank Facility capacity in FY15.

CONSIDERATION

The current Barclay's LOC does not renew until April 2016 and they have agreed to hold their current rate for the LOC capacity for this requested increase in capacity.

ATTACHMENT

Resolution approving an increase to TMPA's 2013 Bank Facility capacity

Submitted By:

Jeff Janke
GP&L Senior Managing Director

Date: April 24, 2014

Approved By:

William E. Dollar
City Manager

Date: April 24, 2014

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARLAND, TEXAS RELATING TO INCREASING THE TEXAS MUNICIPAL POWER AGENCY COMMERCIAL PAPER CREDIT FACILITY CAPACITY; PROVIDING THE APPROVAL OF THE CITY THERETO; AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the Texas Municipal Power Agency (the "Agency") has heretofore been created and established as a municipal power agency by the cities of Bryan, Denton, Garland, and Greenville, Texas (the "Member Cities");

WHEREAS, the Agency has represented to the Member Cities as follows:

(A)(i) the Agency has issued and has outstanding commercial paper notes styled as the "Texas Municipal Power Agency Commercial Paper Notes, Series 2005;"

(ii) such notes have been issued under a commercial paper program established by the Agency (the "CP Program");

(ii) liquidity for the CP Program is provided through a bank credit facility issued for a three year term on April 19, 2013 (the "2013 Bank Facility") by Barclays Bank PLC ("Barclays"); and

(iv) the 2013 Bank Facility currently accommodates the issuance of notes under the CP Program for payment of principal of notes issued thereunder of up to \$100,000,000 and \$4,931,507 for the payment of interest relating thereto;

(B) the Board of Directors of the Agency (the "Board") has approved new investment in capital facilities, including, particularly in transmission facilities, by the Agency in an amount that exceeds the current capacity of the CP Program (the "New Capital Investment");

(C) the Agency requires sufficient credit facility capacity for its CP Program to fund the New Capital Investment and to fund other lawful purposes of the Agency;

(D) the Agency intends to increase the credit facility capacity for the CP Program that is provided by the 2013 Bank Facility to cover outstanding notes and costs of the New Capital Investment and for other purposes of the Agency, so that the principal for notes issued under the CP Program from time to time (including notes currently outstanding) during the remaining term of the 2013 Bank Facility will

include coverage for notes of up to \$125,000,000 in principal amount plus associated interest coverage for such amount;

(E) Barclays has indicated to the Agency that it is willing to increase the capacity under the 2013 Bank Facility to an amount described in (D), above, and, upon receipt of the approvals of the Member Cities given in accordance with the Global Settlement Agreement, as described below and provided for herein, the Agency intends to pursue such an increase in such capacity provided by the 2013 Bank Facility with Barclays;

(F) No note issued under the CP Program may mature later than September 1, 2018, and the increase in 2013 Bank Facility capacity for the CP Program provided for hereby will not extend the term of the CP Program; and

(G) Consistent with the Global Settlement Agreement, TMPA plans to pay off, on or before September 1, 2018, (i) all generation related debt (including principal and interest) and (ii) the transmission related debt (including principal and interest) associated with the return on investment on deferred assets as authorized in PUC Docket 21711, and, pursuant to the Transmission Financing Program, and without extending the term of the Power Sales Contract, refinance the remaining transmission system principal beyond September 1, 2018;

WHEREAS, in accordance with Section 2(B)(9) of that certain Global Compromise and Settlement Agreement among the Agency and the Member Cities, which has an effective date of December 17, 2009 (the "Global Settlement Agreement"), the Agency and the Member Cities have agreed that, except for the issuance by the Agency of debt pursuant to the Transmission Financing Program (as defined by the Global Settlement Agreement), the Agency may incur debt obligations only with the approval of the governing body of each City, and provided that the maturity date of such debt does not extend beyond September 1, 2018; and

WHEREAS, the City Council of the City of Garland, Texas (the "Governing Body) deems it appropriate to approve an increase in the principal and interest coverage provided by the 2013 Bank Facility to accommodate the issuance of commercial paper notes under the CP Program to a total principal amount of \$125,000,000 plus interest thereon for Agency purposes;

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

Section 1

For all purposes of the Global Settlement Agreement, the Governing Body hereby approves an increase in the credit facility capacity for the CP Program provided that: (i) the capacity as provided by the 2013 Bank Facility or any future replacement liquidity facility that may be implemented in replacement for, or upon the expiration of, the 2013 Bank Facility shall not provide coverage in excess \$125,000,000 in principal amount of notes issued thereunder, plus interest on those notes; (ii) the Agency shall not have notes outstanding under the CP Program at any time exceeding \$125,000,000 in principal amount; and (iii) such notes shall mature on one or more dates, but no note so issued may mature later than September 1, 2018.

Section 2

The definitions and recitals set forth in the preamble to this resolution are hereby incorporated in and made a part of this resolution for all purposes.

Section 3

Nothing contained in this Resolution, nor in any authorization or consent expressed or implied from it shall be construed to modify the Power Sales Contract in any manner nor extend the term of the Power Sales Contract beyond September 1, 2018.

Section 4

This resolution shall take effect from the date that the last Member City approves a resolution in substantially the same form and content hereof, and the authorizations herein shall be effective for a period of six months following the date of adoption hereof.

PASSED AND APPROVED this the ____ day of May, 2014.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary



Meeting: Work Session

Date: May 5, 2014

Policy Report

BOND REFUNDING ELECTRIC UTILITY SYSTEM COMMERCIAL PAPER NOTES

ISSUE

Consider refunding approximately \$100 million Electric Utility System Commercial Paper Notes, Series 2012A and Series 2012B. The purpose of the refunding transaction is to refund variable rate debt with fixed rate debt.

OPTIONS

1. Authorize staff to refund \$100 million Electric Utility System Commercial Paper Notes with Electric Utility System Revenue Refunding Bonds.
2. Do not approve the refunding transaction.

RECOMMENDATION

Option No. 1 – authorize staff at the May 20, 2014 Regular Meeting to refund approximately \$100 million Electric Utility System Commercial Paper Notes.

COUNCIL GOAL

Financially Stable City Government – approval of this recommendation will enable the Electric Utility Department to file a Transmission Cost of Service Study with the Public Utility Commission (PUC).

BACKGROUND

Construction of the CREZ project is complete. The project was funded by variable rate commercial paper notes. The refunding transaction will replace the commercial paper debt with fixed rate long-term debt.

CONSIDERATION

Commercial Paper Series 2012A and Series 2012B financed the construction of the CREZ transmission lines. Combined funding capacity of the two programs is \$135

million. Since the CREZ project is complete, it is now necessary to refund the commercial paper notes with Electric Utility System Revenue Refunding Bonds. The Refunding Bonds will be fixed rate debt with a 20 year amortization period. Annual debt service is projected to be \$7.2 million. The net interest cost is projected to be 4.00%.

ATTACHMENT

None.

Submitted By:

David Schuler
Financial Services

Date: May 5, 2014

Approved By:

William E. Dollar
City Manager

Date: May 5, 2014



Meeting: Work Session

Date: May 5, 2014

Policy Report

BOND REFUNDING WATER & SEWER UTILITY SYSTEM REVENUE BONDS

ISSUE

Consider refunding approximately \$24 million Water & Sewer Utility System Revenue Bonds. The purpose of the refunding transaction is to generate savings of debt service costs.

OPTIONS

1. Authorize staff to refund \$24 million Water & Sewer Utility System Revenue Bonds
2. Do not approve the bond refunding transaction.

RECOMMENDATION

Option No. 1 – authorize staff at the May 20, 2014 Regular Meeting to refund approximately \$24 million Water & Sewer Bonds.

COUNCIL GOAL

Financially Stable City Government – approval of this recommendation will produce significant debt service savings.

BACKGROUND

The City of Garland has an opportunity to refund \$24 million Water & Sewer Utility System Revenue Bonds, Series 2004A. The refunding transaction will save approximately \$1 million during fiscal years 2015 through 2024. The exact amount of the savings is subject to market conditions between now and the transaction closing date of May 20, 2013.

CONSIDERATION

First Southwest, the City's Financial Advisor, is recommending the refunding of debt to realize debt service savings. The savings of \$1 million is structured to achieve level savings of \$100,000 annually over a ten year period.

ATTACHMENT

None.

Submitted By:

David Schuler
Financial Services

Date: May 5, 2014

Approved By:

William E. Dollar
City Manager

Date: May 5, 2014



Meeting: Work Session

Date: May 5, 2014

Policy Report

ELECTRIC UTILITY SYSTEM COMMERCIAL PAPER PROGRAM

ISSUE

The Electric Utility System Tax-Exempt Commercial Paper Program was approved in 2012. The program has been a low cost financing tool for the construction of the Competitive Renewable Energy Zone (CREZ) transmission lines. Construction of the CREZ project is complete. Staff is requesting Council to consider termination of the 2012 program and authorization to establish a 2014 Electric Utility System Commercial Paper program.

OPTIONS

1. Authorize staff to terminate Electric Utility System Commercial Paper program Series 2012A and Series 2012B and establish Electric Utility System Commercial Paper program Series 2014.
2. Do not approve termination of Series 2012A and Series 2012B and establishing Series 2014.

RECOMMENDATION

Option No. 1 – authorize staff at the May 20, 2014 Regular Meeting to terminate the existing Electric commercial paper program and establish a new commercial paper program.

COUNCIL GOAL

Financially Stable City Government – approval of this recommendation will enable the Electric Utility Department to finance system improvements at favorable financing costs.

BACKGROUND

Electric Utility System Commercial Paper Notes, Series 2012A and Series 2012B were established to finance the construction of CREZ transmission lines. Construction of the project is complete.

CONSIDERATION

Commercial Paper Series 2012A and Series 2012B financed the construction of the CREZ transmission lines. Combined funding capacity of the two programs is \$135 million. The Electric Utility Department desires to finance future system improvements in a cost efficient manner by establishing another commercial paper program. Ongoing system improvements anticipated to be debt funded in the near term are projected to amount to \$50 million to \$60 million. It is an economic advantage to downsize the commercial paper program by replacing the \$135 million program with a smaller program.

The process of terminating the existing commercial paper program and establishing a new program will involve First Southwest and Fulbright & Jaworski LLP, the City's financial advisor and bond counsel, respectively. Establishing a new commercial program will require staff to select a qualified liquidity facility provider and a qualified remarketing agent.

ATTACHMENT

None.

Submitted By:

David Schuler
Financial Services

Date: May 5, 2014

Approved By:

William E. Dollar
City Manager

Date: May 5, 2014



Meeting: Work Session

Date: May 5, 2014

Policy Report

PROPOSED BOND SALE

ISSUE

On February 4, 2014 Council approved the 2014 Capital Improvement Program (CIP), which contemplates a Certificates of Obligation (CO) bond sale in the approximate amount of \$14.2 million and a Water and Sewer Utility System Revenue Bond sale in the approximate amount of \$19 million to fund a portion of the CIP. Staff requests Council authorization to move forward with the debt sales to fund the approved CIP.

OPTIONS

1. Authorize staff to proceed with the debt sales described above.
2. Do not approve the issuance of additional debt to fund the CIP.

RECOMMENDATION

Option 1 - authorize staff to proceed with the sale of Certificates of Obligation and the Water and Sewer Utility System Revenue Bonds. If so authorized, staff will present bond ordinances for Councils consideration at the May 20, 2014 Regular Meeting.

COUNCIL GOAL

Financially Stable City Government with Tax Base that Supports Community Needs
Approval of this request will allow staff to fund projects approved in the 2014 CIP.

BACKGROUND

City management reviewed the proposed CIP in November and December of 2013 and January, 2014, and ensured that the projects and fiscal impacts were aligned with the assumptions and priorities established in previous bond elections. The City Manager formally submitted the proposed CIP to Council at the Regular Meeting on January 14, 2014. Council held a public hearing of the proposed CIP at the Regular Meeting on January 21, 2014. Continued deliberations of the proposed CIP were held at the January 21st and February 3rd Council Work Sessions. The CIP was approved on February 4, 2014 by Resolution # 6674.

The adopted CIP is a \$174 million work program for 2014. With available existing resources of \$125 million, \$49 million in total new debt issuance will be required, excluding issue costs. Of the total new debt issuance requirement, approximately \$14.2 million is funded by the issuance of Certificates of Obligation and approximately \$19 million is funded by the issuance of Water and Sewer Utility System Revenue Bonds in fiscal year 2014.

CONSIDERATION

Legal

On April 15, 2014 Council authorized the publication of the Notice of Intent to issue Certificates of Obligation in the principal amount of approximately \$14.2 million to meet the legal requirements for debt issuance. The Notice of Intent was published in the Dallas Morning News on April 17, 2014 and April 24, 2014.

Financial

Since neither cash nor authorized bonds are available to fund a portion of the adopted 2014 CIP, staff requests Council to consider the issuance of Certificates of Obligation and Water and Sewer Utility System Revenue Bonds. Based on information from the City's Financial Advisors, First Southwest, the proposed Certificates of Obligation debt issuance, including issue costs, of approximately \$14.2 million can be sold at an estimated net interest cost of 2.75%. At this interest cost, the City will incur additional debt service (principal and interest payments) of \$2 million in the initial five years, \$800,000 in years six through ten, \$250,000 in years eleven through fifteen and \$160,000 in years sixteen through twenty. The debt service varies over the 20 year repayment period due to the useful life of the assets that are being acquired. The debt service I&S tax rate is not impacted as a result of the Certificates of Obligation debt issuance.

The proposed Water and Sewer debt issuance of \$19 million to fund CIP requirements will be combined with the proposed bond refunding for the Water & Sewer Utility System Revenue Bonds, Series 2004A. The combined debt can be sold at a projected net interest cost of 3.75%. The Water & Sewer system bonds sold for CIP purposes will increase annual debt service costs by \$1.3 million for fiscal years 2015 through 2034,

The actual interest rates, debt maturities and issue costs are subject to market conditions and rating reports from Standard and Poor's and Fitch Ratings between now and the transaction closing date of May 20, 2014.

ATTACHMENT

None.

Submitted By:

David Schuler
Financial Services

Date: May 5, 2014

Approved By:

William E. Dollar
City Manager

Date: May 5, 2014



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

North Texas Municipal Water District Update

Summary of Request/Problem

The North Texas Municipal Water District will provide an update on current water supply issues.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

**William E. Dollar
City Manager**



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

North Texas Municipal Water District Board Vacancy

Summary of Request/Problem

The North Texas Municipal Water District (NTMWD) notified the City that Jack May's term of office as a NTMWD Board Member expires on May 31, 2014. NTMWD has requested that Council reappoint Mr. May or appoint another Director to serve a two-year term from June 1, 2014 to May 31, 2016. Mr. May has expressed his desire to be reappointed.

Information was posted on the City's website for 14 days regarding the qualifications of the NTMWD Board Member in order to provide an opportunity for citizens to apply for the position. Qualified applicants were requested to submit a letter of interest and resume to the City Manager's Office by 5:00 p.m. on April 11, 2014. Letters of interest and resumes were received from Jack May, Larry Jarrett, and Nelson Prater.

Council is requested to discuss and provide direction regarding the process for filling the NTMWD board vacancy.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager



**NORTH TEXAS MUNICIPAL
WATER DISTRICT**

Regional Service Through Unity

March 4, 2014

Mr. Bill Dollar, City Manager
City of Garland
P. O. Box 469002
Garland, Texas 75046-9002

RE: NTMWD BOARD MEMBER APPOINTMENT

Dear Mr. Dollar:

This is your official notification that Mr. Jack May's term of office as an NTMWD Board Member expires May 31, 2014. The City Council, by a majority vote, should reappoint Mr. May or appoint another Director to serve a term from June 1, 2014, to May 31, 2016.

In accordance with the statute creating the District (Article 8280-141), the qualifications of a Director include the following: "No person shall be appointed a Director unless he resides in and owns taxable property in the city from which he is appointed. No member of a governing body of a city, and no employee of a city, shall be appointed as a Director." Under other state law, no other government official that receives compensation could be appointed.

The cities served by the NTMWD appreciate the work and effort expended by the appointed Directors. It is my practice to visit with new Directors in an orientation session prior to their first meeting; therefore, please notify my office in writing when the City Council has appointed a Director for the new term. Should you have any questions or need additional information, please do not hesitate to contact my office.

Sincerely,


JAMES M. PARKS
Executive Director

JMP/mcf

cc: Mr. Jack May
City Secretary

Subject: NTMWD Board Member Appointment.

I recently received a copy of a letter sent to Mr. Bill Dollar, City Manager, City of Garland, Texas, from Mr. James M. Parks, Executive Director, NTMWD, dated March 4, 2014. The letter was official notification of the expiration of my two year term as one of Garland's two Board representatives to the NTMWD Board of Directors. Please consider this email my official response to the letter.

I would respectfully ask the Mayor and City Council to consider my reappointment to the Board. While I am only one of 25 Board Members I believe my past 44 years of Water and Wastewater experience makes me uniquely qualified to serve on this very important Board. I can think of nothing more important to citizens and businesses than the adequate supply of potable water which is the goal of NTMWD. This May I will have served 4 years on the Board and this experience will pay off in the future because of my ability to network and build relationships with the other Board members. I have served on the Board's Water, Insurance committees and currently serve on the Wastewater and Insurance committee. I believe my fellow Board member, Mr. Don Gordon, and I make a great team, Don's outstanding on the financial issues and my strength is in Water and Wastewater Operations. I am the only Board member to have this operational experience and I still have my TCEQ Class "B" Water and class "B" Wastewater certifications which I've maintained at my own expense. As a native to Garland I love the city of Garland and the Water/Wastewater business and will do my very best to represent Garland's interests as a member of the NTMWD Board of Directors.

Thanks for your assistance!

Jack May

Larry E. Jarrett, PC

Attorney at Law

Office Number: 972.644.4900 Email: larry.jarrett@yahoo.com - Fax Number: 972-496.6394
888 South Greenville, Suite 139 - Richardson, TX 75081

April 1, 2014

City Manager, City of Garland
200 N. Fifth Street
Garland, Texas 75040

Re: Letter of Interest to serve on the North Texas Municipal Water District Board

Dear Manager:

Not a day passes that I do not worry about water, and wasteful use. Prevention starts at home. I have changed my water usage at home. Shorter showers, one day a week watering, shorter shaves...all I have to figure out is what to do with the pool.

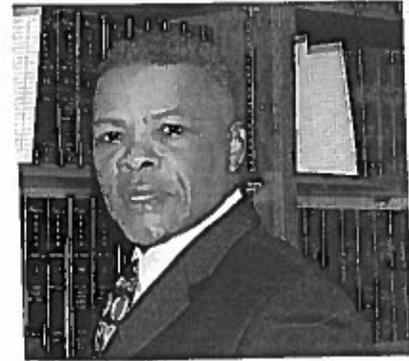
My heart breaks when I pass the lakes and witness first hand the dropping lake levels. Something must be done, and I want to help. After being a property owner in this community for 25 years, I want to do my share to step up and make a difference and save our community.

I ask for your endorsement.

Respectfully,

Larry E. Jarrett

LARRY E. JARRETT
518 Palm Desert Drive Garland, Texas
(972) 495-6350



SUMMARY OF QUALIFICATIONS

- . **Private Practice**
 - Extensive experience in Civil Rights litigation
 - Extensive experience in juvenile justice matters
 - Extensive experience in criminal justice work

- . **Chief, Community Relations:** Extensive experience with budget management, personnel issues and community coalition building.
- . **Assistant United States Attorney:** Expertise in case preparation and litigation
- . **Assistant District Attorney, Dallas County, Texas, Chief of the Child Abuse Division:** Supervised five attorneys and two investigators.
- . **Captain/Judge Advocate -United States Marine Corps:** Prosecuted/defended in excess of 100 criminal trials.

EXPERIENCE

05-05 Private Practice

9/97-05/05 ASSISTANT UNITED STATES ATTORNEY

- . Supervisory Assistant - Community Relations

9/91-9/97 ASSISTANT UNITED STATES ATTORNEY

- . General Criminal Attorney - Supervised investigations and prosecute violations of federal law

11/89-9/91 ASSISTANT DISTRICT ATTORNEY

Supervised five attorneys and prosecuted individuals charged with crimes against children.

1/86-9/89

- . Served as Civil attorney, Chief Trial Counsel, Special Assistant U. S. Attorney and defense attorney.
- . Legal services provided in 60 jury trials,

EDUCATION/CERTIFICATION

1985	NATIONAL COLLEGE OF DISTRICT ATTORNEYS
1984	STATE BAR OF TEXAS
1983	J. D. HOWARD UNIVERSITY LAW SCHOOL
1978	BA Degree, Political Science TEXAS A&M

AFFILIATIONS/ACTIVITIES

- Active in Dallas Area Immigration Coalition;
- Weed and Seed Coordinator from 1994 - 2003
- Civil Rights Coordinator for NDTX from 1995 to 1997
- Council of Leaders 1995 - 2003
- Former Member of:
 - Dallas Healthy Community Initiative
 - The East Dallas Healthy Communities Initiative
 - Board for Dallas County Children Advocacy Center
 - Advisory Board of the Boys and Girls Club
 - United Way Venture Grant Committee
 - Garland Anti-Gang Committee
 - Chief of Police Advisory Board, Garland, Texas
 - United States Attorney's Hiring Committee
 - Central Dallas Miniseries
 - Galaxy Counseling Center of Garland, Texas (Board President, 2001?)
 - Dallas Area Civic Consortium
 - Vice Chair of Dallas County Parks and Open Space Board
 - Greater Dallas Council on Alcohol and Drug Abuse
- Adjunct Professor of Ethics, University of North Texas, Denton, Texas
- Mexican American Bar Association

Successfully prosecuted Immigration and Naturalization Cases; Successfully prosecuted Church Arson Cases; Successfully prosecuted civil rights cases; Members of the National Church Arson Task Force;

Served as the Community Relations Chief, Northern District of Texas; Co-developed Hate Crimes Training Presentation which has received National attention; Received Train-the-Trainer instruction on Hate Crimes Training.

REFERENCES: Available upon request

HONORS AND AWARDS

- Marine Corps Platoon Honor Graduate 1970
- Marine Corps Officer Candidate School Platoon Honor Graduate 1977
- Navy Commendation Medal
- Recognition for job excellence by the Director, Federal Bureau of Investigation
- Volunteer of the Year Award, Dallas Independent School District
- Certificate of Appreciation, Department of the Treasury
- Dallas Independent School District's Partners in Education Award
- Adjunct professor of Ethics at the University of North Texas since 2000

LEADING CHANGE

Throughout my career I have been called upon to develop programs which would affect significant change in a community. The development of these strategies has resulted in the implementation of programs which impacted not only the Office of the United States Attorney for the Northern District of Texas, but also the Department of Justice.

In 1998 was asked to head the Community Relations Section for the United States Attorney's Office. This position was created in an effort to reach out to the people we serve in government and demystify what we do in our office, in order to make our office user friendly to the casual outside observer.

The task of creating this position was daunting and required many hours of planning and participating in community activities to gain the trust of the individuals which we represented. Part of the process involved ensuring that federal dollars found its way to North Texas. I personally assisted five communities to initiate Weed and Seed Programs in their local areas to allow them to create Law Enforcement strategies and develop revitalization strategies to allow their citizens to create a healthy environment in which their children could grow. These communities include three Dallas sites, Wichita Falls and Vernon. Other sites are on the planning table.

Because I was able to select a staff who philosophically believed in community building as I did, I have put together a team that is driven to succeed. As mentioned above, Dallas is only one of three cities nationwide to achieve the goal of three Weed and Seed sites. I believe because of my leadership and vision Dallas was able to accomplish this goal.

Additionally, the Attorney General of the United States asked all United States Attorney's Offices to create what is called Hate Crime Working Groups. These groups were tasked initially with the responsibility of training law enforcement personnel in the identification, reporting and investigating of crimes involving hate. As the head of the North Texas Hate Crime Working Group, I was charged with creating this group, leading this group and developing a strategy to implement our training program. The makeup of this group consisted of educators, community leaders, religious leaders and many other under represented groups. It was my responsibility to forge partnerships in the development of a Mission, Vision and Core values to implement a program we wanted to make a difference. Not only has North Texas training more law enforcement personnel than any other site in the Nation, we have developed a training module and have presented this training module to community leaders, law enforcement personnel, educators, administrators and a host of other personnel. Our training module is so popular we have been asked to train other United States Attorney's Offices, to include Alabama, Hawaii, Louisiana, Oklahoma, Florida and New Mexico to name a few. I along with a member of my staff provided this training. Initially funds from my office budget were used for the training. Now, however, requesting states must provide funds for the training. To say the least, we created a highly successful program. To date we have trained in excess of 3000 individuals.

I believe that these examples are clear indicators of my ability to Lead Change. Taking charge of situations and achieving a desired goal is a hallmark of my career. My ability to bring groups of people in and win their respect and make them willing participants in the creation of a shared vision which will benefit mankind has been tested time and again. I thrive on the challenge.

LEADING PEOPLE

My first challenging leadership role occurred when I was a Captain in the

United States Marine Corps. This position was plagued with problems, and my selection to the second most powerful law enforcement position on this base was especially problematic because in selecting me, my supervisor passed over more senior Marines.

The reason for my selection was because of my ability to foster trust while ensuring the highest quality of work, and ability to team build.

After my selection, meetings were held and problems identified. Problems such as case management, case selection, and distributing the case to individuals who could effectively prosecute a case, but at the same time, train others to develop their skills in the prosecution of more difficult cases.

Before I outline the action I took to resolve the problems in assuming this position, let me first identify another challenging position which I assumed at the Dallas District Attorney's office, as the Chief, Child Abuse Section. There too, I inherited a number of substantial problems which I had to solve, and once again, I was selected over individuals who had more time in the section than myself.

In both situations I was the only minority in the section. People certainly did not appreciate the fact that I would now be their supervisor. In both situations I had been deep selected to a position of high trust and authority. In both situations morale was low and performance was low. And most importantly individuals outside the team did not want to be part of the team, so recruitment was difficult initially.

I was charged in both cases to raise morale, successfully prosecute cases and build a team of individuals who wanted to work.

As I saw it, my first responsibility was to speak to each prosecutor and staff member on each staff. Letting them know me, and letting them know that they could come to me with any problem, and I would attempt to address their concern. Additionally, I gave each member of my team the option of requesting out of the unit if it would be a problem with me being selected over them. No one took my offer. I instructed each of my team that I expected quality work, dedicated work and loyalty. I ensured that each of my team knew that loyalty flowed up and down the chain and that they could hold me to a higher standard than I would hold them.

Accompanying each one of my prosecutors in trial gave me the first hand look at their abilities. I tried a case with everyone. By doing this, my prosecutors knew my ability just as much as I knew theirs. No one could rely on past successes, for we had to prove ourselves each day. Further, I could determine their skill level, and determine whether additional training would be required to increase their skill level. Training opportunities were decided upon mission need.

In both cases, I was the reviewing official for performance evaluations. Each time I would counsel each individual as to my assessment of their work, based upon my observation, and my coaching them along during the evaluation period. From time to time non-performers were dealt with fairly, swiftly and consistently. Performance standards were set, understood by all and

maintained. Over time, both sections began to work as a team, and our prosecutorial abilities were consistently being praised by courts and the staff of other law enforcement agencies.

Morale and performance did increase and individuals were requesting to be members of the team. Conviction rates rose, and jury the number of jury trials rose. We were doing our job, and we were doing it better than ever.

RESULTS DRIVEN

In all phases of my professional life you can readily see that I am results driven. I have a proven track record of getting results in all that I do. A recent example would be Dallas' attempt to create a Community Court/Community Prosecutor for the administration of justice for quality of life offenders. After my supervisor indicated that our office needed to spearhead an effort to clean up a particular community in Dallas, he assigned me the task.

I initially researched the problem. The problem was that law enforcement and community members were not very pleased with the administration of justice for quality of life criminal offenses. Offenses such as, public intoxication, loitering and prostitution can destroy the fabric of a community. It was my job to determine how we could better serve our community and give them a sense that law enforcement worked.

I decided that bringing a Community Court/Community Prosecutor to Dallas would serve the interest of the public and the interest of law enforcement.

I put together a coalition of individuals and discussed the idea of Community Court/Community Prosecutor with them. Each of them committed their offices and resources to the hiring of a coordinator to determine the whether such a court would be appropriate in Dallas. With no funding I organized a fact-finding trip to New York City where we viewed a several Community Court/Community Prosecutors. Included on this trip were several judges, the chief of police, the United States Attorney, the district attorney, the public defender, city officials, county officials and others. A total of 18 individuals, utilizing money from their budgets visited New York. We all returned to Dallas knowing that a Community Court/Community Prosecutor was exactly what Dallas needed.

I set goals of determining funding sources, identifying community resources to ensure widespread approval, and set timetables to ensure that we stayed on task. With much work and determination we, here in Dallas, have been informed that we will receive federal dollars to hire our coordinator. Three years of development and planning has paid off. Today, Dallas' City Attorney Office has a premiere Community Prosecution Section that is the envy of the Nation and has just receive more than two million dollars in additional funding. Recently Dallas officially open its Community Court in South Dallas.

BUSINESS ACUMEN

As Chief of Community Relations I was responsible for the budgets of eight Weed and Seed sites, and previously responsible for the Victim/Witness unit in the Office of the United States Attorney, and I sat on the Boards of

Directors for several non-profits which have multimillion dollar budgets.

Being responsible for the Weed and Seed budgets of eight sites, I ensured that the federal dollars requested are allocated for programs which are cognizable under the grant award.

As mentioned, I have sat on the Board of an organization which has a two-million dollar budget. This organization suffered a severe shortfall of money and was required to adjust their budget to account for the shortfall. My job was to assist in the identification of programs which could be removed to ensure the financial stability of the organization. Of course, this meant jobs would be lost and programs had to be cut over time. I was able to assist in the development of a strategy which was implemented which resulted in the financial stability of the organization and had the least impact on personnel and resources.

I supervised the LECC/Victim-Witness Section for the United States Attorney. This section consists of four individuals. It was my job to ensure that all victims-witnesses get the assistance necessary to successfully prosecute criminal cases. The district includes 100 counties, and five divisions within the Northern District. I had to implement district wide procedures and policies as it pertains to LECC-Victim-Witness matters. I must evaluate those policies, and evaluate my staff. Additionally, I am required to provide my staff with performance work plans, and coach them throughout the year in my expectations for them to perform their jobs satisfactorily.

Concomitantly, I was the Project Safe Neighborhoods Coordinator for the Northern District of Texas. Project Safe Neighborhoods is a federal government initiative to reduce gun violence in the nation. I was charged with managing several million dollars allocated to this judicial district for the reduction of gun violence. To that end, I brought together media representatives, university representatives, community members and law enforcement members to strategically plan how, together, we could implement a comprehensive plan to make our streets safe to live, work and play.

During each supervisory position I have had with the Marine Corps, District attorney's office and my present position, I have never been reported for unfair treatment an employee.

I have extensive experience in Budget Planning and Execution. As a member of the Dallas County Parks and Open Space Board and past-President, of the Galaxy Counseling Center, I assist in the preparation of line item budgets. I was required to review the budget once approved and to ensure that the budget is followed. I have requested modification/changes of items on a budget. Further, I have extensive experience in program development and operations. I personally have initiated programs such as the Weed and Seed Program. This program was imported from other locations. I set up the steering committees necessary to develop and implement the programs in the Northern District of Texas. I arrange for the meeting times, locations, membership, program development, ensure that the program objections are met in a timely fashion, and I evaluate the essential goals of the program.

BUILDING COALITIONS/COMMUNICATIONS

Duties I have been assigned here in Dallas include that of the District's Civil Rights Coordinator. As such, it was my responsibility to ensure that the Civil Rights Statutes of the United States were followed, especially, to ensure that our law enforcement community was not violating the civil rights of our citizens. My responsibilities included initiating investigations, directing the accumulation of evidence, evaluating the evidence and if necessary, indicting the case and prosecuting the case. Several of these cases required on-sites visits. These site visits were necessary to quell tensions brought on by the investigations of church burnings. Both New Black Panthers and KKK representatives were present during one of the cases in which I was involved. Media of all sorts were present and Main Justice was actively involved. The case was successfully prosecuted, but more importantly we were able to diffuse a potentially explosive situation. Additionally, I have been able to assist groups with their quest for minority representation in the dispensation of public services.

It was my job to advise the United States Attorney of the factual situation, and keep him apprised of the tension felt in the community. Additionally, I was required to confer with local officials on a daily basis, to include the Mayor, Chief of Police and local representatives of the NAACP in an effort to assess the quality of our investigation as it was viewed by the locals, and coordinate the federal response to a racially charged Environment.

Both the Hate Crimes Working Group and the Church Arson Task Force were mechanisms used by the United States Attorney to assess the quality of the relationship he was trying to obtain in Dallas. My job was to constantly communicate with members of the community and develop relationships with all segments of the community to troubleshoot problems before that became situations which could have dire consequences. Maintaining close personal relationships with members of this community, it is believed to have created an atmosphere of mutual respect and trust.

Notwithstanding the training sessions described above, I have spoken at many events which stressed the importance of finding different solutions to different problems. Some of these solutions included engagements with the NAACP located in Wichita Falls, National Organization of Black Law Enforcement Executives; The Jewish Women's Foundation of Dallas; The Bridge into the 21st Century; the Southwestern Patrol Officer's Association and others. Additionally, I attended an all-expense paid trip to Israel this summer in recognition of my community service and involvement which was offered by members of the Jewish Community. I have presented to the Plano Independent School District and I have also presented for the Southwestern Legal Foundation, a nationally recognized training school for law enforcement personnel.

Good morning! Please consider me for a spot on this board. I am very passionate about our water supply in Garland - I'm sure Councilperson Scott LeMay would vouch for that.

Homeowner/Taxpayer Status

I have been a tax-paying homeowner in Garland since 1987.

Previous City of Garland Activities

I served for Councilperson Mark Monroe on the City Charter Review Committee (can't remember the year.) I served on the Garland Library Board from 7/2005 through 2/2011 - representing both Mark Monroe and Rick Williams. I am a past-president of the Oakridge Neighborhood Association.

Work Status

I have been Human Resources Manager of Training and Quality Assurance at Blue Cross and Blue Shield of Texas since 2004, and with the company since 1994. I am the statistician for HR Employee Services, analyzing data and producing training and process improvements for the staff. My expertise is process analysis, improvement and documentation.

Other Skills

I am a past Community Voices columnist for the Dallas Morning News. I am also a long-distance runner, currently a volunteer marathon training pace leader for the Dallas Running Club.

One of my goals, if I am appointed to this board, is to use my skills as a writer and a trainer to write columns for the Dallas Morning News to teach North Texas residents about their water supply and water system, about water conservation and protection, and about ways to improve our efficiency of water usage. I think more people don't conserve water because they just basically don't understand it.

Thank you for your consideration for the North Texas Municipal Water District Board.
Nelson.

Nelson Prater
2617 Richland Drive
Garland, Texas 75044-7029
Work: 972-766-6927
Home: 972-495-7769
Cell: 214-455-8560



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Economic Development Incentive – Mapei corporation

Summary of Request/Problem

Mapei Corporation has been in Garland since 1992 and currently has a 160,000 sq. ft. facility and 160 employees locally. Worldwide, Mapei has always been an innovative company in the development of flooring installation and concrete restoration products.

Mapei is proposing a warehouse expansion of 55,000 sq. ft. and additional new production equipment which will create an additional \$5.5 million Real Estate and \$1.5 million Business Personal Property Value in Garland. This will bring in a total of \$49,000 to the City annually.

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

- General support for the project
- Support of a 50% City Tax Abatement on new Real Estate and Business Personal Property Value for five years – maximum of \$123,305

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager



GARLAND ECONOMIC DEVELOPMENT STEERING COMMITTEE

Project Recommendation to the Garland City Council

April 24, 2014

Mapei Expansion Project

Mapei Corporation, started in the 1970s, has been in Garland since 1992 and currently has 160,000 s.f. facility and 160 employees locally. Worldwide, Mapei has always been an innovative company in the development of flooring installation and concrete restoration products.

With this expansion Mapei will cause an additional \$5.5 million Real Estate and \$1.5 million Business Personal Property value in Garland. This will bring in a total of \$49,000 to the City annually.

As part of GEDP's business retention and expansion program of encouraging quality development in the City of Garland, the GEDP's EDSC recommends to the Garland City Council the following:

- General support for the project
 - 55,000 s.f. warehouse expansion
 - Add new production equipment

- Support of a 50% City Tax Abatement on new Real Estate and Business Personal Property Value for 5 years - Maximum of \$123,305

Committee Member Attendees: Mayor Douglas Athas, City Council Anita Goebel, City Council Scott LeMay, City Manager Bill Dollar, GISD President Larry Glick, GISD Trustee Rick Lambert, GISD Trustee Linda Griffin, GISD Superintendent Dr. Bob Morrison, Chamber Chair Elect Phil Elmore, Chamber Chair Elect Barry Young, Chamber Board Chad Brumit and Chamber CEO Paul Mayer

* **Approved unanimously**

ECONOMIC IMPACT ANALYSIS

Mapei 55,000 s.f. Warehouse Expansion

Mapei 55,000 s.f. Warehouse Expansion							
							Points
ECONOMIC IMPACTS:	Full-time jobs	Annual Payroll	RE Value	BPP Value	Sales Tax	GP&L (KWH/yr)	
1501 Wall Street	0	\$ -	\$ 5,500,000	\$ 1,500,000	\$ -	0	
Total Points:	0	0	45	5	0	-	50
City Property Tax Revenue							
Property Tax Revenue	\$ 38,753						
BPP Tax Revenue	\$ 10,569						
City Sales Tax							
Total City Tax Revenues	\$ 49,322						

*Minimum of 100 points generally required for tax abatement consideration

Staff Recommendation: 50% abatement on the new RE & BPP value		
RE & BPP Value	50% abatement	5 years
\$ 49,322	\$ 24,661	\$ 123,305



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Economic Development Incentive – Nutri Biotech Co., Ltd.

Summary of Request/Problem

Nutri Biotech Co., Ltd., headquartered in South Korea, has steadily grown since its establishment in 2002 with an aim to enhance the health and happiness of the aging population through preventative medicine. The Company manufactures health and dietary supplements which are sold in over 20 countries.

Nutri Biotech is seeking a location for its U.S. headquarters and a manufacturing facility. The total investment will be over \$40 million in building upgrades, construction of new buildings, machinery and equipment over the next four years. This project will bring in a total of over \$667,000 to the City annually.

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

- General support for the project
- Support of a 50% City Tax Abatement on new Real Estate and Business Personal Property Value for five years – maximum of \$440,375
- Support of nomination for Texas Enterprise Zone Project – potential benefits of \$500,000

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager



GARLAND ECONOMIC DEVELOPMENT STEERING COMMITTEE

Project Recommendation to the Garland City Council

April 24, 2014

Nutri Biotech Co., Ltd Project

Nutri Biotech Co., Ltd., headquartered in South Korea, has steadily grown since its establishment in 2002 with an aim to enhance the health and happiness of the aging population through preventative medicine. It manufactures health and dietary supplements which are sold in over 20 countries.

The company is seeking a location for its US headquarters and a manufacturing facility. Total potential investment will be over \$40 million in building upgrades, construction of new buildings, machinery and equipment over the next four years. It desires to start its operation by 4Q 2014. This project will bring in a total of over \$667,000 to the City annually.

As part of GEDP's recruitment program of encouraging quality development in the City of Garland, the GEDP's EDSC recommends to the Garland City Council the following:

- General support for the project
- Support of a 50% City Tax Abatement on new Real Estate and Business Personal Property Value for 5 years - Maximum of \$440,375
- Support of nomination for Texas Enterprise Zone Project – potential benefits \$500,000

Committee Member Attendees: Mayor Douglas Athas, City Council Anita Goebel, City Council Scott LeMay, City Manager Bill Dollar, GISD President Larry Glick, GISD Trustee Rick Lambert, GISD Trustee Linda Griffin, GISD Superintendent Dr. Bob Morrison, Chamber Chair Elect Phil Elmore, Chamber Chair Elect Barry Young, Chamber Board Chad Brumit and Chamber CEO Paul Mayer

*** Approved unanimously**

ECONOMIC IMPACT ANALYSIS

Nutri Biotech								
								Points
ECONOMIC IMPACTS:	Full-time jobs	Annual Payroll	RE Value	BPP Value	Taxable Inventory Value	Sales Tax	GP&L (KWH/yr)	
3366 Miller Park								
1st year (59,000 sf existing)	30	\$ 1,200,000	\$ -	\$ 3,000,000	\$ 7,200,000	\$ -	3,500,000	
2nd year (add building)	20	\$ 1,000,000	\$ 5,000,000	\$ 5,000,000	\$ 6,300,000	\$ -	500,000	
3rd year (add building)	50	\$ 3,000,000	\$ 5,000,000	\$ 5,000,000	\$ 13,200,000	\$ -	1,000,000	
4th year (add building)	100	\$ 7,500,000	\$ 10,000,000	\$ 10,000,000	\$ 25,000,000	\$ -	3,500,000	
TOTAL	200	\$ 15,000,000	\$ 20,000,000	\$ 23,000,000	\$ 51,700,000	\$ -	8,500,000	
Total Points:	20	150	190	220	507	0	170	1,257
City Property Tax Revenue								
Property Tax Revenue	\$ 140,920							
BPP Tax Revenue	\$ 162,058							
Inventory Tax Revenue	\$ 364,278							
City Sales Tax	\$ -							
Total City Tax Revenues	\$ 667,256							

*Minimum of 100 points generally required for tax abatement consideration

Staff Recommendation:			
50% tax abatement on new RE & BPP Value for 5 years			
	RE & BPP value	city revenue	50% abatement
1st year (BPP only)	\$ 3,000,000	\$ 21,138	\$ 10,569.0
2nd year	\$ 13,000,000	\$ 91,598	\$ 45,799.0
3rd year	\$ 23,000,000	\$ 162,058	\$ 81,029.0
4th year	\$ 43,000,000	\$ 302,978	\$ 151,489.0
5th year	\$ 43,000,000	\$ 302,978	\$ 151,489.0
TOTAL			\$ 440,375.0



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Economic Development Incentive – Huntington Industrial Partners

Summary of Request/Problem

Huntington Industrial Partners is under contract to purchase approximately 10.2 acres on Distribution Drive to build a 169,000 sq. ft. Leadership in Energy and Environmental Design (LEED) certified project. If this project occurs, it will be the first LEED certified industrial building in Garland. This high quality, cross doc, 32 ft. clear height building will provide an opportunity to attract Fortune 500 companies as well as high quality local tenants that will have a positive impact on growth in employment base and tax base and overall economic development of Garland.

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

- General support for the project
- Chapter 380 Finance Grant – total of \$160,000

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager



GARLAND ECONOMIC DEVELOPMENT STEERING COMMITTEE

Project Recommendation to the Garland City Council

April 24, 2014

Huntington Industrial Partners Project

Huntington Industrial Partners is under contract to purchase approximately 10.2 acres on Distribution Drive to build a 169,000 s.f. LEED (Leadership in Energy and Environmental Design) certified project.

If this project occurs, it will be the first LEED certified industrial building in Garland. This high quality, cross doc, 32 foot clear height building will provide an opportunity to attract Fortune 500 companies as well as high quality local tenants that will have positive impact on growth in employment base and tax base and overall economic development of Garland.

As part of GEDP's attraction program of encouraging quality development in the City of Garland, the GEDP's EDSC recommends to the Garland City Council the following:

- General support for the project
- Chapter 380 Finance Grant – total of \$160,000

Committee Member Attendees: Mayor Douglas Athas, City Council Anita Goebel, City Council Scott LeMay, City Manager Bill Dollar, GISD President Larry Glick, GISD Trustee Rick Lambert, GISD Trustee Linda Griffin, GISD Superintendent Dr. Bob Morrison, Chamber Chair Elect Phil Elmore, Chamber Chair Elect Barry Young, Chamber Board Chad Brumit and Chamber CEO Paul Mayer

*** Approved unanimously**

ECONOMIC IMPACT ANALYSIS

Huntington Industrial Partners							
							Points
ECONOMIC IMPACTS:	Full-time jobs	Annual Payroll	RE Value	BPP Value	Sales Tax	GP&L (KWH/yr)	
169,000 s.f. on Distribution Dr.	0	\$ -	\$ 6,500,000	\$ -	\$ -	0	
Total Points:	0	0	55	0	0	-	55
City Property Tax Revenue							
Property Tax Revenue	\$ 45,799						
BPP Tax Revenue	\$ -						
City Sales Tax	\$ -						
Total City Tax Revenues	\$ 45,799						

*Minimum of 100 points generally required for tax abatement consideration



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Economic Development Program

Summary of Request/Problem

The Garland Chamber of Commerce and City staff will brief Council on the current status of the City's economic development program and efforts.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Review of Agreement with the Garland Chamber of Commerce

Summary of Request/Problem

At the request of Mayor Pro Tem Lori Barnett Dodson and Council Member Tim Campbell, Council is requested to review the Economic Development Services Agreement between the Garland Chamber of Commerce and the City of Garland.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

**William E. Dollar
City Manager**

ECONOMIC DEVELOPMENT SERVICES AGREEMENT

This agreement (the "Agreement") is made and entered into by and between the City of Garland, Texas, a Texas home-rule municipality (the "City") and the Garland Chamber of Commerce, a Texas non-profit corporation (the "Chamber").

* * * * *

For and in consideration of the mutual promises and undertakings contained in this Agreement, the parties agree as follows:

Section 1. *Provision of Economic Development Services.* The Chamber agrees to provide the City with all of the services, programs, and undertakings that may be directed by the City Council as more particularly described in an annual program of service approved by the City Council in accordance with the following provisions. As part of its duties hereunder, the Chamber shall annually present to the City Council a plan for its provision of services, programs, and undertakings for the upcoming year (the "Program Plan"). The Chamber shall incorporate such criteria and directions to the Program Plan as the City Council may direct. Upon approval of the Program Plan by the City Council, the Chamber shall present the approved Program Plan to the constituent members of the Garland Economic Development Partnership. The approved Program Plan shall serve as the minimum baseline of services and program deliverables to be performed by the Chamber under this Agreement, and the terms and provisions of the approved Program Plan shall be deemed incorporated into and made a part of this Agreement.

Section 2. *Payment for Services.* The City agrees to pay the Chamber, in consideration of the services, programs, and undertakings to be provided by the Chamber to the City in accordance with the approved Program Plan, an annual fee in a baseline amount of \$465,000.00 to be paid in equal monthly installments by the City to the Chamber during the term of this Agreement. The amount of the annual baseline fee may be increased or decreased, as determined by the City Council, and shall be stated in the approved Program Plan as the annual fee for the effective year of the renewal.

Section 3. *Accounting and Auditing.* The Chamber shall maintain records of and account for all funds expended by the Chamber pursuant to this Agreement in accordance with generally accepted accounting practices. Such records shall be made available to the City upon request at any reasonable time during normal office hours. The Chamber shall obtain and produce to the City an annual financial audit, conducted by an independent accounting firm reasonably acceptable to the City, of the activities and expenses of the Chamber under this Agreement. The Chamber shall also provide the City with monthly accounting reports, in a form reasonably acceptable to the City, of all expenditures made by the Chamber under this Agreement for the month of the report. The Chamber acknowledges that all records, audits, and reports as required to be kept, made or provided to the City by the Chamber under the provisions of this Section are subject to the Texas Public Information Act and may, as determined solely by the City in strict accordance with the provisions of the Texas Public Information Act, be made available for review by the public. Nothing contained in this section is intended to modify, abrogate, restrict or broaden in any manner the provisions of the Texas Public Information Act, the Texas Open Meetings Act, or any other applicable provision

of the law.

Section 4. *Term; Termination.* This Agreement shall automatically renew for ten (10) successive 1-year periods commencing on January 10, 2010, and continuing through January 9, 2019, annually on each 10th day of January during the term hereof. Either party may terminate this Agreement, at will and without cause, liability, or penalty, by giving written notice of termination to the other party not less than thirty (30) days prior to the beginning of the next calendar year. In the event of termination, any funds paid by the City to the Chamber under this Agreement and not expended by the Chamber shall be promptly returned to the City. Provided further, that in the event no funds or insufficient funds are appropriated or budgeted or are otherwise unavailable for any reason for any payment due under this Agreement, then this Agreement shall terminate, without liability or penalty, as of the last day that such funds were available or appropriated.

Section 5. *Notices.* Any notice required or desired to be given from one party to the other party to this Agreement shall be in writing and shall be given and shall be deemed to have been served and received (whether actually received or not) if (i) delivered in person to the address set forth below; (ii) deposited in an official depository under the regular care and custody of the United States Postal Service located within the confines of the United States of America and sent by certified mail, return receipt requested, and addressed to such party at the address hereinafter specified; or (iii) delivered to such party by courier receipted delivery. Either party may designate another address within the confines of the continental United States of America for notice, but until written notice of such change is actually received by the other party, the last address of such party designated for notice shall remain such party's address for notice.

Section 6. *No Assignment.* Neither party shall have the right to assign that party's interest in this Agreement without the prior written consent of the other party.

Section 7. *Severability.* If any term or provision of this Agreement is held to be illegal, invalid, or unenforceable, the legality, validity or enforceability of the remaining terms or provisions of this Agreement shall not be affected thereby, and in lieu of each such illegal, invalid, or unenforceable term or provision, there shall be added automatically to this Agreement a legal, valid or enforceable term or provision as similar as possible to the term or provision declared illegal, invalid, or unenforceable.

Section 8. *Waiver.* Either the City or the Chamber shall have the right to waive any requirement contained in this Agreement which is intended for the waiving party's benefit, but, except as otherwise provided herein, such waiver shall be effective only if in writing executed by the party for whose benefit such requirement is intended. No waiver of any breach or violation of any term of this Agreement shall be deemed or construed to constitute a waiver of any other breach or violation, whether concurrent or subsequent, and whether of the same or of a different type of breach or violation.

Section 9. *Governing Law; Venue.* This Agreement and all of the transactions contemplated herein shall be governed by and construed in accordance with the laws of the State of Texas. The

provisions and obligations of this Agreement are performable in Dallas County, Texas, such that exclusive venue for any action arising out of this Agreement shall be in Dallas County, Texas.

Section 10. *Paragraph Headings; Construction.* The paragraph headings contained in this Agreement are for convenience only and shall in no way enlarge or limit the scope or meaning of the various and several paragraphs hereof. Both parties have participated in the negotiation and preparation of this Agreement, and this Agreement shall not be construed either more or less strongly against or for either party.

Section 11. *Binding Effect.* Except as limited herein, the terms and provisions of this Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, devisees, personal and legal representatives, successors and assigns.

Section 12. *Gender.* Within this Agreement, words of any gender shall be held and construed to include any other gender, and words in the singular number shall be held and construed to include the plural, unless the context otherwise requires.

Section 13. *Counterparts.* This Agreement may be executed in multiple counterparts, each of which shall be deemed an original; and all of which shall constitute but one and the same instrument.

Section 14. *Exhibits.* All exhibits, if any, to this Agreement are incorporated herein by reference for all purposes wherever reference is made to the same.

Section 15. *Entire Agreement.* It is understood and agreed that this Agreement contains the entire agreement between the parties and supersedes any and all prior agreements, arrangements or understandings between the parties relating to the subject matter. No oral understandings, statements, promises or inducements contrary to the terms of this Agreement exist. This Agreement cannot be changed or terminated orally.

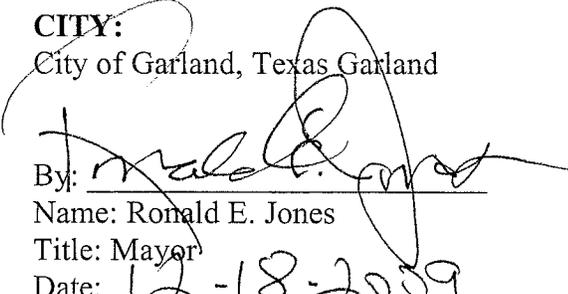
Section 16. *Relationship of Parties.* Nothing contained in this Agreement shall be deemed or construed by the parties hereto or by any third party to create the relationship of principal and agent or of partnership or of joint venture or of any association whatsoever between the parties, it being expressly understood and agreed that no provision contained in this Agreement nor any act or acts of the parties hereto shall be deemed to create any relationship between the parties other than the relationship of independent parties contracting with each other solely for the purpose of effecting the provisions of this Agreement.

Section 17. *Representations Concerning Authority.* The execution and delivery by the parties of this Agreement, and the parties' performance hereunder, are within the parties' respective powers and have been duly authorized by all requisite municipal, corporate, or other applicable action, as the case may be. The person executing this Agreement on behalf of each party has the authority to do so.

EXECUTED on the dates indicated below but deemed to be effective as of the 10th day of January, 2010.

CITY:

City of Garland, Texas Garland

By: 

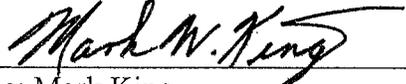
Name: Ronald E. Jones

Title: Mayor

Date: 12-18-2009

CHAMBER:

Chamber of Commerce, a Texas non-profit corporation

By: 

Name: Mark King

Title: Chairman

Date: 12-18-2009

ADDRESS FOR NOTICE:

CITY:

City of Garland, Texas
200 N. Fifth Street
P.O. Box 469002
Garland, Texas 75046-9002
Attn: City Manager

CHAMBER:

Garland Chamber of Commerce
520 N. Glenbrook
Garland, Texas 75040
Attn: CEO



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Centerville Marketplace Repositioning Strategy

Summary of Request/Problem

Anne Ricker, Principal with Ricker/Cunningham, will provide a presentation on the Centerville Marketplace Repositioning Strategy.

Recommendation/Action Requested and Justification

Verbal briefing only. No action requested at this time.

Submitted By:

**Neil Montgomery
Sr Managing Director**

Approved By:

**William E. Dollar
City Manager**



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Development Services Committee Report

Summary of Request/Problem

Council Member Scott LeMay, Chair of the Development Services Committee, will provide a committee report on the proposed regulation of the sale of smoking devices.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: May 5, 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 items:

- Updates from Dean International, Inc. on IH-635 East, SH-78, and IH-30; DART, TEX-21 and THSRTC.
- Discussions of the April 18, 2014 Secretary Foxx Press Conference.
- TIGER VI Funding, Federal Surface Transportation Reauthorization, and Project Funding and Development Opportunities
- RTC and DRMC discussions and updates regarding a TxDOT presentation at the DRMC meeting in April over top priority projects in the Region and Proposition 1 funding opportunities.
- Legislative overview for the State of Texas.
- Review of City of Garland transit needs, including light rail and bus and look at previous and current City of Garland positions. Prioritize near, mid and long term goals, as well as opportunities for relationship building and communication with the DART organization.
 - Recommendation from Committee: Council approve a resolution encapsulating previous City of Garland transit positions.
- State Representative Joe Pickett's mission to Garland to speak about Proposition 1, transportation funding, and receive a briefing on the Garland transportation initiatives.
 - Recommendation from Committee: Council approve a resolution supporting Proposition 1.
- Discuss Garland Citizens Advocacy Group and Legislative and Congressional Days.
 - Recommendation from Committee: Go forward with Advocacy Group as discussed, recommending that the Council provide recommendations for the committee by May 19.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager



GARLAND
TEXAS MADE HERE

**NOTICE OF MEETING OF THE CITY COUNCIL
TRANSPORTATION COMMITTEE**

**Council Work Session Room
200 North Fifth Street
Garland, TX 75040**

Wednesday, April 16, 2014

4:00 p.m.

Notice is hereby given that a meeting of the City Council of the City of Garland, Texas, meeting as the Transportation Committee, will be held to consider the following:

1. Approval of the minutes from the March 19, 2014 Transportation Committee Meeting.
2. Updates from Dean International, Inc. on Interstate Highway 30, Interstate Highway 635 East, and State Highway 78 developments, DART, THSRCT, and TEX-21
 - IH-635 East Sound Wall Project Status
 - IH-635 East Service Road Project Status
3. Overview of upcoming events including April 18, 2014 Secretary Foxx Press Conference and May 29-30, 2014 Ambassador Mario Jaramillo Event
4. TIGER VI Funding, Federal Surface Transportation Reauthorization, and Project Funding and Development Opportunities
5. RTC and DRMC discussion and updates including
 - Recommendation on TxDOT Presentation to DRMC on Project Prioritization
 - Discussion of suggested DRMC freight study letter from the City of Garland
 - April 10, 2014 RTC Meeting Update
6. Legislative Overview: Political Landscape of Texas
7. Adjourn



GARLAND
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**NOTICE OF MEETING OF THE CITY COUNCIL
TRANSPORTATION COMMITTEE**

**Council Work Session Room
Garland City Hall, First Floor
200 North Fifth Street
Garland, TX 75040**

Thursday, April 24, 2014

4:00 PM

Notice is hereby given that a meeting of the City Council of the City of Garland, Texas, meeting as the Transportation Committee, will be held to consider the following:

1. Approval of the minutes from the April 16, 2014 Transportation Committee Meeting.
2. Updates from Dean International, Inc. on Interstate Highway 30, Interstate Highway 635 East, and State Highway 78 developments, DART, THSRTC, and TEX-21.
 - IH-635 East Sound Wall Project Status
 - IH-635 East Service Road Project Status
3. DRMC discussion and updates including:
 - Recommendation on TxDOT Presentation to DRMC on Project Prioritization
 - Discussion of suggested DRMC freight study letter from the City of Garland
4. Review City of Garland transit needs, including light rail and bus, and look at previous and current City of Garland positions. Prioritize near, mid, and long term goals, as well as opportunities for relationship building and communication with the DART organization.
5. Discuss State Representative Joe Pickett event in Garland, TX with proposed date of May 5, 2014 (12:00 PM- 3:00 PM).
6. Adjourn

NOTE: A quorum of the City Council may be in attendance and may or may not participate in the discussions of the Committee.



GARLAND
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**NOTICE OF MEETING OF THE CITY COUNCIL
TRANSPORTATION COMMITTEE**

**Council Work Session Room
200 North Fifth Street
Garland, TX 75040**

Tuesday, April 29, 2014

4:00 p.m.

Notice is hereby given that a meeting of the City Council of the City of Garland, Texas, meeting as the Transportation Committee, will be held to consider the following:

1. Approval of the minutes from the April 24, 2014 Transportation Committee Meeting.
2. Updates from Dean International, Inc. on Interstate Highway 30, Interstate Highway 635 East, and State Highway 78 developments, DART, THSRTC, and TEX-21
 - IH-635 East Sound Wall Project Status
 - IH-635 East Service Road Project Status
3. DRMC discussion concerning recommendation on TxDOT Presentation to DRMC on Project Prioritization with Bill Hale, Dallas District Engineer, TxDOT
4. Review of City of Garland transit needs (including light rail and bus); previous and current City of Garland positions; prioritization of near-term, mid-term, and long-term goals; and opportunities for relationship building and communications
5. Discuss State Representative Joe Pickett event in Garland and Proposition 1 Ballot Initiative Overview
6. Review and discuss Garland Citizens Advocacy Group and Legislative and Congressional Days
7. Adjourn

NOTE: A quorum of the City Council may be in attendance and may or may not participate in the discussions of the Committee.

**Dean International, Inc.
March Monthly Report**

DEAN INTERNATIONAL, INC.
PUBLIC POLICY CONSULTANTS

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

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

MEMORANDUM

To: Paul Luedtke, Director of Transportation, City of Garland

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

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

Date: April 10, 2013

Subject: March 2014 - Monthly Transportation Report

Strategic Transportation Enhancement Plan (STEP)

- Continued gathering relevant information on the three corridors, including talking with Councilmembers and staff, to forward discussions of what the City of Garland wants and needs for the corridors.
- Began an update to the STEP document to reflect the development for each project
- Continued to analyze and evaluate various development and financing models for the IH-635 East project
- Continued evaluating challenges and opportunities for the IH-635 East, IH-30, and SH 78 Projects
- Monitored the development of CDA projects from the 83rd Session
- Worked with City Staff to develop a plan of action for the DART and Industrial Focus that will be added to the STEP document

Transportation Committee

- Assisted in Organizing the Wednesday, March 19, 2014 Transportation Committee Meeting, where the Committee discussed
 - Developments to the IH-635 East, IH-30 and SH 78 projects
 - Proposed DRMC Letter from the City of Garland
 - The DART Focus, Industrial Focus, Advocacy Group and Congressional and Legislative Days
 - Garland Thoroughfare Plan

- Assisted in organizing the Tuesday, March 18, 2014, meeting with Texas Transportation Commission Commissioner Victor Vandergriff and the City of Garland and the IH-635 East Stakeholders Group
- The next Transportation Committee Meetings are scheduled for
 - Wednesday, April 16, 2014 at 4:00 PM
 - Wednesday, May 14, 2014 at 4:00 PM

Briefings and Meetings

- Attended, reviewed agendas, and communicated relevant information and highlights to the appropriate Garland representatives for relevant transportation meetings including:
 - DART Meetings
 - RTC Meeting
 - DRMC Meeting
 - NCTCOG Public Meetings
 - Texas Transportation Commission Meetings
- Continued briefing elected officials and stakeholders along the IH-635 East corridor and continued to develop the IH-30 Corridor and SH 78 Corridor stakeholders groups
- Organized and executed meetings and briefings for the City of Garland in Washington, D.C. including
 - Acting Deputy Secretary Victor Mendez, USDOT
 - Chairman Pete Sessions, US Congress
 - Chairman Jeb Hensarling, US Congress
 - Congressman Ralph Hall
 - Congressman Ted Poe
 - Congressman Randy Weber
 - Chairman Dan Elliott, Surface Transportation Board
 - His Excellency Mario Jaramillo, Panamanian Ambassador to the US
- Began organizing, with City Council and Staff, two additional events for the City of Garland
 - Friday, April 18, 2014; 10:00 AM – Secretary Anthony Foxx, USDOT, Press Conference in the City of Garland over IH-635 East and the importance of investing in our nation’s infrastructure
 - Thursday-Friday, May 29-30, 2014 – Ambassador Mario Jaramillo, Republic of Panama, event in the City of Garland
- Began organizing, with City Staff, the Congressional and Legislative Days as well as developing the Advocacy Group

Other Items

- Dean International, Inc. staff remains in contact with the following agencies, following relevant transportation developments, analyzing opportunities for funding or positive exposure, and relaying any possible positive or negative effects to the appropriate Garland representatives. They include the US Congress and appropriate committees, US Attorney

General's Office, US Department of Transportation, Federal Aviation Administration, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, Texas Governor's Office, Texas Attorney General's Office, Texas Legislature and appropriate committees, Texas Transportation Commission, Texas Department of Transportation (Headquarters in Austin as well as the Dallas and Fort Worth District Offices), Dallas Area Rapid Transit, the Fort Worth Transportation Authority, Denton County Transportation Authority, North Texas Tollway Authority, Dallas Fort Worth International Airport, North Central Texas Council of Governments, Metropolitan Planning Organization, Regional Transportation Council, Dallas Regional Mobility Coalition, Tarrant Regional Transportation Coalition, Dallas County Commissioners Court, Tarrant County Commissioners Court, City of Dallas, and the City of Fort Worth.

IH-635 Service Road Update

IH-635 East Frontage Road Project TxDOT Update

Retaining Wall (Scheduled Completion Date – June 15, 2014):

- On Schedule

High mast Lighting (Scheduled Completion Date – April 21, 2014):

- Delayed due to wire stock
- Expected Completion: April 29 or April 30

Closing LBJ Entrance Ramp:

- TXDOT and City of Garland are planning to close the entrance ramp on a temporary basis to determine impacts at the northwest highway and frontage road intersection before closing it for a two month period.

IH-635 East Frontage Road Project TxDOT Update



IH-635 East Frontage Road Project TxDOT Update

Retaining Wall (Scheduled Completion Date – June 15, 2014):

- On Schedule

High mast Lighting (Scheduled Completion Date – April 21, 2014):

- 2 lights have been turned on
- 2 lights are awaiting retaining wall construction completion

Closing LBJ Entrance Ramp

- Update



TIGER Grant Information

DEAN INTERNATIONAL, INC.
PUBLIC POLICY CONSULTANTS

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

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

MEMORANDUM

To: Mayor Douglas Athas, City of Garland

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

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

Date: April 9, 2014

Subject: Overview and Outline of TIGER Grant Program

TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant program was announced by US Department of Transportation Secretary Ray LaHood on February 4, 2009 and was a portion of American Recovery and Reinvestment Act.

Since its inception, there have been six rounds of TIGER grants with funding levels varying between \$1.5 billion (TIGER I) \$474 million (TIGER V). Through this program, a record number of applications have been submitted; from the first four rounds, 4,050 project proposals seeking more than \$105 billion were submitted for \$3.5 billion in available funds. Capital projects awarded have varied from cycle to cycle and vary from 51 (TIGER I) to 42 (TIGER IV).

To be eligible for a TIGER Grant, applicants must be a state or local government, metropolitan planning organization, port authority or transit authority. Funds are awarded on a competitive basis dependent upon the project's impact to the region or nation.

TIGER V Grants

The TIGER V (2013) notice was issued on April 22, 2013 and the application deadline was on June 3, 2013. Projects that were encouraged to apply were 1) highway or bridge projects, 2) public transportation projects, 3) passenger and freight rail projects, and 4) marine port infrastructure investment. With this round of grants, project readiness is a key component to a successful application because all of the funds must be let by September 30, 2014.

Selection criteria for TIGER V included: 1) state good repair, 2) economic competitiveness, 3) livability, 4) environmental sustainability, 5) safety, and 6) project readiness. From the TIGER V presentations, information sessions, and webinars, there was a distinct outreach initiative for ports. Other items to be evaluated are 1) improvements to existing transportation facilities and systems, 2) contributions to American economic competitiveness, 3) creation and preservation of jobs, 4) an increase in transportation choices and access to transportation services for people in communities across the US, 5) improvement of energy efficiency, and 6) improvement of safety.

Of the \$474 million available, twenty percent, or \$120 million was set aside for rural projects. Awards for urban projects will be between \$10 million and \$200 million; rural projects have a \$1 million minimum award. For urban projects, the TIGER V grant could fund up to eighty percent of the project's total cost with a 20% minimum. Rural grants can be fully funded by a TIGER V grant.

The application for TIGER V grants was exhaustive and, among other complicated aspects, included a cost benefit analysis and return on investment study for the project in question.

TIGER VI Grants

During the TIGER V grant cycle, some doubt existed whether or not TIGER VI would be funded due to the budget discussion at the time. The Secretary of Transportation for the USDOT issued the Notice for Funding Availability for the TIGER VI grant program (National Infrastructure Investments) calling for projects. The application deadline date is April 28, 2014, at 5:00 PM EDT with the grants.gov portal opening on April 3, 2014.

Total funding for TIGER VI grants is \$600 million with 20% designated for rural projects and an amount not to exceed 35% for subsidy and administrative costs associated with TIFIA loans. TIGER VI grants can be used for up to 80% of project costs.

The primary selection criteria has not changed from TIGER V since it is connected to DOT's Strategic Plan for FY 2012-2016. The secondary selection criteria are as follows: 1) innovation, 2) partnership (jurisdictional and stakeholder collaboration and disciplinary integration), 3) demonstrated project readiness,¹ and 4) project risks and mitigation strategies.

A new aspect to the TIGER VI grant cycle is that the DOT is authorized to award up to \$35 million for project-level or regional level planning grants.

Since the funding obligation for TIGER VI is not as immediate as it was for TIGER V, the DOT is encouraging "complex" and "multimodal" projects that need additional time.

¹ Defined as the project being able to have funds obligated to it by September 30, 2016. All preconstruction activities must be concluded by June 30, 2016.

An agency may only submit three TIGER VI project applications per cycle. Letters of support are helpful for the application process.

TIGER Grants in Texas

Here is a list of TIGER grants from the past four rounds that were awarded in Texas:

TIGER Cycle	Sponsor	Project	Project Total	Grant Award Amount
TIGER I	NTTA	SH 161 Extension	\$1.3 billion	\$20 million
TIGER I	NCTCOG	Downtown Dallas Streetcar	\$58 million	\$23 million
TIGER II	TxDOT	Tower 55	\$91.2 million	\$34 million
TIGER III	VIA Metro Transit Authority	Westside Multi-modal Transit Center	\$35 million	\$15 million
TIGER III	DART	Orange Line (I-3); TIFIA Loan Support Payment	\$429.5 million	\$5 million
TIGER IV	Brownsville Navigation District	Gulf Marine Highway Intermodal Project	\$26.7 million	\$12 million
TIGER IV	City of Houston	Houston Regional Multimodal Connections to Transit	\$29.889 million	\$15 million
TIGER IV	Port of Corpus Christi	Nueces River Rail Yard Expansion	\$17.85 million	\$10 million
TIGER V	Capital Metropolitan Transportation Authority	Moing Central Texas	\$27.3 million	\$11.3 million
TIGER V	Sun Metro	Northgate Transfer Center	\$26.9 million	\$10.3 million
TIGER V	Port of Houston Authority	Bayport Wharf	\$48.4 million	\$10 million

Appendix: List of TIGER Projects

Project Name	Mode	State	Region	TIGER Funding	Total Project Cost	Rural/Urban
TIGER I (FY 2009)						
Crescent Corridor Intermodal Freight Rail Project	Freight	TN, AL	South	\$105,000,000	\$224,000,000	Unspecified
CREATE Program Rail Projects	Freight	IL	Central	\$100,000,000	\$162,000,000	Unspecified
National Gateway Freight Rail Corridor	Freight	OH, PA, WV, MD	Northeast	\$98,000,000	\$183,000,000	Unspecified
Moynihan Station, Phase 1	Multimodal	NY	Northeast	\$83,000,000	\$267,131,582	Unspecified
Tucson Modern Streetcar	Transit	AZ	West	\$63,000,000	\$150,100,000	Unspecified
Priority Bus Transit in the Capital Region	Transit	DC, VA, MD	Northeast	\$58,838,000	\$83,008,000	Unspecified
Fitchburg Commuter Rail Extension & Wachusett Station	Transit	MA	Northeast	\$55,500,000	\$72,200,000	Unspecified
Kansas City Transit Corridors & Green Impact Zone Project	Transit	MO, KS	Central	\$50,000,000	\$62,430,000	Unspecified
I-244 Multimodal Bridge Replacement	Multimodal	OK	South	\$49,480,000	\$86,720,000	Unspecified
Doyle Drive Replacement	Road/Bridge	CA	West	\$46,000,000	\$1,045,000,000	Unspecified
New Orleans Streetcar - Union Passenger Terminal/Loyola Loop	Transit	LA	South	\$45,000,000	\$45,000,000	Unspecified
Saint Paul Union Depot Multi-Modal Transit and Transportation Hub	Multimodal	MN	Central	\$35,000,000	\$237,500,000	Unspecified
US-395 North Spokane Corridor - Francis Ave. to Farwell Rd. Southbound	Road/Bridge	WA	West	\$35,000,000	\$35,000,000	Unspecified
Sahara Avenue Bus Rapid Transit	Transit	NV	West	\$34,400,000	\$45,156,000	Unspecified
Alameda Corridor East: Colton Crossing	Freight	CA	West	\$33,800,000	\$198,300,000	Unspecified
US-491 Safety Improvements	Road/Bridge	NM	West	\$31,000,000	\$147,000,000	Unspecified
California Green Trade Corridor/Marine Highway Project	Freight	CA	West	\$30,000,000	\$69,300,000	Unspecified
Black River Bridge Replacement	Road/Bridge	MI	Central	\$30,000,000	\$78,610,975	Unspecified
Mercer Corridor Redevelopment	Multimodal	WA	West	\$30,000,000	\$221,400,000	Unspecified
M1/Woodward Avenue Light Rail Project	Transit	MI	Central	\$25,000,000	\$143,000,000	Unspecified
Reconstruction of Pier 29 in Honolulu Harbor	Freight	HI	West	\$24,500,000	\$31,500,000	Unspecified
Portland's Innovation Quadrant - SW Moody St. & Streetcar Reconstruction	Transit	OR	West	\$23,203,988	\$66,532,551	Unspecified
Philadelphia Area Pedestrian & Bicycle Network	Bike/Ped	PA, NJ	Northeast	\$23,000,000	\$54,800,000	Unspecified
Downtown Dallas Streetcar	Transit	TX	South	\$23,000,000	\$58,000,000	Unspecified
Access to Quonset Wind Energy Project	Freight	RI	Northeast	\$22,300,000	\$36,490,000	Unspecified
Normal Multimodal Transportation Center	Multimodal	IL	Central	\$22,000,000	\$47,400,000	Unspecified
Park East Corridor Lift Bridges	Road/Bridge	WI	Central	\$21,500,000	\$29,200,000	Unspecified
Indianapolis Bicycle & Pedestrian Network	Bike/Ped	IN	Central	\$20,500,000	\$62,500,000	Unspecified
Otay Mesa Port-of-Entry I-805/SR-905 Interchange	Road/Bridge	CA	West	\$20,200,000	\$449,000,000	Unspecified
Milton-Madison Bridge Replacement	Road/Bridge	KY, IN	Central	\$20,000,000	\$131,000,000	Unspecified
Revere Transit Facility & Streetscape	Multimodal	MA	Northeast	\$20,000,000	\$122,585,262	Unspecified
Fast Track New Bedford	Freight	MA	Northeast	\$20,000,000	\$71,400,000	Unspecified

Project Name	Mode	State	Region	TIGER Funding	Total Project Cost	Rural/Urban
Port of Gulfport Rail Improvements	Freight	MS	South	\$20,000,000	\$50,000,000	Unspecified
Kent Central Gateway Multimodal Transit Facility	Multimodal	OH	Central	\$20,000,000	\$26,709,525	Unspecified
Texas State Highway 161	Road/Bridge	TX	South	\$20,000,000	\$1,300,000,000	Unspecified
Appalachian Regional Short Line Rail Project	Freight	KY, WV, TN	Central	\$17,551,028	\$21,938,786	Unspecified
Revitalizing Maine's Ports	Freight	ME	Northeast	\$14,000,000	\$14,000,000	Unspecified
Lake County Transportation Connectivity Project	Road/Bridge	MT	West	\$12,000,000	\$16,262,070	Unspecified
Bella Vista Bypass	Road/Bridge	AR, MO	South	\$10,000,000	\$358,100,000	Unspecified
US-36 Managed Lanes/Bus Rapid Transit	Transit	CO	West	\$10,000,000	\$160,000,000	Unspecified
I-85 Corridor Improvement and Yadkin River Crossing	Road/Bridge	NC	South	\$10,000,000	\$374,000,000	Unspecified
U.S. 17 Septima Clark Parkway	Road/Bridge	SC	South	\$10,000,000	\$146,300,000	Unspecified
I-95 Interchange & Access Project	Road/Bridge	SC	South	\$10,000,000	\$360,000,000	Unspecified
Improvements to US-18	Road/Bridge	SD	West	\$10,000,000	\$28,560,000	Unspecified
Ames Intermodal Facility	Multimodal	IA	Central	\$8,463,000	\$43,366,650	Unspecified
The Southwestern Illinois Intermodal Freight Transportation Hub	Freight	IL	Central	\$6,000,000	\$20,789,550	Unspecified
Beartooth Highway Reconstruction Project	Road/Bridge	WY	West	\$6,000,000	\$65,000,000	Unspecified
Millwork District Complete Streets Improvements	Bike/Ped	IA	Central	\$5,600,000	\$6,200,000	Unspecified
Auke Bay Loading Facility	Freight	AK	West	\$3,640,000	\$14,840,000	Unspecified
US-93/2 nd Street Improvements	Road/Bridge	MT	West	\$3,500,000	\$3,500,000	Unspecified
Burlington Waterfront North Project	Multimodal	VT	Northeast	\$3,150,000	\$3,915,000	Unspecified

TIGER II (FY 2010, Does not include TIGER/HUD Planning Grants)

Atlanta Streetcar - Centennial Park to King Center	Transit	GA	South	\$47,667,777	\$72,158,000	Urban
Tower 55 Freight Rail Improvements	Freight	TX	South	\$34,000,000	\$91,200,000	Urban
South Park Bridge Replacement	Road/Bridge	WA	West	\$34,000,000	\$130,700,000	Urban
Sugar House Streetcar - South Salt Lake City	Transit	UT	West	\$26,000,000	\$55,550,000	Urban
Port of Miami Rail Access	Freight	FL	South	\$22,767,000	\$46,907,900	Urban
Crenshaw/LAX Light Rail Connection	Transit	CA	West	\$20,000,000	\$1,715,000,000	Urban
Memorial Bridge Replacement	Road/Bridge	NH, ME	Northeast	\$20,000,000	\$100,000,000	Urban
Route 10 Safety Improvements	Road/Bridge	WV	South	\$17,000,000	\$84,800,000	Rural
Niagara Falls Rail Station	Transit	NY	Northeast	\$16,500,000	\$24,963,400	Urban
Port of Los Angeles: West Basin Railyard	Freight	CA	West	\$16,000,000	\$125,813,000	Urban
New Haven Downtown Crossing and Urban Boulevard	Bike/Ped	CT	Northeast	\$16,000,000	\$31,700,000	Urban
Reconstruct Mitchell-Rapid City Railroad	Freight	SD	Central	\$16,000,000	\$21,000,000	Rural
Razorback Regional Bike/Ped Greenway	Bike/Ped	AR	South	\$15,000,000	\$38,497,618	Urban
Dilworth Plaza and Concourse Improvements	Multimodal	PA	Northeast	\$15,000,000	\$55,000,000	Urban
Minot Grade Separation	Freight	ND	Central	\$14,130,000	\$23,010,000	Rural
Ann Arbor Bridges	Road/Bridge	MI	Central	\$13,900,000	\$23,000,000	Urban
Coos Bay Rail Line	Freight	OR	West	\$13,573,133	\$14,573,133	Rural
Northwest Tennessee Port	Freight	TN	South	\$13,000,000	\$16,000,000	Rural
Steel Point Roadway Improvements	Road/Bridge	CT	Northeast	\$11,159,493	\$44,720,000	Urban
Aroostook Rail Preservation	Freight	ME	Northeast	\$10,546,436	\$29,646,436	Rural
University - Cedar Rapid Transit Station Improvements	Transit	OH	Central	\$10,500,000	\$31,907,783	Urban

Project Name	Mode	State	Region	TIGER Funding	Total Project Cost	Rural/Urban
Port of Providence: Electric Cranes	Freight	RI	Northeast	\$10,500,000	\$39,463,976	Urban
Great Plains Freight Rail	Freight	KS, OK	Central	\$10,230,597	\$19,858,147	Rural
East Bay Pedestrian and Bicycle Network	Bike/Ped	CA	West	\$10,200,000	\$43,300,000	Urban
Meadowlands Adaptive Signal System	Road/Bridge	NJ	Northeast	\$10,008,056	\$12,510,070	Urban
San Bernardino Airport Access	Road/Bridge	CA	West	\$10,000,000	\$21,800,000	Urban
Parramore Bus Rapid Transit	Transit	FL	South	\$10,000,000	\$106,122,377	Urban
Des Moines Multimodal Hub	Multimodal	IA	Central	\$10,000,000	\$12,500,000	Urban
Warehouse District Complete Streets Project	Bike/Ped	IL	Central	\$10,000,000	\$37,400,000	Urban
Moline Multimodal Station	Multimodal	IL	Central	\$10,000,000	\$21,800,000	Urban
Fordham Transit Plaza	Transit	NY	Northeast	\$10,000,000	\$19,501,019	Urban
Central Pennsylvania Rail and Road Expansion	Freight	PA	Northeast	\$10,000,000	\$52,901,657	Rural
West Vancouver Freight Access	Freight	WA	West	\$10,000,000	\$92,855,113	Urban
Port Manatee Marine Highway	Freight	FL	South	\$9,000,000	\$32,135,000	Rural
Staples North/South Corridor	Freight	MN	Central	\$7,650,000	\$9,850,000	Rural
Freight Rail Reactivation & Rehab	Freight	NE	Central	\$4,923,509	\$6,154,386	Rural
Woodside Boulevard Complete Street Initiative	Bike/Ped	ID	West	\$3,500,000	\$4,410,000	Rural
Electric Vehicle Corridor (I-5)	Multimodal	OR	West	\$2,000,000	\$4,600,000	Rural
Waterloo Rail Station Improvements	Transit	IN	Central	\$1,820,100	\$1,820,100	Rural
Moscow Intermodal Transit Center	Multimodal	ID	West	\$1,500,000	\$2,815,666	Rural
State University Drive Complete Streets Project	Bike/Ped	GA	South	\$1,491,490	\$1,740,000	Rural
East Foster Wells Road Extension	Road/Bridge	WA	West	\$1,010,000	\$2,930,000	Rural

TIGER III (FY 2011)

State Route 91 Corridor Improvements	Road/Bridge	CA	West	\$20,000,000	\$1,347,316,000	Urban
Chicago Blue Line Renewal and City Bike Share	Transit	IL	Central	\$20,000,000	\$64,597,200	Urban
St. Louis City Arch River Revitalization	Road/Bridge	MO	Central	\$20,000,000	\$99,360,000	Urban
I-95 Hot Lanes	Road/Bridge	VA	South	\$20,000,000	\$940,700,000	Urban
South Jersey Port Rail Improvements	Freight	NJ	Northeast	\$18,500,000	\$157,550,000	Urban
LYNX Blue Line Capacity Expansion	Transit	NC	South	\$18,000,000	\$25,000,000	Urban
Sellwood Bridge Replacement	Road/Bridge	OR	West	\$17,700,000	\$268,800,000	Urban
Port of Long Beach Rail Realignment	Freight	CA	West	\$17,000,000	\$64,496,013	Urban
Port of New Orleans Rail Yard Improvements	Freight	LA	South	\$16,738,246	\$26,132,191	Urban
Buffalo Main Street Revitalization	Road/Bridge	NY	Northeast	\$15,000,000	\$40,000,000	Urban
Rutherford Intermodal Facility Expansion	Freight	PA	Northeast	\$15,000,000	\$60,500,000	Urban
Westside Multimodal Transit Center	Transit	TX	South	\$15,000,000	\$35,000,000	Urban
I-5 Lewis-McChord Area Congestion Mgmt	Road/Bridge	WA	West	\$15,000,000	\$34,000,000	Urban
Alton Regional Multimodal Station	Transit	IL	Central	\$13,850,000	\$21,980,000	Urban
Saddle Road Improvements	Road/Bridge	HI	West	\$13,500,000	\$94,900,000	Rural
Boundary Street Redevelopment	Road/Bridge	SC	South	\$12,635,000	\$30,393,700	Rural
Mayfield Transit Station	Transit	OH	Central	\$12,503,200	\$15,206,014	Urban
I-95/US-301 Interchange Improvement	Road/Bridge	SC	South	\$12,100,000	\$33,400,000	Rural
Prichard Intermodal Facility	Freight	WV	South	\$12,000,000	\$35,000,000	Rural

Project Name	Mode	State	Region	TIGER Funding	Total Project Cost	Rural/Urban
Muldraugh Bridges Replacement	Freight	KY	Central	\$11,558,220	\$23,958,194	Rural
Cincinnati Streetcar Riverfront Loop	Transit	OH	Central	\$10,920,000	\$156,290,000	Urban
Kennebec Bridge Replacement	Road/Bridge	ME	Northeast	\$10,810,000	\$24,900,000	Rural
Stamford Intermodal Access	Transit	CT	Northeast	\$10,500,000	\$38,750,000	Urban
IL 83 (147 th Street) Reconstruction	Multimodal	IL	Central	\$10,438,000	\$24,657,000	Urban
Dames Point Marine Terminal Intermodal	Freight	FL	South	\$10,000,000	\$45,000,000	Rural
Merrimack River Bridge Rehabilitation	Transit	MA	Northeast	\$10,000,000	\$43,000,000	Urban
Minneapolis Transit Interchange Construction	Transit	MN	Central	\$10,000,000	\$81,200,000	Urban
Devils Lake Rail Improvements	Transit	ND	Central	\$10,000,000	\$99,936,000	Rural
Syracuse Connective Corridor	Multimodal	NY	Northeast	\$10,000,000	\$17,212,476	Urban
IMPACT Philadelphia	Transit	PA	Northeast	\$10,000,000	\$32,000,000	Urban
Carrie Furnace Flyover Bridge	Multimodal	PA	Northeast	\$10,000,000	\$16,000,000	Urban
Caparra Interchange	Road/Bridge	PR	South	\$10,000,000	\$19,000,000	Urban
South Link: Sea-Tac Airport to South 200 th St.	Transit	WA	West	\$10,000,000	\$238,402,000	Urban
Northern Montana Multimodal Hub	Freight	MT	West	\$9,998,910	\$17,345,468	Rural
Mississippi River Bridges ITS	Road/Bridge	MS, AR, LA	South	\$9,814,700	\$10,734,450	Rural
17 Mile Road	Road/Bridge	WY	West	\$8,233,700	\$13,233,700	Rural
Oklahoma Freight Rail Upgrade	Freight	OK	South	\$6,756,580	\$8,456,580	Rural
Solomon Rural Rail Upgrade	Freight	KS	Central	\$6,568,095	\$20,108,883	Rural
DART Orange Line Extension	Transit	TX	South	\$5,000,000	\$429,500,000	Urban
Snake Road Improvement	Road/Bridge	FL	South	\$3,700,000	\$4,623,000	Rural
Smiths Creek Road and Bridge Reconstruction	Road/Bridge	MI	Central	\$3,650,000	\$3,850,000	Rural
US 101 Smith River Safety Corridor	Road/Bridge	CA	West	\$2,500,000	\$3,124,800	Rural
City of American Falls Complete Streets	Multimodal	ID	West	\$2,300,000	\$2,850,000	Rural
St. Albans Main Street Reconstruction	Multimodal	VT	Northeast	\$2,088,496	\$2,705,496	Rural
Northfield Multimodal Integration	Bike/Ped	MN	Central	\$1,060,000	\$1,560,000	Rural
St. Michael Community Streets	Road/Bridge	AK	West	\$1,000,000	\$8,568,230	Rural

TIGER IV (FY 2012)

I-15 Virgin River Gorge Bridge	Road/Bridge	AZ	West	\$21,600,000	\$27,000,000	Rural
Raleigh Union Station Phase I	Freight	NC	South	\$21,000,000	\$84,240,574	Urban
95 th Street Terminal Expansion	Transit	IL	Central	\$20,000,000	\$140,000,000	Urban
Fort Lauderdale Wave Streetcar Project	Transit	FL	South	\$18,000,000	\$83,200,000	Urban
Pickaway East West Connector Road	Road/Bridge	OH	Central	\$16,082,435	\$25,715,481	Rural
Port of Oakland Intermodal Rail Improvements	Freight	CA	West	\$15,000,000	\$43,000,000	Urban
Sacramento Valley Station Improvement	Freight	CA	West	\$15,000,000	\$30,000,000	Urban
I-25 North Managed Lanes Extension and Express Bus Project	Road/Bridge	CO	West	\$15,000,000	\$44,300,000	Urban
Rochester Intermodal Transportation Center	Freight	NY	Northeast	\$15,000,000	\$27,500,000	Urban
East Liberty Transit Center	Transit	PA	Northeast	\$15,000,000	\$34,020,056	Urban
Houston Regional Multimodal Connections to Transit	Bike/Ped	TX	South	\$15,000,000	\$29,889,881	Urban
Main Street to Main Street Multimodal Connector	Multimodal	TN, AR	South	\$14,939,000	\$30,000,000	Urban
Mercer Corridor West Reconstruction	Road/Bridge	WA	West	\$14,000,000	\$98,000,000	Urban

Project Name	Mode	State	Region	TIGER Funding	Total Project Cost	Rural/Urban
Wayne Junction Substation Replacement	Freight	PA	Northeast	\$12,862,699	\$25,725,397	Urban
Garrows Bend Intermodal Container Transfer Facility	Freight	AL	South	\$12,000,000	\$28,800,000	Urban
Joplin Transportation and Disaster Recovery Projects	Road/Bridge	MO	Central	\$12,000,000	\$23,500,000	Urban
Gulf Marine Highway Intermodal Project	Freight	TX	South	\$12,000,000	\$26,700,000	Rural
South Hudson Intermodal Facility	Freight	NJ	Northeast	\$11,400,000	\$125,000,000	Urban
West Memphis International Rail Port	Freight	AR	South	\$10,953,244	\$26,953,244	Rural
Tampa Downtown Multimodal Improvements	Bike/Ped	FL	South	\$10,943,100	\$15,633,000	Urban
CREATE	Freight	IL	Central	\$10,440,000	\$17,700,000	Urban
Birmingham Roads to Recovery	Road/Bridge	AL	South	\$10,000,000	\$30,310,000	Urban
Mission Bay/UCSF Hospital Multimodal Transportation Infrastructure	Multimodal	CA	West	\$10,000,000	\$46,500,000	Urban
Hartford's Intermodal Transportation Triangle	Multimodal	CT	Northeast	\$10,000,000	\$21,121,000	Urban
Anacostia Bicycle and Ped Project	Bike/Ped	DC, MD	Northeast	\$10,000,000	\$15,000,000	Urban
Newark Regional Transportation Center	Freight	DE	Northeast	\$10,000,000	\$26,000,000	Urban
Southeast Connector Road Project	Road/Bridge	IA	Central	\$10,000,000	\$50,000,000	Urban
Link Detroit Multimodal Enhancements	Multimodal	MI	Central	\$10,000,000	\$24,834,173	Urban
Hunts Point Freight Rail Improvement Project	Freight	NY	Northeast	\$10,000,000	\$20,602,377	Urban
I-95 Providence Viaduct Project	Road/Bridge	RI	Northeast	\$10,000,000	\$169,000,000	Urban
Nueces River Rail Yard Expansion	Freight	TX	South	\$10,000,000	\$17,850,000	Urban
North Spokane Corridor Railroad Realignment	Freight	WA	West	\$10,000,000	\$31,500,000	Urban
Yellowstone International Airport Interchange Development	Road/Bridge	MT	West	\$8,976,224	\$54,316,236	Rural
Northern Vermont Freight Rail Project	Freight	VT	Northeast	\$7,912,054	\$11,260,076	Rural
Siskiyou Summit Railroad Revitalization	Freight	OR	West	\$7,089,192	\$9,492,256	Rural
Port of Catoosa Main Dock Rehabilitation	Freight	OK	South	\$6,425,000	\$12,375,000	Rural
Martin Memorial Bridge Replacement	Road/Bridge	ME	Northeast	\$5,202,700	\$8,671,200	Rural
Torreón Road Rehabilitation	Road/Bridge	NM	West	\$5,000,000	\$5,740,000	Rural
Coalfields Expressway	Road/Bridge	WV	South	\$5,000,000	\$98,000,000	Rural
Ranson-Charles Town Green Corridor Revitalization	Transit	WV	South	\$5,000,000	\$23,500,000	Rural
Concord Downtown Complete Streets Project	Road/Bridge	NH	Northeast	\$4,710,000	\$7,850,000	Rural
BIA 7 - College Road Improvements	Road/Bridge	ND	Central	\$4,000,000	\$9,177,091	Rural
Downtown Clinton Street Improvements	Road/Bridge	IA	Central	\$2,700,000	\$14,667,670	Rural
Monroe County Bridge Replacement	Road/Bridge	IN	Central	\$1,496,600	\$3,126,250	Rural
Muskegon Rural Bus Service	Transit	MI	Central	\$1,350,000	\$1,350,000	Rural
Port of Lewiston Dock Extension	Freight	ID	West	\$1,300,000	\$2,900,000	Rural
Ihanktonwan Transit Facilities Project	Transit	SD	South	\$1,000,000	\$1,200,000	Rural

Source: USDOT. www.dot.gov/tiger

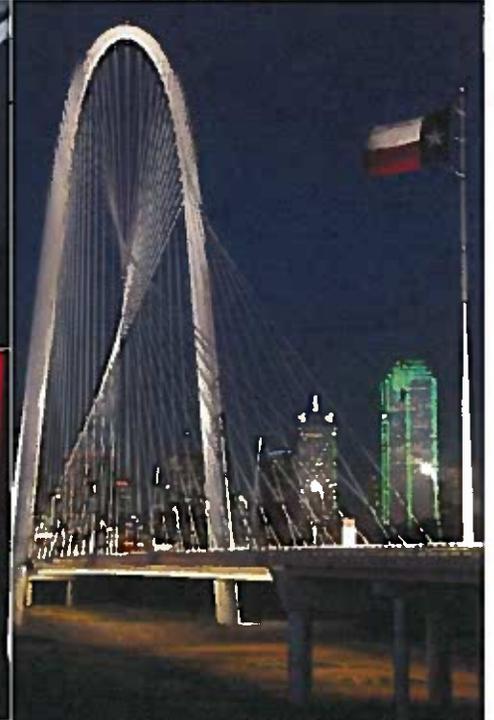
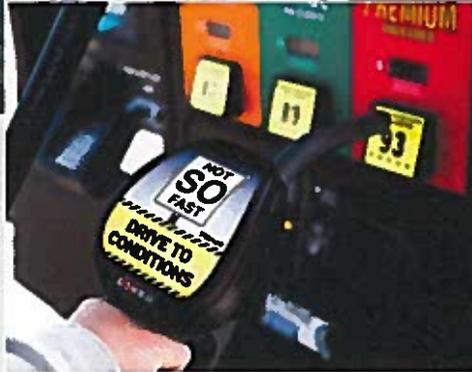
**TIGER V Grant Applications Received
US DOT**

Port of Galveston West End Redevelopment Project	Board of Trustees of the Galveston Wharves-Port of Galveston	TX: Texas	\$10,600,000
Modernization and Sustainability of Brazos Transit District's Maintenance Facilities and Administration Building	Brazos Transit District	TX: Texas	\$4,874,200
CARTS-Tucker Hill Lane Complex	Capital Area Rural Transportation System	TX: Texas	\$1,750,000
Improving Multi-Modal Operating Efficiencies to Move Central Texas	Capital Metropolitan Transportation Authority	TX: Texas	\$20,097,989
Central Texas Rural Transit District (CTRTD) Multimodal Facility.	Central Texas Rural Transit District	TX: Texas	\$1,500,000
West Ninth Avenue Extension and Overpass Project	City of Belton, Texas	TX: Texas	\$4,297,400
Rural Freight Rail Transportation Project	City of Brady	TX: Texas	\$9,000,000
City of Dallas - Street Car Project Extension	City of Dallas	TX: Texas	\$24,000,000
LBJ-Skillman Interchange Project	City of Dallas	TX: Texas	\$40,000,000
The Northgate Transfer Center Development Project	City of El Paso Sun Metro	TX: Texas	\$13,007,754
Farmersville Parkway Phase III	City of Farmersville	TX: Texas	\$2,723,208
City of South Padre Island Multi-Modal Project: Construction Phase	City of South Padre Island	TX: Texas	\$4,000,000
Loop 363/Spur 290 Improvements and Hike and Bike Trail Extensions	City of Temple, Inc.	TX: Texas	\$10,000,000
US 80/UPRR Corridor	CITY OF TERRELL	TX: Texas	\$18,524,026
Central Business District (CBD) Rail Replacement/Enhancement Project	Dallas Area Rapid Transit	TX: Texas	\$16,729,679
North Central Texas Regional Positive Train Control System	Denton County Transportation Authority	TX: Texas	\$20,900,000
Highway US 69 Hurricane Evacuation Route Utility Relocation and Roadway Widening	East Texas Council of Governments	TX: Texas	\$4,250,000
Uptown Houston Intermodal Transit/Parking Terminal	Harris County Improvement District #1	TX: Texas	\$20,846,070
Missouri City Park & Ride Facility	Metropolitan Transit Authority of Harris County, Texas	TX: Texas	\$10,483,237
Regional Bicycle / Pedestrian Multimodal Network	North Central Texas Council of Governments	TX: Texas	\$23,524,464

**TIGER V Grant Applications Received
US DOT**

S.M. Wright Project - Phase One	North Central Texas Council of Governments	TX: Texas	\$49,744,000
Trinity River Vision Bridges	North Central Texas Council of Governments	TX: Texas	\$46,457,713
SH 360 Toll Project	North Texas Tollway Authority	TX: Texas	\$202,000,000
Northeast Texas Rural Rail Transportation District Rail Line Rehabilitation Project	Northeast Texas Rural Rail Transportation District (NETEX)	TX: Texas	\$5,653,918
Intermodal Rail Yard and Rail Interchange Corridor	Port of Beaumont Navigation District of Jefferson County, TX	TX: Texas	\$14,774,000
Bayport Container Terminal Wharf Extension	Port of Houston Authority	TX: Texas	\$10,000,000
Port of Houston Modification	Port of Houston Authority	TX: Texas	\$10,800,000
Port of Port Arthur - Berth 6 Expansion	Port of Port Arthur Navigation District	TX: Texas	\$14,866,500
North Corridor Multimodal Transit Plaza	San Antonio VIA Metropolitan Transit Authority	TX: Texas	\$19,750,000
Freight Shuttle Connecting El Paso and Ciudad Juarez	Texas Department of Transportation	TX: Texas	\$10,340,639
Gulf Intercoastal Waterway & Aransas National Wildlife Refuge	Texas Department of Transportation	TX: Texas	\$43,500,000
South Orient Rail Line Rehabilitation - Sulphur Junction to Fort Stockton	Texas Department of Transportation	TX: Texas	\$6,400,000
Tyler Transit Conversion to CNG	Tyler, City of	TX: Texas	\$10,900,000
Multi Modal Facilities Project	Victoria County Navigation District	TX: Texas	\$9,300,000
		TOTAL:	\$719,199,797

DRMC Presentation



DALLAS DISTRICT PRIORITY PROJECTS

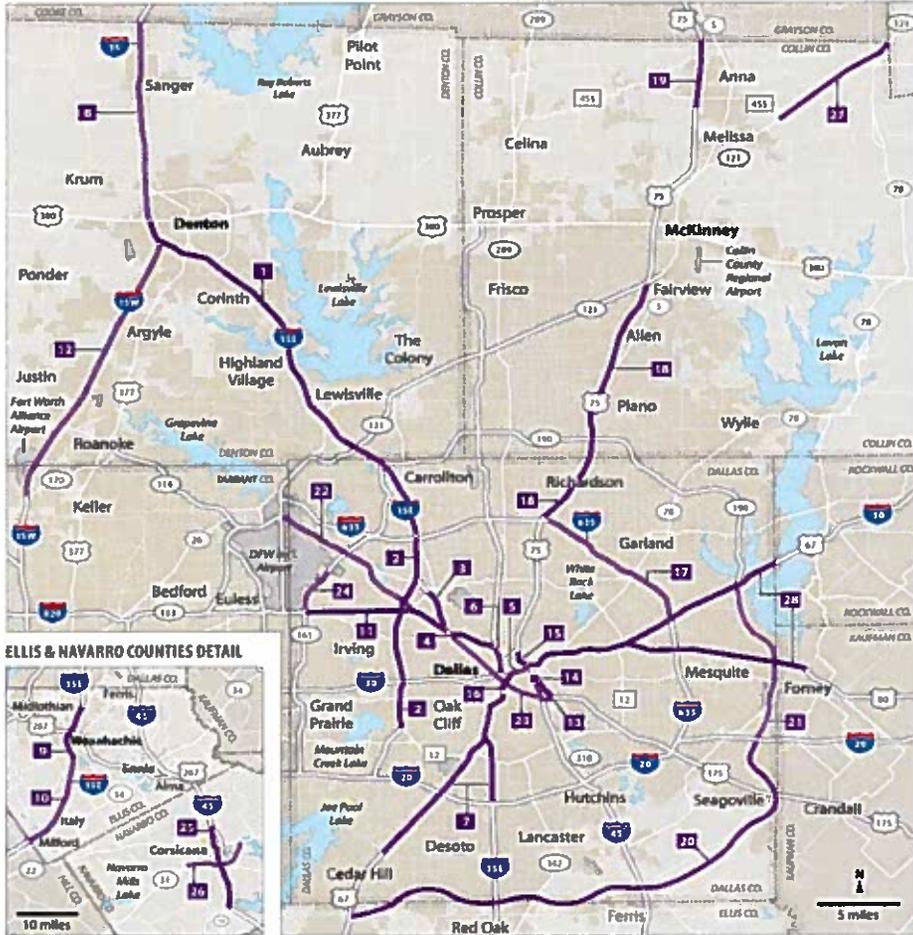
Leveraging with Toll, Safety,
Bridge, Congestion and
Connectivity



DALLAS DISTRICT MAJOR PROJECTS (PLANNING)

DALLAS DISTRICT

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



ELLIS & NAVARRO COUNTIES DETAIL



NOTE: Highlighted areas are not to scale

TxDOT graphics

Dallas District Major Projects (Planning)

Highway	Limits	Type of Work	Est. Start/End	Est. Cost	
1	I-35E Managed Lanes	North of I-635 to US 380	Phase 2: Widen to 3-4 gen. purp. lanes & 1-2 concurrent managed lanes each dir.	2019-2024	\$3.4 B
2	Loop 12/I-35E	SP 408 to I-635	Rebuild/widen highway and add managed lanes	2025-2028	\$1.2 B
3	I-35E	From SH 183 to Loop 12	Reconstruct and widen from 6-8 lanes	2025-2028	\$200 M
4	I-35E Pegasus/Part of Lower Stemmons	North of Oak Lawn Ave. to I-35E/SH 183 split	Reconstruct freeway and add managed lanes	2017-2025	\$755 M
5	I-30 Pegasus/Canyon	I-35E to I-45	Reconstruct freeway and add managed lanes	2020-2025	\$600 M
6	I-35E (Lowest Stemmons)	From I-30 to north of Oak Lawn Ave.	Construct 5 collector-distributor roads and reconstruct frontage rds.	2016-2017	\$650 M
7	I-35E/US 67 Southern Gateway	I-35E from 8th Street to I-20 and US 67 from I-35E to FM 1382	Widen highway and add 1-2 reversible managed lanes	2017-2025	\$2 B
8	I-35E North	US 380 to Denton-Cooke County Line	Rebuild/widen highway	2025-2028	\$500 M
9	I-35E	From US 77 south of Waxahachie to US 77 north of Waxahachie	Reconstruct and widen 4-lanes to 6-lanes	2015-2017	\$140 M
10	I-35E	From the Hill and Ellis County Line to US 77	Build 10' outside shldr./convert ex. 12' outside shldr. to 3rd lane in each dir.	2015-2017	\$50 M
11	SH 183	SH 161 to I-35E	Build ultimate config. to include 4 general purpose lanes & 2-3 managed lanes each direction	2014-2025	\$1.3 B
12	I-35W	SH 170 to I-35E	Rebuild/widen highway and add managed lanes	2025-2028	\$1 B
13	US 175/SM Wright Phase II-A	S. of Budd St. to I-45	Reconstruct freeway to six-lane arterial	2017-2019	\$37 M
14	US 175/SM Wright Phase II-B	Pennsylvania Ave. to Good Latimer Expwy.	Reconstruct interchange and extend frontage roads	2017-2019	\$33 M
15	I-345 Overhead	I-30 to Spur 366/Woodall Rodgers Fwy.	Rehabilitation of existing overhead freeway	2016-2018	\$185 M
16	Jefferson Viaduct	I-35E/8th St. to Young St., downtown	Rebuild existing viaduct in new location	2020-2023	\$165 M
17	I-635 LBI Freeway East	I-30 to east of US 75/Central Expressway	Rebuild/widen highway and add managed lanes	2016-2025	\$1.1 B
18	US 75	I-635 to SH 121	Rebuild/widen highway; corridor study started 2012	2017-2025	\$1 B
19	US 75	N of Melissa Rd. to Grayson County Line	Rebuild/widen highway	2025-2028	\$150 M
20	Loop 9	I-20 to US 67	Phased construction; build 2-lane frontage road in new location initially	2016-2025	\$2.2 B
21	SH 190 East Branch	I-30 to I-20	Build new location toll facility	2019-2022	\$800 M
22	SH 114	SH 121 to SH 183	Widen highway and add managed lanes	2020-2023	\$850 M
23	Trinity Parkway (NTTA)	I-35E to I-45/US 175	Build new location toll road	2017-2019	\$1.8 B
24	SH 161	SH 183 to Beltline Rd.	Add managed lanes	2017-2019	\$60 M
25	I-45	From I-45 Business to South of SH 14 Interchange	Widen 4-6 lanes	2015-2017	\$190 M
26	SH 31 Bypass	From west of I-45 to east of I-45	Build new location relief route	2015-2017	\$270 M
27	SH 121	From south of FM 455 to Collin/Fannin County Line	Reconstruct and widen 2 to 4 lanes with interchanges	2016-2018	\$100 M
28	I-30/US 80 East Corridor	I-30 Downtown to Rockwall County Line US 80 from I-30 split to FM 460	Rebuild/widen highway and add managed lanes	2025-2028	\$2 B

ESTIMATED TOTAL CONSTRUCTION COST **\$22.8 B**

SOURCE: Texas Department of Transportation



TEXAS DEPARTMENT OF TRANSPORTATION



Dallas District Priority Projects

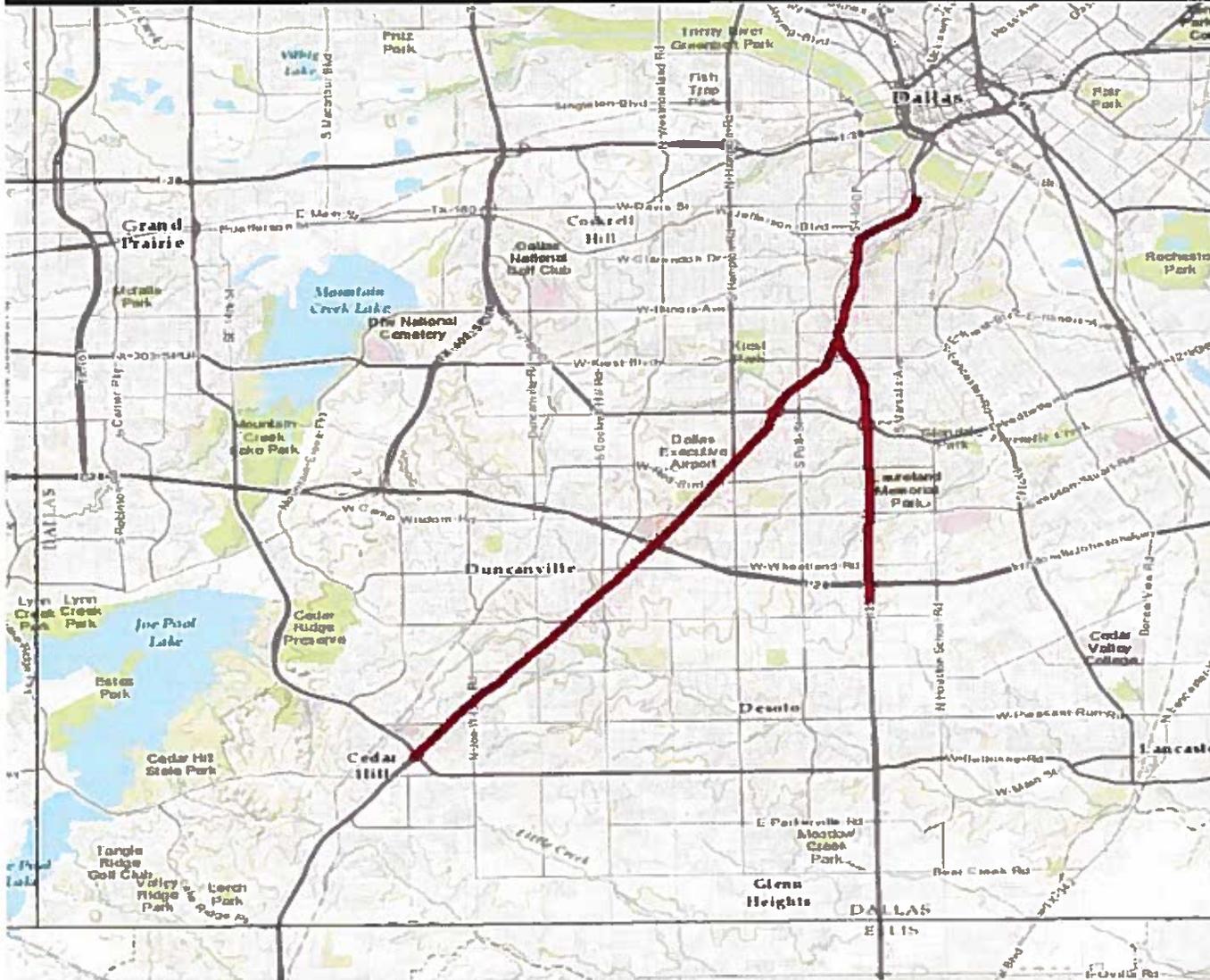
1. #15 I-345 Overhead Bridge \$185M – Bridge and Safety

From I-30 to Spur 366
(Woodall Rodgers)

- a. Rehabilitation of existing overhead structure
- b. Fatigue cracking of Steel Girders
- c. Included for rehabilitation in 2011 Prop 12 projects
- d. No tolling elements



TEXAS DEPARTMENT OF TRANSPORTATION



Dallas District Priority Projects

2. #7 I-35E/US 67 Southern Gateway
\$250M of \$2B - Congestion

I-35E From 8th St to I-20
&
US 67 from I-35E to FM 1382

- a. Widen highway and add 1-2 reversible tolled managed lanes
- b. Has CDA authority from 83rd Legislation
- c. Needs public equity to leverage – Goal \$300M (\$50M identified)
- d. Important for Southern Dallas County
- e. Tolling element



Dallas District Priority Projects

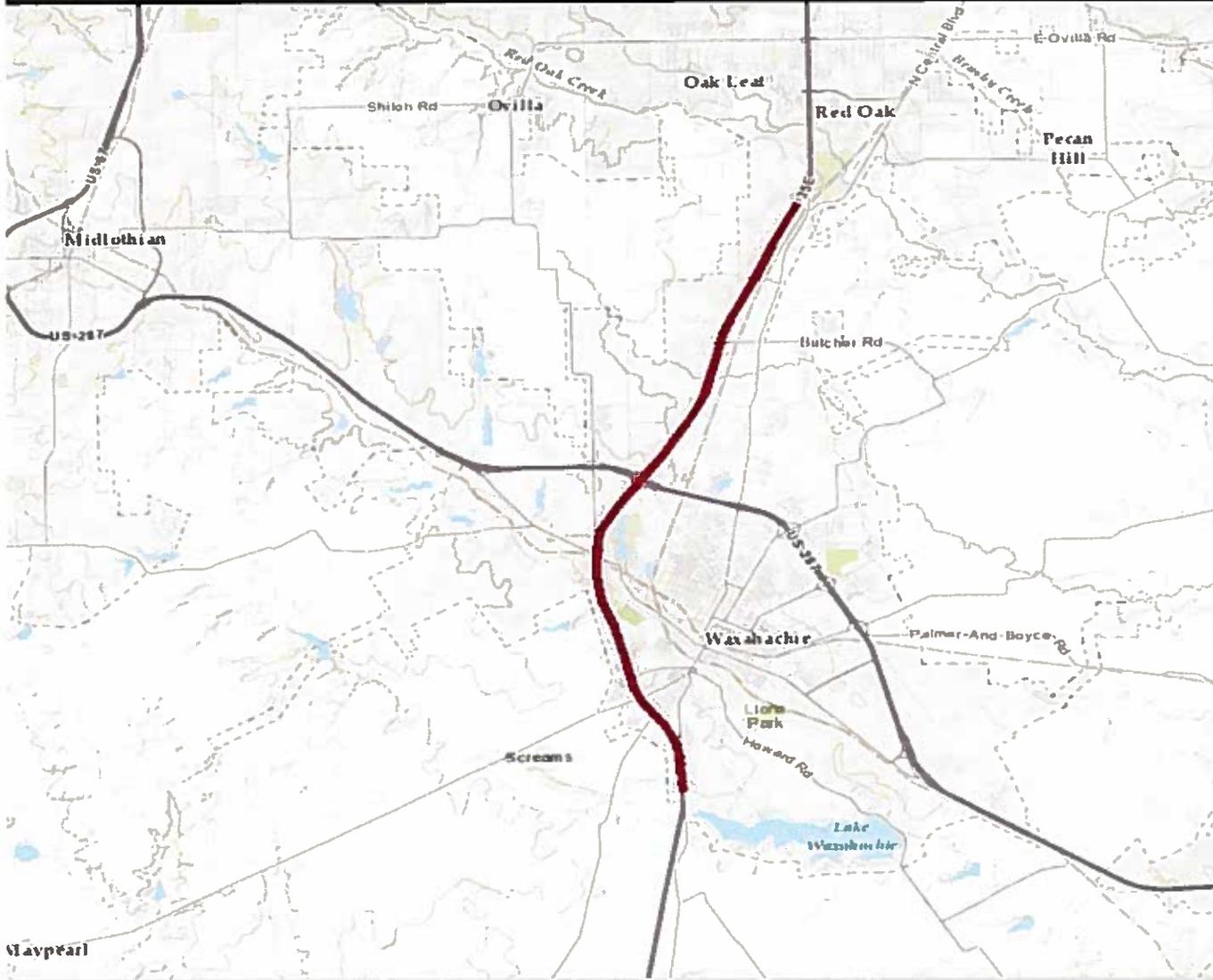
3. #6 I-35E (Lowest Stemmons) \$245M of \$650M - Congestion

From I-30 To north of Oak Lawn

- a. Construct 5 connectors-distributor roads, replace DNT bridges and reconstruct frontage roads
- b. Addresses bottlenecks that occur between I-30 and DNT bridges
- c. Will exacerbate bottleneck problem when the Horseshoe is complete
- d. Recommend the smaller \$245M subset of \$650M projects that would considerably improve level of service
 - i. Five projects in \$40M to \$80M range totaling \$245M
- e. No tolling element



TEXAS DEPARTMENT OF TRANSPORTATION

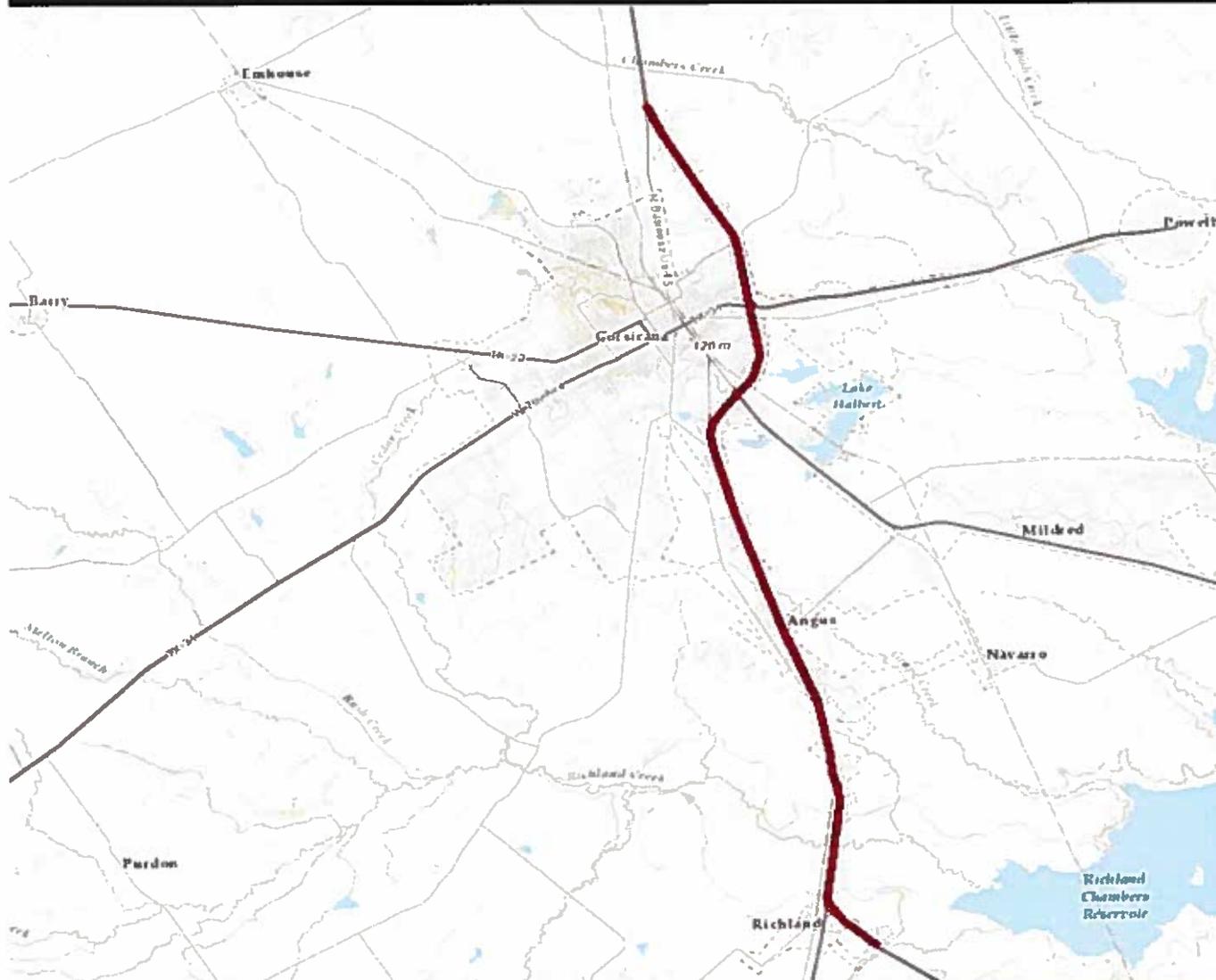


Dallas District Priority Projects

4. #9 I-35E
\$140M – Connectivity

From US 77 south of Waxahachie to
US 77 north of Waxahachie

- a. Reconstruct and widen 4 –lanes
(two each direction) to 6 –lanes
(three each direction)
- b. Potential TRZ.
- c. No toll element



Dallas District Priority Projects

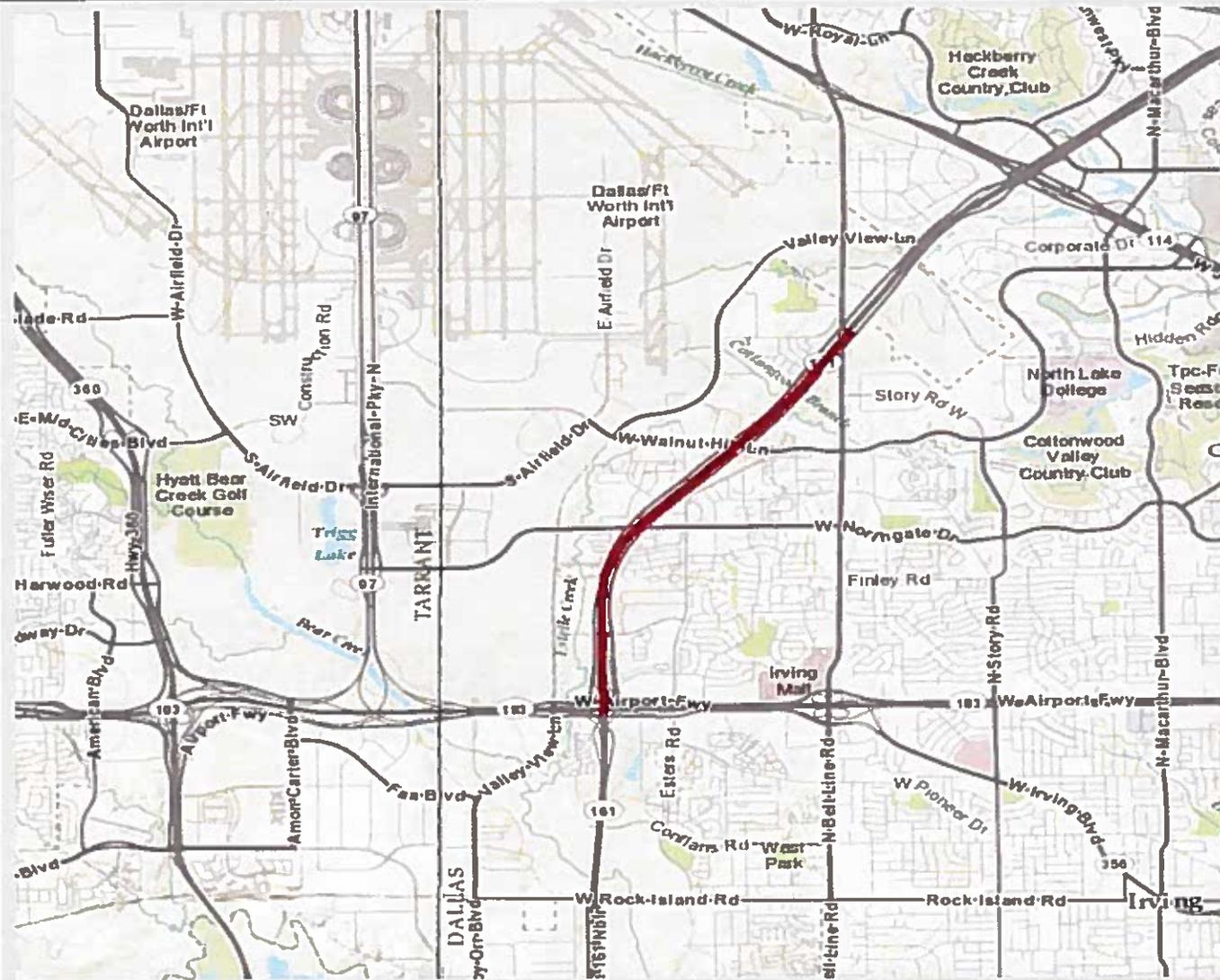
5. #25 I-45
\$190M – Connectivity

From I-45 Business in Corsicana
To SH 14 Interchange in Richland

- a. Widen from 4 to 6 lanes
- b. Route from Gulf Ports to Intermodal Hub in South Dallas County
- c. Expect increase in truck traffic when Panama Canal widening is complete
- d. Potential TRZs
- e. No toll element



TEXAS DEPARTMENT OF TRANSPORTATION



Dallas District Priority Projects

6. #24 SH 161
\$60M- Congestion

From SH183 to Beltline Road

- a. Add managed lanes and lane balance
- b. Leveraging ability as toll road
- c. Tolling Element.



TEXAS DEPARTMENT OF TRANSPORTATION



Dallas District Priority Projects

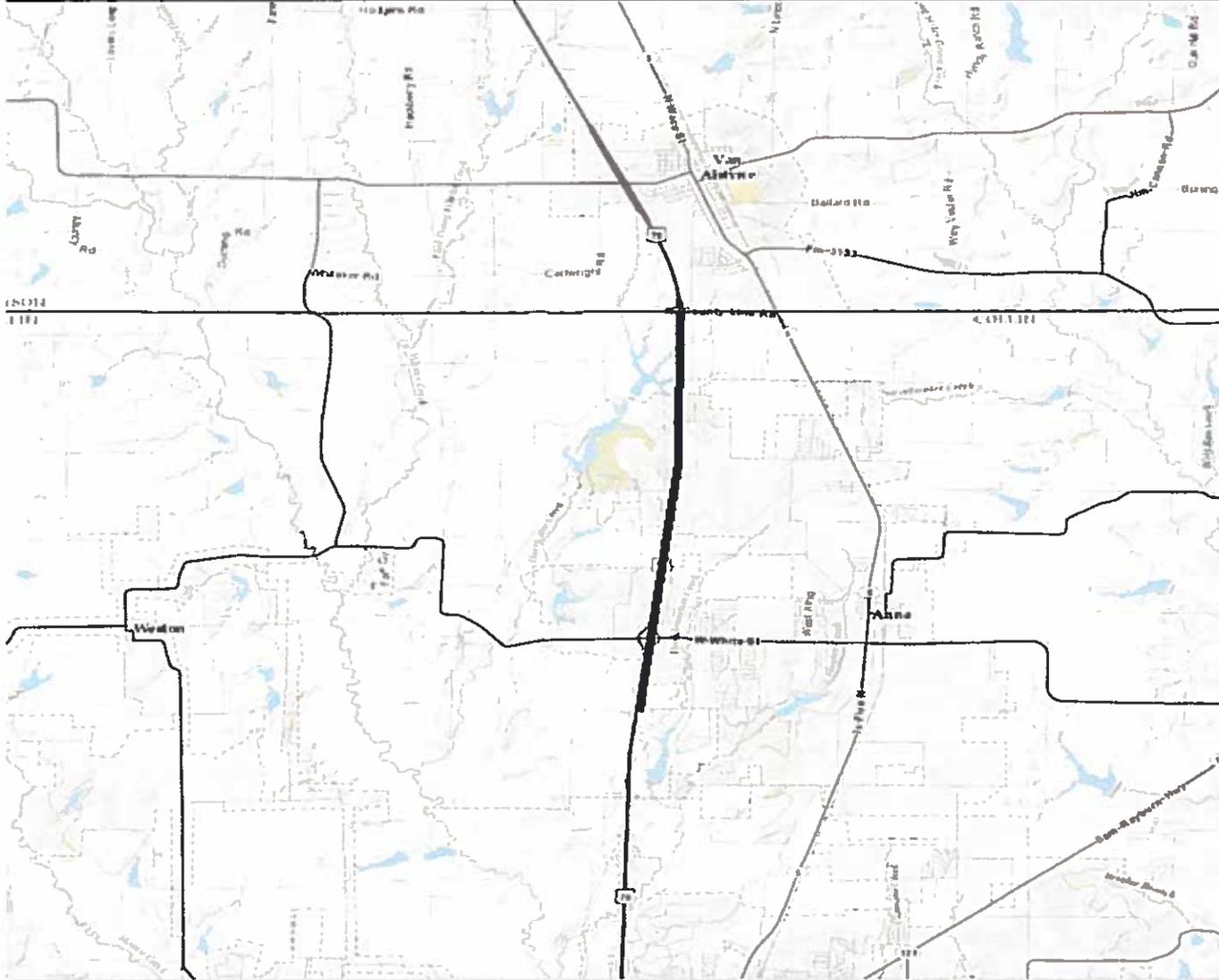
7. #17 I-635 LBJ Freeway East
\$250M of \$1.1B –Congestion

From I-30 to east of US 75/Central
Expressway

- a. Rebuild/Widen highway and add tolled managed lanes
- b. Potential CDA candidate in 84th Legislation
- c. Needs public equity to leverage – Goal \$250M
- d. Tolling element



TEXAS DEPARTMENT OF TRANSPORTATION



Dallas District Priority Projects

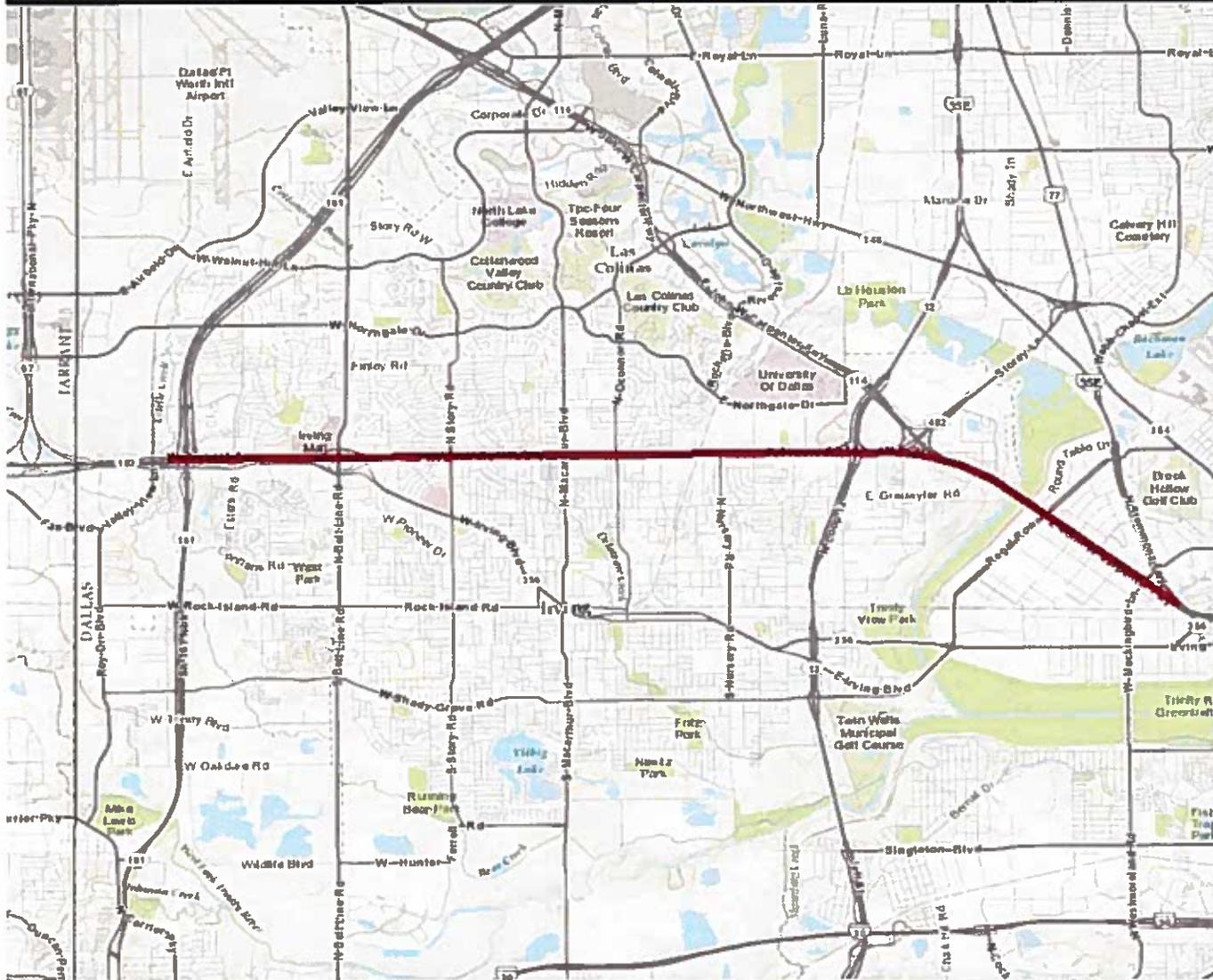
8. #19 US 75
\$150M – Connectivity

From North of Melissa Road to
Grayson County Line

- a. Rebuild and widen from 4 to 6 lanes to complete sections in Collin County
- b. No toll element



TEXAS DEPARTMENT OF TRANSPORTATION



Dallas District Priority Projects

9. #11 SH 183
\$300M of \$1.3B – Congestion

From SH 161 to I-35E

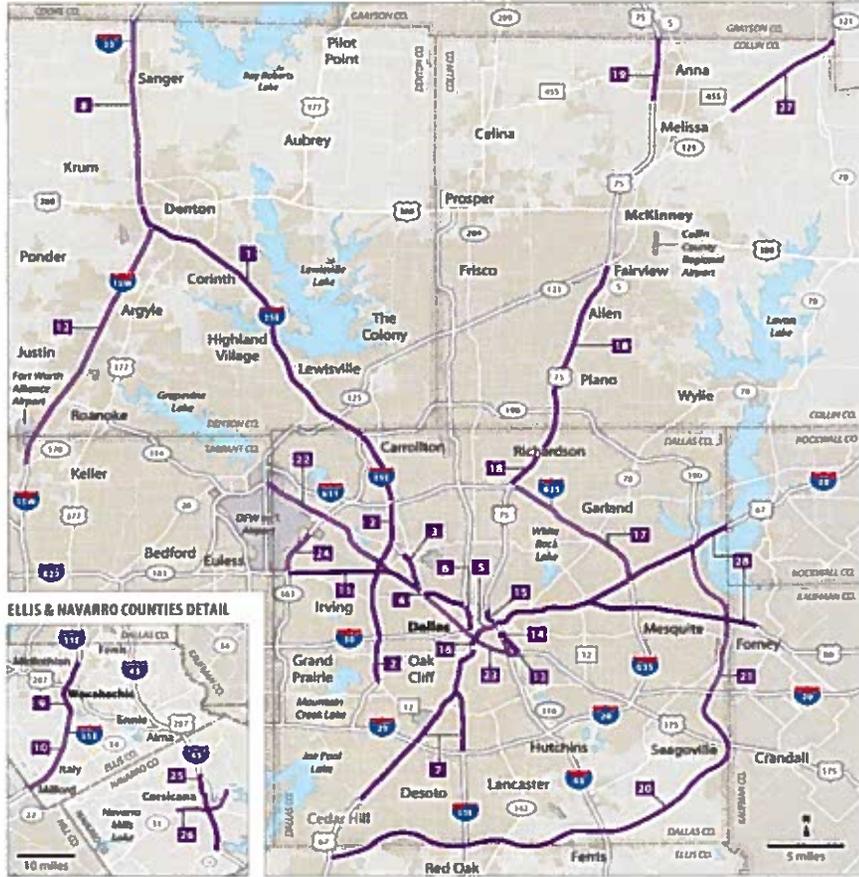
- a. Add options to current SH 183 CDA/Design Build project under procurement
- b. Amount up to \$300M depends on pricing received from proposals in April
- c. Possible additional options exist on SH183, SH 114 Manage Lanes
- d. Tolling element



DALLAS DISTRICT MAJOR PROJECTS (PLANNING)

DALLAS DISTRICT

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



ELLIS & NAVARRO COUNTIES DETAIL



NOTE: Highlighted areas are 50% TO SCALE

TxDOT graphic

Dallas District Major Projects (Planning)

Highway	Limits	Type of Work	Est. Start End	Est. Cost
1	I-35E Managed Lanes	North of I-635 to US 380	2019-2024	\$3.4 B
2	Loop 12/I-35E	SP 408 to I-635	2025-2028	\$1.2 B
3	I-35E	From SH 183 to Loop 12	2025-2028	\$200 M
4	I-35E Pegasus/Part of Lower Stemmons	North of Oak Lawn Ave. to I-35E/SH 183 split	2017-2025	\$755 M
5	I-30 Pegasus/Canyon	I-35E to I-45	2020-2025	\$600 M
6	I-35E (Lower Stemmons)	From I-30 to north of Oak Lawn Ave.	2016-2017	\$650 M
7	I-35E/US 67 Southern Gateway	I-35E from 8th Street to I-20 and US 67 from I-35E to FM 1382	2017-2025	\$2 B
8	I-35E North	US 380 to Denton-Cooke County Line	2025-2028	\$500 M
9	I-35E	From US 77 south of Waxahachie to US 77 north of Waxahachie	2015-2017	\$140 M
10	I-35E	From the Hill and Ellis County Line to US 77	2015-2017	\$50 M
11	SH 183	SH 161 to I-35E	2014-2025	\$1.3 B
12	I-35W	SH 170 to I-35E	2025-2028	\$1 B
13	US 175/SM Wright Phase II-A	S. of Budd St. to I-45	2017-2019	\$37 M
14	US 175/SM Wright Phase II-B	Pennsylvania Ave. to Good Latimer Expwy.	2017-2019	\$33 M
15	I-345 Overhead	I-30 to Spur 366/Woodall Rodgers Fwy.	2016-2018	\$185 M
16	Jefferson Viaduct	I-35E/8th St. to Young St., downtown	2020-2023	\$165 M
17	I-635 LBJ Freeway East	I-30 to east of US 75/Central Expressway	2016-2025	\$1.1 B
18	US 75	I-635 to SH 121	2017-2025	\$1 B
19	US 75	N of Melissa Rd. to Grayson County Line	2025-2028	\$150 M
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24	SH 161	SH 183 to Beltline Rd.	2017-2019	\$60 M
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26	SH 31 Bypass	From west of I-45 to east of I-45	2015-2017	\$270 M
27	SH 121	From south of FM 455 to Collin/Fannin County Line	2016-2018	\$100 M
28	I-30/US 80 East Corridor	I-30 Downtown to Rockwall County Line US 80 from I-30 split to FM 460	2025-2028	\$2 B

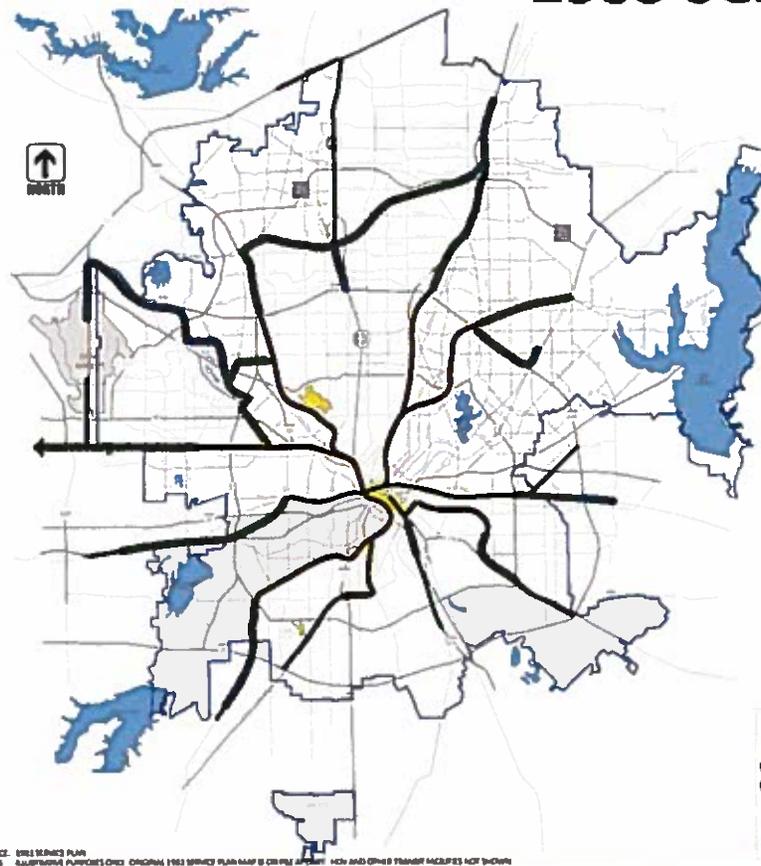
SOURCE: Texas Department of Transportation

ESTIMATED TOTAL CONSTRUCTION COST \$22.8 B

Review City of Garland Transit Needs

DART 1983 Service Plan

1983 Service Plan



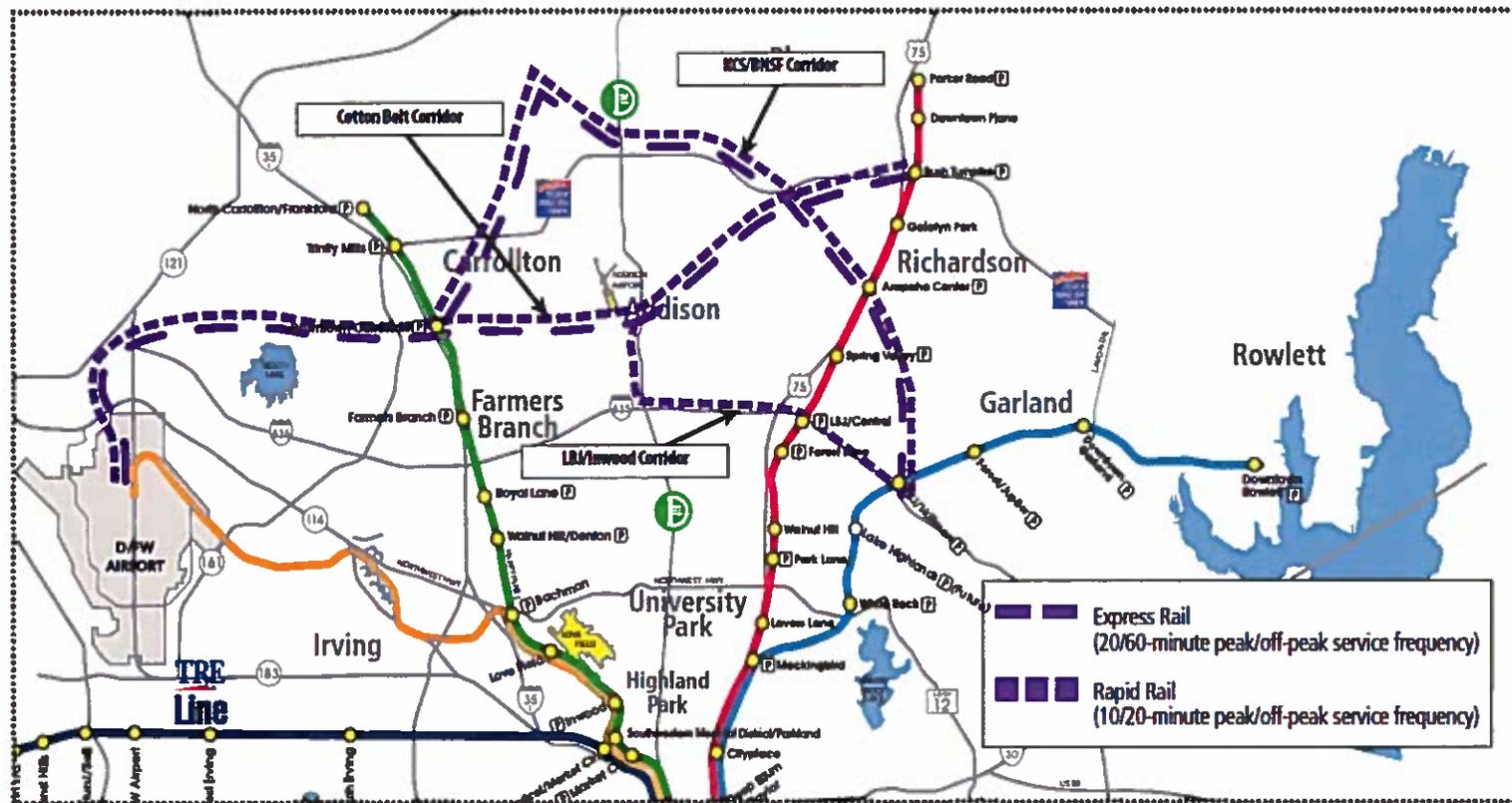
- Basis of 1983 vote
 - Program through 2010
 - 160 miles of fixed guideway
- Three phases of rail expansion with some unfunded corridors



SOURCE: 1983 SERVICE PLAN
NOTES: ASSUMPTIONS: PURPOSES ONLY. ORIGINAL 1983 SERVICE PLAN MAP IS ON FILE AT DART. HIGH AND OTHER TRANSPORT FACILITIES NOT SHOWN.

SERVICE PLAN RAIL ALIGNMENTS
● PHASE 1 RAIL ALIGNMENT
● PHASE 2 RAIL ALIGNMENT
● PHASE 3 RAIL ALIGNMENT
--- UNFUNDED EXTENSIONS
RAILROAD CORRIDORS
■ SERVICE AREA BOUNDARY

DART: 2030 Transit System Plan



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

DART 2030 Transit System Plan Overview/Focus Areas

Downtown Dallas and Surrounding Urban Areas

- 2nd Downtown Alignment

North Crosstown Corridor (East-West Mobility)

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

Airport Access

- DFWIA
- Love Field

Southern Sector Growth

DART 2030 Transit System Plan: Policy Highlights:

Downtown Garland/Firewheel LRT

LBJ Corridor Service (to Blue Line)

Land Use and Economic Development

- TOD Developments

Expansion of Intelligent Transportation Systems

Bus Stop Improvements

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

Pedestrian Integration

DART FY 2014 System Expansion

LRT Expansion to DFW Airport

LRT Expansion to UNT, Dallas Campus

Union Station to Oak Cliff Streetcar Project

Urban Circulator Streetcar Project

Second LRT Downtown Dallas Alignment

Cotton Belt Corridor

DART FY 2014 System Expansion

2030 Transit System Plan:

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

DART FY 2014 System Expansion

2040 Transit System Plan:

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



The Metropolitan Transportation Plan

Funded Roadway Recommendations

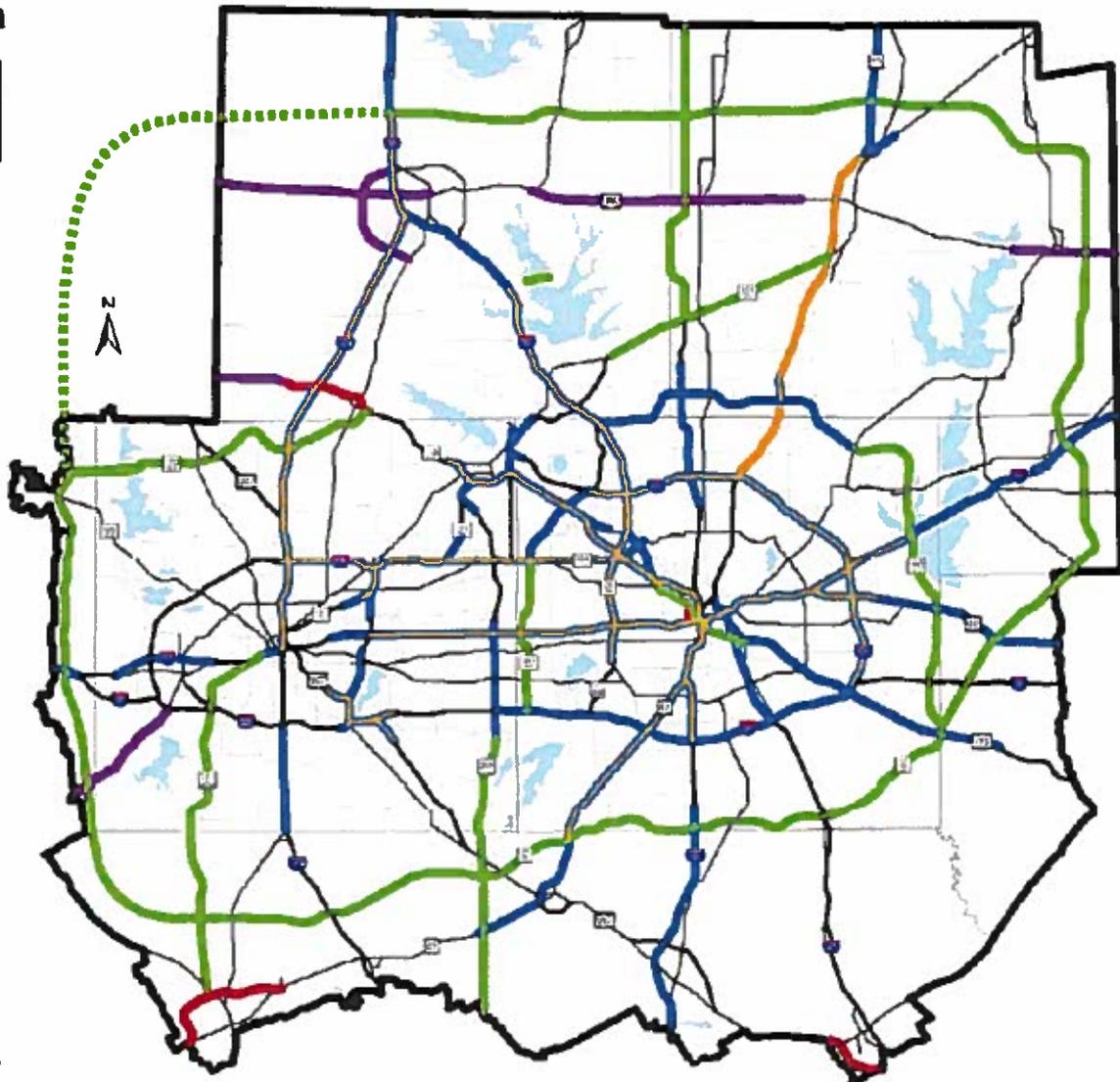
Legend

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

Fort Worth CBD



Dallas CBD



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

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

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

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

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



North Central Texas Council of Governments Transportation

<p>\$29.8 Billion Regional Roadway System</p> <p>Additional Freeway/Tollway lane miles = 3,444</p> <p>Additional HOV/Managed lane miles = 626</p>
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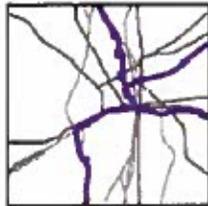
The Metropolitan Transportation Plan

Passenger Rail Recommendations

Legend

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

Fort Worth CBD



Dallas CBD

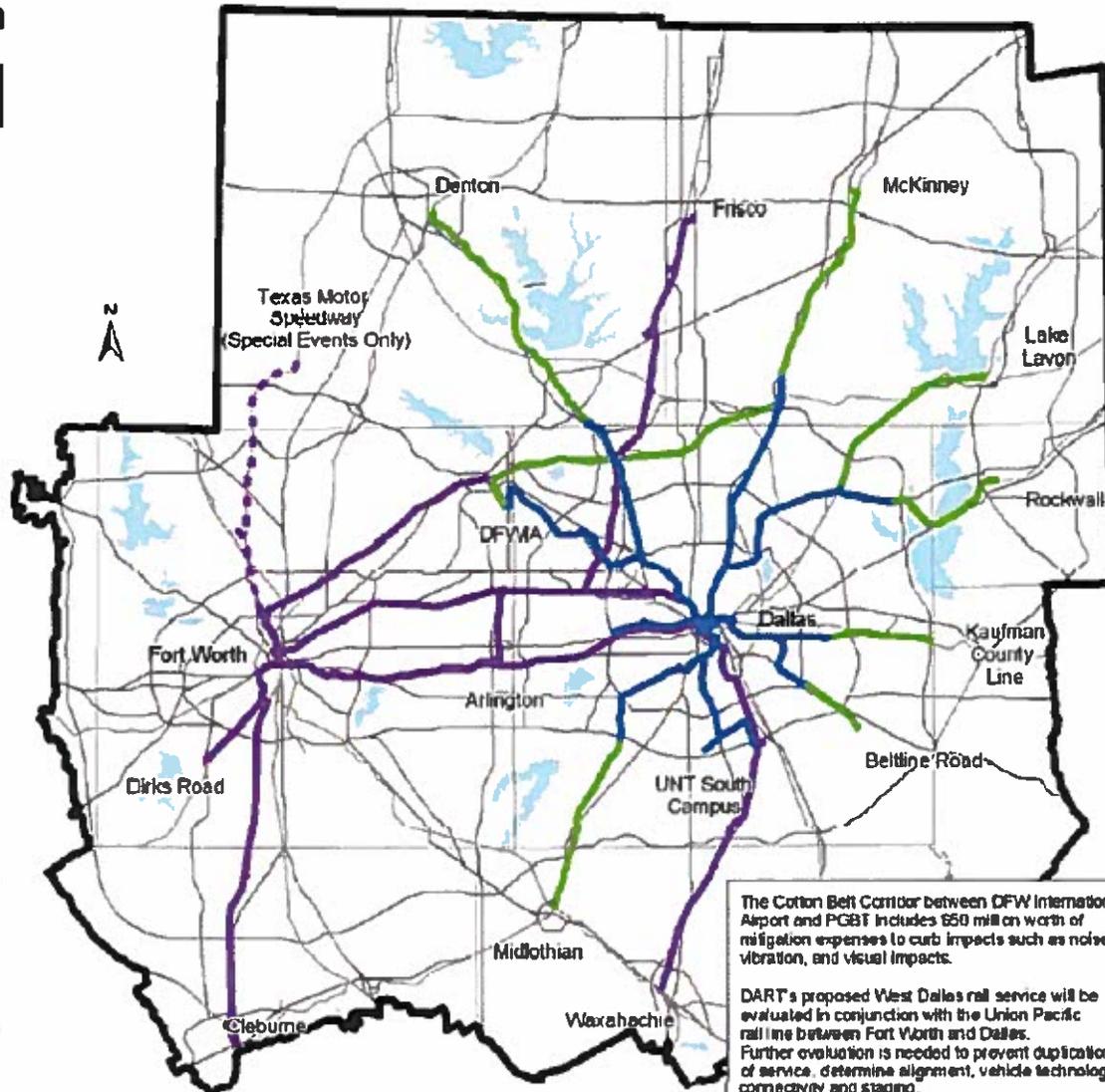


Corridor specific design and operation characteristics for the Inter-city Passenger, Regional Passenger and Freight Rail Systems will be determined through capacity evaluation and ongoing project development. Refined rail forecasts are necessary to determine technology and alignment in Future Rail corridors.

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

Institutional structure being reviewed for the region.

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



The Cotton Belt Corridor between DFW International Airport and PCBT includes 650 mill on worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

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

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

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

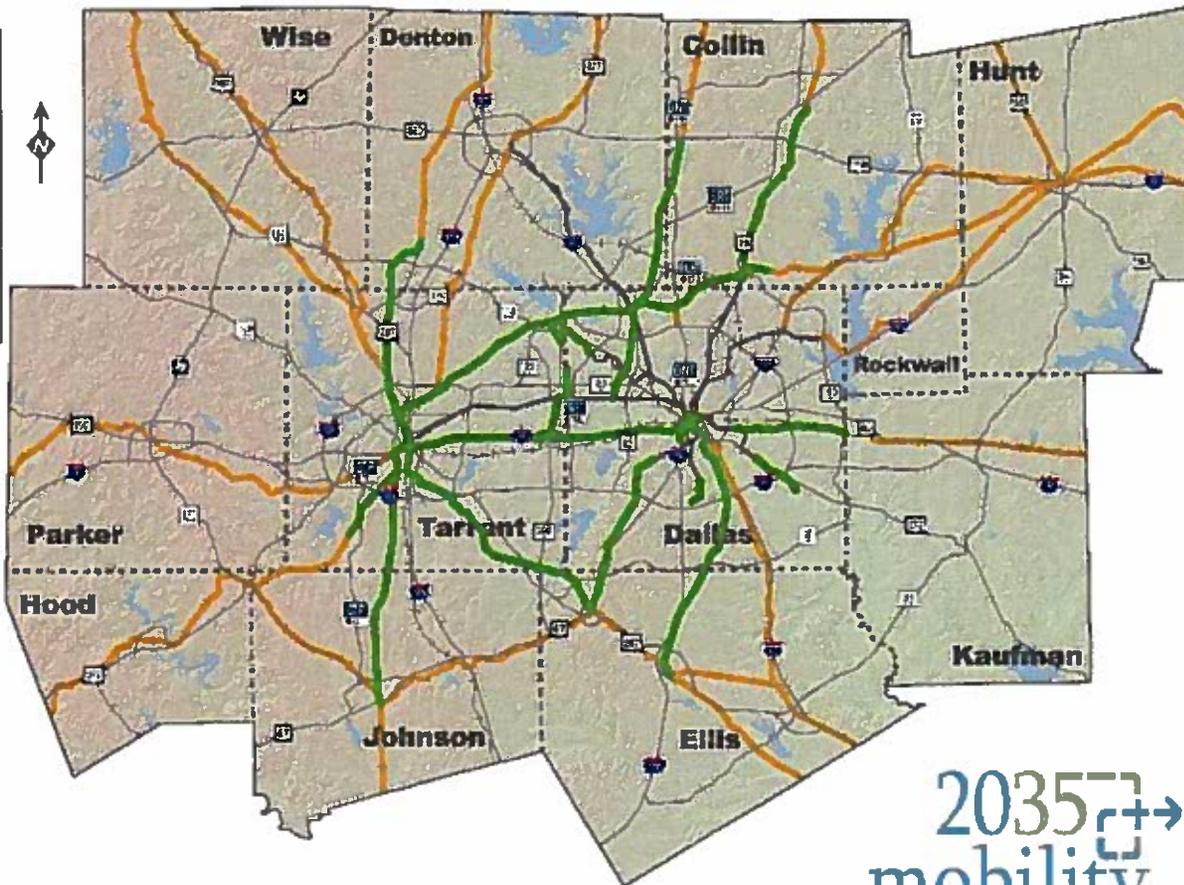


Mobility 2035: Rail Vision

Rail Vision Considerations

Legend

- Current System
- Mobility 2035 - 2013 Update
- Recommendations
- Corridors for Future Evaluation*
- Rail Lines

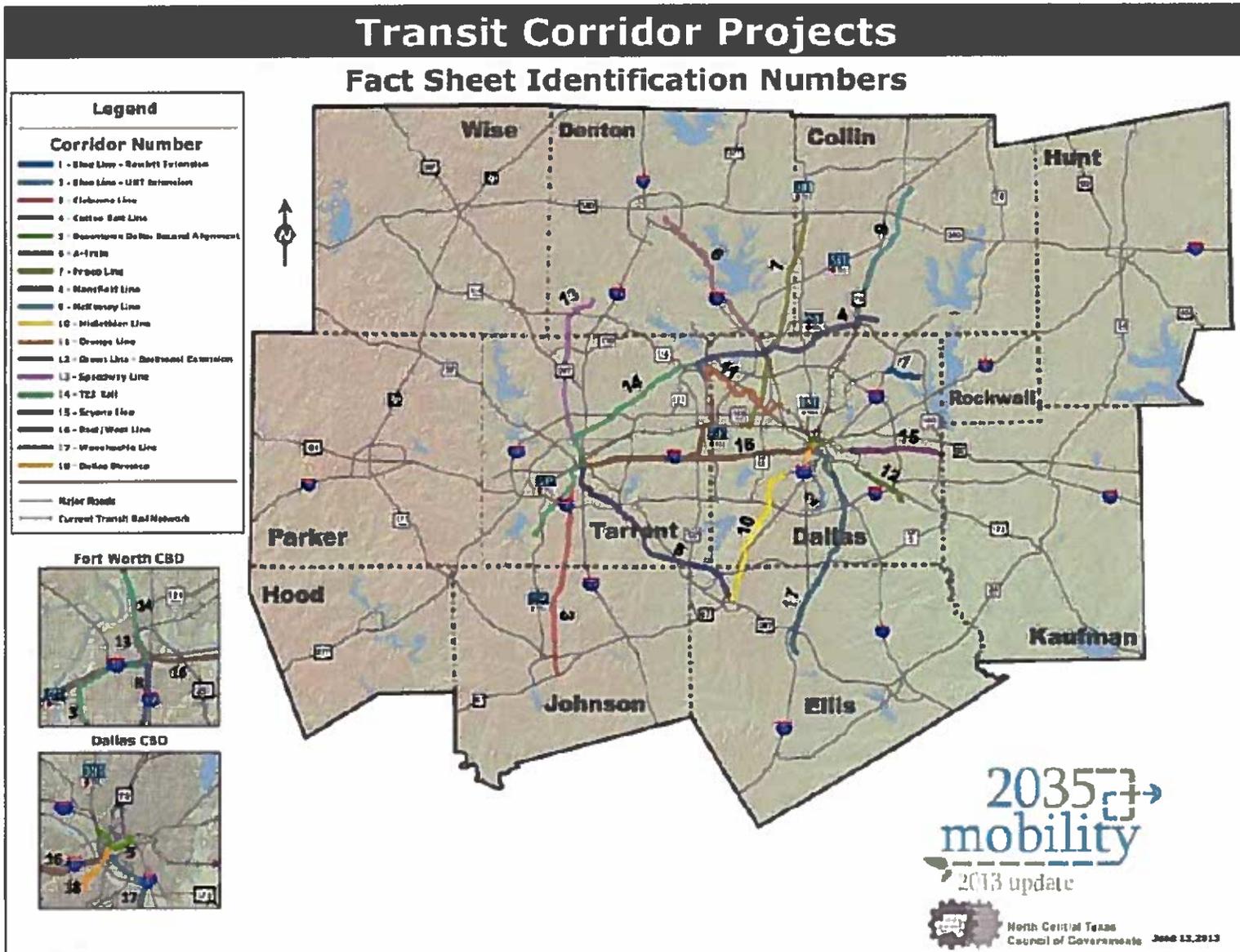


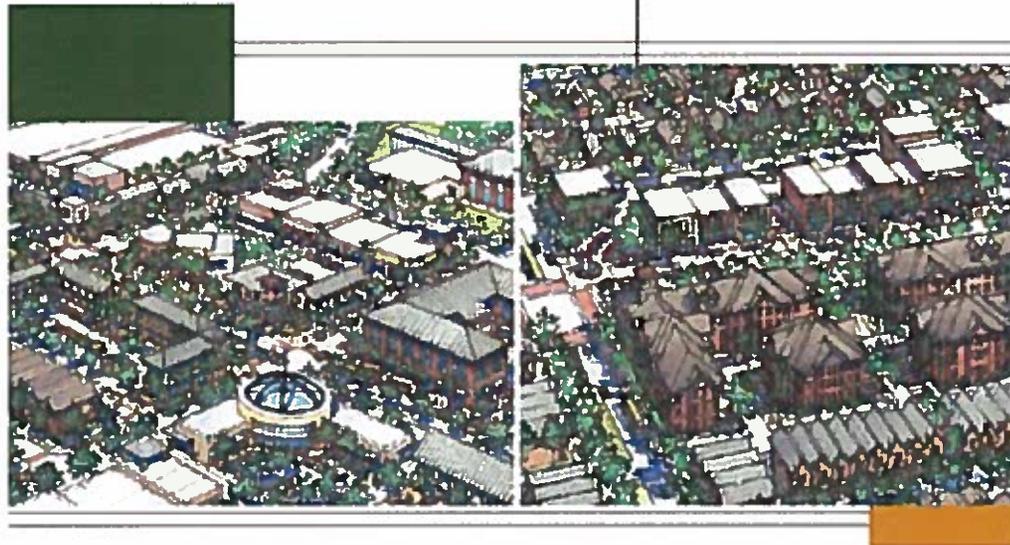
All existing railroad rights-of-way should be monitored for potential future transportation corridors. Facility recommendations indicate transportation need. Corridor-specific alignment, design and operational characteristics for the rail system will be determined through ongoing project development.

*Projects represent additional transportation needs above and beyond those of the financially constrained recommendations of Mobility 2035 - 2013 Update.



Mobility 2035: Appendix G





Envision Garland

2030 Comprehensive Plan
City of Garland, TX

Transit-Related Positions

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

Improve mobility linking facilities in adjacent cities (TRN 1.4)

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

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

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

Pedestrian and Bicycle Connectivity (LU 1.2, LU 4.4)

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

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

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

Recommendations Res. 9107 (2004)

Federal Reauthorization Support/Request

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

Recommendations

Res. 9539 (2006)

Committee Make a Recommendation to Council to Affirm Previous DART Positions

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

Recommendations

Request Status Report from DART on 2030 Transit System Plan Projects

- Vision Corridors
- Bus Stop Improvement Implementation

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

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

- TIGER Funds
- MPO Calls for Projects

Coordinate with DART on Legislative Agendas for 84th Session

Resolution _____

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLUTION NO. 4826

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

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

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

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

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

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

Section 1.

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

Section 2.

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

Section 3.

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

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

THE CITY OF GARLAND, TEXAS

By: Ruth Nicholson
Mayor

ATTEST:

Alita Watson
City Secretary

RESOLUTION 9539

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

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

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

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

Section 1

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

Section 2

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

Section 3

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

Section 4

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

Section 5

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

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

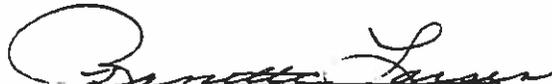
PASSED AND APPROVED this the 19th day of September, 2006

THE CITY OF GARLAND, TEXAS

By: _____


Mayor

ATTEST:


City Secretary

Proposition 1/HB 1:
Texas Transportation Funding
Amendment

Funding Crisis

Federal and State transportation funding opportunities are decreasing because of their reliance on the gas tax

- Changes in commuter patterns (transit, walk/bike)
- More fuel efficient cars

Construction projects are becoming more costly due to inflation while the gas tax has not been raised for over two decades

At the beginning of the 83rd Texas Legislative Session, the Executive Director of TxDOT stated that they needed an additional \$4 billion to keep up with demand

Transportation Challenges

Texas leads states in total road, street, and railroad mileage, as well as total airports and airstrips.

Future growth will force increased capacity, repairs to deteriorating infrastructure, and compliance with state and federal air pollution standards

Road use expected to increase 214% in next 25 years

TxDOT and MPOs have identified \$188 Billion worth of transportation projects needed to achieve acceptable level of mobility in Texas

Texas Comptroller's office



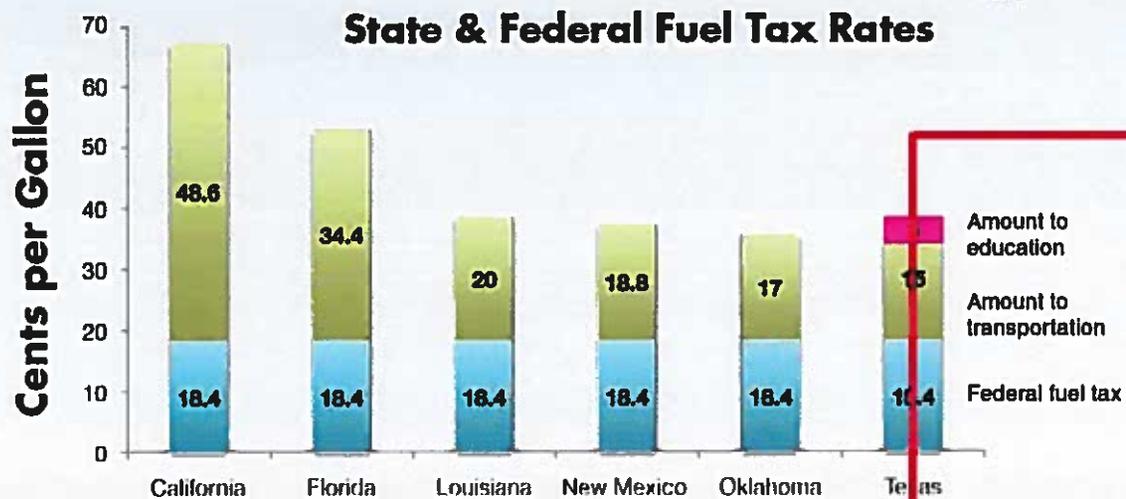
The Gas Tax: A Breakdown

Federal Fuel Tax: 18.4 cents a gallon

State Gas Tax: 20.0 cents a gallon

Total Gas Tax: 38.4 cents a gallon

Whether fuel is \$0.90 or \$4.00, the user pays \$0.384 a gallon in taxes



Federal Surface Transportation

Moving Ahead for Progress in the Twenty First Century (MAP-21) the 2012 Congressional surface transportation reauthorization bill needed a cash infusion into the Federal Highway Trust Fund

\$16 billion dollars over two years

The Federal gas tax is not enough to sustain Federal surface transportation policy

By 2024, the Highway Trust Fund will be \$129 billion in the red

Congressional Budget Office Baseline for the Cash Flow of the Highway Trust Fund - February 2014

(Billions of Dollars, by Federal Fiscal Year)

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Highway Account												
Beginning-of-FY Balance	10	4	1	-12	-24	-36	-48	-60	-73	-86	-100	-114
Revenues and Interest	32	33	34	34	34	34	34	34	34	34	34	34
Intragovernmental Transfers	6	10	0	0	0	0	0	0	0	0	0	0
Outlays	44	46	46	46	46	46	47	47	48	48	49	49
End-of-FY Balance	4	1	-12	-24	-36	-48	-60	-73	-86	-100	-114	-129
Mass Transit Account												
Beginning-of-FY Balance	5	2	2	-1	-5	-8	-13	-17	-22	-27	-32	-37
Revenues and Interest	5	5	5	5	5	5	5	5	5	5	5	5
Intragovernmental Transfers	0	2	0	0	0	0	0	0	0	0	0	0
Outlays	7	8	8	8	8	9	9	9	10	10	10	10
End-of-FY Balance	2	2	-1	-5	-8	-13	-17	-22	-27	-32	-37	-43

Additional Highway Trust Fund Revenues or Additional Transfers From the General Fund Necessary to Fund a Baseline (FY14 Appropriated Levels Plus Inflation) Surface Transportation Reauthorization Bill Lasting...

One Year	19
Two Years	35
Three Years	50
Four Years	67
Five Years	83
Six Years	101

(Totals are EOY HTF-HA negative balance plus HTF-MTA negative balance plus \$4b HA and \$2b MTA EOY cash cushion)

State Transportation Funding

The State's gas tax receipts are not enough to fund the transportation system either – especially with diversions:

- 4.9 cents – Public Education
- 5.5 cents – Other Non-Transportation Related (DPS, etc)
- 1.5 cents – Prop 14 Debt Service
- 0.6 cents – Comptroller Collection Expense
- 7.5 cents – TxDOT

By 2016, TxDOT's budget will be exclusively maintenance – no funding for new projects

HB 1

In the 3rd Called Special Session of the 83rd Legislative Session, HB 1 passed that created a new source of funding for transportation projects:

- Diverts half of the oil and gas severance tax to transportation (the other half continues to go to the Rainy Day Fund)
- TxDOT is required to find \$100 million in savings
- The severance tax allocation will sunset in 2025
- Texas Mobility Funds (TMF) can now be used for port infrastructure
- Was passed by Two-Thirds of the Texas House and Texas Senate

Severance Tax Allocation

The severance tax allocation requires a Constitutional amendment to be voted on by citizens of Texas in November 4, 2014

It is essential that this proposition pass so that TxDOT can continue to have a funding source to keep up with the State's Infrastructure System

Vote "YES"

Garland Citizens Advocacy Group

Scope of Work
Garland Citizens' Advocacy Group

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

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

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

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

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

Outline of Garland Citizens Advocacy Group

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

Mission/Goals/Objectives

Mission

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

Goals/Objectives

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

Purpose/Scope

Garland Citizens Advocacy Group for IH-635 East

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

Scope:

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

Possible Events

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

Time Commitment

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

Legislative and Congressional Days

Legislative Days

Proposed Dates

- 2014:
 - November 10-11, 2014
 - November 13-14, 2014
- 2015
 - March/April

Meetings with

- Executive Branch
 - Transition Teams
- Legislative Meetings
- TxDOT
- TCEQ

Congressional Days

Possible Dates

- November 12-14, 2014
- December 9-11, 2014

Meetings with

- Congress
- Executive Branch Officials
- Trade Groups
- Embassies



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Marketing & Communications Committee Report

Summary of Request/Problem

Council Member B. J. Williams, Chair of the Marketing & Communications Committee, will provide a committee report on preparations for the Ambassador of the Republic of Panama's visit to Garland.

Recommendation/Action Requested and Justification

Council discussion.

Submitted By:

Approved By:

William E. Dollar
City Manager



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Administrative Services Committee Report

Summary of Request/Problem

Council Member Stephen Stanley, Chair of the Administrative Services Committee, will provide a committee report on a draft ordinance regulating the sale and use of e-cigarettes. The draft ordinance is provided for Council's review and discussion.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

**William E. Dollar
City Manager**

- DRAFT -
For Discussion Purposes Only

ORDINANCE NO.

AN ORDINANCE AMENDING ARTICLE IV, "SMOKING" OF CHAPTER 22, "HEALTH", OF THE CODE OF ORDINANCES OF THE CITY OF GARLAND, TEXAS; PROVIDING A PENALTY CLAUSE, A SAVINGS CLAUSE, AND A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

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

Section 1

That Section 22.55 of Article IV, "Smoking" of Chapter 22, "Health", of the Code of Ordinances of the City of Garland, Texas, is hereby amended by adding the following definitions to read as follows:

E-cigarette means an electronic delivery device composed of a mouthpiece, heating elements, battery or electronic circuits that produces or is capable of producing a vapor of liquid nicotine or other liquid or solid for inhalation by the user. The term includes such devices whether they are manufactured as e-cigarettes, e-cigars, e-pipes or under any other product name.

Section 2

That Section 22.55 of Article IV, "Smoking" of Chapter 22, "Health", of the Code of Ordinances of the City of Garland, Texas, is hereby amended by amending the definition of "Smoke, smokes, or smoking" to read as follows:

Smoke, smokes, or smoking means inhaling, exhaling, possessing or carrying any lighted or burning cigar or cigarette, or any pipe or other device that contains a lighted or unlit plant product (including tobacco), or inhaling or exhaling from an e-cigarette.

Section 3

That Section 22.57 of Article IV, "Smoking" of Chapter 22, "Health", of the Code of Ordinances of the City of Garland, Texas, is hereby amended to read as follows:

- DRAFT -
For Discussion Purposes Only

"Sec. 22.57 Use of tobacco products or e-cigarettes in City facilities is prohibited

A person commits an offense if the person smokes, consumes a tobacco product (including snuff or chewing tobacco) or uses an e-cigarette within any building or vehicle owned, operated or managed by the City. "

Section 4

That Chapter 22, "Health", of the Code of Ordinances of the City of Garland, Texas, is hereby amended by adding a new article, Article IV-A, "E-Cigarettes", to read as follows:

"ARTICLE IV-A. SALE OR POSSESSION OF E-CIGARETTES TO OR BY MINORS

Sec. 22.59 Definitions

In this article:

E-cigarette means an electronic delivery device composed of a mouthpiece, heating elements, battery or electronic circuits that produces or is capable of producing a vapor of liquid nicotine or other liquid or solid for inhalation by the user. The term includes such devices whether they are manufactured as e-cigarettes, e-cigars, e-pipes or under any other product name.

Sec. 22.60 Sale of e-cigarettes to persons younger than 18 years of age prohibited

(A) A person commits an offense if the person, with criminal negligence:

(1) sells, gives, or causes to be sold or given an e-cigarette to someone who is younger than 18 years of age; or

(2) sells, gives, or causes to be sold or given an e-cigarette to another person who intends to deliver it to someone who is younger than 18 years of age.

(B) If an offense under this section occurs in connection with a sale by an employee of the owner of a store in which e-cigarettes are sold at retail, the employee is criminally responsible for the offense and is subject to prosecution.

- DRAFT -
For Discussion Purposes Only

(C) It is a defense to prosecution under Subsection (A)(1) that the person to whom the e-cigarette was sold or given presented to the defendant apparently valid proof of identification.

(D) A proof of identification satisfies the requirements of subsection (C) if it contains a physical description and photograph consistent with the person's appearance, purports to establish that the person is 18 years of age or older, and was issued by a governmental agency. The proof of identification may include a driver's licence issued by this state or another state, a passport, or an identification card issued by a state or the federal government."

Sec. 22.61 Possession, purchase, consumption, or use of e-cigarettes by minors prohibited

(A) An individual who is younger than 18 years of age commits an offense if the individual:

(1) possesses, purchases, consumes, or uses an e-cigarette;
or

(2) falsely represents himself or herself to be 18 years of age or older by displaying proof of age that is false, fraudulent, or not actually proof of the individual's own age in order to obtain possession of, purchase, or receive an e-cigarette.

(B) It is an exception to the application of this section that the individual younger than 18 years of age possessed the e-cigarette in the presence of:

(1) an adult parent, a legal guardian, or a spouse of the individual; or

(2) an employer of the individual, if possession or receipt of e-cigarettes is required in the performance of the employee's duties as an employee.

Sec. 22.62 Affirmative defense

It is an affirmative defense to prosecution under this sections 22.56, 22.57, 22.58, 22.60 and 22.61 that the device was prescribed by a licensed medical provider for inhaling medicine in the form of a vapor or gas."

- DRAFT -
For Discussion Purposes Only

Section 5

That a violation of any provision of this Ordinance shall be a misdemeanor punishable in accordance with Sec. 10.05 of the Code of Ordinances of the City of Garland, Texas.

Section 6

That Chapter 22, "Health", of the Code of Ordinances of the City of Garland, Texas, as amended, shall be and remain in full force and effect save and except as amended by this Ordinance.

Section 7

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

Section 8

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

PASSED AND APPROVED this the ____ day of _____, 2014.

CITY OF GARLAND, TEXAS

Mayor

ATTEST:

City Secretary



City Council Item Summary Sheet

Work Session

Date: May 5, 2014

Agenda Item

Proposal for a Historic Travis College Hill Overlay District

Summary of Request/Problem

At the request of Council Member Anita Goebel and Mayor Douglas Athas, Council is requested to consider a proposal for a Historic Travis College Hill Overlay District.

Recommendation/Action Requested and Justification

Council discussion and direction.

Submitted By:

Approved By:

William E. Dollar
City Manager

**Petition to Garland Mayor Douglas Athas
and members of the Garland City Council
from the residents of "Old Garland Avenue"
in the Historic Travis College Hill Addition**

WHEREAS the Interurban Land Company's Travis College Hill Addition (referred hereinafter as Travis College Hill Addition) turned 101-years old on January 3, 2014;

WHEREAS the Travis College Hill Addition is one of the oldest extant subdivisions in the City of Garland;

WHEREAS the Travis College Hill Addition's main street, currently known as South 11th Street in Garland, was originally named Garland Avenue and was the first street in the city to bear that name;

WHEREAS the cluster of 11 remaining homes, including six that date to the 1915-1918 era, on the current South 11th Street between West Avenues B and D (hereinafter referred to as Old Garland Avenue) represent one of the finest collections of historic homes in the City of Garland;

WHEREAS we the residents and owners of the 11 homes on Old Garland Avenue desire to protect and preserve for posterity our unique and special Old Garland Avenue neighborhood; and

WHEREAS the homes on Old Garland Avenue also represent one of the best collections of Arts and Crafts (a.k.a. Craftsman) Architectural Style to be found anywhere in the City of Garland and in North Texas; Craftsman Architectural Style refers to an eclectic American architectural style that generally originated simultaneously in New York State and in Southern California and flourished across the United States during the period between 1895 and 1930.

WHEREAS the history of Old Garland Avenue and its important role in the City of Garland's history is presented in detail in the attached Addendum A; and

WHEREAS some of the most prominent historic citizens of Garland, including at least five Garland mayors, 10 Garland city council members, one GISD school-board president, various bank presidents, and one postmaster, as well as many others have lived on Old Garland Avenue; and

WHEREAS 10 of the 11 current homes on Old Garland Avenue meet the criteria for historical designation by the Texas Historical Commission and at least six and possibly all 10 of the 11 homes may meet the criteria for registration in the U.S. Historical registry; and

WHEREAS if Garland's current building codes and the proposed new downtown standards in Garland's proposed new Development Code were fully implemented on Old Garland Avenue, these standards would destroy the historic character and the historic style of the Old Garland Avenue and the original Travis College Hill neighborhood; and

WHEREAS one of the goals of the City of Garland is to preserve and create safe and family-friendly neighborhoods in all parts of town and another goal is to draw and keep residents living in the Historic Downtown area; and

WHEREAS historic preservation carried out correctly generates the kind of economic activity that the City of Garland desires for its downtown area; and

WHEREAS Garland needs to catch up with most other cities in the Dallas-Fort Worth Metroplex and other cities throughout Texas and the United States that are similar in size but also larger and smaller to Garland who already have local historic preservation standards, ordinances, and local Historic Districts in place; and

WHEREAS in their westward expansion during the 1990s Garland's First Baptist Church and First Presbyterian Church together razed at least a dozen historic homes situated in the Travis College Hill Addition and other historic homes east of South 11th Street between West Avenues A and B were destroyed by apartment developers; and

WHEREAS some in our neighborhood quite strongly oppose anything that even resembles an HOA (Homeowners Association), our neighborhood does not have an HOA, and our neighborhood does not want our Historic District to appear to be an HOA; and

WHEREAS our neighborhood prefers our Historic District to be a voluntary cooperation among neighbors where historic standards are recommended and not mandated.

THEREFORE be it resolved that we, the undersigned residents of the homes on Old Garland Avenue in the Travis College Hill Addition request that Garland Mayor Douglas Athas and City Council adopt a resolution recognizing the special historic nature of our neighborhood; and

FURTHER we request that the City of Garland approve our neighborhood as Garland's first formally recognized and designated Historic District; and.

FURTHERMORE, we call upon the Mayor and City Council to declare Old Garland Avenue a special "Overlay District" whereby original and existing Travis College Hill building standards including setbacks, materials historically used, renovation patterns, and so forth are henceforth to be the recommended norm for any renovations or building standards on Old Garland Avenue. (See example of such an ordinance in Addendum B.)

FURTHERMORE, we call upon the Mayor and City Council to include in that ordinance whereby if any of our homes are destroyed by fire, tornado, hail, or whatever natural or manmade disaster might befall us, the owners of the properties on Old Garland Avenue would have the option of rebuilding our 11 homes in the exact same locations on our lots, utilizing the same setbacks and using if at all possible the same construction materials as

were originally used, and in every way if we so choose duplicating our existing structures, including historic homes, historic garages, historic storage facilities, and other historic outbuildings as nearly to the likeness of their original plans as possible.

We FURTHER recommend that the Mayor and City Council devise a separate ordinance similar to that used for example by Plano and McKinney through which the City of Garland can honor and designate individual homes and other structures as historic not only for our District but also for other historic structures in the City .

We FURTHER recommend that the Mayor and City Council devise a separate ordinance that outlaws and sets stiff fines and other financial penalties for those, both secular and religious, who practice the distasteful art of "demolition by neglect" of historic structures. This practice has been utilized for decades by Garland's secular and religious institutions as a way to destroy and eliminate historic residential structures in—and counter to current City Council policy force residents from—the traditional Downtown Historic Area bounded by the current Garland Avenue to the west, Avenue D (formerly Mewshaw Avenue) to the south, 1st Street on the east, and Walnut on the north.

1. Algonz L. Barker Rebecca A. Barker 4-29-14
signature date

400 S. 11th Street
Garland, Texas
address

2. [Signature] CBird 4/29/14
signature date

4115 11th St., Garland, TX 75040
address

3. [Signature] [Signature] 4/29/14
signature date

301 S. 11th St. Garland TX 75040
address

5. Courthia Sue Harbour
signature

4-27-14
date

403 So. Hth
address

6. Janet Harbour
signature

4/27/14
date

403 S. 11th St.
address

7. 311 So. 11th St
signature

4-27-14
date

Carl McCarty
address

8. Ronald J Bush
signature

4-28-14
date

404 S. 11th St
address

9. Don Lee
signature

4/29/14
date

401 S. 11th St
address

10. Daniel Maldonado Cuitabul Maldonado
signature

4/29/14
date

412 S. 11th
address

11. Joseph Jones
signature

4/29/14
date

309 S. 11th
address

4. Louis A. Moore Kay W. Moore 4/29/11
signature date

313 S. 11th St. Garland, TX 75040
address

Addendum A

Garland's South 11th Street (the first Garland Avenue): a former prominent byway worthy of special recognition

Today the name *Garland Avenue* represents a stretch of road that extends to the President George Bush Freeway at one of its ends and passes White Rock Lake (after the street becomes Garland Road in Dallas) on another.

But a century ago, Garland Avenue was a thoroughfare situated in a totally different location than is the current byway of that name. Only a few blocks long, the first Garland Avenue was a wide residential street that housed some of Garland's finest homes and some of its most prominent citizens. The remaining two-block portion of the street produced three Garland mayors, a GISD school-board president, and five city councilmen (or aldermen, as they were called until 1956), as well as some of the city's best-known civic, political, and religious leaders.

Garland residents from the early part of the last century recall it as Garland's silk-stocking district.^{1,2} It was believed to be the first street in town to have concrete sidewalks.³ Its dwellings represented some of the finest examples of that day's architecture—definitely a coveted spot for families of that era to make their homes. The fact that the first Garland Avenue was titled to bear the name of its city hints of the street's preeminence.

Today this street is known to Garland citizens as **South 11th Street**. Although only a few of those grand homes of a former day exist, many of these almost 100-year-old structures have been painstakingly maintained and restored. If they could talk, they would tell of their owners' hosting weddings and wedding receptions, the lying-in-state of deceased loved ones, countless teas and club meetings, and parties honoring current and future political leaders, including both former Presidents George W. and George H.W. Bush when they were making early runs for office.

This report will explain why this street and the surrounding addition became so prominent and will examine the historic context in which the addition was created. It also will give a summary of each dwelling in the remaining intact two-block area and will demonstrate why this rare collection of Garland residences from bygone eras merits special recognition that acknowledges their distinction.

The context:

Garland was formed from the merger of two settlements—Embree and Duck Creek. A rivalry had ensued as the area began to grow around the Santa Fe Railroad depot. To settle a dispute about which town should have the post office, postal officials opted to move the post office between the two towns and name it Garland, to honor U.S. Attorney General A.H. Garland.⁴ No vote was ever taken by either township to merge with the other, says Garland historian Mike Hayslip. The merger simply began occurring after the post office issue and a parallel court suit were settled. With mail to both Duck Creek and

Embree now addressed to Garland, other official government records, such as the federal census, began to follow suit in using the name Garland for both areas. In 1891 the City of Garland was formally incorporated, marking the official beginning of the City of Garland, he says. Before that neither Embree nor Duck Creek had been legally incorporated and officially recognized.⁵

Two decades after the legal incorporation of Garland, townspeople of the new Texas city of Garland continued their efforts toward fashioning a consolidated community that would have a separate identity from either of its former antecedent towns.

In 1910, Garland was a stand-alone, small rural town of 804 people. By 1920 the city's population almost doubled to 1,421.⁶ Only decades later would anyone even begin to fathom this tiny community as becoming the fifth largest city in the huge, world-class Dallas-Fort Worth Metroplex.⁷

That crucial decade between 1910 and 1920 was formative not only for the city's growth but also for the new city's identity and future.

In this tumultuous decade, which saw the nation plunge into World War I and emerge as a leading world power:

1. Garland's business center served rural residents from miles around who arrived in their horse-drawn carriages and wagons for their weekly shopping and other activities. The hub of economic activity was the downtown area formed around the city's new "Square", which was deeded to the city in 1899 after the "great fire" destroyed much of the town's commercial center. "The people who operated these centers of commerce lived either close by in the countryside or within the new city's limits.
2. The migration from farm to city that was beginning to occur all across America focused the attention of local farmers on Garland as a place for better educational and advancement opportunities for their children and better socialization means for their entire families. During this decade some built "second" homes in Garland to take advantage of the opportunities the new city afforded and others moved their families entirely to the new city.⁹
3. Garland found itself swept up in the nation's shift from the old "horse-and-buggy" days to the modern era of electric trolleys and gasoline-driven automobiles. Garland was targeted to become a major stop on the new Interurban electric trolley line linking Dallas to Greenville. The Interurban was somewhat akin to the DART rail system of today that links Dallas with its suburbs.¹⁰

Amid the excitement of the era, those with a keen eye for development began to look for ways to help Garland grow by creating "additions" (now called subdivisions) that would house newcomers. One of these new additions, which was among the larger ones, was the Interurban Land Company's Travis College Hill Addition, which was legally platted and incorporated on January 3, 1913, utilizing farm land on the western "outskirts" of Garland,¹¹ now part of that which is designated by current Garland planners as "Uptown Garland".¹²

Travis College Hill Addition was carved out of a 73 1/3-acre tract owned at the time by early Garland pioneers Richard C. and Sallie F. Walker Wyatt. The tract originally was part of the Letter Patent No. 245 of the Nacogdoches District of Dallas County from Texas Governor E. M. Pease to James L. Blue on June 2, 1854.¹³

Developer R.O. Travis joined with Garland landowner and community leader Wyatt to inaugurate the Travis College Hill Addition on Wyatt's property on the western edge of town that abutted the planned route of the new Interurban trolley line.

Uncertainty exists in directly linking the Interurban Land Company, which developed the addition, with the Eastern Traction Company, which planned and owned the Interurban. However, a stated goal of the Eastern Traction Company was to increase the populations of city-stops along the Interurban route by at least 25 percent in order to make the Interurban more profitable. Thus, the land company's actions meshed with the Eastern Traction Company's goal.¹⁴

Landowner Wyatt was a brother-in-law to Eastern Traction Company stockholder and Garland civic leader A.J. Beaver. Wyatt's family home was situated on the northern end of what is now 11th Street, slightly north of the boundaries of the new Travis College Hill Addition.¹⁵

A.J. Beaver and his nephew, farmer James Beaver, and James' wife, Edith (for whom Garland ISD's Edith Beaver Elementary School was later named), became some of the first homeowners and residents in the new addition.¹⁶

The Travis College Hill Addition would have been particularly attractive to buyers because the Interurban railway was designed to provide a means for residents to quickly get to and from downtown Dallas and/or downtown Greenville and all spots in between. Eastbound travelers were supposed to travel quickly to such cities as Rockwall, Roysce City, and Greenville. The westbound route was to run straight from Garland to downtown Dallas. Garland was viewed as a major hub for this particular Interurban line. At the time similar Interurban trolleys were developing all across Texas to link major cities and their neighbors.¹⁷

In that day on the eve of Henry Ford's expansion of the automobile few people had private cars; most people still traveled by horse and buggy. Although it is not known exactly where railcar stops were planned in Garland, the proposed route of the Interurban was to travel directly up and down Mewshaw Avenue (now Avenue D), which was the local link to the main road to Dallas. Mewshaw formed the southern boundary of the new Travis College Hill Addition¹⁸; very likely a stop near the addition would have been contemplated.

Thus, a property owner could have been attracted to buy a piece of property in the Travis College Hill Addition with the enticement of being only a stone's throw from an Interurban stop.

The new addition also held a number of other conveniences that added to its appeal.

The original 42 lots in Travis College Hill were either (depending on their location) 50- or 65-feet wide by either 190- or 175-feet in length.¹⁹ The lot sizes were adequate not only for houses but also water wells, outhouses, chicken coops, small barns, gardens, and small orchards, all of which flourished in the early days of the addition. Evidence of these elements remain today in the yards and homes of some of the current addition residents.

Property owners in the new Travis College Hill Addition not only would have enjoyed close proximity to shopping around Garland's "Square" but also an easy walk to the city's four Protestant churches—Baptist, Methodist, Presbyterian, and Christian (Disciples)—that formed the nucleus of Garland's bustling religious life in that day.²⁰

The new addition also had adjacent to its northeast corner the sole educational institution in town. At that time Garland had only one school, which was situated between what was then "Hill Street" and "Thorpe Street" at "First Street" (today's Avenues A and B and 9th Street). The school accommodated all grades. Previously it had been known as Garland College, a subscription school founded in 1887. Its curriculum covered primary, high school and college levels, thus the name "college". Voters in 1901 approved a school district, today known as the Garland ISD, and held public classes in the Garland College building.²¹ At some point the college curriculum was dropped, but no records seem to exist of the exact date; it could have occurred around the time of the 1901 election and decision for the school district to take over the school building. GISD was never intended to include college-level curriculum, Hayslip says.²²

According to topographical maps, the school also sat on the crest of one of the higher elevations in the original city.²³ Perhaps this was the reason Avenue A was originally named "Hill Street", although some have wondered whether the street was named for Confederate General A.P. Hill, who had no connection with Garland except through Southern history.

Thus the Addition's name likely was derived from:

1. R.O. Travis, the developer
2. Its proximity to the school, once known as a "college", and
3. The location of the "college" on the "hill".

At the heart of the Travis College Hill addition was the very first Garland Avenue, a name that would continue to be used repeatedly throughout the city's history for other thoroughfares. The fact that the present 11th Street was originally named Garland Avenue hints of its preeminence in the addition and thus in the 21-year-old city as well.

Because of everything already mentioned, the new addition began attracting—and would continue to do so—many of Garland's civic, religious, commercial, and educational leaders. Later in this document we will identify by name and date the collection of mayors, city council members, school officials, and civic, business, and religious leaders who lived on one stretch of old Garland Avenue.

As the decade progressed, the Eastern Traction Company slipped into bankruptcy and then oblivion after citizens, including Garland stockholders, began to question how their dollars were being spent to build the new railway. The Interurban never ran between Dallas and Garland or Garland to Greenville. The Interurban dream was soon demolished by the upheaval of World War I and the arrival of Henry Ford's mass-produced Model T automobile. Over the next two decades other Interurban lines across Texas deteriorated and faded from history, too.²⁴

While urban archaeologists have much difficulty even finding remnants of the construction sites for the Eastern Traction Company's trolley line through Garland, the Travis College Hill Addition still exists as a historical monument to Garland's life a century ago and the dream of an electric-car line that never was.

In the intervening 101 years most of the historic homes in the original Travis College Hill Addition have been destroyed and the land on which they sat used for church buildings and church parking lots. Today only a tiny core of the old addition remains, centered mostly on that which lies between the current Avenues B and D along South 11th Street (the old Garland Avenue).

The six most historic homes, which date to 1915-1918, in the two-block strip being recommended to become Garland's first Historic Residential Neighborhood sat on two or three lots each. Except for the property at 313 S. 11th St., over the years the combined lots for the other five homes were subdivided to make way for the five additional homes, built between the 1930s and 2001, and for road expansions (Avenues B and D, today a.k.a. State Highways 78 and 66).²⁵

The homes:

301 South 11th Street—Perhaps one of the most significant residences in the two-block area, this yellow one-story is an extremely fine representation of the Craftsman-style home that was popular in the early 1900s. Andrew Jackson Beaver built the house. He was a grocer whose store was situated on the town square's north side near where Jones Hardware now stands. Beaver was a Garland alderman and was married to the former Ella Walker, who had moved to Texas from Tennessee and was a sister to Sallie F. Walker Wyatt (mentioned in the earlier paragraph about Travis College Hill.) Built in 1915, it housed the Beavers and their two children who still lived at home—Ilma and Ralph. Beaver obtained plans for the house from his wife's cousin, Slater B. Wyatt, a Plano doctor who had built an almost identical one on Plano's 16th Street in 1908 (the Wyatt house remains standing in Plano and bears a historical marker). 301 South 11th backed up to a cotton field in the area currently occupied by the Garland High School campus (high school was still being conducted in a building on 9th Street; the current high-school site was farm land until the new campus was finished in 1936).

Originally painted gray in color, the spacious front porch with its distinctive Craftsman-style columns was the scene of the 1919 wedding of the Beavers' daughter, Ilma Hortense, to Samuel Robert Weir, who operated a drugstore on the north side of the square, where Baker Furniture is today. The Weirs and their daughter, Hortense, born a

year later, lived in the dwelling alongside the Beavers until 1924. when they moved to a house of their own. However, after A.J. Beaver (who also served as Garland school board president) died in 1935, the Weirs moved back in to take care of Mrs. Beaver until her passing a few months later in 1936. Sam Weir died in 1963, but Mrs. Weir lived on in the house almost until the time of her passing at age 91 in 1988. (The Weirs' daughter Virginia and granddaughter Elizabeth Ann had their wedding receptions on the site as well.)

Now beautifully maintained by current residents Dale and Hillary Adams, 301 South 11th Street is painted butter yellow with a red front door. The current Avenue B, which passes the dwelling on its north side, did not exist in the house's early days and was the home's driveway, which the city expanded for constructing a street when the new high school opened in 1936²⁶

309 South 11th Street—This one-story frame cottage once was the home of Fred Holmes and his wife, Willie Kate Holmes. Fred was a printer for the Garland Daily News and later for other papers in the U.S.; Willie Kate was a clubwoman from Garland's early days and organized the Willie Kate Holmes Preschool Mothers Club. She was daughter of Will Asa Holford, longtime editor of the Garland Daily News. Her son, Bill Holmes, and her daughter, Sue Holmes Watkins, both have had lifetimes of civic involvement in Garland; Sue worked for the *Garland Daily News* and still writes a column about Garland for the Neighbors Go section of the *Dallas Morning News*. Bill wrote an article of memoirs about growing up on 11th Street as he lived at the 309 South 11th Street address.
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The home currently is owned by Louis and Kay Wheeler Moore and is maintained as investment property.

311 South 11th Street—Carl "Mac" McCarty and wife Ann, who lived in 309 South 11th Street after the Holmes family relocated and while their three children attended Garland High School in the late 1950s and early 1960s, built this one-story tan brick structure on a portion of the original 309 S. 11th St. property after their children were grown. Then they sold the 309 property. As a widow Ann McCarty remained in the home almost up until her passing in 2007. The three McCarty children—Jerry, Carolyn Eads, and Carl—currently own the home. Carl, an engineer, is the house's present occupant.²⁸

313 South 11th Street—This one-story, Prairie-style frame home dates to 1916 and originally was the home of James E. and Edith Lola McCollum Beaver. Jim Beaver was a farmer; Edith managed the school cafeteria when all 12 grades met beneath one roof on 9th Street before the current high school was built in 1936. The family donated some of its farmland off Jupiter near Buckingham so the school district could build Edith Beaver Elementary, named for Mrs. Beaver and opened in 1960. Jim was a nephew to A.J. Beaver, mentioned earlier as having built the house at 301 S. 11th.²⁹

Shortly after Jim Beaver passed in 1938, H.A. (Bud) and Evelyn Walker purchased the home and lived in it until the early 1960s. Bud Walker was president of Garland's First National Bank and became a Garland councilman and later mayor. Evelyn was a long-time Garland elementary-school teacher. In a major renovation in the early 1950s the

Walkers removed the large L-shaped front porch to build an additional bedroom, greatly expanded the living and dining rooms, and added closets in the master bedroom, which had none.³⁰

Current owners and occupants of the house are Louis and Kay Wheeler Moore. Kay grew up down the street at 412 South 11th and remembers bringing her homework papers to 313 to give to Mrs. Walker, her 2nd-grade teacher. The Moores have reinstated a large front porch, added a music room, converted an enclosed breezeway and old garage into an office suite, built a new two-car garage inside a gated courtyard, and have added a two-story crafts studio in a separate building in the back yard, among many other updates.³¹

317 South 11th Street—This new lot was created in 2013 when the Garland City Council voted unanimously to close West Avenue C from South 11th Street to the alley between the homes on the street and Garland High School and sell the right of way to Louis and Kay Wheeler Moore, who own both sides of that street segment. Once mostly used as a driveway for the 401 S. 11th property, the street segment in recent years was nicknamed by the neighborhood “Marijuana Avenue” because of the rampant illegal drug activity that occurred there on almost all school days. After the Moores obtained ownership of the right of way, they merged 20 feet from their 401 S. 11th investment property with the 40-foot right of way to create in a replat a new 60-foot-by-190-foot lot that meets today’s city standards for development.³² The Moores intend either to secure an historic home similar in style and period to the neighborhood and have the house moved on to the new lot or to build a new home that would be a replica of their home at 313 S. 11th as it existed before the renovations of Mr. and Mrs. Walker and other later owners after the 1950s.

401 South 11th Street—Early physician Dr. Clarence S. Brown built this white-frame residence in the airplane-bungalow Craftsman style. It features an oversized 48-inch wide front door, common in vintage homes to ensure that caskets could pass through the door when a loved one lay in state after passing. Dr. Brown delivered children in prominent families including A.R. Davis Jr. in 1911.³³ Somewhere between about 1928 and 1932 the owners applied a “horizontal slice” to the dwelling and removed the top story (or pop-up story of one or two rooms) to relocate it in an adjacent lot as a separate dwelling. This was not uncommon in the Depression Era as families sought ways to generate income and could sell or rent the smaller portion as a separate residence. Among other original owners were J.M. and Allie Hamilton, whose daughter Allie Merle married Claude Shugart and taught for many years in Garland schools. Allie Merle’s daughter, Dr. Jill Shugart, is a former superintendent of the Garland Independent School District.

In latter years it became the home of Leo Alphonsus Whitman and his wife, Irene Mary Dvoracek Whitman. Both were from families that were part of the early settlement of Rowlett, a community east of Garland.³⁴

Louis and Kay Wheeler Moore now own the home and use it as investment property.

403 South 11th Street—This modern brick one-story replaced the frame “horizontal-slice” layer that formerly was the top pop-up story of the Hamilton home at 401. In 2001 Tom Cooper of Cooper Concrete Co. razed the frame dwelling that had been moved onto the lot and had the current brick house built for his mother-in-law, Sue Harbor.³⁵

411 South 11th—The walls of this spacious, expansive two-story frame hold memories of political receptions that saw both Presidents Bush and First Lady Barbara Bush, as well as countless other Republican Party hopefuls and office-holders, as honorees. GOP volunteers Charles and Winifred Stokes presided over gathering after gathering in this gracious home, which could accommodate large numbers of guests. As a child Charles had visited in the home of his aunt and uncle, who lived across Avenue D from 401 South 11th. Later he recalled gazing longingly at the commanding residence, with a large screened-in porch that faced Avenue D, and hoping that some day it might be his home.³⁶ Ultimately he and Winifred did purchase it and therein reared their four children, which include former Dallas County State District Judge Charles A. Stokes and daughter Nell Stokes Moser, a Washington D.C. architect who helped design the Pentagon restoration after the 9/11 attacks.

Another long-term owner was G. Lester Davis, of Hudson Davis and later Cole & Davis Dry Goods on the Garland Square. G. Lester Davis was an early-day president of the Garland Chamber of Commerce and was a Garland mayor.

Contractor Jim Bird and his wife, Cindy, purchased the home from the Stokes family after Charles and Winifred moved to care facilities. Jim and Cindy Bird, who have done extensive work to maintain the grandeur of this historic home, also own 1010 West Avenue D, which fronts onto South 11th and is the former home of longtime *Garland Daily News* publisher and former Garland mayor William Henry Bradfield.³⁷

416 South 11th—Longtime residents of this white frame one-story were Rev. James McCabe Hunt and his wife Emma L. Crozier Hunt. Members of the Hunt family lived in this house from 1937 until the passing of the last Hunt child, Mary Hunt Brown, in 2002. Rev. Hunt was pastor of Antioch Baptist Church (predecessor to Garland’s First Baptist Church) from 1909 to 1914 and is credited with helping the sparring Antioch and the existing First Baptist congregations mend fences and reunite. He later held pastorates in Killeen, Grapevine, and McKinney, among others, before he and Mrs. Hunt returned to Garland in retirement. He was active as pastor emeritus at First Baptist, just down the street. Mrs. Hunt was a gifted hostess; the large living room of the home often was lined with participants in women’s study clubs and other organizations of which Mrs. Hunt and her daughter Louise were members. Louise, who remained single and who lived in the home to care for her parents, was longtime typing teacher at Garland High School and sponsor of the Owl’s Nest. “Brother” Hunt died in 1957 and Mrs. Hunt in 1973.³⁸

When Mary Hunt Brown passed away, the family donated the dwelling to First Baptist Church to be used to house missionaries on stateside assignment. Rev. Hunt’s sister, Bertha Hunt, had been a missionary to Brazil, so the family wanted to honor her memory with this gift. The home was used actively as a missionary residence for several years but has been vacant for nearly four years.³⁹

Jim and Cindy Bird are actively seeking to purchase the home from First Baptist and are eager to restore it to its former grandeur.

412 South 11th—Originally the tract of land on which this salmon-colored brick one-story was built was a part of the Hunt property at 416, where it was used as Rev. Hunt's prolific fruit orchard. In 1951 J.D. and Mable Wheeler approached the Hunt family with a desire to purchase the orchard property for constructing their residence. After initial hesitation, the Hunts ultimately agreed to subdivide the land. On the tract, which extends to a full one-block depth, the Wheelers first built a miniscule, one-bedroom frame cottage that faced 10th street and lived in it for eight years until 1960, when they built the three-bedroom, brick one-story that faces 11th.

James Doyce Wheeler had arrived in Garland in 1939 to work as the clerk at the Garland post office when Garland was a town of less than 2,000. In 1941 he married Mable Evelyn Miller of Delta County and brought her to Garland as his bride. Their first home was a rented room in the home of Mrs. Texie Tomlinson on north 11th Street. Ultimately J.D. became assistant postmaster under F. Ben Crush and then acting postmaster, while Mable first was secretary to the Garland schools superintendent and later ran a public mailing and addressing service. After he retired from the post office, J.D. had a long career in Garland real estate and printing.

Mable was a leading Garland clubwoman, with involvements in the Story League, and Garland Federation of Women's Clubs and a founder of the Garland Women's Activities Building. Together with J.D. she helped put the Republican Party on the map in Garland and was precinct chairman, worked for candidates, and helped hold elections. Their daughter, Kay Wheeler Moore, is a veteran Texas journalist, a Pulitzer Prize nominee, and an author. After J.D. passed away in 1993, Mable remained in her home until a month before her passing in 2005.

Mable's granddaughter, Dr. Catharine Moore Welch, had as her fondest wish that she could hold her wedding reception in the back yard of her grandmother's home, which was resplendent with flowers in the spring. Although Mable was deceased in 2007 at the time of the wedding, Louis and Kay Moore continue to own the property for investment purposes. So on May 26, 2007, as Catharine married Casey Welch, once again 11th Street was the scene of wedding festivities as it had been in the 1920s and 1930s.⁴⁰

404 South 11th—This one-story white frame bungalow was the longtime home of Claude Talmadge Kenney and his wife, Nora Mae Ramsey Kenney. Nora was the daughter of Garland physician Dr. Frank Lafayette Ramsey, the first doctor to practice in Rose Hill and who later had an office in the Garland bank building.⁴¹

From the front room of her 11th Street home Nora taught piano for decades despite being immensely physically challenged. Countless Garland youngsters learned piano under Mrs. Kenney's tutelage. Claude was a landscaper for private homes. Interestingly, since the Kenneys' deaths, Ron Bush, a landscape man who has a private business, and his family have owned the home.

400 South 11th—Another home of the “airplane-bungalow” Craftsman style, this dwelling was the longtime residence of Curtis Crossman Sr. and his wife, Dixie Tucker Crossman. As with the Stokes and Wheeler residences, the Crossman home was the scene of more club functions and political receptions than anyone could count. Dixie was the quintessential Southern hostess; an invitation to her home was a coveted experience, to be sure.⁴²

Interestingly Dixie had grown up down the street as one of many daughters in the home of Elihu Henderson Tucker and his wife, Aurelia, at 201 South 11th. Charming stories abound of the Tucker daughters marrying in the flower-bedecked garden of the Tucker home.⁴³ Curtis was the son of Garland pioneer and mayor George W. Crossman, who was born in South America and arrived in Garland as a college-educated man who edited the Embree newspaper.⁴⁴ Curtis Crossman Sr. operated an insurance agency on the Garland Square and was a city councilman.

Current owners are Greg and Becky Baxter, who have renovated the home as well as built a highly visible outdoor kitchen and living area in the backyard. The Baxters’ daughter, Ivy, married in a ceremony on the house’s front lawn; both Ivy and the Baxters’ son, Grant, had their wedding receptions held in the back yard.

Former homes on South 11th:

Although only memories remain of the four grand homes that previously occupied the east side of South 11th between Avenues B and C, they deserve brief sketches of mention, since they also housed important Garlandites who played a key role in this community.

316 South 11th Street—Early residents were Walter W. Gulley, who had a Ford business in town, and his wife, Ada.⁴⁵ This home, built in about 1919, was almost a twin in design to the Crossman home at 400 South 11th. Later, in the 1950s, it belonged to the Robert Riker family. A Riker daughter, Sylvia Mitchell, kept the home in the family and lived in it until it was torn down.⁴⁶

308 South 11th Street—Home of Ray and Gretchen Goodson. Ray was an architect and owned a lumberyard. The house was a white brick structure with a porch across its front.⁴⁷

304 South 11th Street—Home of Willis Carney Jamison and wife, Myrtle Alabama Brown Jamison.⁴⁸ Originally from Grayson County, W.C. Jamison moved to Garland in the early 1920s and quickly established himself as a city leader, as he served four consecutive terms as an alderman from 1924 to 1929 and then mayor of Garland in 1930-31 and 1934-35. He was a sales manager of the cottonseed breeding plant.

Before the Jamisons the home belonged to Ben Jackson, the longtime Chevrolet dealer and Garland alderman.⁴⁹

300 South 11th Street—A two-story belonging to Charles Mason, a well-known Garland carpenter, and his wife Fannie. Kids in the neighborhood loved to play around in the

wood-shavings in his workshop and admire the wood products and the tools to shape them. This home was finished in 1919.^{50,51}

The properties that comprised this square block in March 1992 were sold according to Dallas County records to Garland's First Presbyterian Church, which then tore the homes down and built a parking lot on the north side and maintains the southern half of the block as a green space awaiting future church expansion. Starting in the 1980s, Garland's First Presbyterian Church and First Baptist Church purchased many of the other historic homes in Travis College Hill and tore them down for new buildings and parking lots. An effort in the 1990s by First Baptist Church to secure most of the remaining houses was unsuccessful after a strong backlash from Preservationist-oriented owners in the existing neighborhood.

Conclusion:

Residents of what remains of Travis College Hill Addition today are proud of their neighborhood's history and its legacy of influence on the life of Garland for more than a century. Because of its important and fascinating history and its strong ties to Garland's long-ago life, the residents request that Garland City Council designate their remnant of the Travis College Hill Addition that lies along South 11th Street from West Avenue B to West Avenue D as Garland's First Historic Residential Neighborhood and that the street in the district be symbolically renamed "Old Garland Avenue".

Resources:

1. Interview with Hortense Weir Smith (September 28, 2013), who grew up on 11th Street in the 1920s
2. Interview with Margaret McDaniel Branham (November 2002), who spent a portion of her married life as an 11th Street resident.
3. Smith interview
4. *Garland: A Contemporary History*, by Richard Abshire (a publication of the Garland Chamber of Commerce,) San Antonio: Historical Publishing Network, 2009) 5
5. Interview with noted Garland historian Michael R. Hayslip (January 9, 2014)
6. U.S. Decennial Census, Texas Almanac 1850-2000, http://en.wikipedia.org/wiki/Garland,_Texas, accessed 1/7/2014.
7. http://en.wikipedia.org/wiki/Dallas-Fort_Worth_metroplex. accessed 1/7/2014
8. (<http://www.garlandhistorical.org/documents/deed-to-the-square-city-of-garland>) accessed 1/7/2014)
9. Smith interview
10. *Eastern Texas Traction Company, A Greenville to Dallas Interurban Railway 1913*, by Jerry L. Brewer, November 14, 1989
11. Dallas Abstract No. 60241
12. New proposed Garland Development Code map, 2014
13. Dallas County Abstract 60228
14. Eastern Texas Traction Company, 6

15. Smith interview
16. Smith interview
17. Eastern Texas Traction Company. 1
18. Eastern Texas Traction Company. map, 22
19. The addition's original plat, 1913
20. *Garland: A Contemporary History*, 55
21. Ibid.
22. Hayslip interview
23. Nagle, Witt, Rollins Engineering Co.' "Datum Mean Sea Level" topographical map dated 1922 showing the elevations in Garland in that era. Email from Jerry Flook of Preservation Garland, November 18, 2013
24. Eastern Texas Traction Company, 12
25. Dallas County deeds and records for the properties in the neighborhood
26. Smith interview
27. Interview with Bill Holmes (September 28, 2013), who grew up on 11th Street
28. Various conversations with Carl McCarty and Carolyn McCarty Eads
29. Smith interview
30. Conversations with Walker family members over various years.
31. The Moores are the authors of this report.
32. Garland City Council minutes August 13, 2013 and November 19, 2013)
33. Interview with Michael R. Hayslip, October 29, 2013
34. Smith interview
35. Moore
36. Stokes family conversations
37. Recollections of Louis and Kay Wheeler Moore, who previously owned the home at 1010 West Avenue D
38. Recollections of Kay Wheeler Moore, who grew up next door to the Hunts
39. Conversations with Crozier Brown, Mary Brown's surviving son
40. "In the Garden Alone", *Way Back in the Country Garden*, Kay Wheeler Moore (Garland, TX: Hannibal Books, 2010), 37-43
41. "Rose Hill's Pioneer Doctor", Leola Searles, *Proud Heritage III, Pioneer Families of Dallas County Vol. III* (Dallas County Pioneer Association), 314-315
42. Recollections of Kay Wheeler Moore, who grew up living near the Crossman family
43. Branham interview
44. Hayslip interview, September 18, 2013
45. Smith interview
46. Kay Wheeler Moore recollections
47. Smith interview
48. Smith interview
49. Smith interview
50. Smith interview
51. Holmes interview

Addendum B

PROPOSED ORDINANCE AND PRESERVATION CRITERIA FOR THE TRAVIS COLLEGE HILL HISTORIC OVERLAY DISTRICT IN GARLAND, TEXAS, USA

1.0 GENERAL

1.1 Because the Interurban Land Company's Travis College Hill Addition has such great historic significance to the City of Garland, dating to the Addition's legal formation on January 3, 1913, the City of Garland recognizes the remnant remaining of that Addition that is situated between West Avenues B and D along South 11th Street as an Historic District that needs to be preserved and protected.

1.2 To protect the area as an Historic District, the City of Garland desires to create the Travis College Hill Historic Overlay District. An overlay district is defined generally as "a specific geographic area upon which additional land use requirements are applied, on top of the underlying zoning code, in order to promote a specified goal. Regulations or incentives are attached to the overlay district to protect a specific resource or guide development within a special area."

1.3 The purpose of the Travis College Hill Historic Overlay District is to preserve the character and distinctiveness of this district but without causing undue expense or hardship on the current homeowners.

1.4 The period of historic significance for this district is the period from 1915 to 1960. Ten of the 11 existing houses in the district date to that time frame.

1.5 The historic architectural style, which is characteristic of this district and is consistent with preservation criteria, is that of the Arts and Crafts (a.k.a. "Craftsman") Architectural Style. The Arts and Crafts style refers to an eclectic American architectural style that generally originated simultaneously in New York State and in Southern California and flourished across the United States during the period between 1895 and 1930. The Travis College Hill Overlay Historic District contains excellent examples of this style.

1.6 A single, folk house within this historic district reflects some Tudor influence. The Tudor Architectural Style refers to an eclectic American architectural style that flourished across the United States from 1890 to 1940 and is based on a style popular in 16th century England.

1.7 The effective date of this Historic District is June 1, 2014.

2.0 PRESERVATION CRITERIA

2.1 Currently all demolition, maintenance, new construction, public works,

renovations, repairs, and site work in this district must comply with the regulations contained in the City of Garland zoning ordinance for Historic Downtown Garland. In the event of a conflict between that downtown zoning ordinance, or its successors, and this ordinance creating this Historic District, the preservation criteria outlined in this ordinance are to prevail.

2.2 Each home in the Overlay district reflects the style, materials, construction techniques, and personality of residents who built and maintained these historic homes. Unlike modern subdivisions, no two homes in the Historic Overlay District are exactly alike. Therefore, standards of repair, expansion, maintenance, and renovation are unique to each individual home and vary from home to home. All existing City of Garland regulations pertaining to homes in this Historic District and interpreters of City of Garland ordinances hereinafter must recognize and take into account this fact.

2.3 The guiding principle in this Overlay district is: whatever is done to repair, expand, maintain, or renovate each of these homes must be in keeping with the home's history and style. While utilizing materials such as those originally purchased to build these homes is ideal, in some cases such original materials may not be available today or may be prohibitive in cost to current homeowners to duplicate. Homeowners are to use their best judgments to find cost-effective and similar-looking substitutes that maintain the historic style and look of the neighborhood.

2.4 While homeowners are encouraged to maintain their homes as close to their original design as possible, under no conditions are homeowners to be penalized for alterations or repairs made before the date the Historic District was formed or be required to undo any legally made alterations or repairs made before the date the Historic District was formed.

2.5 Because one of the purposes of this Overlay Historic District is to preserve these historic homes for posterity, a person or institution may not demolish or remove any house in this district without first obtaining the signatures of 90 percent of the homeowners in the District and receiving a vote of 75 percent of the members of the Garland City Council.

2.6 If at all possible, existing garages, outbuildings, and other structures in the District also should be repaired or preserved. If a homeowner in the District determines this is not possible, the homeowner shall obtain a simple majority of the signatures of the homeowners in this District to gain approval to demolish the structure.

2.7 When signatures of homeowners are required, each home is entitled to one signature, except when individuals own multiple homes. In that case, owners of multiple homes are entitled to only one signature. In the case of a home with multiple owners, the owners of each property are to decide among themselves how their one signature is to be determined.

3.0 MAINTENANCE

3.1 All structures in this district are to be preserved against deterioration and kept free from structural defects.

3.2 No homeowner shall allow a structure in this district to deteriorate through "demolition by neglect". Demolition by neglect is neglect in the maintenance of a structure that results in deterioration of the structure and threatens preservation of the structure.

3.3 Aluminum siding, stucco, vinyl cladding, and synthetic or cementitious siding materials are not recommended in the District unless existing on contributing structures on the date the Historic District officially begins.

3.4 Every effort needs to be made to preserve historic or existing paint colors in the District. Otherwise, color schemes are recommended to be appropriate and compatible with the architectural style of the district. Colors such as bright purple, bright orange, neon colors, and colors not presently in the neighborhood or not associated with historic structures are discouraged.

3.5 Exposing and restoring historic elements in the District is suggested but not required.

3.6 Storm doors and windows are permitted if they are appropriate and match the existing doors and windows in profile, width, height, proportion, glazing material, and color.

3.7 Decorative ironwork and burglar bars are not permitted over doors or windows of protected facades. Interior mounted burglar bars are permitted if appropriate and otherwise comply with City of Garland codes and ordinances.

3.8 Window screens with wooden frames and other details generally compatible with those typical during the period of significance are acceptable. Dark screening material, solar screens, and overall appearance of window screens that presents an homogenous very dark or black appearance or which otherwise obscures perception of the historic window form and detailing are prohibited on protected facades.

3.9 Mechanical equipment, skylights, and solar panels on the roof must not be visible to a person standing at ground level in the adjacent right-of-way of South 11th Street.

4.0 BUILDING SITE AND LANDSCAPING

4.1 New driveways, sidewalks, steps, and walkways in the District are recommended to be constructed of brick, brush finish concrete, stone, or other appropriate material.

Artificial grass, asphalt, and outdoor carpet in front and side yards are not recommended.

4.2 Circular driveways and parking areas are not recommended in a front yard.

4.3 It is suggested that carports or garages should be located only in rear or side yards.

4.4 Homeowners are encouraged to screen from view air-conditioning units and other mechanical equipment in side yards that can be viewed from the street in front of the house.

4.5 Landscaping

a. Homeowners are encouraged to maintain their yards in an attractive and clean fashion.

b. Outdoor lighting should be appropriate and should enhance the structure.

c. Landscaping needs to be appropriate, enhance the structure and surroundings, and not obscure significant views of protected facades.

d. It is recommended but not mandated that landscaping reflect the historic landscape design where possible or known. Historically the neighborhood's flowers included items such as irises, peonies, daylilies, cannas, and roses.

e. Existing trees are protected, except that unhealthy or damaged trees may be removed. Trees also may be removed if doing so is deemed best for the benefit of the neighborhood. Pecan, Crape Myrtle, and Magnolia trees were the primary trees in the neighborhood historically. Various fruit trees, such as peach, apple, and pear were often planted in the side and back yards of homes. Homeowners are encouraged but not mandated to replace dead or dying trees in their front yards with one of the three primary types of trees or with the same type of tree as is currently in place.

f. Landscaping, when mature, ought not to obscure more than 40 percent of the front or corner side façade of a home.

4.6 Fences

a. Existing fences are protected.

b. Fences are not permitted in the front yard.

c. Interior side fences and fences in rear yards should not exceed eight feet in height.

d. Fences should be constructed of brick, cast stone, iron, stone, wood, a combination of these materials, or other appropriate materials in keeping with the look and appearance of the District.

5.0 Roofs

5.1 The historic slope, massing, configuration, and materials of the roof are to be preserved and maintained.

5.2 The following roofing materials are recommended: clay tiles, composition shingles, slate tiles, terra-cotta tiles, and wood shingles. The following roofing materials are not recommended: built-up, metal, single-ply membrane, synthetic wood shingle, and synthetic clay tile. Prohibited materials may be utilized if evidence can be shown that the prohibited material was used in the same location during the period of significance.

5.3 It is recommended that historic eaves, coping, cornices, dormers, parapets, and roof trim be retained. When possible and economically feasible, repairs with material matching in size, finish, module, and color are recommended.

6. PORCHES AND BALCONIES

6.1 Historic porches and balconies on protected facades are protected.

6.2 Historic columns, detailing, railings, and trim on porches and balconies are protected.

6.3 Porch floors must be brick, concrete, stone, or wood. Wood floors must be painted or stained. A clear sealant is acceptable on porch floors.

7. NEW CONSTRUCTION AND ADDITIONS

7.1 New construction on unimproved lots, or for replacement of structures lost because of fire or natural disaster, shall generally reflect the predominant architectural style and existing setbacks of the district. Such new construction shall contain elements of the Arts and Crafts (a.k.a "Craftsman") Architectural Style.

7.2. New construction and additions should be compatible in size, materials, and color with existing structures.

7.3. The height of new construction and additions may exceed the height of the historic structure when the new construction and additions is in keeping with the style of the historic house.

7.4. The setback of new construction and additions must conform to the setback of adjacent historic structures.

8. NON-CONTRIBUTING BUILDINGS AND NEW STRUCTURES

8.1 Non-contributing buildings and structures that existed at the time of the adoption of these preservation criteria shall conform to the requirements of these preservation criteria. Where the pre-existing, non-contributing building exhibits an architectural style that is different from those recognized as typical for the historic district, additions and alterations to the main building and its appurtenant features need not exhibit the characteristics of the district but shall instead reflect the recognized architectural style of the non-contributing building, if any, and shall generally be compatible with the district.

8.2 Non-contributing buildings and structures that are moved into the historic district shall have all additions and alterations reflect and be compatible with the original recognized architectural style of the building itself and shall generally be compatible with the district.

8.3 Moved-in buildings that were constructed during or before the period of significance, while non-contributing, shall conform to the requirements of these preservation criteria for contributing structures, with the exception that all additions and alterations shall reflect the recognized architectural style of the moved-in building, even if that style differs from the styles recognized by these criteria.

9.0 SIGNS

9.1 Signs may be erected if appropriate.

9.2 All signs except those listed in 9.3 must comply with the provisions of the City of Garland sign requirements.

9.3 Due to the nature of the Historic District, signs designating houses, locations, and other aspects of the District's history should generally conform to the standards used for historic buildings throughout Texas.

10.0 ENFORCEMENT

10.1 Since the Travis College Hill Historic Overlay District is a voluntary recommendation by consent of current residents and owners and the District's desire is a community working together for the common good, no legal penalties may be imposed on current residents or owners due to a violation of any of the standards set forth in this ordinance, except for regulations regarding Demolition by Neglect. In the case in which Demolition by Neglect occurs, the District is to work with the City of Garland Code Enforcement Department to determine appropriate fines and penalties.



Policy Report

Meeting: Work Session

Date: May 5, 2014

2014/15 CDBG, HOME, AND ESG BUDGETS

ISSUE

Discussion regarding the allocation for funding the CDBG/HOME/ESG budgets for 2014/15.

RECOMMENDATION

A public hearing was held at the April 15, 2014 Regular Meeting. This item is being brought back to Council to discuss proposals; as in past years, staff is presenting recommendations regarding the CDBG project and administration, HOME and ESG budgets and Council will discuss CDBG Public Services.

BACKGROUND

The City expects to receive following funding for 2014/2015:

CDBG: \$2,091,627

HOME: \$ 501,392

ESG: \$ 147,494

The proposed budget for Fiscal Year 2014/2015 must be submitted to the Department of Housing and Urban Development (HUD) by August 15, 2014 for CDBG, HOME and ESG. To this point, there have been three neighborhood meetings to receive input on the proposed use of funds.

CONSIDERATION

1. Staff received CDBG applications requesting a total of \$571,896 for public service, \$2,719,829 for projects, and \$365,599 for administrative use for the next fiscal year. There is a total of \$2,091,627 available through a combination of \$1,827,995 in 2014/2015 entitlement funds and \$263,632 in reprogrammed funds.
2. HUD regulations limit CDBG monies used for grant planning and administration to no more than 20% of the entitlement funds available, and public service applications to a maximum of 15% of entitlement funds. Funds available for

public service total \$274,199; grant administration total of \$365,599. Using the above totals, there is \$1,451,829 available for projects.

3. HOME funds available total \$501,392, requests total \$501,392. HUD regulations allow 10% of the grant for administration and require that 15% of the grant be set a side for use by Community Housing Development Organizations. The balance of the funding is available for projects.
4. Total funds available for the 2014 Emergency Solutions Grant are \$147,494. Regulations require consultation with citizens, the Continuum of Care, stakeholders and business groups to recommend distribution of funding within HUD's basic regulatory requirements. The amount allowed for administration is 7.5% of the grant or \$11,062. The required computer data base services as well as a street outreach program provided by Metro Dallas Homeless alliance equals \$28,525. The remaining was divided among the eligible activities as follows: \$49,590 was allocated to the emergency shelter (funding for shelter operations and essential services); \$31,647 for Homelessness Prevention; and \$26,670 for Rapid Re-housing for the literally homeless. Applications for funding equaled the amount of funding for each category.

ATTACHMENTS

History and Requests – CDBG Public Services

History and Recommendations – CDBG Projects and Administration

History and Recommendations – HOME

History and Recommendations – ESG

Submitted By:

Mona L. Woodard
Manager
Housing and Community Services

Date: April 29, 2014

Approved By:

William E. Dollar
City Manager

Date: April 29, 2014

CDBG Public Services

PUBLIC SERVICES	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 Requested	Recommended
Achievement Center of Texas	\$45,000	\$50,000	\$39,600	\$39,425	\$41,932	\$50,000	
Axe Memorial United Methodist Church			\$1,700	\$1,600	\$1,702	\$8,000	
Counseling Institute of Texas	\$13,500	\$13,500	\$9,600	\$9,125	\$9,705	\$25,000	
Dental Health Program	\$45,000	\$47,500	\$38,400	\$37,375	\$38,688	\$80,000	
Hope Clinic	\$18,000	\$29,000	\$24,700	\$24,250	\$25,792	\$40,000	
Galaxy Counseling Center	\$19,800	\$19,800	\$14,600	\$14,438	\$15,356	\$21,000	
Garland Family YMCA	\$12,600	\$12,600	\$8,200	\$7,475	\$7,950	\$8,500	
Garland Police - Youth Boxing Program	\$25,740	\$32,000	\$25,200	\$23,613	\$22,641	\$26,000	
Girl's Escape Club	\$4,500	\$4,500	\$3,400	\$2,750	\$1,064	\$0	
Mount Hebron Literacy Enhancement	\$7,650	\$7,650	\$5,500	\$5,000	\$7,711	\$10,000	
Mount Hebron Summer Arts Program				\$2,250	\$0	\$20,000	
Lawn Care Program (Code Compliance)	\$27,000	\$27,000	\$22,505	\$20,500	\$21,804	\$22,264	
New Beginning Center	\$27,000	\$28,134	\$24,700	\$24,600	\$26,165	\$73,132	
Parks S.T.A.R.S. Summer Program	\$31,500	\$31,500	\$26,500	\$25,750	\$27,388	\$80,000	
Reinventing Human Capital	\$4,915	\$4,000		\$2,750	\$2,925	\$30,000	
Salvation Army - After School Program	\$9,000	\$9,000	\$6,900	\$5,950	\$6,328	\$20,000	
Salvation Army - Rent\ Mortgage Asst			\$6,900	\$5,950	\$6,328	\$50,000	
Senior Citizens (Garland Ombudsman)	\$9,000	\$9,000	\$7,400	\$7,325	\$7,790	\$8,000	
Urban League -Homeless Prevention			\$13,800		\$1,065	\$0	
Total	\$320,005	\$344,984	\$279,605	\$260,126	\$272,334	\$571,896	\$0
Available Funds	\$320,005	\$344,984	\$289,905	\$269,526	\$272,334	\$274,199	\$274,199
Difference to be reconciled						-\$297,697	\$274,199

CDBG PROJECTS

PROJECTS	2010/11	2011/12	2012/13	2013/14	2014/15 Requested	Recommended
<i>Code Enforcement</i>	\$182,000	\$172,248	\$182,000	\$182,000	\$182,000	\$182,000
<i>Infrastructure Improvements</i>	\$1,100,000	\$821,000	\$612,000	\$542,000	\$1,922,000	\$654,000
<i>Minor Home Repair</i>	\$50,000	\$145,925	\$175,000	\$150,000	\$150,000	\$150,000
<i>Neighborhood Enhancement</i>	\$50,000	\$45,925	\$50,000			
<i>Great Homes Project</i>				\$560,700	\$265,789	\$265,789
<i>Single Family Housing Rehabilitation</i>	\$234,934	\$163,632	\$153,615	\$256,094	\$200,040	\$200,040
Total	\$1,716,934	\$1,348,730	\$1,172,615	\$1,690,794	\$2,719,829	\$1,451,829
Available Funds	\$1,716,934	\$1,348,730	\$1,172,615	\$1,690,794	\$1,451,829	\$1,451,829

INFRASTRUCTURE PROJECTS			
	From	To	
Chandler	Cedar	Ewing	\$ 219,000
Alamo	Sylvan	Northwood	\$ 185,000
Edgefield	First	Third	\$ 250,000
Total			\$ 654,000

CDBG ADMINISTRATION	2010/11	2011/12	2012/13	2013/14	2014/15 Requested	Recommended
<i>Grant Administration</i>	\$322,978	\$288,705	\$359,368	\$344,811	\$345,599	\$345,599
<i>Fair Housing</i>	\$20,000	\$18,300		\$18,300	\$20,000	\$20,000
<i>Neighborhood Planners</i>	\$117,000	\$54,341		\$0	\$0	
<i>Indirect Costs</i>		\$25,194		\$0	\$0	
Total				\$363,111	\$365,599	\$365,599
Available Funds	\$459,978	\$386,540	\$359,368	\$363,111	\$365,599	\$365,599

HOME FUNDING

Administration	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 Request	Recommended
<i>Administration</i>	\$82,400	\$81,771	\$51,385	\$46,127	\$46,111	\$50,139	\$50,139
Total Funding Requested							
Total Funding Available	\$82,404	\$81,771	\$72	\$46,127	\$46,111	\$50,139	\$50,139
CHDO	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15 Request	Recommended
<i>CHDO Operating</i>							
<i>Habitat for Humanity- CHDO Infill Housing</i>	\$111,283	\$122,657	\$108,533	\$69,190	\$69,167	\$75,209	\$75,209
Total Funding Requested				\$69,190	\$69,167	\$75,209	
Total Funding Available	\$113,606	\$122,657	\$108,533	\$69,190	\$69,167	\$75,209	\$75,209

HOME "Projects"	2009/10	2010/11	2011/12	2012/13	2013/14	2013/14 Request	Recommended
<i>GHFC - Infill Housing</i>							
<i>New Begining Ctr-TBRA</i>		\$25,000			\$0	\$0	
<i>Housing & Community Services - Infill Housing</i>	\$406,413	\$398,283	\$342,665	\$145,949	\$265,833	\$336,044	\$336,044
<i>Housing and Community Service - Downpayment Assistance</i>	\$150,000	\$190,000	\$200,000	\$200,000	\$80,000	\$40,000	\$40,000
Total Funding Requested					\$345,833	\$376,044	
Total Funding Available	\$628,031	\$613,283	\$542,655	\$345,949	\$345,833	\$376,044	\$376,044

TOTAL

\$501,392

\$501,392

EMERGENCY SOLUTIONS GRANT

Administration	2012/13	2013/14	2014/15 Requested	Recommended
Housing & Comm. Serv	\$12,253	\$9,620	\$11,062	\$11,062
Total Funding Requested			\$11,062	
Total Funding Available	\$12,253	\$9,620	\$11,062	\$11,062

Shelter Operations & Essential Services	2012/13	2013/14	2014/15 Requested	Recommended
<i>New Beginning Center</i>	\$60,000	\$49,590	\$75,000	\$49,590
Total Funding Requested			\$75,000	
Total Funding Available	\$60,000	\$49,590	\$49,590	\$49,590

Prevention	2012/13	2013/14	2014/15 Requested	Recommended
<i>Mount Hebron Urban Community Housing</i>	\$24,502	\$16,859	\$30,000	\$31,647
Total Funding Requested		\$16,859	\$30,000	
Total Funding Available	\$24,502	\$16,859	\$31,647	\$31,647

Rapid Re-Housing	2012/13	2013/14	2014/15 Requested	Recommended
<i>New Beginning Center</i>		22,394	78,000	13,335
<i>Urban League of Greater Dallas and NC Tx</i>	\$57,170			
<i>Mount Hebron Urban Community Housing</i>		22,394	15,000	13,335
Total Funding Requested		44,788	93,000	
Total Funding Available	\$57,170	44,788	26,670	26,670

Street Outreach/HMIS	2012/13	2013/14	2014/15 Requested	Recommended
<i>Metro Dallas Homeless Alliance</i>			28,525	28,525
Total Funding Available			28,525	28,525
Total			\$237,587	\$147,494