



AGENDA

City of Lucas City Council Meeting November 17, 2016

7:00 PM

**City Hall – Council Chambers
665 Country Club Road – Lucas, Texas**

Notice is hereby given that a City of Lucas meeting of the City Council will be held on Thursday, November 17, 2016 at 7:00 pm at Lucas City Hall, 665 Country Club Road, Lucas, Texas, 75002-7651 at which time the following agenda will be discussed. As authorized by Section 551.071 of the Texas Government Code, the City Council may convene into closed Executive Session for the purpose of seeking confidential legal advice from the City Attorney on any item on the agenda at any time during the meeting.

Call to Order

- Roll Call
- Determination of Quorum
- Reminder to turn off or silence cell phones
- Pledge of Allegiance

Citizen Input

The Citizens' Input portion of the agenda is an opportunity for the public to address the City Council on any subject. By completing a "Request to Speak" form and submitting it to the City Secretary, citizens have an opportunity to speak at the City Council meeting. However, in accordance with the Texas Open Meetings Act, the City Council cannot discuss issues raised or make any decisions but may refer items to City Staff for research and possible inclusion on a future agenda.

1. Citizens' Input (**Mayor Jim Olk**)

Community Interest

Pursuant to Section 551.0415 of the Texas Government Code, the City Council may report on the following items: 1) expression of thanks, congratulations or condolences; 2) information about holiday schedules; 3) recognition of individuals; 4) reminders about upcoming City Council events; 5) information about community events; and 6) announcements involving imminent threat to public health and safety.

2. Community Interest: Proclamation for Girl Scout Troop 8938. (**Mayor Jim Olk**)

Consent Agenda

All items listed under the consent agenda are considered routine and are recommend to the City Council for a single vote approval. If discussion is desired, an item may be removed from the consent agenda for a separate vote.

3. Consider approval of the minutes of the November 3, 2016 City Council meeting. (City Secretary Stacy Henderson)
4. Consider approving an expenditure to purchase two emergency response vehicles from Bob Tomes Ford in the amount of \$83,400.00 to replace a 2003 Chevy Tahoe and a 1991 Ford F-350 Rehab truck approved in fiscal year budget 2016-2017 from account 11-8300-421. (Fire Chief Ted Stephens)

Regular Agenda

5. Discuss options available to the City of Lucas concerning the Statutory Maximum Rate of Contribution for funding the Texas Municipal Retirement Services for 2017 and consider adopting Ordinance 2016-11-00844 removing the TMRS Statutory Maximum Contribution. (Human Resources Manager Cheryl Meehan)
6. Consider a variety of transportation survey questions and decide which to be posed to the citizens of the City of Lucas and provide guidance to staff on how to administer the transportation survey, prior to the Transportation Town Hall meeting on January 26, 2017. (Public Works Director/City Engineer)
7. Discuss and give direction to the City Manager regarding the following:
 - A. North Central Texas Council of Governments Regional 10-Year Plan
 - B. Purpose of \$200 million as a placeholder in said plan for a north/south arterial west of Lavon Lake in Collin County
 - C. Possible action relating to same before the Regional Transportation Council (RTC) in December 2016 and the Texas Transportation Commission (TTC) in February 2017 (Public Works Director/City Engineer Stanton Foerster)
8. Update and provide guidance to staff regarding repairs to a 1940s fire truck commonly referred to as "Streaker" for use during special events. (Development Services Director Joe Hilbourn)

Executive Session

The City Council may convene in a closed Executive Session pursuant to Chapter 551.071 of the Texas Government Code.

9. Executive Session: No items are scheduled for Executive Session.
10. Adjournment.

Certification

I hereby certify that the above notice was posted in accordance with the Texas Open Meetings Act on the bulletin board at Lucas City Hall, 665 Country Club Road, Lucas, TX 75002 and on the City's website at www.lucastexas.us on or before 5:00 p.m. on November 11, 2016.

Stacy Henderson, City Secretary

In compliance with the American with Disabilities Act, the City of Lucas will provide for reasonable accommodations for persons attending public meetings at City Hall. Requests for accommodations or interpretive services should be directed to Stacy Henderson at 972.912.1211 or by email at shenderson@lucastexas.us at least 48 hours prior to the meeting.



City of Lucas

City Council Agenda Request

November 17, 2016

Requester: Mayor Jim Olk

Agenda Item:

Citizens' Input

Background Information:

NA

Citizen Summary:

Citizen Input is an item at the beginning of each City Council agenda that allows citizens an opportunity to address the City Council on any subject. In accordance with the Texas Open Meetings Act however, the City Council cannot discuss issues raised or make decisions regarding any items that are not on the agenda, but the City Council may refer items to City Staff for research and possible inclusion on a future agenda.

Attachments/Supporting Documentation:

NA

Budget/Financial Impact:

NA

Recommendation:

NA

Motion:

NA



City of Lucas Council Agenda Request November 17, 2016

Requester: Mayor Jim Olk

Agenda Item:

Community Interest:

Proclamation for Girl Scout Troop 8938

Background Information:

NA

Citizen Summary:

Under Community Interest items, the City Council may report to the public on items such as an expression of thanks, congratulations or condolences, recognition of individuals, reminders of upcoming community events, and announcements involving imminent threat to public health and safety.

Attachments/Supporting Documentation:

NA

Budget/Financial Impact:

NA

Recommendation:

NA

Motion:

NA



Proclamation

Girl Scout Troop 8938

WHEREAS, in 1872, a special holiday was set aside called Arbor Day for the planting of trees. This holiday was first observed with the planting of more than a million trees in Nebraska, and now Arbor Day is celebrated nationwide; and

WHEREAS, trees symbolize a renewal and strength, and also reduce the erosion of topsoil, cut heating and cooling costs, clean the air, produce life-giving oxygen, and provide habitat for wildlife; and

WHEREAS, Girl Scout Troop 8938 is honoring Arbor Day this year by planting a tree in the Lucas Community Park, and also giving away 100 tree seedlings to enrich the environment and providing a renewable resource; and

WHEREAS, we recognize that Girl Scouts provide valuable hours of service to their community, and implement their values, connect with others, and take action to make the world a better place; and

NOW, THEREFORE, I Jim Olk, Mayor of the City of Lucas, Texas on behalf of the City Council express their appreciation to Girl Scout Troop 8938 who honor the community with their dedicated service.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Lucas, this 17th day of November, 2016.



Jim Olk, Mayor



Stacy Henderson, City Secretary



City of Lucas Council Agenda Request November 17, 2016

Item No. 03-04

Requester: City Secretary Stacy Henderson

Consent Agenda Items:

3. Consider approval of the minutes of the November 3, 2016, City Council meeting.
4. Consider approving an expenditure to purchase two emergency response vehicles from Bob Tomes Ford in the amount of \$83,400.00, to replace a 2003 Chevy Tahoe and a 1991 Ford F-350 Rehab truck approved in fiscal year budget 2016-2017 from account 11-8300-421.

Background Information:

Agenda Item No. 4

In mid-2016 the Lucas Vehicle Committee recommended the replacement of the 2003 Chevy Tahoe and the 1991 Ford F-350 Rehab truck because they were no longer cost effective to maintain. The two vehicles have been approved in the 2016-2017 budget in account 11-8300-421.

Citizen Summary:

All items listed under the Consent Agenda are considered routine and are recommended to the City Council for a single vote approval. Should the Council want to discuss an item on the Consent Agenda, it can be removed and placed on the Regular Agenda for further discussion.

Attachments/Supporting Documentation:

1. Minutes of the November 3, 2016, City Council meeting
2. Fire-Rescue Replacement Vehicle Quotes

Budget/Financial Impact:

NA

Recommendation:

City Staff recommends approval of the Consent Agenda.

Motion:

I make a motion to approve/deny the Consent Agenda as presented.



**City of Lucas
City Council Meeting
November 3, 2016
7:00 P.M.**

**City Hall - 665 Country Club Road – Lucas Texas
Minutes**

Call to Order

Mayor Olk called the meeting to order at 7:00 p.m.

City Councilmembers Present:

Mayor Jim Olk
Mayor Pro Tem Kathleen Peele
Councilmember Wayne Millsap (*arrived at 7:07pm*)
Councilmember Tim Baney
Councilmember Philip Lawrence
Councilmember Debbie Fisher

Staff Present:

City Manager Joni Clarke
City Secretary Stacy Henderson
City Attorney Joe Gorfida
Development Services Director Joe Hilbourn
Public Works Director/City Engineer Stanton Foerster
Finance Director Liz Exum
Fire Chief Jim Kitchens
Fire Chief Ted Stephens

City Councilmembers Absent:

Councilmember Steve Duke

Mayor Olk determined that a quorum was present. Everyone was reminded to turn off or silence their cell phones and the Pledge of Allegiance was recited.

Citizen Input

1. Citizen Input:

There was no citizen input.

Community Interest

2. Community Interest Items:

Mayor Olk presented to Development Services Director Joe Hilbourn a Proclamation for his participation in the City's Founders Day event.

Mayor Olk announced that the City's Country Christmas event would be held on December 2, 2016 from 6:00 pm to 9:00 pm at the Community Park.

Councilmember Fisher informed the Council and members of the audience that the Oversight Committee for the Wilson Creek Wastewater Treatment Plant would be expressing their opposition to the future expansion of the plant because of its detriments to the community.

Consent Agenda

- 3. Consider approval of the minutes of the October 20, 2016, City Council meeting.**
- 4. Consider adopting Ordinance 2016-10-00843 approving amendments to the City's Code of Ordinances Chapter 10, Section 10.03.123(i) Streets and Drainage relating to where streetlights may be located and including an appeal process.**
- 5. Consider approving Resolution R 2016-10-00456 authorizing participation and adopting the Collin County Hazard Mitigation Action Plan.**
- 6. Consider approving an expenditure to purchase emergency radios and equipment from Motorola Solutions in the amount of \$79,666.20, as part of a two-year emergency radio system upgrade approved in fiscal year budget 16-17 from account 11-8300-420.**
- 7. Consider approval of a landscape plan for the Angel Parkway Pet Hospital located at 571 South Angel Parkway, part of the Angel Addition, Lot 1 Block A.**

***MOTION:** A motion was made by Councilmember Fisher, seconded by Mayor Pro Tem Peele to approve the Consent Agenda. The motion passed unanimously by a 6 to 0 vote.*

Regular Agenda

- 8. Consider the adoption of the updated Collin County Inter-jurisdictional Emergency Management Plan and authorize the Mayor to execute the Mayoral Signature Page and approve the Texas Division of Emergency Management Emergency Management Director/Coordinator Notification Form TDEM-147.**

***MOTION:** A motion was made by Mayor Pro Tem Peele, seconded by Councilmember Lawrence to adopt the Collin County Inter-jurisdictional Emergency Management Plan and authorize the Mayor to execute the Mayoral Signature Page and approve the Texas Division of Emergency Management Emergency Management Director/Coordinator Notification Form. The motion passed unanimously by a 6 to 0 vote.*

- 9. Discuss and give staff direction regarding updates to the Comprehensive Plan, Chapter 8 – Water and Sewer, including the Sewer Master Plan Map.**

Mayor Olk noted that he would forward his comments to staff to update the Comprehensive Plan document.

There was no formal action on this item, it was for discussion purposes only.

10. Discuss and consider appointments and reappointments to the Board of Adjustment, Planning and Zoning Commission and the Parks and Open Space Board for two year terms beginning November 3, 2016 through November 1, 2018.

The City Council noted that two applications had been received to be considered for board appointments. The City Council was in agreement to conduct interviews of potential board applicants for the Board of Adjustment and the Planning and Zoning Commission at their December 1, 2016 City Council meeting during Executive Session.

Mayor Olk noted that existing Board members with terms expiring that have expressed they no longer wish to serve, will continue to serve until new members have been appointed.

11. Consider setting possible agenda items as well as date and time for a town hall style meeting to have a general discussion and to obtain input from citizens regarding transportation philosophy, right-of-way requirements, roadway capacity and classification.

City Manager Joni Clarke suggested Thursday, January 26, 2017 as a potential date to host a Town Hall meeting to discuss transportation needs in Lucas. Ms. Clarke also suggested creating a survey that can be distributed to Lucas residents to gain further input.

The City Council was in agreement to host a Town Hall meeting on January 26, 2017 and to formulate questions for a transportation survey to be brought forward for review at a future City Council meeting.

There was no formal action on this item.

12. Consider approval of a budget amendment appropriating \$5,000 for repairs to the Fire Truck Streaker for use during special events from the City's unrestricted general fund reserve and increase line item 6211-444 Founders Day Special Event Fund.

Development Services Director Joe Hilbourn stated that they would like to appropriate \$5,000 towards repairs to the City's first fire truck "Streaker" to have the truck running and available for special events. Mr. Hilbourn noted that an existing City vehicle, a Chevy Tahoe that was inoperable, would be used for parts to assist with making Streaker operable.

Councilmember Millsap noted that the Friends of the Lucas Fire-Rescue Board have also been raising funds to put towards restoration work on the vehicle.

MOTION: *A motion was made by Councilmember Millsap, seconded by Councilmember Fisher to approve appropriating \$5,000 for repairs to the City's first original fire truck to line item account 6211-444. The motion passed unanimously by a 6 to 0 vote.*

Executive Session

The City Council may convene in a closed Executive Session pursuant to Chapter 551.071 of the Texas Government Code.

13. Executive Session.

No items were scheduled for Executive Session.

14. Adjournment.

***MOTION:** A motion was made by Councilmember Millsap, seconded by Councilmember Lawrence to adjourn the meeting at 7:29 pm. The motion passed unanimously by a 6 to 0 vote.*

APPROVED:

ATTEST:

Jim Olk, Mayor

Stacy Henderson, City Secretary

==>

Dealer: F52509

2017 F-SERIES SD

Page: 1 of 2

Order No: F600 Priority: M2 Ord FIN: QX466 Order Type: 5B Price Level: 745

Ord PEP: 603A Cust/Flt Name: CITY OF LUCAS PO Number:

| RETAIL | | RETAIL | |
|--------|---------------------|-------------------------------|------------------------|
| W2B | F250 4X4 CREW/C 166 | CARPET DELETE | \$(50) |
| | 160" WHEELBASE | 17V | XLT VALUE PKG 1460 |
| PQ | RACE RED | | .FOG LAMPS |
| 3 | 40/20/40 CLOTH | | .ADJ GAS/BRK PDL |
| S | MEDIUM EARTH GR | | .REV VEH AID SEN |
| 603A | PREF EQUIP PKG | | .8 WAY PWR DRV |
| | .XLT TRIM | 17X | FX4 OFF-ROAD PK 295 |
| | .TRAILER TOW PKG | | .SKID PLATES |
| | .AMFM/CD/CLK | | |
| 99T | 6.7L V8 DIESEL 8595 | TOTAL | BASE AND OPTIONS 57215 |
| 44W | 6-SPEED AUTO NC | TOTAL | 57215 |
| TDX | LT275/70BSWAT18 165 | *THIS IS NOT AN INVOICE* | |
| X3H | 3.31 ELOCKING 390 | | |
| | JOB #1 BUILD | * MORE ORDER INFO NEXT PAGE * | |
| | TX/OK EDITION | | F8=Next |

F1=Help F2=Return to Order F3/F12=Veh Ord Menu
 F4=Submit F5=Add to Library

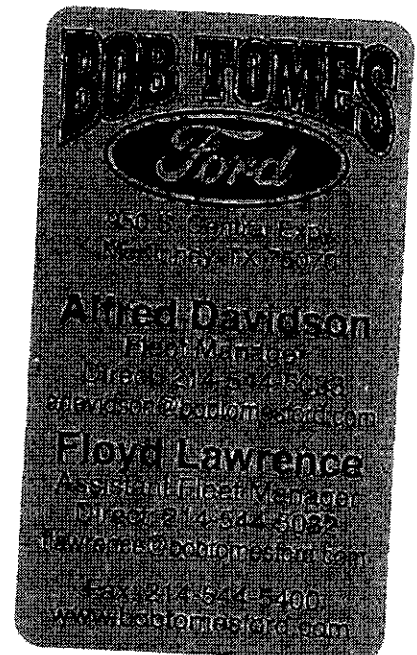
S006 - MORE DATA IS AVAILABLE.

QC02531

CITY OF LUCAS

\$41,700

Thank you,
refused
Davidson
(LUCAS RESIDENT)



==>

Dealer: F52509

2017 F-SERIES SD

Page: 2 of 2

Order No: F600 Priority: M2 Ord FIN: QX466 Order Type: 5B Price Level: 745
Ord PEP: 603A Cust/Flt Name: CITY OF LUCAS PO Number:

| | RETAIL | | RETAIL |
|---------------------|--------|--------------------------|--------|
| 10000# GVWR PKG | | DEST AND DELIV | \$1195 |
| 213 ELECTRONIC SOF | 185 | | |
| 41A RAPID HEAT | 250 | TOTAL BASE AND OPTIONS | 57215 |
| 425 50 STATE EMISS | NC | TOTAL | 57215 |
| 43C 110V/400W OUTLT | 75 | *THIS IS NOT AN INVOICE* | |
| 512 SPARE TIRE/WHL2 | NC | | |
| JACK | | | |
| 61M WHL WLL LNR RR | 180 | | |
| 67B DUAL XTR HD ALT | NC | | |
| 76S REMOTE START | 195 | | |
| 86B ENG IDL SHUT 10 | 250 | | |
| SP DLR ACCT ADJ | | | |
| SP FLT ACCT CR | | | |
| FUEL CHARGE | | | |

B4A NET INV FLT OPT NC

F7=Prev

F1=Help

F2=Return to Order

F3/F12=Veh Ord Menu

F4=Submit

F5=Add to Library

S099 - PRESS F4 TO SUBMIT

QC02531





City of Lucas Council Agenda Request November 17, 2016

Item No. 05

Requester: Human Resources Manager Cheryl Meehan

Agenda Item:

Discuss options available to the City of Lucas concerning the Statutory Maximum Rate of Contribution for funding the Texas Municipal Retirement Services for 2017 and consider adopting Ordinance 2016-11-00844 removing the TMRS Statutory Maximum Contribution.

Background Information:

Colin Davidson, Regional Manager from Texas Municipal Retirement Services will be at the meeting to discuss and clarify the four options available to municipalities and the impact that they may have on the City's funding of the Employee Retirement Benefit.

The TMRS Act provides a limit to the maximum rate that the City can be required to contribute for a retirement plan. The maximum rate of 13.50% was set in 1948 when the TMRS Act was created. Every year there are cities that exceed the statutory maximum contribution rate. TMRS recommends to those cities that they remove the statutory maximum contribution rate. This action does not affect the actuarially determined contribution rate.

The TMRS Act has specific statutes in the TMRS Act that refer to the Maximum Contribution Rate Limit ("Stat Max"). They are:

- 855.407(a)(1)-(4) are the original Statute maximum limits
- 855.407(g) is the section that permits a city to remove the statutory maximum rate
- 855.501(j) is the section that permits a city to elect to increase the statutory maximum if they are a 2 to 1 matching ratio

The actuarially determined contribution rates for retirement benefits and Supplemental Death Benefits (SDB), are based on the City's plan provisions. The City of Lucas municipal contribution rate to begin on January 1, 2017 is 13.90% for 2017. The approved budget for FY 16/17 includes the 13.90% contribution rate.

Options available for selection by Council:

1. Remove the Statutory Maximum Contribution Rate by ordinance. This would increase the statutory maximum rate by 2.0% to 15.50%.
2. Increase the Statutory Maximum Contribution Rate, by ordinance. This is an annual option required for every year that we exceed the statutory rate.
3. Pay the Retirement Cost Contribution Rate the City will pay the determined amount each year on a "one-year-at-a-time option. This will cause annually repeating benefits (updated service credits for employees and COLA increases for retirees) to be turned off.



City of Lucas Council Agenda Request November 17, 2016

4. Pay only the Statutory Maximum Contribution Rate, the City will pay the 13.50% statutory maximum rate. This will cause annually repeating benefits (updated service credits for employees and COLA increases for retirees) to be turned off.

Attachments/Supporting Documentation:

1. City of Lucas 2017 Municipal Contribution Rate Letter dated June 2, 2016
2. Specific statutes in the TMRS Act that refer to the Maximum Contribution Rate Limit (“Stat Max”).
3. Ordinance 2016-11-00844 removing the TMRS Statutory Maximum Contribution, which is the recommendation of the Texas Municipal Retirement Services

Budget/Financial Impact:

None.

Recommendation:

Staff recommend that the City of Lucas Remove the Statutory Maximum Contribution Rate and continue to pay the Texas Municipal Retirement Services actuarially determined contribution rate, thus eliminating any negative impact on employee benefits.

Motion:

I make a motion to approve/deny _____, concerning funding of Texas Municipal Retirement Services Plan Benefits for City Employees.



June 2, 2016

City #00779

City Official
City of Lucas
665 Country Club Road
Lucas, TX 75002

Subject: 2017 Municipal Contribution Rate

Dear City Official:

Presented below are your city’s contribution requirements to the Texas Municipal Retirement System (TMRS) for Plan Year 2017 (Calendar Year 2017, PY2017) as determined by the December 31, 2015 actuarial valuation. The actuarially determined contribution rates for retirement benefits and Supplemental Death Benefits (SDB), if any, are based on your city’s plan provisions in effect as of April 1, 2016 and the actuarial assumptions and methods adopted by the TMRS Board. Effective January 1, 2017, your city’s monthly contribution rates will be:

| | |
|-----------------------------|--------------|
| Normal Cost | 11.14% |
| Prior Service | <u>2.61%</u> |
| Total Retirement Rate | 13.75% |
| Supplemental Death Benefit | <u>0.15%</u> |
| Total Combined Contribution | 13.90% |

The contribution rate phase-in of your city’s Full Retirement Rate is complete. Therefore, the Phase-in Rate is no longer applicable and the Full Retirement Rate is the minimum required contribution.

Your city’s 2017 contribution rate exceeds the maximum contribution rate limit (Stat Max). See “The Statutory Maximum Contribution Rates” section for more information.

The Total Retirement Rate shown above represents the Actuarially Determined Employer Contribution (ADEC) for PY2017 based on current TMRS funding policy. The actuarial liabilities and contribution rates determined as part of the December 31, 2015 actuarial valuation reflect a change in actuarial assumptions based on the results of the 2015 experience study for the period ending December 31, 2014. Please see the “Actuarial Changes” section for more detailed information. Full information on your contribution rate, including an explanation of changes, is contained in the attached report.

IMPORTANT NOTE: The pension disclosure and financial statement information necessary to assist your city with the financial reporting requirements of the Governmental Accounting Standards Board (GASB) will be provided in a separate document available later this summer.

If you have questions about your rate or if you wish to evaluate potential changes in your TMRS plan, contact TMRS at 800-924-8677.

Sincerely,

Eric W. Davis
Deputy Executive Director

Table of Contents

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|---|---|
| Actuarial Changes | A summary of the changes in actuarial assumptions adopted by the Board and effective with the December 31, 2015 actuarial valuation based on the results of the 2015 experience study. |
| Executive Summary | A comparison of the highlights of the December 31, 2015 and December 31, 2014 actuarial valuations for your city. Included are membership counts, asset information, actuarial information, and contribution rate requirements. |
| Calculation of Contribution Requirements | Details the calculation of the Full Retirement Rate (TMRS Plan Year - ADEC), Minimum Required Phase-in Retirement Rate, and the Supplemental Death Rate, if applicable, for your city. Comparisons before and after the actuarial changes and to the 2014 actuarial valuation results are included. |
| Summary of Benefit Provisions | A summary of plan provisions for plan years 2015 and 2016. |
| Amortization Bases and Payments | Information on the amortization bases and payments for your city. |
| Historical and Projected Accumulation of the BAF Balance | This schedule provides your city with historical cash flows, interest credits and the year-end balance of its Benefit Accumulation Fund (BAF), as well as projected values for calendar/plan years 2016 and 2017. |
| Reconciliation of Full Retirement Rate from Prior Actuarial Valuation Report | A detailed reconciliation of changes in your city's Full Retirement Rate (ADEC) since the prior valuation. |
| The Statutory Maximum Contribution Rate | An explanation of "Stat Max" and how it impacts your city, including related options available to address the "Stat Max" now that your City's Minimum Retirement Contribution Rate exceeds the limit. |

Actuarial Changes

As part of their continued effort to ensure that TMRS is well funded and that members' benefits remain secure and sustainable over generations, the TMRS Board of Trustees adopted the actuarial changes summarized below at its December 2015 Board meeting, based on the results of the 2015 experience study and the recommendations of the System's consulting actuary, Gabriel Roeder Smith & Company (GRS). The combined impact of the following changes is shown in the "Reconciliation of Full Retirement Rate from Prior Actuarial Valuation Report" section of this letter.

Actuarial Assumption Changes

The TMRS Act requires that at least once every 5 years, the System's consulting actuary perform an actuarial experience study and make recommendations to the Board based on the results of that study. Current Board policy is to conduct an actuarial experience study every four years. Accordingly, during 2015, TMRS' consulting actuary, GRS, conducted an experience study for the period ending December 31, 2014. A single set of assumptions is not expected to be suitable forever. As the actual experience of a plan unfolds or the future expectations change, the assumptions should be reviewed and adjusted accordingly. The actuarial assumptions used in the annual actuarial valuations and reviewed as part of the experience study are generally grouped into the following two major categories:

1. Economic assumptions – investment return, salary increases, overall payroll growth, inflation
2. Demographic assumptions – rates of termination, forfeiture, service retirement, disability retirement, pre-retirement mortality, post-retirement mortality

The Board adopted several changes in actuarial assumptions including:

- Reduction in the investment return assumption from 7% to 6.75%
- Reduction in the inflation assumption from 3% to 2.5%
- Reduction in individual salary increases
- Reduction in projected cost of living adjustments (COLAs) consistent with lower inflation
- Reduction to the 3% payroll growth assumption for cities with patterns of population decline
- Reduction in the rates of termination and modification of classification and city multipliers
- Reduction in forfeiture rates (withdrawal of member deposits) for vested members not eligible for retirement
- Reduction in rates of disability

Asset Valuation (Smoothing) Method Modification

An asset smoothing method is the technique used in determining the Actuarial Value of Assets (AVA) which recognizes gains or losses in pension assets over some period of time in order to reduce the effects of normal market volatility on contribution rates. In TMRS, the AVA is based on the Market Value of Assets (MVA) with ten-year smoothing applied. This is accomplished by recognizing each year 10% of the difference between the MVA and the expected AVA, based on the assumed rate of investment return. The AVA is further adjusted by 33% of any difference between the initial value and a 15% corridor

around the MVA. Effective with the December 31, 2015 actuarial valuation, a provision was added to the current 10-year smoothing method to ensure that an asset gain or loss from an individual year is fully recognized within 10 years. Also, beginning with the December 31, 2015 actuarial valuation, a System-wide calculation to determine the ratio of the smoothed value to the market value in aggregate will be performed and that ratio will then be applied to each city's MVA in determining their individual AVA. Previously, the AVA was determined for each individual city based on the cash flow and asset levels of that city.

Amortization Policy Modification

In TMRS, for underfunded plans, amortization of the Unfunded Actuarial Accrued Liability (UAAL) is a level percentage of payroll over a closed period using the process of "laddering" which separately tracks different amortization components or bases. For all new losses, including benefit enhancements, occurring after December 31, 2015, the maximum amortization period will be 25 years for all cities. Previously, some cities amortized their losses over a 30-year period. Bases created on or before December 31, 2015 will continue to be amortized on their original schedule. This change will have no impact on the December 31, 2015 actuarial valuation, but will affect future valuations for certain cities.

Executive Summary

| Valuation as of TMRS Plan Year (PY) Ending | 12/31/2015 | 12/31/2014 |
|---|----------------------|----------------------|
| Membership as of the Valuation Date | | |
| • Number of | | |
| - Active members | 31 | 26 |
| - Retirees and beneficiaries | 10 | 7 |
| - Inactive members | <u>24</u> | <u>25</u> |
| - Total | 65 | 58 |
| • Prior year's payroll provided by TMRS | \$ 1,657,575 | \$ 1,484,954 |
| • Valuation Payroll | \$ 1,577,474 | \$ 1,424,987 |
| Benefit Accumulation Fund (BAF) Assets | | |
| • Market BAF Balance | \$ 2,065,703 | \$ 1,758,456 |
| • BAF crediting rate for PY | 0.06% | 5.68% |
| • Interest credited on beginning BAF balance | \$ 1,047 | \$ 85,001 |
| • Municipal contributions | 229,058 | 113,742 |
| • Member contributions during year | 116,030 | 103,947 |
| • Benefit and refund payments | 38,889 | 40,230 |
| Actuarial Value of Assets (AVA) | | |
| • Market BAF Balance | \$ 2,065,703 | \$ 1,758,456 |
| • Actuarial Value of Assets (AVA) | 2,121,738 | 1,710,590 |
| • AVA as a Percentage of BAF | 102.7% | 97.3% |
| • Return on AVA* | 6.59% | 7.37% |
| Actuarial Information | | |
| • Actuarial accrued liability (AAL) | \$ 2,792,618 | \$ 2,315,141 |
| • Actuarial value of assets (AVA) | 2,121,738 | 1,710,590 |
| • Unfunded actuarial accrued liability (UAAL) | 670,880 | 604,551 |
| • UAAL as % of pay | 40.5% | 40.7% |
| • Funded ratio (AVA/AAL) | 76.0% | 73.9% |
| • Employer normal cost | 11.14% | 10.71% |
| • Prior Service Rate | 2.61% | 2.61% |
| Contribution Rates for TMRS Plan Year (PY) | | |
| • Member | 2017 7.00% | 2016 7.00% |
| • Full retirement rate (ADEC) | 13.75% | 13.32% |
| • Phase-in retirement rate (minimum) | 13.75% | 13.15% |
| • Supplemental Death rate | 0.15% | 0.16% |
| Total Employer Contribution Estimates for PY | | |
| • Projected payroll | 2017 \$ 1,624,798 | 2016 \$ 1,467,737 |
| • Minimum Phase-in contribution rate | 13.90% | 13.31% |
| • Estimated employer contribution | \$ 225,847 | \$ 195,356 |

Note: TMRS Plan Year coincides with Calendar Year

Results from prior year reflect the plan provisions used in the 12/31/2015 valuation report.

* Return on AVA is calculated prior to actuarial changes.

Calculation of Contribution Requirements

| | <u>December 31, 2015</u> | | <u>December 31, 2014</u> | |
|---|--------------------------|------------------|--------------------------|------------------|
| | New Assumptions | Old Assumptions | | |
| 1. Prior year's payroll provided by TMRS | \$ 1,657,575 | \$ 1,657,575 | \$ | 1,484,954 |
| 2. Valuation payroll | 1,577,474 | 1,577,474 | | 1,424,987 |
| 3. Employer normal cost rate | 11.14% | 10.82% | | 10.71% |
| 4. Actuarial liabilities | | | | |
| a. Present active members | \$ 1,490,597 | \$ 1,465,106 | \$ | 1,096,217 |
| b. Present inactive members | 731,619 | 713,572 | | 893,605 |
| c. Annuitants | <u>570,402</u> | <u>568,603</u> | | <u>325,319</u> |
| d. Total actuarial accrued liability | \$ 2,792,618 | \$ 2,747,281 | \$ | 2,315,141 |
| 5. Actuarial value of assets | <u>2,121,738</u> | <u>2,129,448</u> | | <u>1,710,590</u> |
| 6. Unfunded actuarial accrued liability (UAAL) (4d - 5) | \$ 670,880 | \$ 617,833 | \$ | 604,551 |
| 7. Funded ratio (5 / 4d) | 76.0% | 77.5% | | 73.9% |
| 8. Equivalent Single Amortization Period* | 25.0 years | 24.9 years | | 26.0 years |
| 9. Assumed payroll growth rate | 3.00% | 3.00% | | 3.00% |
| <hr/> | | | | |
| Contribution Rate for TMRS Plan Year: | 2017 | | 2016 | |
| 10. Full retirement rate | | | | |
| a. Normal cost | 11.14% | 10.82% | | 10.71% |
| b. Prior service | <u>2.61%</u> | <u>2.47%</u> | | <u>2.61%</u> |
| c. Full retirement rate | 13.75% | 13.29% | | 13.32% |
| 11. Minimum phase-in retirement rate | | | | |
| a. Full retirement rate (10c) | 13.75% | 13.29% | | 13.32% |
| b. Less phase-in deferral | <u>(0.00%)</u> | <u>(0.00%)</u> | | <u>(0.17%)</u> |
| c. Minimum phase-in retirement rate | 13.75% | 13.29% | | 13.15% |
| 12. Supplemental Death rate | 0.15% | 0.15% | | 0.16% |
| 13. Combined contribution rates | | | | |
| a. Combined full rate (10c + 12) | 13.90% | 13.44% | | 13.48% |
| b. Combined phase-in rate (11c + 12) | 13.90% | 13.44% | | 13.31% |

* New Losses are laddered on 25-year period.

Summary of Benefit Provisions

The plan provisions are adopted by the governing body of the City, within the options available in the state statutes governing TMRS. Plan provisions for the City were as follows:

| | Plan Year 2016 | Plan Year 2015 |
|---|----------------------|----------------------|
| Employee deposit rate | 7% | 7% |
| Matching ratio (city to employee) | 2 to 1 | 2 to 1 |
| Years required for vesting | 5 | 5 |
| Retirement Eligibility (Age /Service) | 60/5, 0/20 | 60/5, 0/20 |
| Updated Service Credit | 100% Repeating | 100% Repeating |
| Annuity Increase (to retirees) | 70% of CPI Repeating | 70% of CPI Repeating |
| Supplemental Death Benefit to Active Employees | Yes | Yes |
| Supplemental Death Benefit to Retirees | Yes | Yes |

Amortization Bases and Payments

| Year Established | Description | Years Remaining | Base | Payment |
|---------------------|------------------------------|--------------------|---------------|--------------|
| 2013 | 2013 Valuation (Fresh Start) | 28 | \$266,455 | \$15,285 |
| 2013 | 2013 Benefit Change | 23 | 308,015 | 19,936 |
| 2014 | 2014 Experience | 24 | 33,926 | 2,137 |
| 2015 | 2015 Experience | 25 | 9,437 | 579 |
| 2015 | 2015 Actuarial Changes | 25 | <u>53,047</u> | <u>3,257</u> |
| | Total | | 670,880 | 41,194 |

Historical and Projected Accumulation of the BAF Balance

| Year Ending December 31, (1) | Payroll for the Year (2) | Effective | | | | | Interest Credit (8) | BAF Balance ^b (9) |
|------------------------------------|--------------------------------|--|--|--|----------------------------|--|---------------------------|------------------------------------|
| | | Retirement Contribution Rate ^a (3) | Employer Contributions for the Year (4) | Member Contributions for the Year (5) | Benefit Payments (6) | External Cash Flow for the Year (7) | | |
| | | (4) / (2) | | | | (4) + (5) + (6) | | |
| 2013 | \$ 1,102,491 | 6.67% | \$ 73,536 | \$ 77,174 | \$ (34,684) | \$ 116,026 | \$ 122,073 | \$ 1,495,996 |
| 2014 | \$ 1,484,954 | 7.66% | \$ 113,742 | \$ 103,947 | \$ (40,230) | \$ 177,459 | \$ 85,001 | \$ 1,758,456 |
| 2015 | \$ 1,657,575 | 13.82% | \$ 229,058 | \$ 116,030 | \$ (38,889) | \$ 306,199 | \$ 1,047 | \$ 2,065,703 |
| 2016 | \$ 1,577,474 | 13.15% | \$ 207,438 | \$ 110,423 | \$ (101,350) | \$ 216,511 | \$ 139,435 | \$ 2,421,649 |
| 2017 | \$ 1,624,798 | 13.75% | \$ 223,410 | \$ 113,736 | \$ (101,382) | \$ 235,764 | \$ 163,461 | \$ 2,820,874 |

a. Effective retirement contribution rate is the actual rate determined by dividing the employer contribution received by the payroll paid.
b. BAF Balance may be off a dollar due to rounding.

Reconciliation of Full Retirement Rate from Prior Actuarial Valuation Report

Actuarial valuations are based on long-term assumptions, and actual results in a specific year can, and almost certainly will, differ as actual experience deviates from the assumptions. The following table provides a detailed breakdown of changes in the retirement portion of your city's contribution rate. This analysis reconciles the change in the retirement portion (ADEC) of your city's contribution rate from 2016 to 2017, but will not reflect any change in the cost of the Supplemental Death Benefit (SDB), if your city currently has this provision. (Any changes in the cost of the SDB are primarily due to the changes in the average age of your city's employee group and/or the number of covered retirees.) Following the table below is a brief description of the common sources for deviation from the expected.

| Change in Full Retirement Rate | | |
|--|----------|---------|
| Full Rate from 12/31/2014 Valuation (PY 2016 Rate) | | 13.32 % |
| Benefit changes | 0.00 % | |
| Return on Actuarial Value of Assets | 0.03 | |
| Contribution lag | (0.17) | |
| Payroll growth | (0.18) | |
| Normal cost | 0.11 | |
| Liability growth | 0.18 | |
| Subtotal Experience Change | (0.03) % | |
| Actuarial Changes | 0.46 | |
| Total change | 0.43 % | |
| Full Rate from 12/31/2015 Valuation (PY 2017 Rate) | | 13.75 % |

Benefit Changes - Shows the increase or decrease in the contribution rate associated with any modifications made to the member city's TMRS plan provisions. This will also include any changes to the amortization period adopted by ordinance.

Return on Actuarial Value of Assets (AVA) - Shows the change in the contribution rate associated with the return on the AVA being different than the assumed 7.0%. For the year ending December 31, 2015, the return on an AVA basis was 6.59%. The impact may show as 0.00% due to rounding.

Contribution Lag - Shows the total increase or decrease in the contribution rate associated with the phase in of contributions and/or any additional contributions above the full rate. The effect of the "Contribution Lag" is also included here and refers to the time delay between the actuarial valuation date and the date the contribution rate becomes effective. For TMRS member cities, the

“Contribution Lag” is one year (i.e., the Actuarial Valuation as of December 31, 2015 sets the rate effective for Calendar Year 2017). **The impact of the “Contribution Lag” is expected to become immaterial once a city is contributing the Full Rate and the Full Rate stabilizes.**

Payroll Growth - Shows the increase or decrease in the contribution rate associated with higher or lower than expected growth in the member city’s overall payroll. The amortization payments were calculated assuming payroll grows at 3.00% per year. Overall payroll growth in excess of 3.00% will typically cause a decrease in the prior service rate.

Normal Cost - Shows the increase or decrease in the contribution rate associated with changes in the average normal cost rate for the individual city’s population. The normal cost rate for an employee is the contribution rate which, if applied to a member’s compensation throughout their period of anticipated covered service with the municipality, would be sufficient to meet all benefits payable on their behalf. The salary-weighted average of the individual rates is the total normal cost rate.

Liability Growth - Shows the increase or decrease in the contribution rate associated with larger or lower than expected growth in the member city’s overall plan liabilities. The most significant sources for variance will be individual salary increases compared to the assumption and turnover.

Actuarial Changes - Shows the change in the contribution rate associated with the changes in actuarial assumptions based on the results of the 2015 experience study.

The Statutory Maximum Contribution Rate

The TMRS Act provides a limit to the maximum rate that a city can be required to contribute for the retirement portion of its plan (the cost of Supplemental Death Benefits is excluded from this limit) based on the combination of the employee deposit rate and the matching ratio. This limit, known as the statutory maximum, or “stat max,” is not a limit of the cost of a plan, but rather is simply a limit on the maximum a city could be required to contribute for the plan. If the TMRS minimum required retirement contribution rate exceeds this limit, unless the city takes additional action as permitted under the TMRS Act, it will not be meeting the minimum contribution requirements for its TMRS plan. The TMRS Act provides several options for a city if the retirement portion of the contribution rate exceeds the statutory maximum contribution limit, as outlined below.

Because your city’s 2017 minimum retirement contribution rate has exceeded the statutory maximum contribution rate limit, your city will need to consider adopting an ordinance to raise or repeal the limit. TMRS strongly recommends that you raise or remove the limit to ensure that your minimum contribution requirements are met. If you do not raise or repeal the limit, some benefits may be reduced or eliminated, as outlined below.

Options when Your City’s Minimum Required Retirement Contribution Rate Exceeds the Statutory Maximum

Option 1. Remove the Statutory Maximum Contribution Rate Limit

To ensure proper funding of your city’s pension plan, TMRS encourages each city to consider adopting an ordinance to permanently repeal this statutory maximum contribution rate. The System’s actuary will calculate the cost of the plan benefits adopted by your city each year, and your city will be advised of the Full Rate and any Phase-in Rate, if applicable.

Option 2. Increase the Statutory Maximum Contribution Rate Limit (not available to cities with a 5% Employee Deposit Rate or a 1 to 1 city matching ratio.)

Your city can adopt an ordinance to increase its statutory maximum contribution rate. This option will raise your limit from the current statutory maximum to the increased maximum, as seen in the chart below. Your city will then pay the minimum required retirement contribution rate (either Full Rate or Phase-in Rate, as applicable). However, this may not be a permanent solution and will not prevent your retirement contribution rate from exceeding the increased statutory maximum limit in the future.

Option 3. Pay the Retirement Cost Contribution Rate

Your city can adopt an ordinance each year to pay the minimum required retirement contribution rate, provided that rate does not exceed the statutory maximum contribution rate plus 2.00%, plus the cost of Supplemental Death Benefits, if your city has that provision.

It is important to note, however, that if your city chooses this option, you cannot adopt any additional plan improvements, including USC or COLAs.

Also, if USC and COLAs have been adopted on an annually repeating basis, these options will be suspended until the minimum required retirement contribution rate drops below the statutory maximum contribution rate limit.

Option 4. Pay Only the Statutory Maximum Contribution Rate

Your city can elect to pay only the statutory maximum contribution rate, plus the cost of the Supplemental Death Benefit, if applicable. Refer to the chart below to determine your city’s maximum contribution rate limit. **TMRS does not recommend this option.** If this option is chosen, your city will not be paying the minimum required retirement contribution rate for the plan of benefits adopted, and the funding status of your city’s plan will decline. As a result, your city cannot adopt any additional plan improvements, including USC or COLAs. Also, if USC or COLAs have been adopted on an annually repeating basis, these options will be suspended until the minimum required retirement contribution rate drops below the statutory maximum contribution rate limit. This could lead to further funding difficulties in the future since your city will have to make up the unpaid amount at some later time. In addition, because your city is paying less than the retirement cost rate, this difference will be reflected as an increase in your city’s unfunded actuarial liability and amortized accordingly. Paying less than the required retirement contribution rate will also result in a deterioration of your city’s funded ratio.

STATUTORY MAXIMUM CONTRIBUTION RATES

| Deposit Rate | Matching Ratio | | |
|--------------|----------------|-----------------|-----------------|
| | 1 to 1 | 1½ to 1 | 2 to 1 |
| 3%* | 5.50% | 7.50% | 9.50% |
| 5% | 7.50% | 9.50% | 11.50% |
| 6% | 8.50% | 10.50% / 11.00% | 12.50% / 13.50% |
| 7% | 9.50% | 11.50% / 12.50% | 13.50% / 15.50% |

For the four plans showing split limits, the left number is the base limit, and the right number is what the limit can be increased to.
 *This deposit rate is no longer an option for new cities.

Ordinances to adopt any of the above options may be requested from TMRS. If you need further information, please call 800-924-8677.

From TMRS ACT State Statutes

Sec. 855.407. LIMITATION ON MUNICIPALITY CONTRIBUTION RATES.

(a) The combined rates of a municipality's normal contributions and prior service contributions may not exceed:

(1) 9-1/2 percent of the total compensation paid by the municipality to the employees of its participating departments if the rate of member contributions of the employees of its participating departments is 7 percent of their compensation;

(2) 8-1/2 percent of the total compensation paid by the municipality to the employees of its participating departments if the rate of member contributions of the employees of its participating departments is 6 percent of their compensation;

(3) 7-1/2 percent of the total compensation paid by the municipality to the employees of its participating departments if the rate of member contributions of the employees of its participating departments is 5 percent of their compensation; or

(4) 5-1/2 percent of the total compensation paid by the municipality to the employees of its participating departments if the rate of member contributions of the employees of its participating departments is 3 percent of their compensation.

(b) The actuary annually shall determine the municipality normal contribution rate and the prior service contribution rate from the most recent data available at the time of the determination. Before January 1 of each year, the board of trustees shall certify the rates to each participating municipality. If a participating municipality has different rates of contribution for employees of different departments, the actuary shall determine the maximum rate for the municipality using the average rate of contribution prescribed for contributions of employees of its participating departments. To compute the average rate the actuary shall consider the number of employees in each participating department of the municipality.

(c) A reduction in the member contribution rate for employees of a participating municipality or in the municipality's matching rate does not reduce the maximum rate of contribution of the municipality.

(d) If the dates of participation of each department of a municipality are not the same, the governing body of the municipality may request that, to determine the municipality normal contribution rate and prior service contribution rate and to determine the period during which the municipality must fund the obligations charged against its account in the benefit accumulation fund, all of its departments have a single composite participation date. The actuary shall determine the composite participation date by computing an average weighted according to the number of members entering the retirement system on the actual dates of participation of the departments involved.

(e) If the combined rates of a municipality's normal contributions and prior service contributions exceed the rate prescribed by Subsection (a), the rate for prior service contributions shall be reduced to the rate that equals the difference between the maximum rate prescribed by

From TMRS ACT State Statutes

Subsection (a) and under Section 855.501, if applicable, and the normal contribution rate for the municipality.

(f) The governing body of a municipality that is determined by the actuary to be unable to finance all obligations charged against its account in the benefit accumulation fund within 25 years after its most recent actuarial valuation date may elect to have the municipality contribute to its account in the benefit accumulation fund at a rate that does not exceed in any year the sum of two percent and the maximum contribution rate specified by Subsection (a) and by Section 855.501, if applicable, and that the actuary annually may determine as necessary to finance the existing levels of benefits before the expiration of 25 years after the most recent actuarial valuation date.

(g) A municipality that begins participation in the retirement system on or after December 31, 1999, and any municipality already participating in the retirement system on that date whose governing body elects to have the municipality do so shall contribute to its account in the benefit accumulation fund at the combined rate of total compensation paid to its employees as the actuary determines is necessary to fund all obligations chargeable to its account in the fund within the municipality's amortization period, regardless of other provisions of this subtitle.

(h) If the board of trustees adopts any change in actuarial assumptions or in actuarial method that would result in any municipality having an increase in its combined contribution rate of more than one-half of one percent of the total compensation paid to its employees based on its current amortization period, and if its governing body adopts a resolution requesting a new amortization period, the municipality will be assigned a new amortization period equal to the lesser of:

- (1) the number of years required to limit the increase in the combined rate to one-half of one percent of the total compensation paid to its employees; or
- (2) the maximum number of years, not to exceed 40 years, specified by the board of trustees.

Acts 1981, 67th Leg., p. 1876, ch. 453, Sec. 1, eff. Sept. 1, 1981. Amended by Acts 1981, 67th Leg., 1st C.S., p. 234, ch. 18, Sec. 107, eff. Jan. 1, 1982. Renumbered from Vernon's Ann.Civ.St. Title 110B, Sec. 65.407 and amended by Acts 1989, 71st Leg., ch. 179, Sec. 1, eff. Sept. 1, 1989. Amended by Acts 1991, 72nd Leg., ch. 466, Sec. 10, eff. Aug. 26, 1991; Acts 1993, 73rd Leg., ch. 57, Sec. 18, eff. Jan. 1, 1994; Acts 1997, 75th Leg., ch. 76, Sec. 13, eff. Sept. 1, 1997; Acts 1999, 76th Leg., ch. 83, Sec. 20, eff. Dec. 31, 1999. Amended by: Acts 2011, 82nd Leg., R.S., Ch. 1208 (S.B. 350), Sec. 35, eff. June 17, 2011.

From TMRS ACT State Statutes

SUBCHAPTER F. OPTIONAL PROGRAMS

Sec. 855.501. INCREASED CURRENT SERVICE ANNUITIES.

- (a) A participating municipality may elect to provide for an increased current service annuity reserve on the retirement of each of its employees who are members.
- (b) The governing body of a municipality electing to provide for increased reserves by ordinance shall provide that for each month of current service rendered by a participating employee of the municipality after the date of its election the municipality will provide a contribution equal to 150 or 200 percent of the member's accumulated contribution to the retirement system for that month.
- (c) Repealed by Acts 2011, 82nd Leg., R.S., Ch. 1208, Sec. 39(3), eff. June 17, 2011.
- (d) Repealed by Acts 2011, 82nd Leg., R.S., Ch. 1208, Sec. 39(3), eff. June 17, 2011.
- (e) A participating municipality electing to provide an increased current service annuity reserve and electing a contribution rate of 150 percent for a year is liable for total contributions at a rate that does not exceed a rate equal to the maximum rate prescribed for the municipality by Section 855.407, plus two percent a year. A municipality electing a rate of 200 percent a year is liable for contributions at a rate that does not exceed a rate equal to the maximum rate prescribed for the municipality by Section 855.407, plus four percent a year.
- (f) Except as provided by Subsection (g), an increased rate of contribution authorized under this section may become effective only on January 1 of a calendar year.
- (g) A municipality that begins participation in the retirement system after December 31, 1975, may elect to provide for an increased current service annuity reserve beginning on its effective date of participation. That election remains in effect until the municipality elects to pay contributions at another rate.
- (h) A municipality electing to provide for an increased current service annuity reserve may reduce its rate of contribution to 150 percent of the member contributions or to a rate equal to the member contributions. The reduction becomes effective on January 1 of the calendar year following the date on which the municipality's governing body adopts an ordinance reducing the rate of contribution.
- (i) A participating municipality electing to provide an increased service annuity reserve and electing a contribution rate of 150 percent for a year may, by ordinance, agree to be liable for total contributions at a rate that does not exceed a rate equal to the maximum rate prescribed for the municipality by Section 855.407 plus two and one-half percent if the contribution rate for its employees is six percent, or a rate that does not exceed a rate equal to the maximum rate

From TMRS ACT State Statutes

prescribed for the municipality by Section 855.407 plus three percent if the contribution rate for its employees is seven percent.

(j) A participating municipality electing to provide an increased service annuity reserve and electing a contribution rate of 200 percent for a year may, by ordinance, agree to be liable for total contributions at a rate that does not exceed a rate equal to the maximum rate prescribed for the municipality by Section 855.407 plus five percent if the contribution rate for its employees is six percent, or a rate that does not exceed a rate equal to the maximum rate prescribed for the municipality by Section 855.407 plus six percent if the contribution rate for its employees is seven percent.

Acts 1981, 67th Leg., p. 1876, ch. 453, Sec. 1, eff. Sept. 1, 1981. Amended by Acts 1981, 67th Leg., 1st C.S., p. 235, ch. 18, Sec. 108, eff. Jan. 1, 1982. Renumbered from Vernon 's Ann.Civ.St. Title 110B, Sec. 65.501 and amended by Acts 1989, 71st Leg., ch. 179, Sec. 1, eff. Sept. 1, 1989. Amended by Acts 1995, 74th Leg., ch. 514, Sec. 21, eff. Sept. 1, 1995. Amended by: Acts 2011, 82nd Leg., R.S., Ch. 1208 (S.B. 350), Sec. 37, eff. June 17, 2011. Acts 2011, 82nd Leg., R.S., Ch. 1208 (S.B. 350), Sec. 39(3), eff. June 17, 2011.



ORDINANCE 2016-11-00844
[CONTRIBUTIONS TO TEXAS MUNICIPAL RETIREMENT
SYSTEM]

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LUCAS, COLLIN COUNTY, TEXAS, ELECTING TO MAKE CURRENT SERVICE AND PRIOR SERVICE CONTRIBUTIONS TO THE CITY'S ACCOUNT IN THE BENEFIT ACCUMULATION FUND OF THE TEXAS MUNICIPAL RETIREMENT SYSTEM AT THE ACTUARIALLY DETERMINED RATE OF TOTAL EMPLOYEE COMPENSATION; PROVIDING A REPEALING CLAUSE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, the City of Lucas (the "City") is a participating municipality in the Texas Municipal Retirement System (the "System"), and has undertaken to provide certain retirement, death and disability benefits to its employees pursuant to Subtitle G, Title 8, of the Texas Government Code (hereinafter, called the TMRS ACT); and

WHEREAS, in accordance with prior state law, the City has adopted ordinances relating to the City's participation in the System, placing a cap on the City's current and prior service contributions to the City's account in the Benefit Accumulation Fund of the System; and

WHEREAS, the laws and regulations governing participation in the System requires local government participants in the System to contribute an actuarially determined amount in order to insure full funding of employee retirement benefits, which amount may from year-to-year exceed the existing cap on such contributions adopted by prior ordinance and

WHEREAS, the City Council finds it to be in the public interest to authorize funding of such benefits as required by applicable law:

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LUCAS, COLLIN COUNTY, TEXAS, THAT:

Section 1. Pursuant to Section 855.407(g) of the TMRS Act. the City hereby elects to make future normal and prior service contributions to its account in the Benefit Accumulation Fund of the System at such combined rate of the total compensation paid by the City to employees who are members of the System as the System's actuary shall annually determine the rate necessary to fund within the amortization period determined as applicable to the City under the TMRS Act, the costs of all benefits which are or may become chargeable to or are to be paid out of the City's account in said accumulation fund regardless of other provisions of the TMRS Act limiting the combined rate of the City's contributions.

Section 2. All ordinances of the City of Lucas in conflict with the provisions of this Ordinance shall be, and same are hereby, repealed, provided, however, that all other provisions of

said Ordinances are not in conflict herewith shall remain in full force and effect.

Section 3. Should any word, sentence, paragraph, subdivision, clause, phrase or section of this Ordinance or of the City of Lucas Code of Ordinances, as amended hereby, be adjudged or held to be voided or unconstitutional, the same shall not affect the validity of the remaining portions of said Ordinances or the City of Lucas Code of Ordinances, as amended hereby, which shall remain in full force and effect.

Section 4. This Ordinance shall take effect on January 1, 2017 in accordance with the provisions of the Charter of the City of Lucas.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF LUCAS, COLLIN COUNTY, TEXAS, ON THIS 17th DAY OF NOVEMBER, 2016.

APPROVED:

Jim Olk, Mayor

APPROVED AS TO FORM:

ATTEST:

Joseph J. Gorfida, Jr., City Attorney
(10-12-2016/80358)

Stacy Henderson, City Secretary



City of Lucas Council Agenda Request November 17, 2016

Requester: Public Works Director/City Engineer Stanton Foerster

Agenda Item:

Consider a variety of transportation survey questions and decide which to be posed to the citizens of the City of Lucas and provide guidance to staff on how to administer the transportation survey, prior to the Transportation Town Hall meeting on January 26, 2017.

Background Information:

In 2014, the City Council adopted a new Master Thoroughfare Plan. While the City of Lucas is responsible for managing the roadways within the city limits, there is a need for coordination and consideration regarding other governmental agencies: Texas Department of Transportation, Collin County, neighboring cities and towns, and development. All of these interests are changing and evolving.

In preparation for the upcoming town hall meeting, the City Council has requested staff gather information from Lucas residents about transportation needs, issues, planning directions, etc.

Citizen Summary:

After the survey questions are developed, the City Council will decide how to administer the transportation survey.

Attachments/Supporting Documentation:

1. Sample questions

Budget/Financial Impact:

NA

Recommendation:

Sample questions should provide a wide range of points of view and consider transportation needs of all. Staff has prepared the following questions with the intent to foster conversation:

Motion:

NA

SAMPLE TRANSPORTATION SURVEY QUESTIONS

1. Please rate your overall satisfaction with the condition of Lucas streets.
 - a. Very Satisfied
 - b. Satisfied
 - c. Unsatisfied
 - d. Very Unsatisfied
 - e. No Opinion

2. Please tell us what you feel is the biggest transportation problem facing the City of Lucas.

3. Please rate the city's overall maintenance of streets.

4. The street I live on is in good condition
 - a. Strongly agree
 - b. Agree
 - c. Neutral
 - d. Disagree
 - e. Strongly disagree

5. Which streets should be the highest priority
 - a. Streets that carry the most traffic
 - b. Streets that are in the worst condition

6. To fund street improvements, I am willing to:
 - a. Pay higher property tax
 - b. Pay a monthly street maintenance fee that is dedicated for this purpose

7. What material should be used for Lucas roadways?
 - a. Asphalt
 - b. Concrete
 - c. Gravel
 - d. All of the above
 - e. E)_____.

8. The Texas Department of Transportation manages farm-to-market roads which include roadways such as Country Club Road, portions of Lucas Road, Southview Drive, and Estates Parkway. How many lanes should these types of street have?
 - a. Two
 - b. Three
 - c. Four
 - d. Five
 - e. Six

9. Should farm-to-market roads be divided roadways with a median?
 - a. Yes
 - b. No

10. Neighborhood connector streets include roadways such as Forest Grove Road, Blondy Jhune Road, Stinson Road, Snider Lane, and Winningkoff Road. How many lanes should these types of streets have?
 - a. Two
 - b. Three
 - c. Four
 - d. Five
 - e. Six

11. Should neighborhood connector roadways be divided roadways with a median?
 - a. Yes
 - b. No

12. What is the highest priority for neighborhood connector roadways be?
 - a. 40 MPH Traffic and greater
 - b. Traffic Slower than 40 MPH
 - c. Safety
 - d. Equestrian use
 - e. Pedestrian use

13. Neighborhood connector streets should be wide enough...
 - a. so that two cars cannot pass without slowing down.
 - b. so two cars can pass without slowing down.
 - c. so two school busses cannot pass without slowing down.
 - d. so two school busses can pass without slowing down.

14. The City of Lucas should build a network of equestrian trails throughout City.
 - a. Agree
 - b. Disagree

15. Equestrian trails should be...
 - a. next to roadways like Country Club Road.
 - b. nowhere near roadways like Country Club Road.

16. Cut through traffic is a problem in Lucas.
 - a. Agree
 - b. Disagree

17. Traffic volumes are increasing on all roads in Lucas.
 - a. Agree
 - b. Disagree

18. Cut through traffic and increased traffic volumes create problems with ...
- speeders
 - large trucks
 - litter
 - all the above
 - none of the above
 - _____
19. Cut through traffic should be reduced.
- Agree
 - Disagree
20. The following measures should be used to reduce/eliminate cut through traffic:
- lower speed limits
 - speed humps/cushions
 - cul-de-sacs
 - gates
 - narrow one-lane roads
 - all of the above
 - none of the above
 - _____
21. Lucas roads (large and small) are fine; no changes are needed.
- Agree
 - Disagree
22. The City of Lucas should actively pursue solutions to traffic volumes increasing on Country Club Road, Lucas Road, and Southview Drive.
- Agree
 - Disagree
23. The City of Lucas should disconnect or cul-de-sac roads like Winningkoff Road, Stinson Road, and Blondy Jhune Road to eliminate traffic volume increases and cut through traffic.
- Agree
 - Disagree

24. The City of Lucas should participate in the funding for the widening of state maintained roads and farm-to-market roads (Country Club Road, Lucas Road, Southview Drive, and Estates Parkway).

- a. Agree
- b. Disagree

25. As a taxpayer in the City of Lucas, I would support a property tax increase to improve local roadways in Lucas.

- a. Agree
- b. Disagree



City of Lucas Council Agenda Request November 17, 2016

Item No. 07

Requester: Public Works Director/City Engineer Stanton Foerster

Agenda Item:

Discuss and give direction to the City Manager regarding the following:

- A. North Central Texas Council of Governments Regional 10-Year Plan
- B. Purpose of \$200 million as a placeholder in said plan for a north/south arterial west of Lavon Lake in Collin County
- C. Possible action relating to same before the Regional Transportation Council (RTC) in December 2016 and the Texas Transportation Commission (TTC) in February 2017

Background Information:

The North Central Texas Council of Governments (NCTCOG) Regional 10-Year Plan meeting was held ON November 7, 2016 in Richardson, Texas. The NCTCOG is a local Metropolitan Planning Organization (MPO). The NCTCOG staff laid out a plan for a projected \$6.98 billion in transportation funds to be spent by 2040. The first step in this plan is to list the projects for the next 10 years. They have set aside or programmed \$200 million for the north/south arterial west of Lavon Lake as part of the Collin County Roadway Action Plan #4.

City staff requested the following of the NCTCOG:

- There should be several alignments considered and reviewed and properly reflected as such in the plan
- Change the limits from “West of Lake Lavon” to “Between US 75 and Outer Loop”
- Please provide the City Lucas with a copy of “Collin County Roadway Action Plan #4”

The purpose of \$200 million is a placeholder for 1) Category 2 funding controlled by the Regional Transportation Council (RTC) and 2) Category 12 by the Texas Transportation Commission (TTC). Category 12 funds are not programmed and can be used in any way for anything by the TTC. Without this place holder, the NCTCOG could not consider these “North/South Arterials” until 2024.

City staff asked if the \$200 Million was a place holder to implement Collin County’s plan for Limited Access Roadways (LARs). The NCTCOG staff stated that it was unequivocally NOT funding for the LARs. This funding is for the study and consideration of arterials which are six-lane, divided roadways. The funds could also be used to preserve rights-of-way.

Attachments/Supporting Documentation:

Handouts from the NCTCOG November 7, 2016, meeting



**City of Lucas
Council Agenda Request
November 17, 2016**

Item No. 07

Budget/Financial Impact:

Unknown

Recommendation:

NA

Motion:

NA

AGENDA

REGIONAL TRANSPORTATION COUNCIL NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS

PUBLIC MEETINGS

Monday, Nov. 7, 2016
6:30 pm
Richardson
Civic Center
411 W. Arapaho Road
Richardson, TX 75080

Wednesday, Nov. 9, 2016
2:30 pm
North Central Texas Council of
Governments
616 Six Flags Drive
Arlington, TX 76011

Tuesday, Nov. 15, 2016
6:30 pm
Ella Mae Shamblee
Public Library
1062 Evans Avenue
Fort Worth, TX 76104

1. **Introduction/Welcome**
2. **Regional 10-Year Plan Project List**
3. **Public Involvement Techniques**
4. **Question and Answer**

End of 2016 Ozone Season

Since the DFW region does not meet the federal air quality standard for the pollutant ozone, NCTCOG implements various projects and programs in the region to improve air quality and protect public health. Staff will provide a summary of the 2016 ozone season and the air quality programs in the region as well as information on the EPA's new, more stringent ozone standard. For more information, visit www.nctcog.org/trans/air/ozone/.

Conformity Approval for Mobility 2040

Mobility 2040, the Dallas-Fort Worth area's current long-range transportation plan, as well as its plan for short-term improvements through 2020, the Transportation Improvement Program (TIP), have achieved conformity approval by the Federal Highway Administration, and local transportation projects may now continue toward implementation. Transportation Conformity is a federal requirement in nonattainment areas to conduct air quality analysis on projects, programs and policies identified in transportation plans, transportation improvement programs, federally funded projects or projects requiring federal approval. Conformity determinations must demonstrate consistency between emissions expected from the implementation of transportation plans and programs and requirements set by the state. Ten North Texas area counties are designated nonattainment for the pollutant ozone. For more information, visit www.nctcog.org/trans/air/conformity/.



nctcog.org/trans



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Mayor
City of Grand Prairie

Rob Franke, P.E., Vice Chair
Mayor
City of Cedar Hill

Gary Fickes, Secretary
Commissioner
Tarrant County

Monica R. Alonzo
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City of Dallas

Bruce Arfsten
Mayor Pro Tem
Town of Addison

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City of Garland

Brian Barth, P.E.
District Engineer
Texas Department of
Transportation, Fort Worth District

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Rudy Durham
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Andy Eads
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Denton County

Charles Emery
Chairman
Denton County Transportation
Authority

Sandy Greyson
Councilmember
City of Dallas

Mojoy Haddad
Board Member
North Texas Tollway Authority

Roger Harmon
County Judge
Johnson County

Clay Lewis Jenkins
County Judge
Dallas County

Jungus Jordan
Councilmember
City of Fort Worth

Lee M. Kleinman
Councilmember
City of Dallas

Brian Loughmiller
Mayor
City of McKinney

David Magness
Commissioner
Rockwall County

Scott Mahaffey
Chairman
Fort Worth Transportation
Authority

Matthew Marchant
Mayor
City of Carrollton

Maher Maso
Mayor
City of Frisco

B. Adam McGough
Councilmember
City of Dallas

Cary Moon
Councilmember
City of Fort Worth

Stan Pickett
Mayor
City of Mesquite

Mark Riley
County Judge
Parker County

Kevin Roden
Councilmember
City of Denton

Kelly Selman, P.E.
District Engineer
Texas Department of
Transportation, Dallas District

Gary Slagel
Board Secretary
Dallas Area Rapid Transit

Lissa Smith
Mayor Pro Tem
City of Plano

Mike Taylor
Councilmember
City of Colleyville

Stephen Terrell
Mayor
City of Allen

Casey Thomas II
Councilmember
City of Dallas

T. Oscar Trevino Jr., P.E.
Mayor
City of North Richland Hills

Oscar Ward
Councilmember
City of Irving

Bernice J. Washington
Board Secretary
Dallas/Fort Worth International Airport

Duncan Webb
Commissioner
Collin County

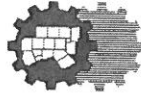
B. Glen Whitley
County Judge
Tarrant County

Kathryn Wilemon
Councilmember
City of Arlington

W. Jeff Williams
Mayor
City of Arlington

Erik Wilson
Deputy Mayor Pro Tem
City of Dallas

W. B. "Zim" Zimmerman
Councilmember
City of Fort Worth



Public Meeting Comment Form

Instructions:

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

- I wish to make an oral comment at the public meeting
 I wish to submit a written comment at the public meeting
 I wish to make both oral and written comments at the public meeting

Name _____

Organization _____

Date _____

Meeting Location _____

Please provide written comments below:

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

REGIONAL 10-YEAR PLAN AND NEXT 10 YEARS OF PROJECTS

**November Public
Meetings
November 7, 9, and 15, 2016**



YEARS 1966-2016
NCTCOG

Mobility 2040 Summary



Adopted by the Regional Transportation Council in March 2016



Represents a blueprint for the region's multimodal transportation system



Identifies policies, programs, and projects for continued development through 2040

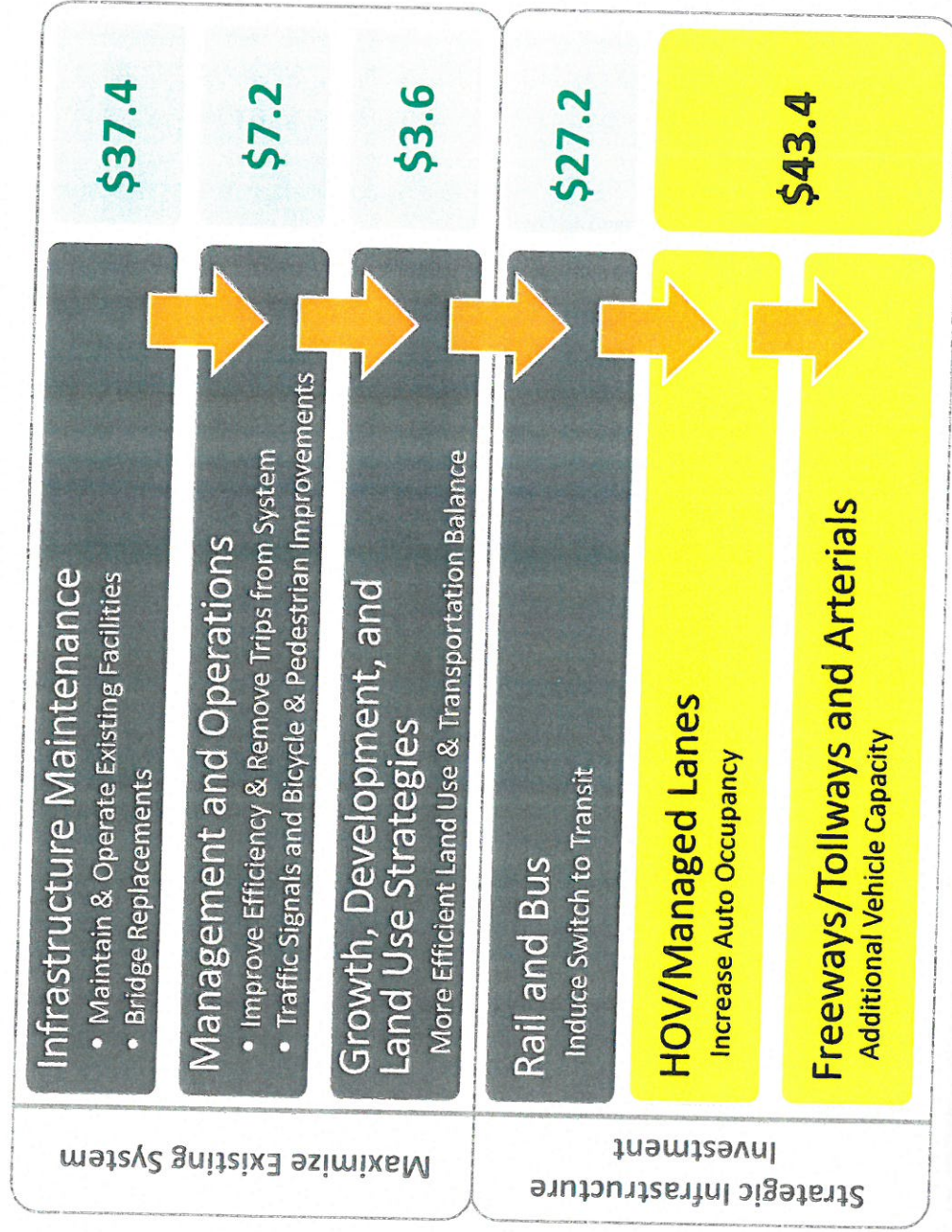


Recommendations staged for 2017, 2027, 2037, and 2040



Guides the expenditure of federal and state transportation funds totaling \$118.9 Billion

Mobility 2040 Prioritization and Expenditures



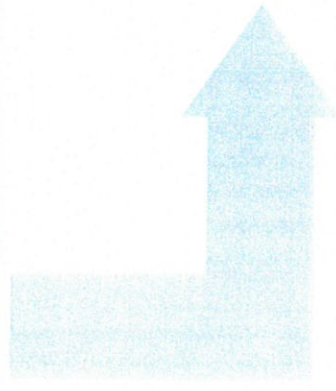
Mobility 2040 Expenditures **\$118.9***

*Actual dollars, in billions. Values may not sum due to independent rounding.

Mobility 2040 Project Scoring and Selection

STEP 1
Scoring and
Ranking Candidate
Projects and
Corridors

- Local Priority Factors Considered:**
- Volume/Capacity Ratio
 - Fatal and Serious Injury Crash Rates
 - Pavement Condition Score
 - Speed Coefficient of Variation
 - Truck Vehicle Miles of Travel (VMT)
 - Basic Employment
 - Environmental Justice Index



STEP 2
Project Selection

- Project Delivery and Constraints:**
- Physical Barriers/Geometrics
 - Planning Status
 - Funding Availability/Type
 - Corridor Management
 - Opportunities (e.g., TSM, TDM, ITS, transit)
 - System Continuity
 - Right-of-Way
 - Staged Construction

HOUSE BILL (HB) 20 REQUIREMENTS

HB 20, passed by the 84th Texas Legislature, required the Texas Department of Transportation (TxDOT) and Metropolitan Planning Organizations (MPOs) to:

- Develop a 10-year plan for the use of allocated funds
- Use performance based planning and project selection
- Develop criteria that consider:
 - Congestion
 - Safety
 - Economic development opportunities
 - Available funding
 - Effects on the environment, including air quality
 - Socioeconomic effects, including adverse health or environmental effects on minority or low-income neighborhoods
 - Any other factors deemed appropriate by the planning organization

RTC Priorities from 2004, 2008, 2010, and 2012 Current Status as of September 2016

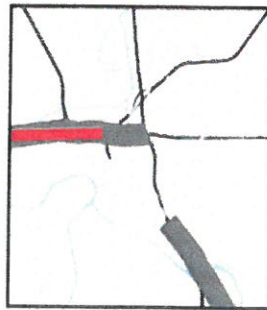
- ▲ Completed or Under Construction
- ▲ Fully Funded - Not Started
- ▲ Partially Funded
- ▲ Unfunded*

* If on the same roadway as a completed or under construction project, the completed/under construction portion refers to the interim stages and the unfunded portion refers to the ultimate project

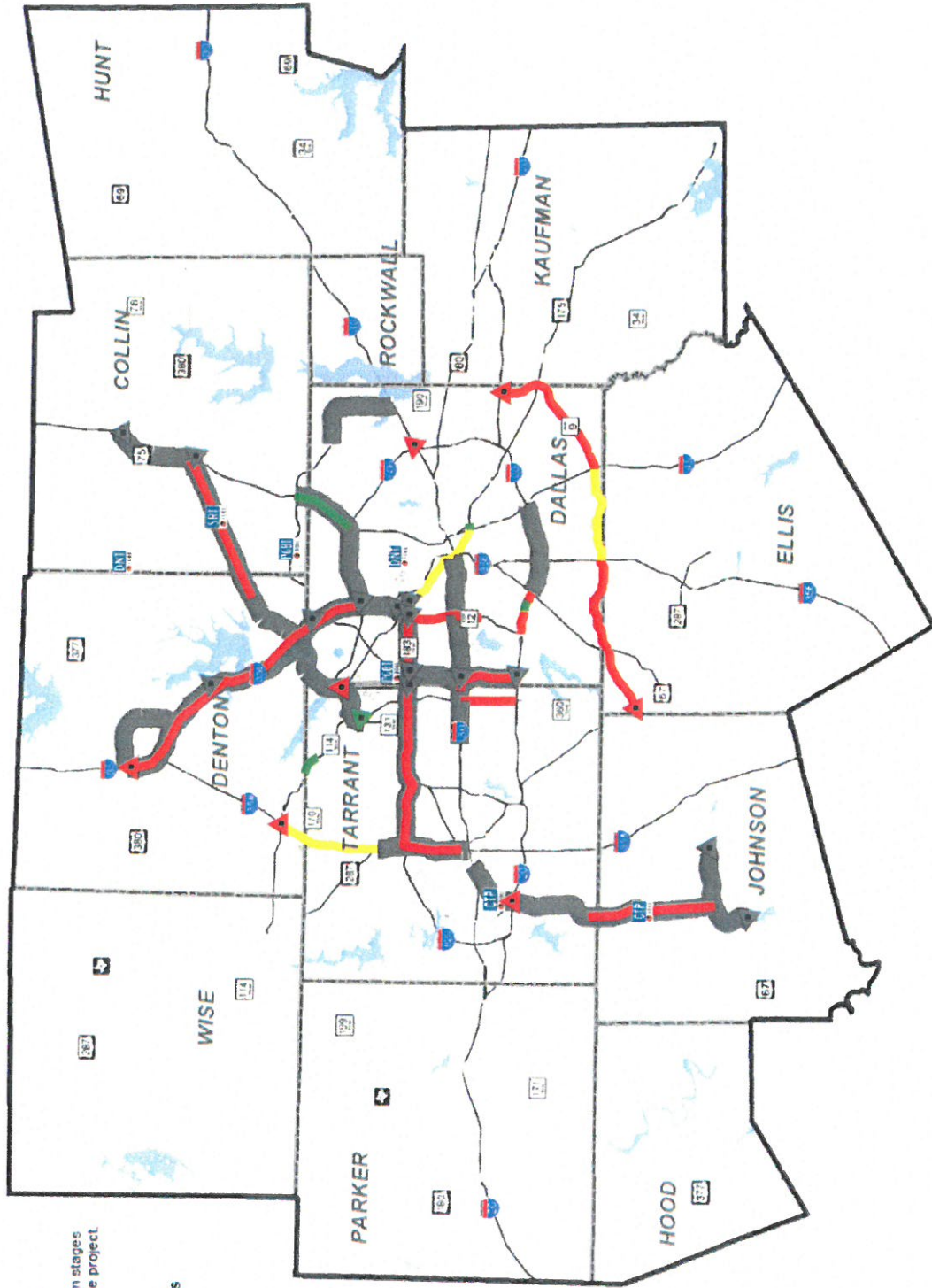
Legend

- Freeways
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary

Fort Worth CBD



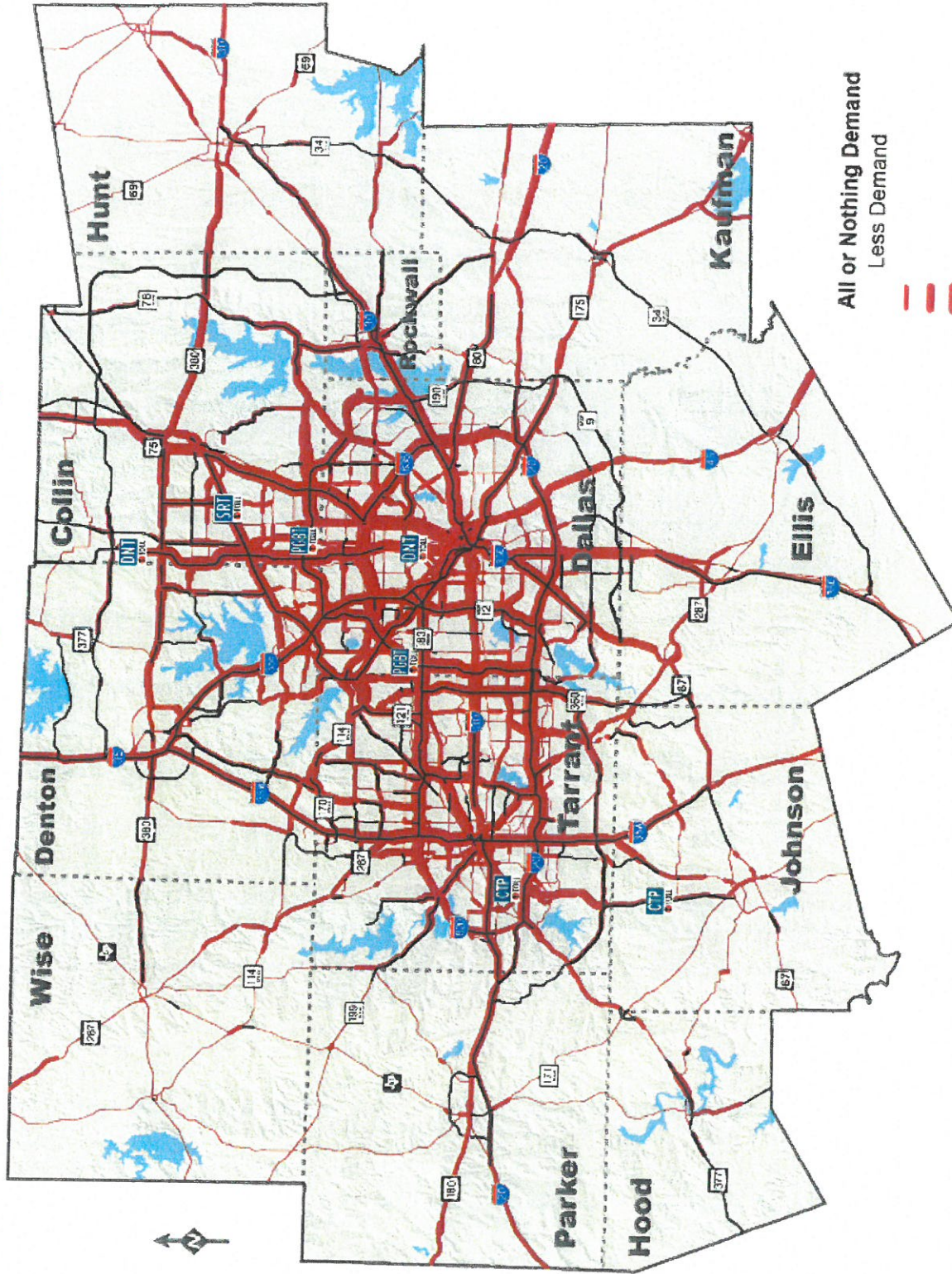
Dallas CBD



North Central Texas
Council of Governments
Transportation



2040 All-or-Nothing Weekday Demand



All or Nothing Demand
Less Demand

More Demand
Mobility 2040 Recommendations

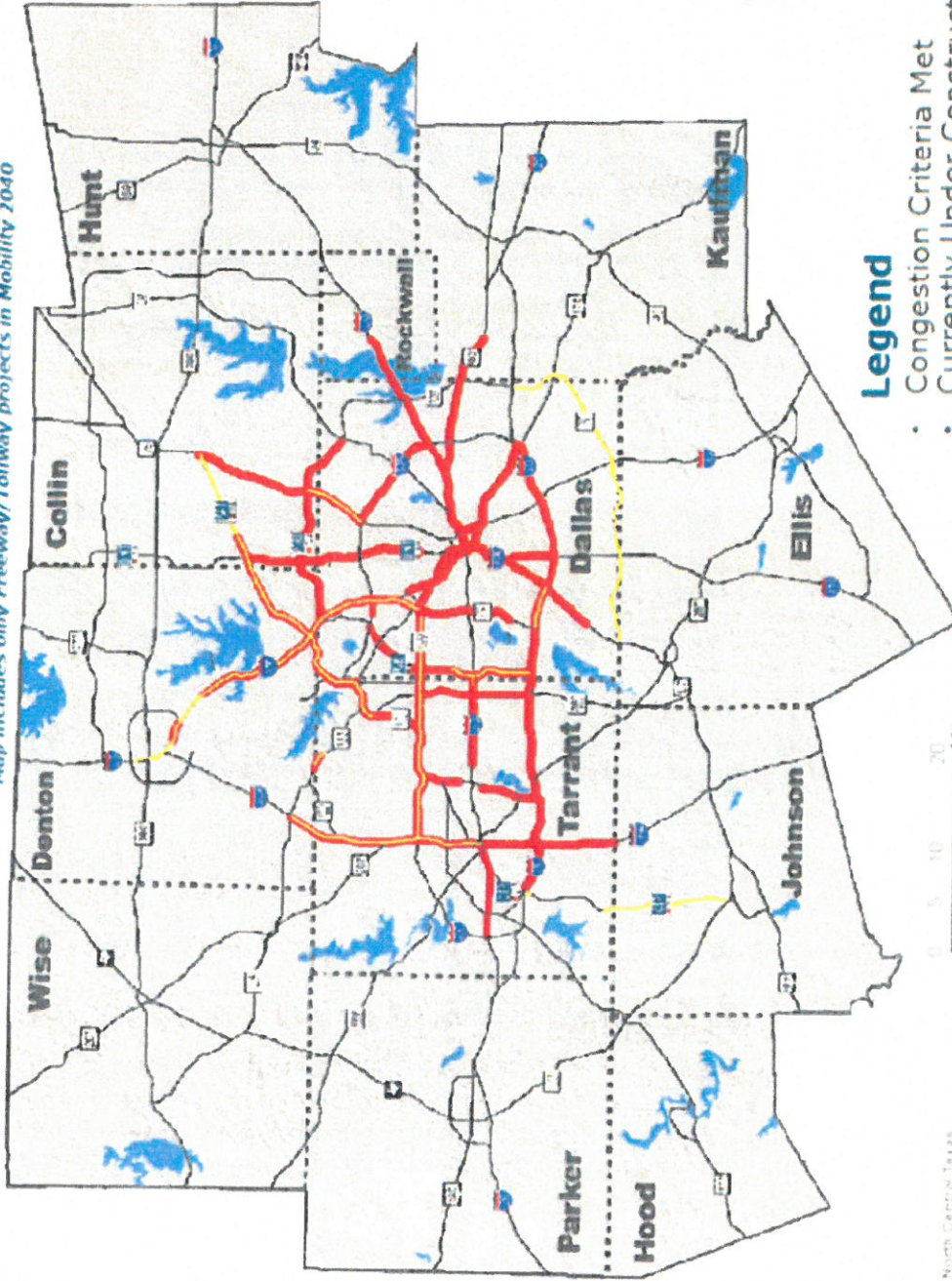


North Central Texas
Council of Governments

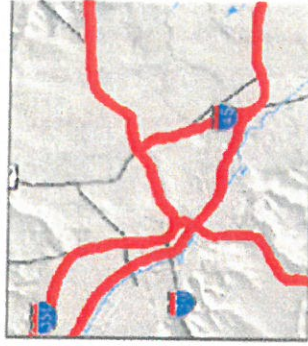
10 Year Plan Performance Measures Analysis

Projects Meeting Congestion Criteria

*Map includes only Freeway/Tollway projects in Mobility 2040



Dallas CBD



Fort Worth CBD



Congestion Criteria:

1. Lanes Warranted ≥ 12
2. Greater of:
(Future V/C OR Current V/C) ≥ 1.25

Legend

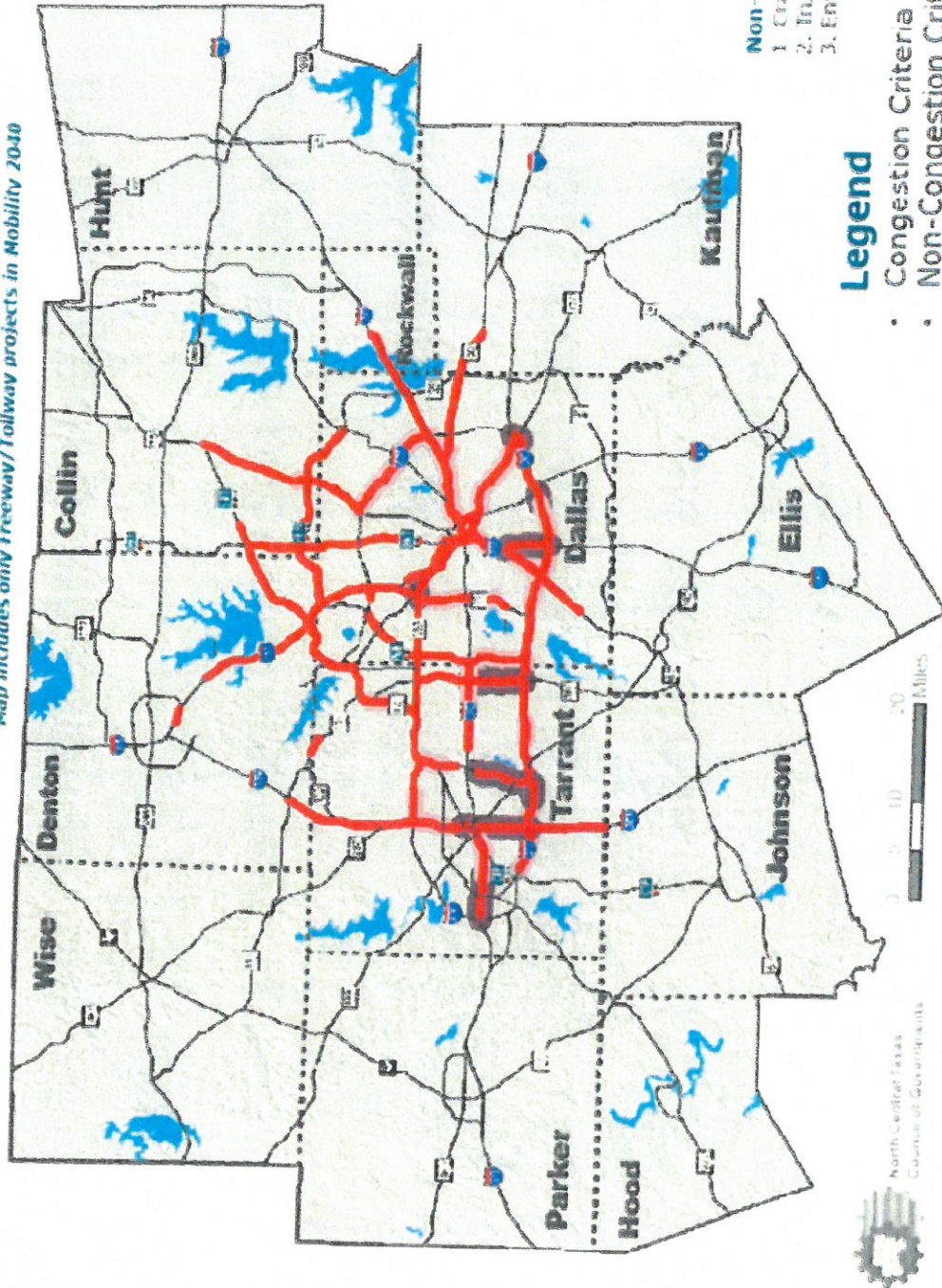
- Congestion Criteria Met
- Currently Under Construction
- Year 2040 Roadways



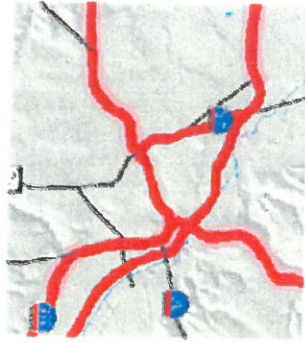
10 Year Plan Performance Measures Analysis

Projects Meeting Congestion and Non-Congestion Criteria

*Map includes only Freeway/Tollway projects in Mobility 2040



Dallas CBD



Fort Worth CBD



Non-Congestion Criteria:

1. Crash Rate (≥ 4.50)
2. Truck Percentage ($\geq 15.0\%$)
3. Environmental Justice Index (EJI) (≥ 25.0)

Legend

- Congestion Criteria Met
- Non-Congestion Criteria
- Year 2040 Roadways

POLICY SUMMARY

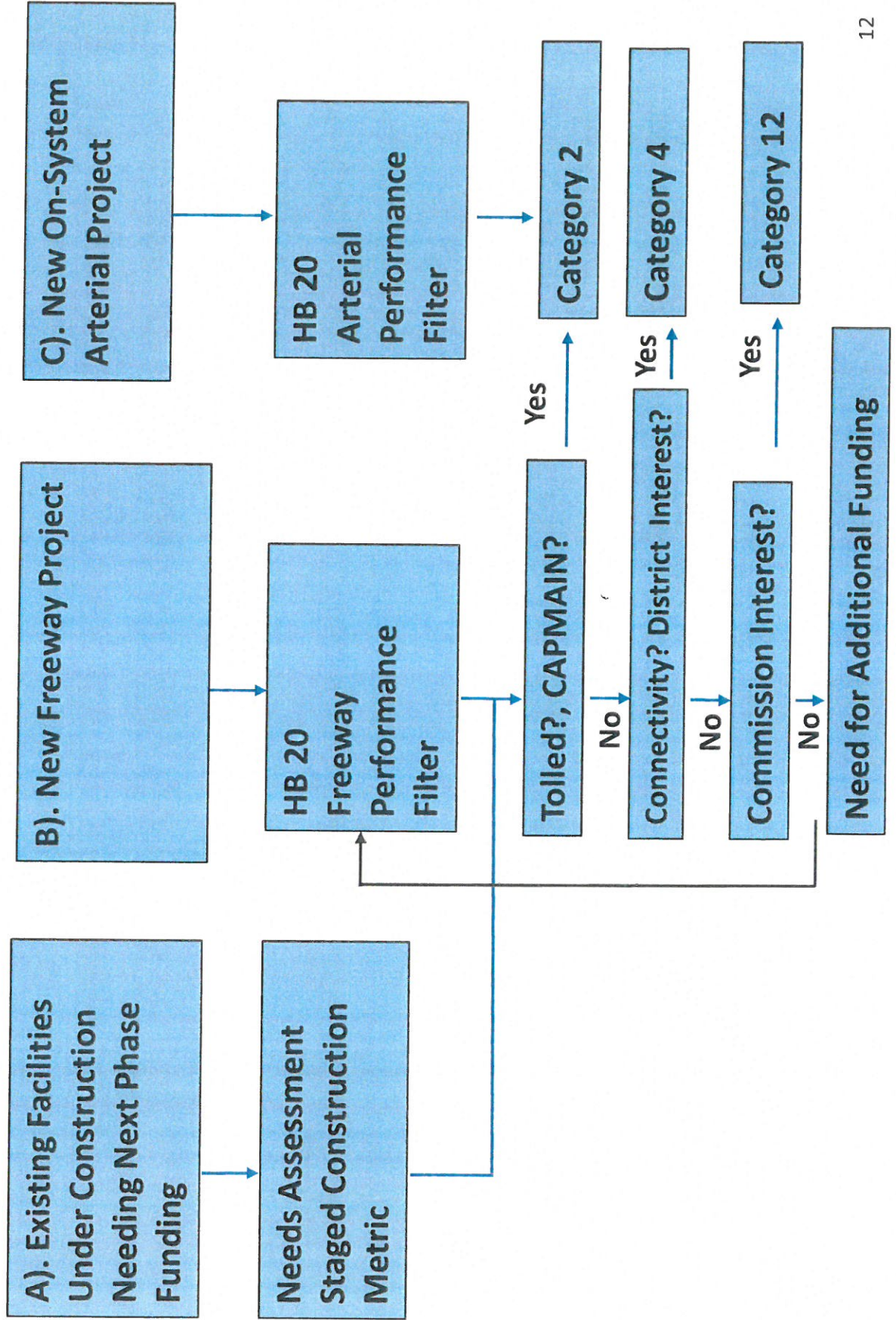
- Thank Texas Transportation Commission for formula funds.
- Thank Legislature and the public for new revenues.
- Assumes legislative minimums are met.
- Adds evidence that urban congestion is not fully addressed.
 - Opens up question on State allocations.
 - Need for innovative funding tools.
 - Need for additional revenues in next Legislative Session.

REGIONAL FUNDING ALLOCATION

FROM FY 2017 to FY 2026

- TIP funding categories for project selection
 - Category 2 – Urban Mobility Corridors (RTC)
 - Category 4 – Statewide Connectivity (TxDOT Districts)
 - Category 12 – Commission Strategic Priority (TTC)
- Projects being evaluated in “three paths”
 - A) Previously unfunded commitments or existing facilities under construction needing next phase funding
 - B) New freeway projects
 - C) New on-system arterial projects

PROJECT PRIORITIZATION: PROCESS OF FILLING FUNDING BUCKETS



REGIONAL FUNDING ALLOCATION DRAFT

FROM FY 2017 to FY 2026¹

with Equity Share Adjustments

(MOVE \$100M)

| FUNDING CATEGORY | WEST (\$ IN BILLIONS) | EAST (\$ IN BILLIONS) | TOTAL (\$ IN BILLIONS) |
|--|---|---|---------------------------|
| CAT 2: Metropolitan Corridor ² | \$1.10 \$1.20 | \$2.32 \$2.22 | \$3.42 |
| CAT 4: Connectivity Corridor | \$0.49 | \$1.04 | \$1.53 |
| CAT 12: Strategic Priority "Clear Lane" | \$0.65 | \$1.38 | \$2.03 |
| TOTAL | \$2.34 | \$4.64 | \$6.98 |

- Categories 2, 4, and 12 funds are distributed 32 percent in the West and 68 percent in the East. Formulas are being updated.
- Propose to adjust category 2 funds to balance the East/West equity

ALLOCATIONS BY COUNTY DRAFT

| West | |
|--------------|---|
| County | Programming Target by Congestion Measure ¹ |
| Hood | \$23,936,895 |
| Johnson | \$112,247,476 |
| Parker | \$62,338,475 |
| Tarrant | \$2,102,365,092 |
| Wise | \$34,116,863 |
| Total | \$2,335,004,800 |

| East | |
|--------------|--|
| County | Programming Target by Congestion Measure |
| Collin | \$986,036,416 |
| Dallas | \$2,715,466,616 |
| Denton | \$513,535,215 |
| Ellis | \$126,931,497 |
| Hunt | \$49,228,764 |
| Kaufman | \$168,579,106 |
| Rockwall | \$89,607,585 |
| Total | \$4,649,385,200 |

Total Allocation **\$6,984,390,000**

¹: Based on 2040 Forecasted Total Congestion Delay

NEXT STEPS

- Balance project needs with available resources and year of expenditure
- Submit to TxDOT headquarters to fulfill the HB 20 requirements

TIMELINE

| Date | Action |
|--------------------|---|
| June 2016 | TXDOT Commission announced new Category 2 Funds |
| July/August 2016 | NCTCOG committee meetings (process) |
| September 2016 | NCTCOG Public Meetings: 10-Year Plan Process (September 12, 14, & 20) |
| October 2016 | NCTCOG Committee meetings (information) NCTCOG/TXDOT consensus on preliminary project list |
| November 2016 | NCTCOG Committee meetings (first reading) NCTCOG Public Meetings: Project List |
| December 2016 | NCTCOG Committee meetings (action) |
| December 15th 2016 | TXDOT Commission briefing |

CONTACT/QUESTIONS?

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Project Funding:

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Adam Beckom, AICP
Principal Transportation Planner
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abeckom@nctcog.org

Jeffrey Neal
Program Manager
Ph: (817) 608-3245
jneal@nctcog.org

For more Information: <http://www.nctcog.org/trans/tip/10-YearPlan.asp>

**10-Year UTP Planning Effort Cost/Revenue Matrix
FY 2017 - FY 2026**

DRAFT

| County | Facility | Limits | Comments | Proposed Funding | FY 2017 - FY 2026 | | | | | | | | | | Path A, B, or C | | | |
|--------|----------------------|--|---|------------------|------------------------------|------------------------------|----------------------------|----------------------------|------------------------------|-------------------|-----------------------------|-------------------------------|--------------------|---------------|-----------------|--|--|---|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | | | | |
| | | | | | Cat 2 FTW \$1,195,040,000 | Cat 2 DAL \$2,176,960,000 | Cat 2 Hunt \$50,000,000 | Cat 4 FTW \$489,793,000 | Cat 4 DAL \$1,038,666,400 | Cat 4 Hunt \$0 | Cat 12 FTW \$651,171,200 | Cat 12 DAL \$1,383,736,800 | Cat 12 Hunt \$0 | | | | | |
| Collin | FM 2478 | FM 1461 to US 380 (Prosper) | US 380/McKinney Bypass Candidate Project; Collin County Roadway Action Plan #3 | \$32,600,000 | \$32,600,000 | | | | | | | | | | | | | A |
| Collin | FM 2514 | East of Lavon Parkway to North of Drain Dr. | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4 | \$9,546,278 | \$9,546,278 | | | | | | | | | | | | | A |
| Collin | FM 2514 | North of Drain Dr. to Brown St. | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4 | \$17,249,746 | \$17,249,746 | | | | | | | | | | | | | A |
| Collin | FM 2551 | FM 2170 to FM 2514 (Allen/Lucas/Parker) | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4; \$10,800,000 already funded | \$38,099,111 | \$38,099,111 | | | | | | | | | | | | | A |
| Collin | North/South Arterial | West of Lake Lavon | Collin County Roadway Action Plan #4 | \$200,000,000 | \$100,000,000 | | | | | | | | | \$100,000,000 | | | | A |
| Collin | Regional Outer Loop | DNT to SH 121 | Collin County Roadway Action Plan #2 | \$100,000,000 | \$100,000,000 | | | | | | | | | | | | | A |
| Collin | Regional Outer Loop | US 380 to Rockwall County Line; North/South Arterial | Collin County Roadway Action Plan #4; Other candidate project TBD | \$50,000,000 | \$50,000,000 | | | | | | | | | | | | | A |
| Collin | SH 121 | Collin County Outer Loop to N of FM 455 | | \$50,329,445 | \$50,329,445 | | | | | | | | | | | | | A |
| Collin | SH 205 | SH 78 to Rockwall Co. Line | North/South Arterial Candidate Project; Collin County Roadway Action Plan #4 | \$28,654,950 | \$28,654,950 | | | | | | | | | | | | | A |
| Collin | SH 5 | Frisco Rd to Spur 399 | | \$10,000,000 | \$10,000,000 | | | | | | | | | | | | | A |
| Collin | SH 5 | Spur 399 to FM 546 | On Prop 1 List in FY 2018; Width plus grade separation | \$26,000,000 | \$26,000,000 | | | | | | | | | | | | | A |
| Collin | SH 5 | FM 546 to SH 121 | | \$44,000,000 | \$44,000,000 | | | | | | | | | | | | | A |
| Collin | US 380 | Denton County Line to Hunt County Line | Includes McKinney Bypass; Other candidate projects TBD; Collin County Roadway Action Plan #3 | \$252,000,000 | \$70,000,000 | | | | | \$150,000,000 | | | | \$32,000,000 | | | | A |
| Collin | US 75 | SRT (SH 121) (S) to Exchange Pkwy | Ridgeview Parkway Interchange Reconstruction | \$25,000,000 | | | | | | | | | | \$25,000,000 | | | | A |
| Collin | US 75 | CR 370 (Rosamond Pkwy) Interchange | | \$22,000,000 | \$22,000,000 | | | | | | | | | | | | | A |
| Collin | US 75 | At FM 455 in Anna | Cost overrun; State funds only | \$2,300,000 | \$2,300,000 | | | | | | | | | | | | | A |
| Dallas | IH 20 | Cedar Ridge Drive to US 67 | Frontage roads and ramp reversals; Enhanced IH 20/SW Center Mail Access | \$20,000,000 | \$20,000,000 | | | | | | | | | | | | | A |
| Dallas | IH 30 | IH 35E to Central Expressway | CityMAP | \$12,500,000 | \$12,500,000 | | | | | | | | | | | | | A |
| Dallas | IH 30 | Central Expressway to IH 45 | CityMAP | \$12,500,000 | \$12,500,000 | | | | | | | | | \$12,500,000 | | | | B |
| Dallas | IH 30 | IH 45 to US 80 | CityMAP | \$25,000,000 | \$25,000,000 | | | | | | | | | \$25,000,000 | | | | B |
| Dallas | IH 30 | Bass Pkwy to East of Dalrock | Interim Frontage Roads/Bridges for Bayside | \$125,367,960 | \$125,367,960 | | | | | | | | | | | | | B |
| Dallas | IH 30 | SH 161 to NW 7th Street | On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads | \$27,000,000 | \$27,000,000 | | | | | | | | | \$27,000,000 | | | | A |
| Dallas | IH 30 | NW 7th Street to Belt Line Road | On Prop 1 List in FY 2019; Construct 0 to 4 lane frontage roads | \$11,000,000 | \$11,000,000 | | | | | | | | | \$11,000,000 | | | | A |

10-Year UTP Planning Effort Cost/Revenue Matrix
FY 2017 - FY 2026

DRAFT

| County | Facility | Limits | Comments | Proposed Funding | FY 2017 - FY 2026 | | | | | | | | | | Path A, B, or C | | |
|--------|---------------------------|--|--|------------------|-------------------|-----------------|--------------|---------------|-----------------|------------|---------------|-----------------|------------|---------------|-----------------|--|---|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | | | |
| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 12 DAL | Cat 12 Hunt | | |
| Dallas | IH 30 | At SL 12 | Phased direct connectors as part of the partial IH 30 interchange | \$50,000,000 | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$653,171,200 | \$1,382,788,800 | \$0 | | | | |
| Dallas | IH 30 | Great Southwest Parkway to PGBT/WE (SH 161) | 360 Interchange Under Construction; Frontage Road/Managed Lane Needs | \$10,000,000 | | \$10,000,000 | | | | | | | | | | | A |
| Dallas | IH 35E | US 67 to IH 20 | Southern Gateway Final Phase (Non-collided Managed Lanes) | \$55,000,000 | | | | | \$55,000,000 | | | | | | | | A |
| Dallas | IH 35E | IH 30 to North of Oak Lawn | On Prop 1 List in FY 2018; Reconstruct 3/4 lane collector/distributor roads, reconstruct 2 frontage roads and interchange at UPRK/SP 366/DNT; Funded through the Congestion Relief Program | \$0 | | | \$0 | | | | | | | | | | A |
| Dallas | IH 35E | IH 635 to Denton County Line | | \$295,000,000 | | | | | | | | | | | | | A |
| Dallas | IH 45 (near US 175) | Lenway St. to Good Latimer | On Prop 1 List in FY 2019; Reconstruct IH 45 and 5M Wright Interchange (Phase 2B) | \$20,996,760 | | | | | | | | | | | | | A |
| Dallas | IH 635 | At Skilman/Audelia | On Prop 1 List in FY 2019; Interchange Improvements | \$65,000,000 | | | | | | | | | | | | | A |
| Dallas | IH 635 (E) | US 75 to Royal/Miller Rd. | Anticipate investment from the private sector | \$50,000,000 | | | | | | | | | | | | | B |
| Dallas | IH 635 (E) | Royal/Miller Rd. to SH 78 | | \$263,000,000 | | | | | | | | | | \$263,000,000 | | | B |
| Dallas | IH 635 (E) | SH 78 to IH 30 | Does not include the interchange at IH 30 | \$450,000,000 | | | | | \$200,000,000 | | | | | \$150,000,000 | | | B |
| Dallas | Loop 9 | IH 35E to IH 45 | \$49M in construction funds have already been approved by the RTC. Propose to fund the remainder through this effort. | \$93,000,000 | | | | | | | | | | \$93,000,000 | | | A |
| Dallas | SH 161 | PGBT/ Belt Line Rd. to SH 183 | Non-tolled segment; Widening to 8 mainlanes | \$62,000,000 | | | | | | | | | | | | | A |
| Dallas | SH 183 | PGBT/WE to State Loop 12 | Under construction; \$220 million for Belt Line B; \$30 million for Irving Whirrbone | \$250,000,000 | | | | | | | | | | | | | A |
| Dallas | SH 183 | SL 12 to SH 114 | Frontage roads | \$70,000,000 | | | | | | | | | | | | | A |
| Dallas | SH 183 | SH 114 to Empire Central | Frontage roads | \$50,000,000 | | | | | | | | | | | | | A |
| Dallas | SH 183 | Empire Central to IH 35 E | Frontage roads | \$50,000,000 | | | | | | | | | | | | | A |
| Dallas | SH 310 (near US 175) | Pennsylvania Avenue to North of Al Lipcomb Way | On Prop 1 List in FY 2019; Reconstruct IH 45 and 5M Wright Interchange (Phase 2B) | \$9,500,000 | | | | | | | | | | | | | A |
| Dallas | SH 78 | At Gaston | On Prop 1 List in FY 2019; Intersection improvements | \$4,500,000 | | | | | | | | | | | | | A |
| Dallas | US 175 | West of East Mallory Bridge Rd. to Kaufman County Line | On Prop 1 List in FY 2019; Ramp modifications | \$1,800,000 | | | | | | | | | | | | | A |
| Dallas | US 80 | IH 635 to Kaufman County Line | Pending IH 30 East Corridor Study | \$305,000,000 | | | | | | | | | | | \$205,000,000 | | B |
| Dallas | Dallas County Contingency | | Contingency for Dallas County projects | \$300,000,000 | | | | | | | | | | | | | |
| Denton | FM 455 | West of FM 2450 to East of Marion Road | On Prop 1 List in FY 2019; Widen 2 lane rural highway to 4 lane divided urban | \$33,000,000 | | | | | | | | | | | | | A |

DRAFT

10-Year UTP Planning Effort Cost/Revenue Matrix
FY 2017 - FY 2026

| County | Facility | Limits | Comments | Proposed Funding | FY 2017 - FY 2026 | | | | | | | | | | Path A, B, or C |
|---------|-------------------------------|---|---|------------------|-------------------|-----------------|--------------|---------------|-----------------|------------|---------------|-----------------|-------------|--|-----------------|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | |
| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | | |
| Denton | Greenbelt/Regional Outer Loop | At FM 428 | Upgrade of FM 428 crossing over Elm Fork Trinity River near Aubrey (Future Greenbelt Parkway) | \$50,000,000 | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,686,400 | \$0 | \$651,171,200 | \$1,283,938,800 | \$0 | | |
| Denton | IH 35E | Corinth Parkway to FM 407 | 35Express next phase; Replacement of Northbound bridge over Lake Lewisville | \$150,000,000 | | \$150,000,000 | | | | | | | | | |
| Denton | IH 35E | FM 407 to Dallas County Line | | \$164,000,000 | | \$164,000,000 | | | | | | | | | |
| Denton | US 380 | SH 288 to US 377/US 380 Intersection | On Prop 1 List in FY 2019; Add raised median, right turn lanes, and restripe for shared use; Has \$2,000,000 Cat 1 | \$15,122,677 | | \$15,122,677 | | | | | | | | | |
| Denton | US 380 | US 377 to CR 26 (Collin County Line) | On Prop 1 List in FY 2019; Widen 4 to 6 divided urban w/intersection improvements; Already has \$14,277,120 Cat 7 (Propose to remove and backfill w/Category 2) | \$87,650,941 | | \$87,650,941 | | | | | | | | | |
| Ellis | FM 1387 | FM 664 to N Midlothian Pkwy | | \$25,000,000 | | \$25,000,000 | | | | | | | | | |
| Ellis | FM 664 | At IH 35 | Construct Interchange | \$25,000,000 | | \$25,000,000 | | | | | | | | | |
| Ellis | FM 664 | At IH 45 | Construct Interchange | \$34,000,000 | | \$34,000,000 | | | | | | \$25,000,000 | | | |
| Ellis | FM 664 | Westmoreland Rd to FM 1378 | | \$25,000,000 | | \$25,000,000 | | | | | | \$34,000,000 | | | |
| Ellis | FM 664 | IH 35E to IH 45 | | \$25,000,000 | | \$25,000,000 | | | | | | | | | |
| Ellis | IH 35E | US 77 North to US 77 South (IH 35E Washache C&M/MANN Phase 2) | | \$42,000,000 | | \$42,000,000 | | | \$42,000,000 | | | | | | |
| Ellis | US 287 | at Walnut Grove Road | On Prop 1 List in FY 2019; Construct Interchange | \$21,800,000 | | \$21,800,000 | | | | | | | | | |
| Hood | US 377 | FM 167 to FM 51 | | \$0 | | \$0 | | | \$21,800,000 | | | | | | |
| Hood | US 377 | Cresson Bypass | \$11M previously committed | \$37,000,000 | | \$37,000,000 | | | | | | | | | |
| Hunt | FM 1570 | IH 30 to SH 66 | On Prop 1 List in FY 2019 | \$15,000,000 | | \$15,000,000 | | | | | | | | | |
| Hunt | FM 2642 | FM 35 to SH 66 | | \$15,000,000 | | \$15,000,000 | | | | | | | | | |
| Hunt | IH 30 | At FM 1570 | | \$25,000,000 | | \$25,000,000 | | | | | | | | | |
| Hunt | SH 24 | University Drive to Jackson Street | | \$4,900,000 | | \$4,900,000 | | | | | | | | | |
| Hunt | SH 276 | West of FM 36 to SH 34 | On Prop 1 List in FY 2018; Construct 0 to 5 line facility on new location (Quinlan Bypass) | \$9,000,000 | | \$9,000,000 | | | | | | | | | |
| Johnson | Chisholm Trail Parkway | US 67 Interchange | Possible TxDOT/NTTA Partnership for the US 67 direct connector ramps | \$0 | | \$0 | | | | | | | | | |
| Johnson | FM 157 | BU 287P (S of Mansfield) to US 67 | | \$78,000,000 | | \$78,000,000 | | | | | | | | | |
| Johnson | FM 157 | US 67 to 7th St | | \$3,948,505 | | \$3,948,505 | | | | | | | | | |
| Johnson | FM 917 | BNSF RR in Joshua to SH 174 | On Prop 1 List in FY 2019 | \$13,000,000 | | \$13,000,000 | | | | | | | | | |
| Johnson | IH 35W | Ricky Lane to US 67 | On Prop 1 List in FY 2018; Reconstruct Interchange and convert frontage roads to one way | \$15,000,000 | | \$15,000,000 | | \$15,000,000 | | | | | | | |

10-Year UTP Planning Effort Cost/Revenue Matrix
FY 2017 - FY 2026

DRAFT

| County | Facility | Limits | Comments | Proposed Funding | FY 2017 - FY 2026 | | | | | | | | Path A, B, or C | |
|----------|-----------------------|--|---|------------------|-------------------|-----------------|--------------|---------------|-----------------|------------|---------------|-----------------|-----------------|---|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | | 9 |
| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | |
| Kaufman | FM 548 | SH 205 (Rockwall Co. Line) to North of US 80 | | \$41,720,000 | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,038,886,400 | \$0 | \$651,171,200 | \$1,383,738,800 | \$0 | C |
| Kaufman | US 175 | FM 148 to CR 4106 | On Prop 1 List in FY 2018 | \$11,100,000 | | \$11,100,000 | | | | | | | | A |
| Kaufman | US 175 | Dallas County Line to East of FM 1389 | On Prop 1 List in FY 2019; Ramp modifications | \$2,000,000 | | \$2,000,000 | | | | | | | | A |
| Kaufman | US 80 | Lawson Rd. to FM 460 | Pending IH 30 East Corridor Study | \$116,982,076 | | | | \$116,982,076 | | | | | | B |
| Parker | FM 51 | At Walnut Creek | On Prop 1 List in FY 2018 | \$12,000,000 | | \$12,000,000 | | | | | | | | A |
| Parker | IH 20 | FM 1352 to Centerpoint Dr | IH 20/IH 30 CAP/MAIN (Focus Zone #1) | \$21,000,000 | | | \$21,000,000 | | | | | | | A |
| Parker | IH 20/IH 30 | FM 1187/FM 3375 to Walsh Ranch Parkway | IH 20/IH 30 CAP/MAIN (Focus Zone #2) | \$27,800,000 | | | \$27,800,000 | | | | | | | A |
| Rockwall | FM 548 | SH 205 to Rockwall County Line | | \$1,000,000 | | \$1,000,000 | | | | | | | | C |
| Rockwall | IH 30 | SH 205 to Hunt Co. Line | Includes 2/3-lane frontage road reconstruction between FM 740 and SH 205 | \$232,000,000 | | | | | \$32,000,000 | | | \$200,000,000 | | B |
| Rockwall | SH 205/John King Blvd | Collin Co. Line to SH 66/IH 30 | North/South Arterial Candidate Project (Collin County) | \$32,115,673 | | \$32,115,673 | | | | | | | | A |
| Tarrant | FM 156 | US 81/287 to Wauauga Rd. (Wicellory) | On Prop 1 List in FY 2018; Widen to 4 lane divided; Currently funded w/\$12,555,000 Cat 7 | \$40,000,000 | | \$40,000,000 | | | | | | | | A |
| Tarrant | IH 20 | At Chisholm Trail Parkway | Direct connector ramps only | \$25,000,000 | | \$25,000,000 | | | | | | | | A |
| Tarrant | IH 20 | Matlock Rd. to SH 360 | Auxiliary lanes | \$50,000,000 | | | \$50,000,000 | | | | | | | B |
| Tarrant | IH 20 | SH 360 to Great Southwest Parkway (Dallas Co.) | CAP/MAIN; Widen to 8/10 lanes | \$0 | | \$0 | | | | | | | | B |
| Tarrant | IH 20 | IH 820 to US 287 | Southeast Corridor; Non-tolled Managed Lanes | \$228,000,000 | | \$125,000,000 | | \$103,000,000 | | | | | | B |
| Tarrant | IH 20 | US 287 to Park Springs Blvd | Southeast Corridor; Non-tolled Managed Lanes | \$50,000,000 | | | \$50,000,000 | | | | | | | B |
| Tarrant | IH 30 | IH 820 to Camp Bowie Blvd | IH 20/IH 30 CAP/MAIN (Focus Zone #4) | \$150,000,000 | | \$150,000,000 | | | | | | | | B |
| Tarrant | IH 30 | Unkrest Dr to IH 820 | On Prop 1 List in FY 2018-2019; IH 20/IH 30 CAP/MAIN (Focus Zone #3) | \$72,000,000 | | | \$72,000,000 | | | | | | | A |
| Tarrant | IH 30 | Cooper St to Great Southwest Pkwy | Pending High Speed Rail; 360 interchange Under Construction; Frontage Road/Managed Lane Needs | \$80,000,000 | | | \$80,000,000 | | | | | | | A |
| Tarrant | IH 35W | SH 121 Interchange | | \$0 | | \$0 | | | | | | | | A |
| Tarrant | IH 820 (E) | SH 121/SH 183 Interchange to Trinity Blvd | Segment 4 of North Tarrant Express | \$0 | | | | | | | \$0 | | | A |

**10-Year UTP Planning Effort Cost/Revenue Matrix
FY 2017 - FY 2026**

DRAFT

| County | Facility | Limits | Comments | Proposed Funding | FY 2017 - FY 2026 | | | | | | | | | | Path A, B, or C |
|----------------------------|-------------------------|---|--|------------------------|------------------------|------------------------|---------------------|----------------------|------------------------|------------|----------------------|------------------------|-------------|---|-----------------|
| | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | |
| | | | | | Cat 2 FTW | Cat 2 DAL | Cat 2 Hunt | Cat 4 FTW | Cat 4 DAL | Cat 4 Hunt | Cat 12 FTW | Cat 12 DAL | Cat 12 Hunt | | |
| Tarrant | IH 820 (E) | Trinity Blvd. to Randol Mill Road | Segment 4 of North Tarrant Express | \$0 | \$1,195,040,000 | \$2,176,960,000 | \$50,000,000 | \$488,793,600 | \$1,036,686,400 | \$0 | \$851,171,200 | \$1,383,738,800 | \$0 | | |
| Tarrant | IH 820 (E) | Meadowbrook Dr. to US 287 | Southeast Corridor; Non-tolled Managed Lanes | \$200,000,000 | \$70,000,000 | | | | | | \$0 | | | A | |
| Tarrant | IH 820 (E) | US 287 to IH 20 | Southeast Corridor; Non-tolled Managed Lanes | \$150,000,000 | | | | | | | \$130,000,000 | | | B | |
| Tarrant | Lancaster Avenue/SH 180 | IH 35W to IH 820 | Proposed partnership with the City of Fort Worth, TxDOT, and the RTC | \$50,000,000 | \$50,000,000 | | | | | | \$150,000,000 | | | B | |
| Tarrant | SH 114 | SH 121 (W) to SH 121 (Exit) | | \$0 | | | | | | | | | | A | |
| Tarrant | SH 114 | Trophy Lake Drive to Kirkwood Blvd. | New frontage roads | \$20,000,000 | \$20,000,000 | | | | | | \$0 | | | A | |
| Tarrant | SH 121 | Stars And Stripes Blvd to FM 2499 | LB/ Interchange at DFW Connector | \$70,000,000 | | | | | | | | | | A | |
| Tarrant | SH 121 | FM 2499 to IH 635 | LB/ Interchange at DFW Connector | \$150,000,000 | | | | | | | \$70,000,000 | | | A | |
| Tarrant | SH 121 | IH 635 to SH 114 | LB/ Interchange at DFW Connector | \$150,000,000 | | | | | | | \$150,000,000 | | | A | |
| Tarrant | SH 121 | Hall Johnson to SH 183 | | \$25,000,000 | \$25,000,000 | | | | | | \$150,000,000 | | | A | |
| Tarrant | SH 183 | SH 121 to SH 360 | | \$0 | \$0 | | | | | | | | | B | |
| Tarrant | SH 199 | North of Nine Mile Road to South of Hanger Cutoff | Was on Prop 1 list in FY 2016 and later funded through Congestion Relief Program | \$0 | \$0 | | | | | | | | | A | |
| Tarrant | SH 199 | FM 1886 to Lake Worth | | \$115,000,000 | | | | \$115,000,000 | | | | | | C | |
| Tarrant | SH 199 | Lake Worth to IH 820 | | \$180,000,000 | | | | | | | | | | | |
| Tarrant | SH 199 | South of IH 820 | | \$100,000,000 | | | | | | | | | | | |
| Tarrant | SH 360 | SH 183 to Post N Paddock Rd. | CAP/MAIN | \$20,000,000 | \$20,000,000 | | | | | | | | | B | |
| Tarrant | SH 360 | Brown/Avenue K Pkwy to IH 30 | CAP/MAIN | \$0 | \$0 | | | | | | | | | B | |
| Tarrant | SH 360 | IH 30 to IH 20 | CAP/MAIN; Widened to 8 mainlanes | \$95,000,000 | \$95,000,000 | | | | | | | | | B | |
| Tarrant | SH 360 | South of IH 20 | Contingency | \$20,000,000 | \$20,000,000 | | | | | | | | | B | |
| Wise | FM 1810 | 1.5 miles W of US 81/287 to US 287 | | \$30,000,000 | \$30,000,000 | | | | | | | | | B | |
| Wise | US 287 Interchanges | At CR 4727/4228, Ramhorn Hill, and CR 4838 | Remaining interchange to funded with Category 8 funds | \$0 | \$0 | | | | | | | | | C | |
| Wise | US 380/SH 114 | FM 1658 to SH 101 | To be funded with Category 6 funds | \$0 | \$0 | | | | | | | | | C | |
| Projects Total Cost | | | | \$6,877,063,572 | \$1,093,948,505 | \$2,209,915,586 | \$68,900,000 | \$533,800,000 | \$1,016,499,481 | \$0 | \$650,000,000 | \$1,384,000,000 | \$0 | | |



City of Lucas City Council Agenda Request November 17, 2016

Item No. 08

Requester: Development Services Director Joe Hilbourn

Agenda Item:

Update and provide guidance to staff regarding repairs to a 1940s fire truck commonly referred to as “Streaker” for use during special events.

Background Information:

The City owns a 1940s fire truck that is commonly referred to as “Streaker” and this truck has been in storage and has not been operational for over twelve years.

At the November 3, 2016 City Council meeting, funds were allocated in the amount of \$5,000 to assist in making some repairs to Streaker so the truck could potentially be used during the December 2, 2016 Country Christmas event. Staff believed that getting the vehicle operational may generate public interest in the vehicle that would ultimately help facilitate fundraising efforts by the Friends of the Lucas-Fire Rescue to restore the vehicle.

Staff from the Public Works and Lucas-Fire Rescue Departments were identified as participants in this effort to get Streaker running so that the vehicle could be used as Santa’s sleigh at the Country Christmas event. With such a short timeframe, staff went to work after the November 3, 2016 City Council meeting and the following items have been completed on Streaker to date:

- The engine, transmission, wiring harness, front clip and drive shaft have been removed
- The under carriage has been pressure washed and is soaking bad areas in degreaser for second power wash

The Fire-Rescue Tahoe that was placed on the Rene Bates website for sale, was removed from this website and the following has occurred related to this vehicle:

- Engine and transmission has been removed the transmission has been rebuilt and the vendor paid.

The following items summarize the necessary alterations that need to be completed for installation of the Tahoe engine:

- Before the motor goes back in the undercarriage, it will be painted black and the motor will be painted red
- Modified motor mounts (staff will modify the mounts)



City of Lucas

City Council Agenda Request

November 17, 2016

Item No. 08

- Modified exhaust, as the exhaust system must be brought to the outside of the frame instead of under the frame as the width is too small. (New exhaust headers will accommodate this modification)
- Modified wiring harness (available locally for \$700)
- Must use stabilizer from Tahoe to connect with the transmission. (staff will modify on-site)
- The only item that will require significant cutting is the stabilizer bar from the Tahoe. It is not that difficult when removing a physically large motor and replacing it with one roughly a third smaller.

Councilmember Millsap has had some follow-up conversations with the Friends of Lucas Fire-Rescue who have expressed an interest in restoring Streaker and are researching resources to complete this project. In addition, Councilmember Duke who has expertise in the restoration of vehicles, was not in attendance at the November 3, 2016 meeting may want to have some input and provide additional guidance regarding this project.

Before Public Works and Fire-Rescue staff moves forward with continuing to make the necessary modifications to Streaker, staff is seeking clarification regarding this project.

Attachments/Supporting Documentation:

NA

Budget/Financial Impact:

NA

Recommendation:

NA

Motion:

NA



City of Lucas Council Agenda Request November 17, 2016

Requester: Mayor Jim Olk

Agenda Item:

Executive Session:

No Executive Session is scheduled for this meeting.

Background Information:

NA

Citizen Summary:

The City Council may convene into a closed Executive Session per the Texas Government Code regarding items such as consulting with the City Attorney, deliberation regarding the purchase, exchange, lease or value of real property, and personnel matters.

Attachments/Supporting Documentation:

NA

Budget/Financial Impact:

NA

Recommendation:

NA

Motion:

NA