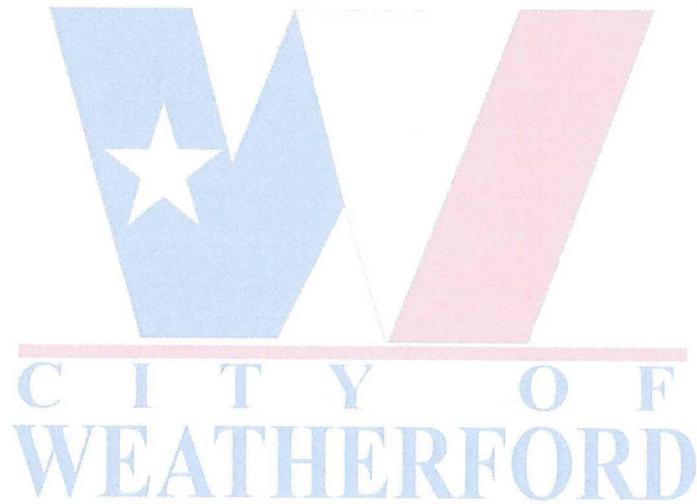


CITIZEN'S CAPITAL
ADVISORY COMMITTEE



FINAL REPORT
TO CITY COUNCIL

June 26, 2014

PREFACE

It is with pleasure that the Citizen's Capital Advisory Committee submits this Final Report to the Weatherford City Council.

Creation of the Citizen's Capital Advisory Committee

The City Council adopted a new Thoroughfare Plan April 9^t, 2013. Development of the plan took over a year with the Transportation Advisory Board acting as the steering committee, host for public input and final recommending body. The plan included an extensive capital improvement program with 10 and 20 year planning windows. In the same year the council adopted the 2013 Strategic Plan. The plan has a vision and mission statement that places a strong emphasis on infrastructure improvements that enhance revenue generation and it establishes goals and objectives designed to address those desires. One of the plans goals was to form a Citizen's Capital Advisory Committee (CCAC).

In February 2014 the Council appointed members to the CCAC to assist with the evaluation and prioritization of capital projects that had been identified by the Transportation Plan. The CCAC began its work in March with a target date of July 1 for reporting its conclusions and recommendations to the City Council. Council members selected individuals to serve on the CCAC based upon certain criteria including but not limited to the following:

- Good representation of different segments of our community
- Good track record of community ownership
- Good vision/perspective on what is best for Weatherford
- Experience or knowledge to make a contribution to the committee
- Willingness to listen to the views of others

The individuals appointed to the committee are identified in Exhibit "A" of this report.

Committee Charge

The committee received full copies of the City of Weatherford's 2013 Strategic Plan and the 2013 Thoroughfare and Transportation Plan. They were then asked to familiarize themselves with both plans before the committee did an in-depth review of the Capital Transportation Program (CIP). They were also invited to add any projects they thought should be part of the program.

As part of the charge the Committee was asked to continually consider the City's 2013 Strategic Plan's Vision and Mission Statement:

Vision Statement

Weatherford, Texas is a service oriented, yet still "small town" community that upgrades its infrastructure, celebrates and shares its rich history, and fosters quality economic growth- in a fiscally-responsible, even revenue-generating fashion.

Mission Statement

The Members of the City Council are committed to serving the people of Weatherford, helping them enjoy the best quality of life of any City in North Texas through an improved infrastructure and appearance, a diversified local economy that generates expanded revenues –

and Weatherford's status as the contemporary hub of Parker County, all the while maintaining its small town feel.

The Committee was asked also to primarily consider three questions or criteria while determining their priority ranking of capital needs within the community. Those three criteria were:

- **What is best for the City of Weatherford as a whole?**
- **What is critical in meeting the present and future needs of Weatherford?**
- **What is the public willing to pay to meet the needs?**

Format of meetings

All committee meetings, a total of six (6), were held in the evening. All meetings were open to the public. It was intended that the meetings be no longer than one to one and half hours in length. Meeting dates were March 20, April 24, May 8, May 29, June 9 and June 26, 2014. The meetings were facilitated by Terry Hughes, Director of Capital Transportation Projects and attended by Mayor Dennis Hooks, Assistant City Manager Sharon Hayes and Director of Transportation and Public Works, Manny Palacios. There was no "Chair" selected by the Committee and a spokesperson or spokespersons were not selected until all of the Committee's work was complete and ready for presentation to the City Council.

At the first meeting the Committee reviewed the background information leading to the formation of the Committee, elements of the 2013 Strategic Plan and elements of the 2013 Thoroughfare and Transportation Plan. Background information concerning growth trends, traffic projections and special planning areas were also presented. The Committee requested that staff give a report on current street maintenance efforts.

At the second meeting the Committee reviewed information on the current general fund revenue sources and how the revenues are distributed throughout city operations. They then reviewed street maintenance budgets for the last five years and were shown how the Street Department adapted maintenance techniques to meet available funding. They examined the street condition index and saw how that information is being used to establish a systematic approach to street rehabilitation. The Committee requested that staff bring information about the impact that the recent frontage road projects have had on the local economy.

The third meeting started with a review of the property and sales tax status near the new frontage roads on Interstate Highway 20. The Committee then saw information from the 2013 Transportation Plan concerning possible tax revenues related to projects listed in the 2013 Capital Improvement Program (CIP). They then received an in-depth review every project listed within the CIP program for cost, functionality and overall community impact.

The fourth meeting started with a brief overview of City facility needs and the planning processes being implemented to address those needs from Sharon Hayes. Then Terry Hughes presented an additional project to the Committee for possible consideration. The project was the rehabilitation of South Bowie Drive from US Highway 180 to Interstate Highway 20. Then he reviewed the proposed ranking process and possible tax rate increase scenarios ranging from \$0.01 to \$0.10.

The fifth meeting started with a review of the ranking process. Terry Hughes briefed the Committee on the use of 2013 costing numbers and future costing projections. The costs associated with future projects has a 4.5% increase for a five year period to allow for inflation that may occur before projects can be started. Each Committee member was given an assessment summary and asked to rank the projects using the following criteria:

- Critical - HIGHEST IMPORTANCE URGENTLY NEEDED for enhancing near term transportation improvements (NOW)
- Essential - NECESSARY to improve overall safety and traffic flow (0-5 years)
- Beneficial - GREAT PROJECT for the overall growth of the community BUT NOT NOW

After the rankings were tabulated the Committee reviewed the results, made some changes and decided to present the final program findings as a two point approach. The final report was to be reviewed at the final meeting of the Committee which was to be held at a local restaurant.

The final meeting on June 26, 2014 rankings the report and finalized the Final Report to be presented to City Council. It is the desire of all members that we express our appreciation to the City Council for actively seeking the participation and advice of the Citizens of Weatherford in the development of such an important undertaking. The long term impact on our community both physically and financially is significant and we believe the process in which we have participated has been productive and rewarding.

PROJECTS SUMMARY

Initial Transportation projects presented to the Committee are specifically identified in the **2013 Transportation and Thoroughfare Plan CIP** attached to this report. Those projects, plus the ones added by the Committee, have a total combined cost estimate of \$114,820,375. The cost estimates are taken from the Capital Improvement Program Estimates and have a 4.5% escalation built in for a five year period to allow for bond implementation. Costs include design, right-of-way and/or construction costs as appropriate. The following **Table 1** shows the total list of projects as prioritized by the Committee. On this table those items shown in green (first two sections) represent projects that the committee believes should be included in the City's plan for completion in the next five (5) years. Those shown in red are the projects that the Committee believes, while important to the overall development and quality of growth in the city, should be considered at a later time. The total cost of all projects recommended for consideration by the City Council to fund through issuance of new debt is \$36,430,875. The Committee believes that any bond program include two propositions, with Proposition 1 (Option A) being in the amount of \$24,441,000.00 and Proposition 2 (Option B) being \$9,989,875.00. The project options are shown on Table 1.

Table 1

**CCAC Priority Group Rankings Based on "C" & "E"
FINAL PROJECT RECOMMENDATIONS**

Project Number	Project Description	"C" & "E" Totals	Net Project Cost	Cumulative Cost
FUND WITH G.O. BOND ISSUANCE SUBJECT TO PUBLIC VOTE (TAX RATE IMPACT) OPTION A				
9	Downtown Square - Phases I-IV	11	\$ 13,871,000	\$ 13,871,000
I-2	Intersection (C.Park @ Martin)	11	550,000	14,421,000
6	Tin Top	10	3,660,000	18,081,000
I-5	Intersection (Santa Fe @ Holland Lake Road) 9W. Park to I-20)	10	550,000	18,631,000
I-1	Intersection (C. Park @ E. Park)	10	550,000	19,181,000
3	Washington Drive Phase I	9	3,420,000	22,601,000
12	South Bowie Drive (180 to Dirkson) (W.Park to I-20)	9	2,500,000	25,101,000
I-4	Intersection (Texas @ Washington)	5	550,000	25,651,000
10	Tremont Street	3	790,000	26,441,000
	Recommended Option 1 for Bond Issuance			26,441,000
FUND WITH G.O. BOND ISSUANCE SUBJECT TO PUBLIC VOTE (TAX RATE IMPACT) OPTION B				
5a	West Martin Drive Phase I	8	9,989,875	9,989,875
	Recommended Option 2 for Bond Issuance			9,989,875
	TOTAL RECOMMENDED PROJECTS		36,430,875	36,430,875
NOT RECOMMENDED FOR FUNDING AT THIS TIME				
4	Washington Drive Phase II	10	15,790,000	15,790,000
2	EB/WB Frontage Roads (Centerpoint)	9	29,600,000	45,390,000
11	Intersection (Fielder @ Bethel)	8	550,000	45,940,000
I-3	Intersection (Martin@Red Oak)	8	550,000	46,490,000
7	BB Fielder/Loop Extension	7	9,457,000	55,947,000
8	EB/WB Frontage Road (S Bowie to Ric Williamson)	6	9,432,500	65,379,500
1	Willow Creek Ave	5	13,010,000	78,389,500
	TOTAL ALL PROJECTS CONSIDERED			\$ 114,820,375

Funding

It is a consensus of the Committee that the funding strategies illustrated in **Table 1** will most likely result in the completion of the projects most critical to the needs of our growing community first. It represents a mix of projects that address many critical transportation needs and are likely to garner the most public support by the citizens in a bond authorization election. It is the recommendation of the Committee that the projects recommended for a bond election be placed on a ballot as separate propositions as follows:

- **Transportation improvements Proposition 1** -----\$26,441,000 = \$0.12 on tax rate
- **Transportation improvements Proposition 2** ----- \$9,989,875 = \$0.045 on tax rate
- TOTAL** ----- \$36,430,875= \$0.165 on tax rate

This report is submitted to the City Council for your consideration. Members of the committee will be happy to respond to any questions Council may have regarding our work or this final report.

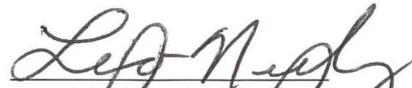
Respectfully Submitted,

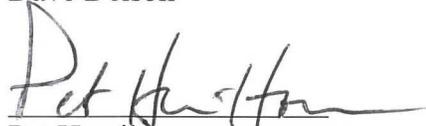
unavailable, but in agreement

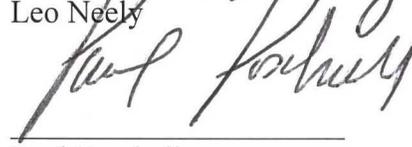

Jan Barton

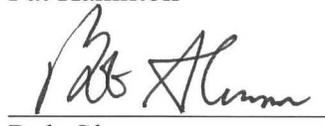

John Hinton


Dave Deison

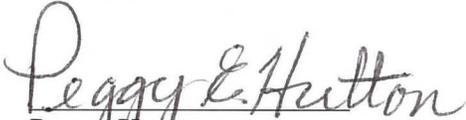

Leo Neely

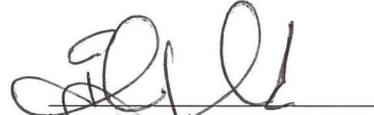

Pat Hamilton


Paul Paschall


Bob Glenn

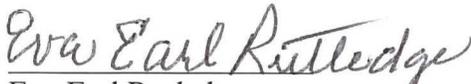

Howard McClurkin

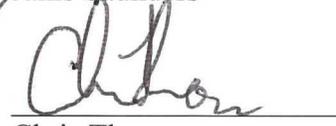

Peggy Hutton

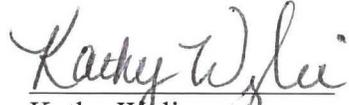

Tom Novak

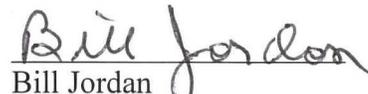

George Odom


Janis Saunders


Eva Earl Rurlledge


Chris Thomas


Kathy Wylie


Bill Jordan


Paul Smith

