

**STATE OF TEXAS
COUNTY OF DENTON
CITY OF CORINTH**

On this the 3rd day of October 2019 the City Council of the City of Corinth, Texas met in Workshop Session at the Corinth City Hall at 5:45 P.M., located at 3300 Corinth Parkway, Corinth, Texas. The meeting date, time, place and purpose as required by Title 5, Subtitle A, Chapter 551, Subchapter C, Section 551.041, Government Code, with the following members to wit:

Members Present:

Mayor Heidemann
Sam Burke, Mayor Pro Tem
Scott Garber, Council Member
Kelly Pickens, Council Member
Tina Henderson, Council Member
Lowell Johnson, Council Member

Members Absent:

None

Staff Members Present

Bob Hart, City Manager
Kim Pence, City Secretary
Lee Ann Bunselmeyer, Finance, Administration, Communications & Marketing Director
Patricia Adams, Messer, Rockefeller, & Fort
Jerry Garner, Police Chief
Helen-Eve Liebman, Planning and Development Director
Ben Rodriguez, Planning and Development Manager
George Marshall, City Engineer
Jason Alexander, Economic Development Corporation Director
Brenton Copeland, Technology Services Assistant Manager
Brett Cast, Engineering Services Coordinator
Michael Ross, Fire Chief

Others Present:

Tom Ryden, Lockwood, Andrews & Newnam Inc.
Ann Boulden, DCTA
Doug Henderson, AT&T

CALL TO ORDER:

Mayor Heidemann called the meeting to order at 5:45 p.m.

WORKSHOP BUSINESS AGENDA:

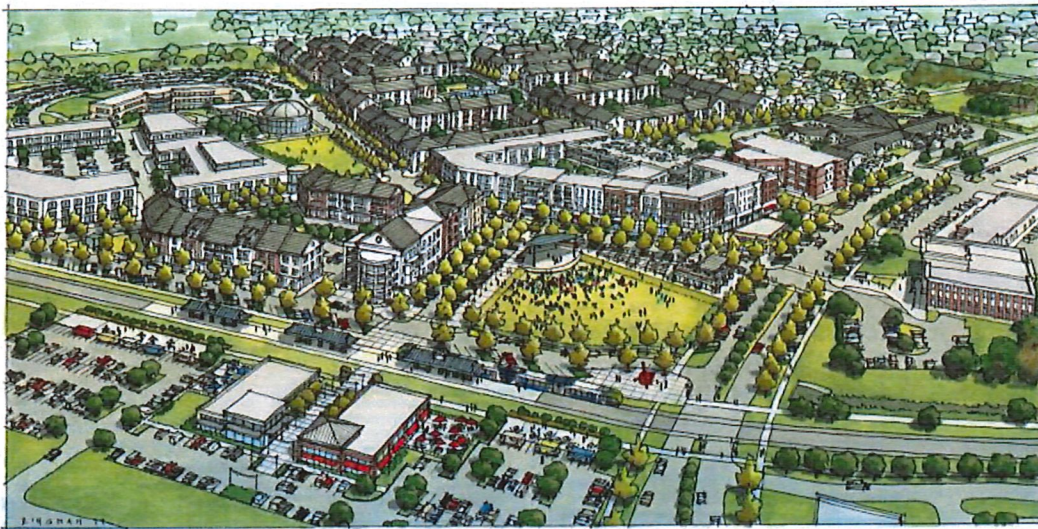
1. Review the Phase One Rail Stop Study.

Bob Hart, City Manager – We have folks from DCTA and Lockwood Anders. Ann and Tom will go through a presentation of Phase One of the report and after you have looked at this tonight you will have this on the agenda on October 17th so we can look at authorizing them to move on to Phase

Two.

Ann Boulden, DCTA – I am sure everyone knows we have ILA (Interlocal agreement) that we executed with the City of Corinth to allow us to proceed with this study. LAN has finished Phase One and they are going to present the outline of the report and then on October 17th, we are hoping we can proceed with Phase Two which will tell you all how much it will cost.

Tom Ryden, Lockwood, Andrews & Newnam Inc. – We are a consulting firm, we took the lead to put the study together working closely with the city manager and senior staff over the past couple of months. I am here to present what we found to date. We are starting with the end in mind, here you see the planned development that you have already discussed. Here is a sample of the train pulling into a station. If all goes well and everybody is happy, the station could have Corinth's name on it.



View of Corinth Village



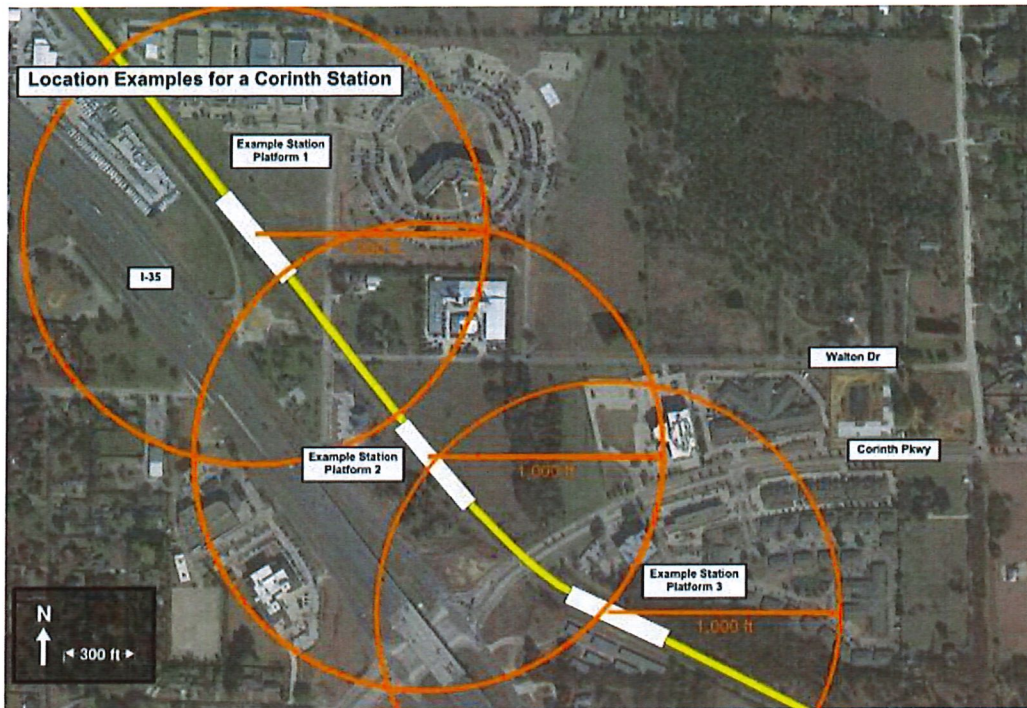
Master Planning
VILLAGE SQUARE AT CORINTH



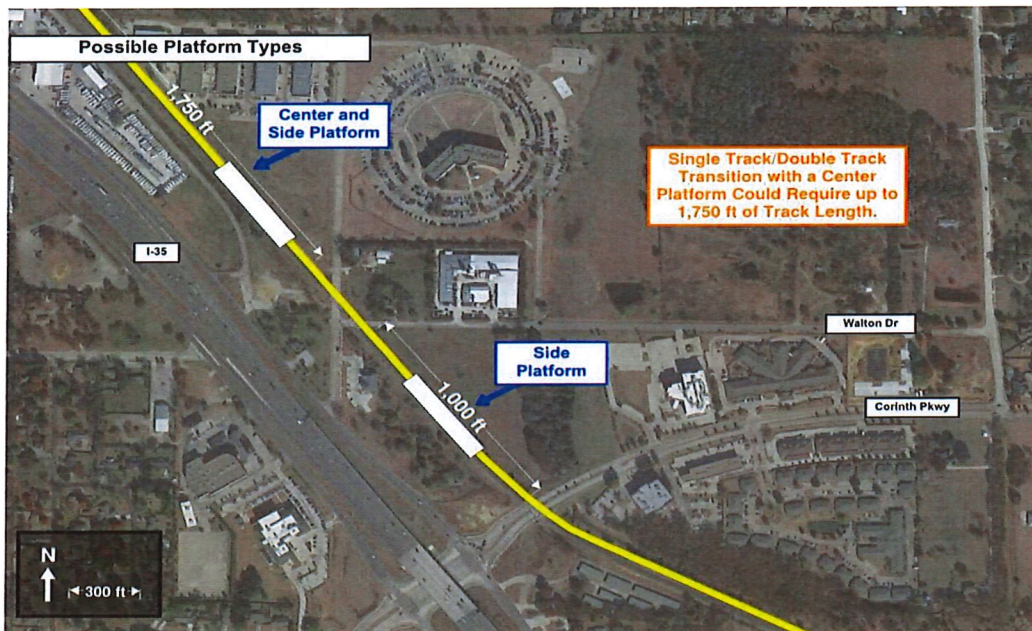


What I want to talk about today are the three aspects of the Phase One study. I will spend most of the time on the station location and station concept, say a few things about infrastructure modifications from the standpoint of civil engineering infrastructure and then a comment or two about the operational analysis that we have done. I will conclude with some next steps.

The first thing we did was to try to identify a few potential station areas. We didn't want to just jump right to a location because we want to make sure we took into account everything that is going on both present and future. We started by looking at three general areas, first on the north here, the station area would focus on the NCTC campus which is north of Walton. Then we moved to an area between Walton and Corinth Parkway which essentially would have access within a thousand feet of the City Hall and the hospital but also opportunity for a lot of vacant property that subject of the development. The third area we looked at was south of Corinth Parkway again access to residential development within one thousand feet and City Hall but there are other issues with regard to where this is placed and the kind of access you could have as a pedestrian given terrain and other development that is here. We centered on that second location because primarily it works the best with the proposed development.

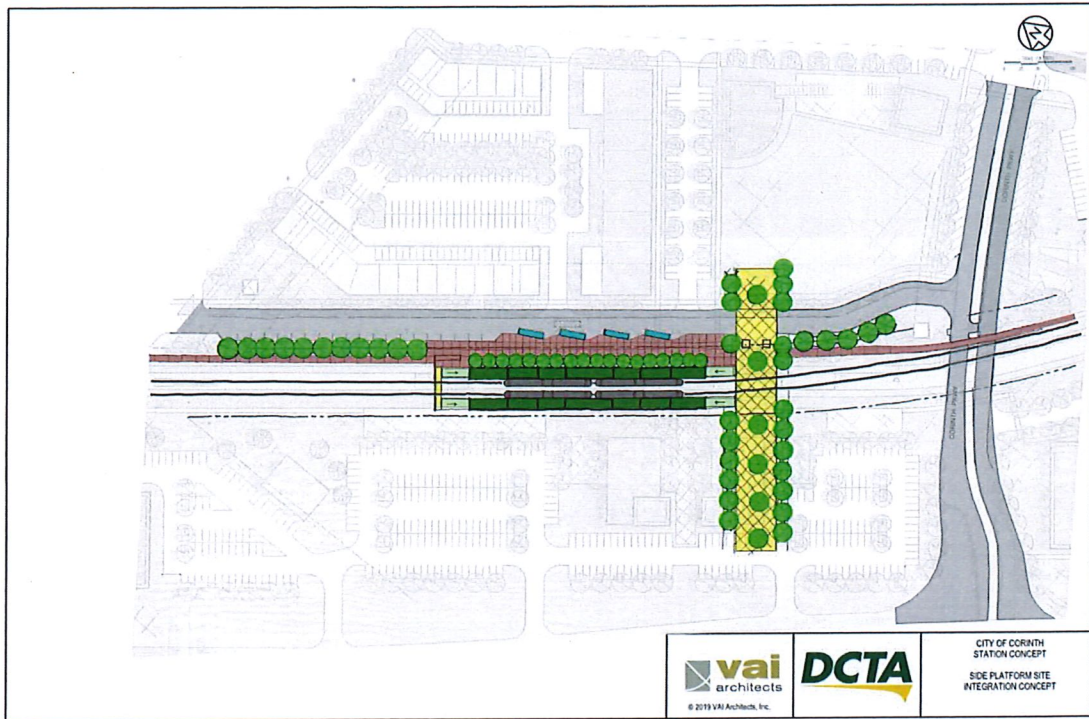


Here you see a bigger map of that concept with the station shown again, in concept form.



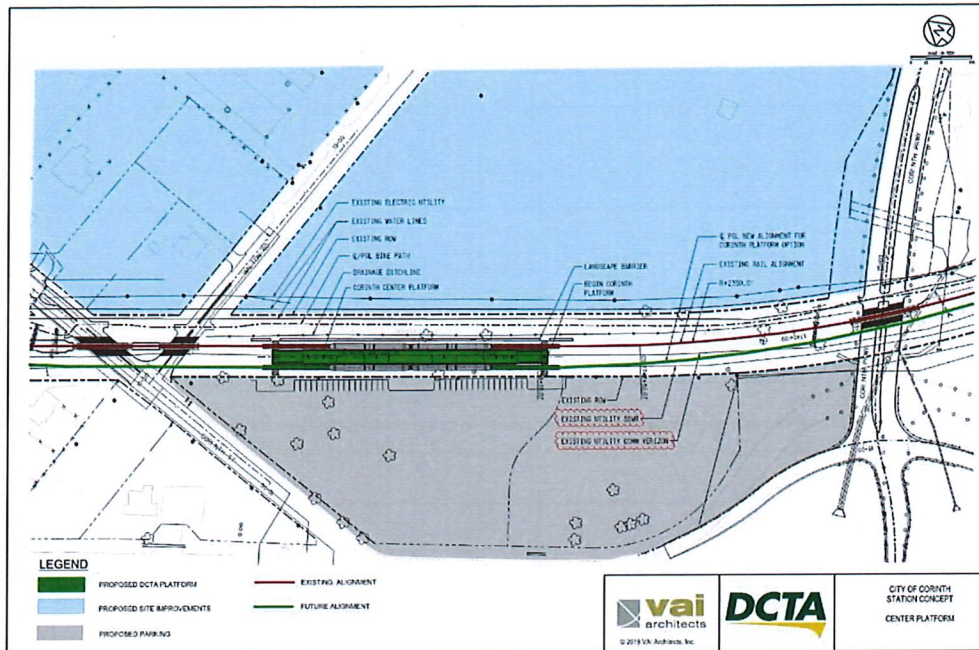
The next challenge for the group and our team was to specifically place that station. There are some engineering considerations that are very important. The analogy, you have all been on a roller coaster, it banks hard to the right and to the left it goes up slow and at a steep incline and goes down at a fast steep decline. That is fun but you do not want a passenger rail train to do that. We need to be careful about the grade, both horizontal and the vertical curve, where the station is going to be. We

worked and looked at a number of locations within that are between Walton and Corinth Parkway because there are places where the track curves sharply as it comes across Corinth Parkway. It is hard to see by the naked eye, there are some changes in vertical profile. Why is that important? It is important because when a train pulls into a station, the operator needs to have a clear view of that station platform, at all spots and passengers need to have a level surface to get on and get off. That is particularly important for ADA considerations. We worked and looked at three location and a variety of different platform types given the constraints that are in that section. We were able to come up with this concept which we call a side platform concept. You have the double track train in the middle and the platforms on both sides.



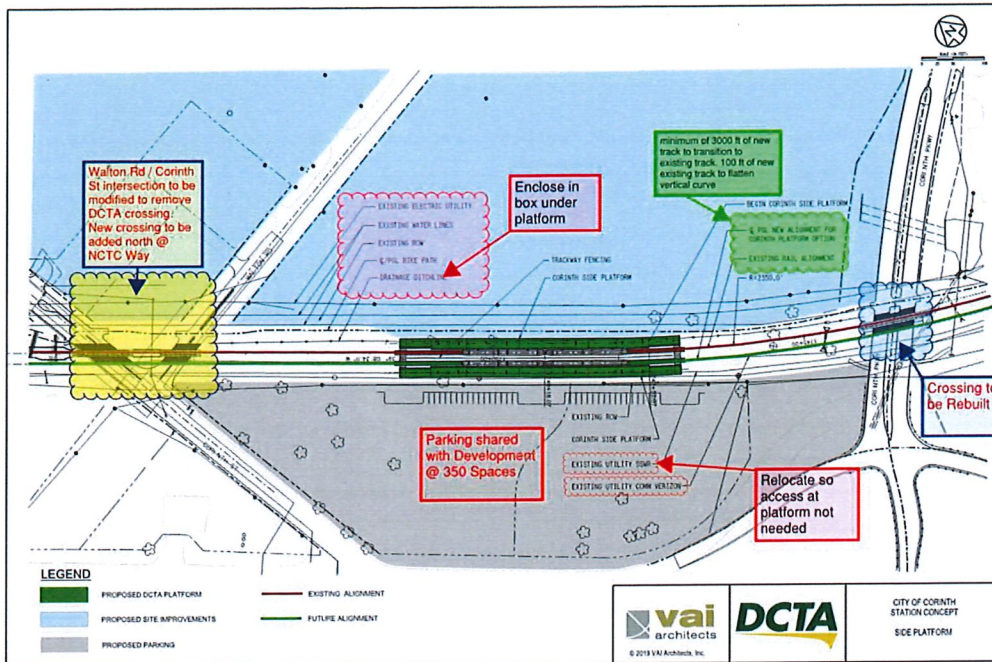
As opposed to swapping that out and the green is in the center and the tracks are on both sides that is called a center platform. The advantages of the side platform are that it reduces the amount of extra track needed to transition back to the existing single track operation of DCTA. It is a single track railroad and it affords us an opportunity to have more direct access from that development, on both sides to the platform. We felt this was the best configuration and allowed us to push the platform as close to Corinth Parkway as we could which was felt to be the best way to integrate with the development. A point about this type of platform, you may have ridden a number of rail systems, sometimes you will see at these stations, an access that comes through the center of a station. We have this end loaded, the access is on both sides. You do not have a center access because of the configuration of this system. As you see in the cross section, you would have to and do not want to step down, come across these tracks and step up in the middle of the station. We will level it out and both ends but there would not be any crossing in the center. This platform is 450 feet long. It is really good short access on both ends. We also want to show how it can integrate with the development itself. In grey is a schematic of the proposed development as was provided to us by the developer. We have shown the actual platform in place. They have added a roadway that connects from Corinth Parkway towards Walton Road. We are showing bus access on the west side of that roadway and we also show a pedestrian connection. In concept, it can be narrower, it can be shorter. It is not shown in its final form, it is mean to show an opportunity, visually for people that are both sides of the development to focus toward the station. You can do that with signing, landscaping. This

concept graphic shows a way to integrate the station. On the west side you have easy pedestrian access with an estimated 350 parking spaces and on the east side through the station and bus area you have access to that side of the platform.



Let me talk about infrastructure. This looks like a long list but it is not terribly long. There is about 3,000 feet of new double-track that is required just to put this station in. It is just to make the transition from the addition of the track, the right curves/enough geometry to make it fit back into each end where the system is single track. There is also about one hundred feet of new existing track that has to be redone to flatten out the vertical curve we discussed before. There is a new access roadway from the previous slide with the bus bays that will need to be included. The relocation of the hike and bike path that is just north of the east bound track. It would be relocated to the other side of the roadway. There is a couple of railroad crossings, one at Corinth Parkway that will need to be redone because of adding the second track. We had discussion about reconfiguring the crossing at Walton and Corinth Street where it is kind of like a double crossing. The discussion was that reconfiguring so there is no crossing there when the development is put into place and transportation is reworked and that a new crossing could be added further to the north at NCTC Way. It would be a simpler crossing, rather than the double crossing. There are some minor drainage improvements and a suggestion of a portion of sanitary sewer that should be relocated because a portion is under the west platform.

We did an operation analysis with the addition of a station. When you have a single track system what happens is you have trains going in both directions but they need to stay out of each other's way. There are points where these trains are scheduled to wait while other trains go through certain sections. It is all timed in their operation. If you add a station, that affects the timing of all of that. We did an analysis and looked at what would happen if we added a station. The good news is that the station can be added without affecting reliability of the trains; however, it does add time to the train schedule. There is work that still needs to be done to identify what other changes may be required which could include more double track than the 3,000 feet we have identified. Also other operations changes, changes to system engineering things like signaling that need to be done because it is important to gain back the lost travel time. That is still being done and it is our hope that we can continue and finish that up as part of phase two.



We did complete the draft final report. We distributed it to your staff last week. We will get comments and incorporate those comments into a final version of the report and submit it. As Ann mentioned, Phase Two is all about doing rough order magnitude cost. That will include for the station itself, new tracks, new systems engineering, additional operating costs that may result from this and also will develop a more detailed implementation schedule. What has to happen, over what period of time to get from where we are right now which is very conceptual through design, through construction and into operation. I will answer any questions at this time.

Tina Henderson, Council Member – Did I hear you right, you said it would be 350 parking spaces?

Tom Ryden, Lockwood, Andrews & Newnam Inc. – That is the number we are working with now, yes.

Tina Henderson, Council Member – Why?

Tom Ryden, Lockwood, Andrews & Newnam Inc. – What you are creating here with the development and all this is going to happen and what is already here in the city, you are going to create a place of origin and a place of destination. You want to have places for people to park, who are coming, who want to use this area as well as a place for people to park who live in the community and want to use the rail line to go north or south.

Tina Henderson, Council Member – It just seems like a lot.

Kelly Pickens, Council Member – How much time is the average, if a stop is added to the travel time?

Tom Ryden, Lockwood, Andrews & Newnam Inc. – The analysis shows it is about a minute and a half.

Lowell Johnson, Council Member – Is this going to be available to us electronically?

Tom Ryden, Lockwood, Andrews & Newnam Inc. – I saw it was loaded onto the system but I do not know where it goes from there.

Bob Hart, City Manager – We just received it, we can get it out.

Ann Boulden, DCTA – I was going to comment on the parking spaces. We had a pretty extensive discussion on how big the parking lot should be. The beauty of the initial plan was making sure we have room for 350 spaces. That side of the track is where you are anticipating more development, restaurants, possibly some activities like that so if you have the opportunity to let other people build and you do not need that many, you have the room there but you have the room for the 350 if that is what you decide that it is how many you guys need.

Tina Henderson, Council Member – It makes sense for the area, it does not make sense just for the train.

Tom Ryden, Lockwood, Andrews & Newnam Inc. – I should have pointed out, it is meant to be shared parking with the development.

2. **Presentation of the North Central Texas Council of Governments Metropolitan Transportation Plan Policy Bundle.**

Helen-Eve Liebman, Planning and Development Director – This item has to do with the Metropolitan Transportation Plan, the Policy Bundle. This is based on the mobility 2045 Plan that North Central Council of Governments has. There are a number of different agencies and communities that have the ability to receive funding through credits for various projects but in order to qualify you have to meet certain standards. There are 20 policies and programs and you have to adopt 50% of those. Staff has been working diligently over the last few months to identify those that we anticipate being able to have approved through resolutions, policies, programs, ordinance, development regulation changes. There are a number of elements within each policy/plan. As I said there are 20, the city identified 15 that we are going to go for. You always want to go big because they might not accept all of them. We will be working closely with them as we start having these items approved.

The first is about complete streets. This has a lot to do with our comprehensive plan update as well as the park trails master plan. This evening you have on your agenda our policy so that is why it states anticipated completion October 3rd. In addition to the MOU for the complete streets we will be working with the COG as well as other organizations so that we can adopt other items that might be related to this so it's packaged up together.

Another one is the storm water management plan, our Engineering Department has been working on this item and we think you will see that mid-November.

Next is idling restrictions, this is this evening as well. Someone had asked earlier about how is this regulated? It is more of an education outreach, encouraging folks to know and understand that we do have idling restrictions.

At transit funding, there are two levels for this, when we started looking into this we were thinking what could this do for Corinth? We are not sure yet of everything but George helped me identify

since 2014, some of the agencies projects and funding. I saw mostly larger cities like Grand Prairie, Dallas, Arlington, Mesquite, Garland, those cities. The largest portion of funding was for NCTCOG and TxDOT. Of the projects that we researched for the cities, it was a lot of transit funding for the busses that can take older citizens to appointments as well as disabled folks. It also went toward busses and other maintenance for the bus lines for these communities. We also saw sidewalk improvements, a lot of the complete streets; once we get through all of this, we will be working closely with COG to help coach us through what we might be able to apply for, for these grant credits.

Employer trip reduction – we do not have a lot of large employers in our city so this one might be easy to get or it might not be easy to get. We are still working on this one.

A wrong way driving – that one has already been implemented. This as well as the next, we have been working closely with the Police and Fire Departments on adopting these policies. It is more of a reporting mechanism. That one too, you will see mid-November.

Land use strategies – we have already completed this through our existing comprehensive land use plan but it is something that will always be ongoing.

Safe access to schools – it is another one that I had seen in the history of funding from 2014 and we are hopeful that we will be able qualify for this one as well upon grant funding.

Mayor Heidemann – Was that for sidewalks? We put a grant application in already, correct? Do we have a timeline on that?

Helen-Eve Liebman, Planning and Development Director – Safe access to schools? Yes sir. We are hoping with that grant being granted that we will be able to qualify for this one. End of the year.

George Marshall, City Engineer – Yes, I just received an email today saying the end of December. There were a lot of projects applied for, maybe 100,000,000 and they only have eight or something.

Helen-Eve Liebman, Planning and Development Director – The clean fleet policy is another one, mid-November that you will be seeing as well as copper theft. It is a huge problem with people stealing copper, not necessarily with private development but in the street lights. We understand there is a big issue with that.

Railroad safety – we have already completed that and once again it is an education outreach and continual reminding of safety.

Parking management – this has a lot to do with our comprehensive plan and how we might look at reducing our parking regulations and the anticipated additional use of the autonomous vehicles and the ride share.

School sighting coordination – this is not a big challenge for us right now because most of our school system is built out. Every once in a while you hear of an expansion or they might be looking at a different property to switch out facilities. We will certainly be working on this one. This is the last one but I do want to add a caveat, these 20 are based on this past year's plan so we are gearing up in anticipation of the next cycle for review and approval. They might add more than the 20, we do not know if it will be still you have to do ½ or if there is a percentage. This might be updated as we move forward in the spring. We anticipate working with them in February and March for a complete sign off and acceptance that we have met the requirements of the plan and policy. Do you have any

questions?

Mayor Heidemann – I know that from COG's perspective that on the one for railroad safety that they just allocated \$1,400,000 to be spent on those kinds of activities. Be sure we get the request in there because there is money available.

Helen-Eve Liebman, Planning and Development Director – We certainly will.

3. Discuss Regular Meeting Items on Regular Session Agenda, including the consideration of closed session items as set forth in the Closed Session agenda items below.

Mayor Heidemann – Does anybody have any questions?

Bob Hart, City Manager – I have asked the chief to brief you on the Mutual Aid Agreement.

Jerry Garner, Police Chief – This is an update of an agreement that dates back to the 1980's and some of the provisions that were in it then do not even exist now so we are trying to bring it up to date. The councils in Lake Dallas and Hickory Creek have already approved this. Basically it does not cover the everyday actions of where we go to help another department on a traffic stop or they come to help us on an arrest because we need another officer that is covered under the code of criminal procedure in Texas, we have that covered. This exists more for the major operation, if we have a disaster and we need more personnel, more vehicles, equipment of some kind. It sets down who is liable for what, who pays the overtime, who is in charge so that we all understand when we are working together what the rules are for working together. It has been my experience that these exist in great numbers all over the United States. When you have a number of agencies you tend to find a mutual aid agreement amongst them. Very often, the biggest agency, in this case it would be us, gives more than they take but you still help each other out. We are trying to codify that to formalize it that is basically what it is all about.

Tina Henderson, Council Member – You said this mutual aid agreement is not for the day to day operations, do we have an agreement for that?

Jerry Garner, Police Chief – That is covered by the Texas code of criminal procedure 2.14 and that basically allows any officer to command any citizen to help him or her with whatever it might be, pushing a car out of the street or arresting a violent person and it pertains to other police officers too. We can call for Hickory Creek to come help us if we need one or two additional people to search a building and the state statute requires them to come help us and vice versa, so that is already covered elsewhere in the state statute.

Kelly Pickens, Council Member – Is this renewed annually?

Jerry Garner, Police Chief – It will automatically renew annually unless one of the cities decides to give ninety day notice that we want out of it. It will run until September 30, 2020, I believe.

Mayor Heidemann – Have the other cities enacted on our Interlocal agreement?

Jerry Garner, Police Chief – Their councils have approved, I was talking to the chief at Hickory Creek, they still have to get their signatures but the council has acted on it they just have to get it finalized and we will swap copies.

Mayor Heidemann – One item I have on the regular session is on the antennas going on the tower I know one of the questions on my Tuesday meeting with the city manager, I asked if he might impress to us, what our liability, when we go to refurbish one of those tanks/water towers, who's responsibility is it and if there is any liability for the city if we are taking towers down, taking antennas down and then we have some liability there.

Brett Cast, Engineering Services Coordinator – It is covered under the 1994 lease agreement. We are empowered with 20 day notice to take down any equipment so as long as we give 20 day notice they are required to remove their equipment and we can paint or do whatever maintenance we need to do. There is no liability, we do not have to pay for taking it down and we are not liable for any lost coverage, it is covered under the lease.

Helen-Eve Liebman, Planning and Development Director – We have Doug Henderson here with AT&T if you have any questions.

Mayor Heidemann – That is my only question, is the liability of when we refurbish one of those towers, getting the antennas off, we should not be liable for that.

Tina Henderson, Council Member – On the CWD contract, how do we monitor that? I have noticed lately that they have been really good and their drivers have been really good but for the last three months they have gotten really slow. Something has happened over the past several months, you have to stop because you cannot get into your driveway because the carts are in the middle. They are laid on their side and it just isn't the same level of service. I am not sure if anyone else noticed it but I have.

Bob Hart, City Manager – We have noticed it and I have talked to them about it. They picked up four more cities in contracts and they are behind with workers and with trucks. They are assuring me that they have them on order and are hiring and will get this back in order. They picked up the contracts over the last six months. Paul will be here for you to inquire.

Mayor Heidemann – I had a notice from the post office because they put the carts in front of the mailbox. I gave it to the people in utility billing and they are forwarding it on to CWD. They should take that into consideration because when the postal truck is delivering mail, you do not want the carts in front of the mailboxes.

Tina Henderson, Council Member – I am happy that they have more business but if they are too busy to take care of us, to me that is no excuse.

Bob Hart, City Manager – I agree.

Mayor Heidemann recessed the work session at 6:22 p.m. * See Closed Session.

CLOSED SESSION

The City Council will convene in such executive or (closed session) to consider any matters regarding any of the above agenda items as well as the following matters pursuant to Chapter 551 of the Texas

Section 551.071. (1) Private consultation with its attorney to seek advice about pending or contemplated litigation; and/or settlement offer; and/or (2) a matter in which the duty of the attorney to the government body under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act.

Section 551.072. To deliberate the purchase, exchange, lease or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the governmental body in negotiations with a third person.

a. Right of Way for Lake Sharon Alignment

b. Right of Way for North Corinth Street Alignment

c. Right of Way for NCTC Way

d. Potential acquisition of real property along Corinth Parkway and Lynchburg Creek for drainage improvements, infrastructure improvements, open space and transit related facilities.

Council met in Closed Session from 6:22 p.m. until 6:58 p.m.

Section 551.074. To deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee.

Section 551.087. To deliberate or discuss regarding commercial or financial information that the governmental body has received from a business prospect that the governmental body seeks to have locate, stay, or expand in or near the territory of the governmental body and with which the governmental body is conducting economic development negotiations; or to deliberate the offer of a financial or other incentive to a business prospect.

a. Project Pampa

RECONVENE IN OPEN SESSION TO TAKE ACTION, IF NECESSARY, ON CLOSED SESSION ITEMS.

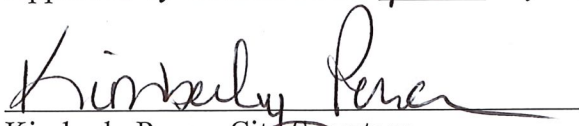
ADJOURN:

Mayor Heidemann adjourned the meeting at 6:59 p.m.

AYES: All

Meeting adjourned.

Approved by Council on the 14 day of November, 2019.



Kimberly Pence, City Secretary
City of Corinth, Texas

