

KENNEDALE CITY COUNCIL AGENDA
SPECIAL MEETING | July 13, 2021 AT 5:30 PM
CITY HALL COUNCIL CHAMBERS, 405 MUNICIPAL DRIVE

I. CALL TO ORDER

To address the City Council regarding an agenda item, submit a 'Request to Speak' form before the meeting begins. Speakers are allotted three (3) minutes, must limit their comments to the subject indicated on the form, and should address the Council as a whole, rather than individual Councilmembers or staff.

II. ROLL CALL

III. EXECUTIVE SESSION

The City Council reserves the right to meet in Executive Session at any time during this meeting pursuant to the below cited sections of the Texas Government Code:

- A. **PURSUANT TO §551.071** — Consultation with the City Attorney pertaining to any matter in which the duty of the City Attorney under the Texas Disciplinary Rules of Professional Conduct may conflict with the Open Meetings Act, including discussion of any item posted on the agenda, legal issues regarding the Open Meetings Act, and the following:
 - 1. City Manager Separation Agreement
 - 2. Social Media
 - 3. Mayor appointment process
 - 4. City of Kennedale v. James Coyel
 - 5. Salvage yards and special exception/special use permits
- B. **PURSUANT TO §551.074** — 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; and the following:
 - 1. Interim City Manager, including interviews
 - 2. City Manager
 - 3. Community Development Director
 - 4. Public Works Director
 - 5. Vacant Council seats including Mayor

IV. TAKE ACTION NECESSARY, PURSUANT TO EXECUTIVE SESSION, IF NEEDED

V. SPECIAL SESSION

- A. Consider appointment of a Mayor
- B. Oath of Office for the Mayor
- C. Consider appointment of an Interim City Manager
- D. Discuss and provide direction to staff regarding the appointment process to fill any existing vacancies on the Council
- E. Discuss and provide direction to staff regarding Council's desired process for identifying candidates for the role of City Manager

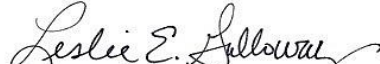
VI. WORK SESSION

- A. Discussion regarding potential issuance of Certificates of Obligations (CO) in the amount of \$6 million and related projects
- B. Discuss and establish a priority ranking of those projects submitted for consideration for inclusion in the November 2021 Tarrant County Transportation Bond Package

VII. ADJOURNMENT

CERTIFICATION

I DO HEREBY CERTIFY THAT THE JULY 13, 2021 KENNEDALE CITY COUNCIL AGENDA WAS POSTED INSIDE THE MAIN ENTRANCE OF CITY HALL (405 MUNICIPAL DRIVE), IN A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE GENERAL PUBLIC AT ALL TIMES; AND THAT SAID AGENDA WAS POSTED AT LEAST SEVENTY-TWO (72) HOURS PRECEDING THE SCHEDULED TIME OF SAID MEETING, IN ACCORDANCE WITH CHAPTER 551 OF THE TEXAS GOVERNMENT CODE.



LESLIE E. GALLOWAY, CITY SECRETARY

In compliance with the Americans with Disabilities Act (ADA), the City of Kennedale will provide for reasonable accommodations for persons attending meetings. This facility is wheelchair accessible and accessible parking spaces are available. Requests for sign interpreter services must be made forty-eight (48) hours prior to the meeting by calling 817-985-2104 or (TTY) 1-800-735-2989.

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.A.1.

SUBJECT

City Manager Separation Agreement

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.A.2.

SUBJECT

Social Media

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.A.3.

SUBJECT

Mayor appointment process

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS



MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.A.4.

SUBJECT

City of Kennedale v. James Coyel

ORIGINATED BY

George Campbell, City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.A.5.

SUBJECT

Salvage yards and special exception/special use permits

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.B.1.

SUBJECT

Interim City Manager, including interviews

ORIGINATED BY

Danielle Clarke, Director of Human Resources & Administrative Services

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.B.2.

SUBJECT

City Manager

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.B.3.

SUBJECT

Community Development Director

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.B.4.

SUBJECT

Public Works Director

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: EXECUTIVE SESSION ITEM III.B.5.

SUBJECT

Vacant Council seats including Mayor

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: INDIVIDUAL CONSIDERATION ITEM V.A.

SUBJECT

Consider appointment of a Mayor

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

As the Council is aware, Mayor Brian Johnson submitted a letter of resignation on Friday, July 2, 2021. According to Texas Election Code:

Section 201.023 RESIGNATION. If an officer submits a resignation, whether to be effective immediately or at a future date, a vacancy occurs on the date the resignation is accepted by the appropriate authority or on the eighth day after the date of its receipt by the authority, whichever is earlier.

Because it has been more than eight days since receipt of the letter, the resignation is now effective and no formal acceptance nor any action is required by the Council before appointing someone to fill the vacancy.

Kennedale's current Home Rule Charter states:

Section 3.06 Vacancies and Forfeiture of Office

(a) Vacancies. The office of a Council member or Mayor shall become vacant upon the death, resignation, forfeiture of office, or removal from office in any manner authorized by law or by this Charter.

(1) Reserved.

(2) Vacancies on the City Council for offices with two year terms shall be filled as provided in this subsection. The City Council may call a special election or by a majority vote of all remaining Council Members appoint a qualified person to fill the vacancy.

Staff would like to note that the original Charter had the following language:

Section 3.06 Vacancies and Forfeiture of Office

(a) Vacancies. The office of a Council member or Mayor shall become vacant upon the death, resignation, forfeiture of office, or removal from office in any manner authorized by law or by this Charter.

(1) If a vacancy occurs in the office of the Mayor it shall be filled by the Mayor Pro Tern. Any other vacancy on the City Council, including a position if vacated by the Mayor Pro Tern, shall be filled by appointment by a majority vote of all of the remaining City Councilmembers; however,

(2) If more than thirteen (13) months remain on the term of a vacant Council position, the remaining term of office shall be filled at the regular election held in May; however,

(3) If more than sixteen (16) months remain on the terms of two or more Council positions, the remaining terms of office shall be filled through a special election.

(4) Any vacancy in a Council position with an unexpired term of less than three (3) months shall not be filled before the next regular election, unless occupancy of that office is necessary to constitute a quorum.

In 2016, several proposed Charter amendments appeared on the ballot, including a proposition that would have changed Council terms from two to three years. Although that item did not pass, another amendment to section 3.06 referenced those three-year terms. In a subsequent Charter review, the committee proposed that the 3.06 language be cleaned up (minutes attached) so that the asterisk explanation within the Charter would no longer be necessary.

The resulting amendment that was proposed to voters was to strike the entirety of 3.06(a)(1), which contained the provision for Mayor Pro Tem to become Mayor in the case of a vacancy in that office. That line in the Charter is now blank ("Reserved.").

Attached are the three different versions of this section of the Charter. Of course the current version, approved by voters, is the governing document. Staff did, however, want to take this opportunity to point out that the resulting edit to the Charter does not seem to reflect the intent of the committee. Therefore, this may be a section that Council would want to specifically ask that a future Charter Review Committee closely consider.

RECOMMENDATION

ATTACHMENTS

1.	Charter - Section 3.06 1997 ver	Charter - Section 3.06 1997 ver.pdf
2.	Charter - Section 3.06 2016 ver	Charter - Section 3.06 2016 ver.pdf
3.	Charter - Section 3.06 2019 ver	Charter - Section 3.06 2019 ver.pdf
4.	2019.01.16_CSC_Minutes	2019.01.16_CSC_Minutes.pdf

**City of Kennedale
Home Rule Charter
1997**

Manager anything pertaining to the appointment and removal of such officers and employees.

(c) Interference in Administrative Matters. Except for the purpose of inquiry or investigation, the City Council shall deal with administrative departments and the personnel of these departments solely through the City Manager. Neither the City Council nor any of its members shall give an order, either publicly or privately, to any subordinate of the City Manager.

Section 3.06 Vacancies and Forfeiture of Office

(a) Vacancies. The office of a Council member or Mayor shall become vacant upon the death, resignation, forfeiture of office, or removal from office in any manner authorized by law or by this Charter.

(1) If a vacancy occurs in the office of the Mayor it shall be filled by the Mayor Pro Tem. Any other vacancy on the City Council, including a position if vacated by the Mayor Pro Tem, shall be filled by appointment by a majority vote of all of the remaining City Council members; however,

(2) If more than thirteen (13) months remain on the term of a vacant Council position, the remaining term of office shall be filled at the regular election held in May; however,

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(4) Any vacancy in a Council position with an unexpired term of less than three (3) months shall not be filled before the next regular election, unless occupancy of that office is necessary to constitute a quorum.

(b) Forfeiture of Office. A Council member shall forfeit office if the member:

(1) Lacks at any time during the term of office any qualification for the office prescribed by law or by this Charter.

(2) Violates any express prohibition of this Charter.

(3) Fails to attend three (3) consecutive scheduled meetings without

**CITY OF
KENNEDALE, TEXAS
HOME RULE CHARTER
1997**

(Adopted January 22, 1998 and amended up to and including May 16, 2016)



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www.municode.com

CHARTER HISTORY

Number	Date of Adoption	Comments
R 73	1/22/98	Original Charter submitted to U.S. Dept. of Justice Dec. 12, 1997
R 487	5/16/16	Passed May 16, 2016, declaring adoption of amendments approved by voters at 5/7/16 election, amending Article III, Section 3.06 related to Filling Vacancies and Forfeiture of Office; Section 3.08 related to Meeting Procedures. Article V, Section 5.06 related to City Secretary. Article VI, Section 6.02 related to Budget; Section 6.04 related to Annual Audit.

- (2) Violates any express prohibition of this Charter;
- (3) Is convicted of a felony or any offense involving moral turpitude while in office; or
- (4) Fails to attend three (3) consecutive scheduled meetings without valid excuse, or fails to maintain an eighty (80) percent attendance record, excluding excused absences, for each elected year (including all scheduled budget and special meetings).

(c) *Declaration.* Upon finding the occurrence of a condition of forfeiture, the Council must declare a vacancy at its next regular meeting and shall fill the vacancy as set forth in this Charter.

(d) *Qualifications.* The Council shall be the judge of the qualifications of its members and for these purposes shall have the power to subpoena witnesses and require the production of records, but the decision of the Council in any case shall be subject to review by the courts. (Ord. No. 590, § 1 (Exh. A), 2-15-16; Election 5-7-16)

Section 3.07 Investigations

The City Council may investigate the affairs of the City and the official conduct of any City department, office, or agency. For this purpose, the City Council may subpoena witnesses, administer oaths, take testimony, and compel the production of all pertinent evidence. Any person who fails or refuses to obey a lawful order issued by the City Council shall be guilty of a misdemeanor, as provided by ordinance.

Section 3.08 Meeting Procedure

(a) *Meeting.* The City Council shall meet in regularly scheduled City Council meetings at least once each month at such times as the members may prescribe by rule. Special meetings may be called on the request of the Mayor or three (3) City Council members. All City Council meetings shall be held at City Hall or at such place in the City that will permit the attendance of the general public. All City Council meetings and all sessions of the City Council and committees of the City Council shall be open to the public; however, the City Council may recess for the purpose of discussing in a closed or executive session those matters permitted by State Law, including, but not limited to:

- (1) Pending or contemplated litigation, settlement offers, and any other legal advice.
- (2) The acquisition or disposal of real property.
- (3) Personnel matters.
- (4) The evaluation of candidates for offices appointed by the City Council.

(b) A motion calling for a closed or executive session must be made in a public meeting and must state the general subject to be discussed. No final action or vote with regard to any matter considered in a closed meeting shall be made except in a public meeting.

**CITY OF
KENNEDALE, TEXAS
HOME RULE CHARTER
1997**

(Adopted January 22, 1998 and amended up to and including May 14, 2019)

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CHARTER HISTORY

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R 549	5-14-19	Passed May 14, 2019, approved by voters at 5/4/19 election, electing Councilmembers Places 1, 3, and 5 and amending Article III, Section 3.06(a)(1) related to Filling Vacancies for Three Year Terms. Article VI, Section 6.05 related to Indebtedness. Article XI, Section 11.01 related to Initiative, Referendum and Recall; Section 11.03 related to Recall.

Council. No former member of the City Council shall hold any compensated appointed City office or employment with the City for a period of two years after the expiration of the term of office.

(b) *Appointments and Removals.* Neither the City Council nor any of its members shall, in any manner, dictate the appointment or removal of any City administrative officer or employee whom the City Manager or any of his subordinates are empowered to appoint. The City Council may, however, express its views fully and freely, discussing with the City Manager anything pertaining to the appointment and removal of such officers and employees.

(c) *Interference in Administrative Matters.* Except for the purpose of inquiry or investigation, the City Council shall deal with administrative departments and the personnel of these departments solely through the City Manager. Neither the City Council nor any of its members shall give an order, either publicly or privately, to any subordinate of the City Manager.

Section 3.06 Vacancies and Forfeiture of Office

(a) *Vacancies.* The office of a Council member or Mayor shall become vacant upon the death, resignation, forfeiture of office, or removal from office in any manner authorized by law or by this Charter.

(1) Reserved.

(2) Vacancies on the City Council for offices with two year terms shall be filled as provided in this subsection. The City Council may call a special election or by a majority vote of all remaining Council Members appoint a qualified person to fill the vacancy.

(b) *Forfeiture of Office.* A Council member shall forfeit office if the member:

- (1) Lacks at any time during the term of office any qualification for the office prescribed by law or by this Charter;
- (2) Violates any express prohibition of this Charter;
- (3) Is convicted of a felony or any offense involving moral turpitude while in office; or
- (4) Fails to attend three (3) consecutive scheduled meetings without valid excuse, or fails to maintain an eighty (80) percent attendance record, excluding excused absences, for each elected year (including all scheduled budget and special meetings).

(c) *Declaration.* Upon finding the occurrence of a condition of forfeiture, the Council must declare a vacancy at its next regular meeting and shall fill the vacancy as set forth in this Charter.

CHARTER AMENDMENT ELECTION MAY 7, 2016
Kennedale Citizens City Charter Review Committee

John Clark	Robert Mundy	Ray Cowan
Ernest Harvey	Frank Fernandez	Charles Overstreet

CHARTER AMENDMENT ELECTION MAY 4, 2019
Citizens' Charter Study Committee

Mayor Brian Johnson, Chair		
Bob Gruenhagen, Vice Chair	Gail Uranga	Robert Mundy
Kenneth Michels	John Clark	Cheryl Pond

CHARTER STUDY COMMITTEE MINUTES
REGULAR MEETING | JANUARY 16, 2019
CITY HALL COUNCIL CHAMBERS, 405 MUNICIPAL DRIVE
WORK SESSION - 5:30 PM | REGULAR SESSION - 6:30 PM

I. CALL TO ORDER

Chair Mayor Brian Johnson called the meeting to order at 6:30 p.m.

II. ROLL CALL

Present: Chair Mayor Brian Johnson, Vice Chair Bob Gruenhagen, Gail Uranga, Robert Mundy, Kenneth Michels, John Clark, and Cheryl Pond; **Absent:** NONE; **Staff:** *City Manager George Campbell, City Attorney Betsy Elam, City Secretary & Communications Coordinator Leslie Galloway*

III. REGULAR SESSION

- A. Consider approval of the minutes from the January 3 meeting

Motion To approve minutes from the January 3 meeting. **Action Approve, Moved By** John Clark, **Seconded By** Robert Mundy. **Motion passed Unanimously.**

- B. Continue identifying and discussing the committee's desired Charter topics for further discussion and/or research

There was no discussion at this time.

- C. City Council Recommendations

Mayor Johnson facilitated a discussion during which the Committee revisited all items previously discussed and came to a consensus on each to be recommended to Council:

Regarding §6.05: Indebtedness, the Committee would recommend the deletion of all wording except the first sentence and item (c).

Regarding Article XI: Initiative, Referendum, and Recall (Petitions), the Committee would recommend increasing the signature requirements for all petitions to "at least ~~twenty-five (25)~~ thirty (30) percent of the votes cast in the last regular municipal election, but not less than ~~two hundred and fifty (250)~~ five hundred (500) signatures"; and additional wording in **§11.03 (Recall)** that would allow for a person subject to a recall petition to request (but not be required to have) a Public Hearing that would occur before the City Council acts on the petition. Following a comprehensive discussion, these recommendations were the consensus of the Committee. However, two members – Vice Chair Bob Gruenhagen and Gail Uranga – remain in favor of additional changes to this section.

Regarding §3.06(a)(1): Council Appointments (to fill a vacancy), the Committee would not recommend holding a Special Election solely for this purpose, but if there were to be

other propositions, the Committee would suggest also offering one that would serve to 'clean up' the need for an asterisk explanation, which is the result of the May 7, 2016 charter election when Proposition No. 1 (including provisions for addressing a vacancy in a three-year term) passed, but Proposition No. 4 (changing terms from two to three years) failed.

The following items were considered, but following comprehensive discussion, the consensus of the Committee was to recommend no change to the current Charter provisions regarding:

- Economic Development Corporation (EDC)
- §4.01(a): Single Member Districts
- §4.01(b): Term Limits and Length of Terms
- §5.07: Removal of City Secretary by City Council action
- §3.05: Former Council Members holding positions in City
- §3.08(d): Council Quorum Requirements
- §3.03: Mayor's Veto Power
- §5.0: Residency Requirements for City Manager
- §3.07: Investigations; §3.06: Vacancies and Forfeiture of Office
- §3.06(b)(4): Forfeiture due to Absence; Attendance Requirements; and Excused vs. Unexcused Absences
- Second Reading of Ordinances
- §3.04(c): Definition of Term: 'City Officers'
- §3.04(d) and §5.04(g): Potential Conflict of Wording

Separately, the Committee would respectfully recommend to the City Council consideration of policies that would call for a second reading of certain categories of Ordinances; and require notifying residents earlier than one month prior to and/or via additional methods than those required by State law before the issuance of a Certificate of Obligation.

D. Discuss date and time of upcoming meetings

The Committee set their next meeting for Wednesday, January 23, at 6:30 p.m. and requested that City Attorney Betsy Elam prepare ballot language for the Committee's consideration at that time. Elam stated that she planned to consult with the City's Bond Counsel regarding the Indebtedness (§6.05) proposition.

IV. ADJOURNMENT

Motion To Adjourn. Action Adjourn, Moved By Robert Mundy, Seconded By Bob Gruenhagen. Motion passed Unanimously.

Mayor Brian Johnson, Chair, adjourned the meeting at 9:00 p.m.

APPROVED:


MAYOR BRIAN JOHNSON, CHAIR



ATTEST:


LESLIE GALLOWAY, CITY SECRETARY

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: INDIVIDUAL CONSIDERATION ITEM V.B.

SUBJECT

Oath of Office for the Mayor

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

If the Council acts to appoint a Mayor under the previous agenda item, the City Secretary will now administer the Oath of Office and and Statement of Elected Offiical.

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: INDIVIDUAL CONSIDERATION ITEM V.C.

SUBJECT

Consider appointment of an Interim City Manager

ORIGINATED BY

Danielle Clarke, Director of Human Resources & Administrative Services

SUMMARY

At this time, the City Council may appoint an Interim City Manager.

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: INDIVIDUAL CONSIDERATION ITEM V.D.

SUBJECT

Discuss and provide direction to staff regarding the appointment process to fill any existing vacancies on the Council

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

Staff would respectfully request discussion and direction from the Council regarding development of an appropriate process and timeline for the filling of any vacancies on the Council.

RECOMMENDATION

ATTACHMENTS

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: INDIVIDUAL CONSIDERATION ITEM V.E.

SUBJECT

Discuss and provide direction to staff regarding Council's desired process for identifying candidates for the role of City Manager

ORIGINATED BY

Danielle Clarke, Director of Human Resources & Administrative Services

SUMMARY

Staff would respectfully request discussion and direction from the Council regarding development of an appropriate process and timeline for identifying candidates for the role of City Manager. Due to the significance of this role, staff would recommend the allocation of some amount of funding for the recruitment process. The following are a sampling of prices from agencies who offer such services:

- **SGR:** Full-scope recruitment cost is approx. \$25,000 (a la carte options attached)
- **GovHR** (flyer attached): Full-scope recruitment cost is \$22,500 (+ travel costs);
Limited-scope recruitment is \$19,500 (+ travel costs)
- **Baker Tilly:** Full-scope is approximately \$24,500

Below are the current remaining balances within the Council's budget. Even though there are three months remaining in the fiscal year, staff would expect that a portion of the remaining balance within the Legal Services line item would be available to be reallocated to Special Services to support the cost of one of the above firms.

Department Budget: MAYOR/CITY COUNCIL

Figures as of Friday, July 9, 2021

Description	Total Budget	YTD Actual	Balance
PRINTED SUPPLIES	\$ 600	\$ -	\$ 600
GENERAL OFFICE SUPPLIES	\$ 200	\$ 127	\$ 73
ASSOC DUES/PUBLICATIONS	\$ 6,525	\$ 4,613	\$ 1,912
VOLUNTEER MEETINGS	\$ 700	\$ 271	\$ 429
TRAINING/SEMINARS	\$ 3,500	\$ 135	\$ 3,365
LEGAL SERVICES	\$ 115,000	\$ 49,782	\$ 65,218
SPECIAL SERVICES	\$ 8,000	\$ 3,856	\$ 4,144
TRAVEL	\$ 6,000	\$ -	\$ 6,000
	\$ 140,525	\$ 58,785	\$ 81,740

RECOMMENDATION

Council discussion and direction is appreciated.

ATTACHMENTS

1.	SGR ER Component Services	SGR ER Component Services.pdf
2.	@GovHR Recruitment Services Flyer	@GovHR Recruitment Services Flyer.pdf

JOB MARKETING & ADVERTISING

pricing as of July 2021

JOB BOARD

SGR's Job Board (SGRjobs.com) is the 2nd largest local government job board in the nation, averages more than 16,000 unique visitors per month, and has 1,600 jobs listed at any given time.

JOB BOARD AD **\$99 Each**

One-time job posting for 30 days

JOB BOARD SUBSCRIPTION **\$369 per Calendar Year**

Unlimited job postings on SGR's Job Board for one calendar year

SGR has an extensive network of subscribers to our profession-specific opt-in Job Alert emails.

JOB BLAST **\$249 Each**

Targeted email to our profession-specific Job Alert subscriber database

- Logo and link to your organization's website
- Marketing language written by SGR
- Click-to-Tweet link

JOB BLAST PLUS PACKAGE **\$299 Each** (*savings of \$49*)

One-time job posting for 30 days on SGR's Job Board plus a Job Blast

JOB BLAST



CONTACT US

Cindy Stanfield | CindyStanfield@GovernmentResource.com
Main Office: 817-337-8581 | www.GovernmentResource.com



JOB MARKETING & ADVERTISING

pricing as of July 2021

Take advantage of SGR's social media networks to reach passive and active candidates. SGR creates a custom-made graphic and promotes your position on SGR's website, Facebook, Twitter, Instagram, and LinkedIn.

DIGITAL TALENT MARKETING

DIGITAL TALENT MARKETING (DTM) PACKAGE \$399 Each

- Custom-made graphic
- One-time promotion across SGR's social media networks
- Posted on SGR's website for 30 days
([GovernmentResource.com](https://www.GovernmentResource.com))
- One-time job posting for 30 days on SGR's Job Board
([SGRjobs.com](https://www.SGRjobs.com))

DTM PLUS PACKAGE \$599 Each (savings of \$49) DTM Package, plus a Job Blast

For complete details on DTM and DTM Plus
bit.ly/sgr-dtm

MARKETING & NETWORK BOOST \$2,500 Each

DTM Plus Package, plus:

- Development of a professional position profile brochure
- Development of a list of ad placement recommendations
- Draft ad language

Position Profile Brochure \$1,950 Each

Utilizing information and photos provided by the organization, SGR's professional graphic designers and copywriters will develop a position profile brochure that is reviewed and revised in partnership with your organization until it accurately describes your community/organization, the position, and your ideal candidate. The polished, professional brochure will then be provided to the organization in .pdf format.



CONTACT US

Cindy Stanfield | CindyStanfield@GovernmentResource.com
Main Office: 817-337-8581 | www.GovernmentResource.com



CANDIDATE EVALUATION & VETTING

pricing as of July 2021

QUESTIONNAIRE

\$225 per Candidate

An SGR recruiter will develop a written exercise that is customized to the priorities and key areas of interest identified by the organization. SGR will distribute the questionnaire to the candidates, evaluate the questionnaires, and hold a virtual briefing with the organization.

RECORDED ONLINE INTERVIEW

\$225 per Candidate

A recorded online interview allows the organization to evaluate technological competence, demeanor, verbal communication skills, and on-camera presence. SGR will provide a list of recommended questions to the organization, prompt the candidates to complete the interview, and email a link to the organization to view the interview.

REFERENCE CHECKS

\$225 per Candidate

SGR uses a progressive and adaptive automated reference check system to provide insights on candidates' soft skills from a well-rounded group of references. SGR's reference check platform is anonymous, which is proven to encourage more candid and truthful responses. SGR provides a written summary report to the organization once all reference checks are completed. A minimum of eight (8) references must be provided by each candidate, and six (6) responsive references are required to produce a written report.

BACKGROUND INVESTIGATION REPORT - \$400 per Candidate

Through SGR's partnership with a licensed private investigation firm, we are able to provide organizations with comprehensive background screening reports. View a sample background investigation report at: bit.ly/SGRSampleBackgroundReport
Background reports include:

- Social Security verification
- Address history verification
- Driving record (MVR)
- Federal criminal records search
- National criminal database search
- Global homeland security search
- Sex offender records search
- State criminal court search (for current and previous states of residence)
- County criminal, civil, and wants/warrants search (for every county in which candidate has lived or worked) for previous 10 years
- Credit report (if desired)
- Education verification
- Employment verification (if desired)
- Military verification (if desired)

COMPREHENSIVE MEDIA REPORT

\$500 per Candidate

SGR uses a proprietary media search process to go far beyond automated media searches. The media reports are put into an easy-to-read format with the candidate's name highlighted each time it appears. View a sample media report at:

bit.ly/SGRSampleMediaReport



CONTACT US

Cindy Stanfield | CindyStanfield@GovernmentResource.com

Main Office: 817-337-8581 | www.GovernmentResource.com



DISC® MANAGEMENT ASSESSMENT

\$175 per Candidate

The DiSC® Management assessment analyzes the candidate's preferences in five vital areas: management style, directing and delegating, motivation, development of others, and working with his/her own manager.

View a sample report at:

bit.ly/SGRDiscProfileSample

For assessments of two (2) or more candidates, a DiSC® Management Comparison Report is included at no charge, which provides a side-by-side view of each candidate's preferred management style.

View a sample comparison report at:

bit.ly/SGRDiscTeamReport

I OPT ASSESSMENT

\$175 per Candidate

I Opt® stands for Input Output Processing Template. It is a tool that measures how a person perceives and processes information, which has a profound impact on what motivates a person, how a person "sees" an issue, and how that person interacts with others on team projects. Understanding one's own I Opt® Profile makes it possible to be more self-aware. Understanding another's I Opt® Profile helps predict how they will approach any given situation. The cost per candidate includes the Individual Strategic Style Report, Change Management Report, and Emotional Impact Report.

bit.ly/sampleIOPTreports

FINALIST EVALUATION PACKAGE

\$1,000 per Candidate

(savings of \$300)

- Reference Checks
- Background Investigation Report
- Comprehensive Media Report
- DiSC Management Assessment



CONTACT US

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Main Office: 817-337-8581 | www.GovernmentResource.com



RECRUITING SERVICES

GovHR USA
offers tiered services
to meet your
recruitment needs.



EXECUTIVE RECRUITMENT FULL SCOPE *Call for Quote*

- Develop detailed brochure and position announcement
- Post position announcement to approved advertising sources, GovHR's social media sources and extensive email outreach
- Candidate evaluation/top candidates selected (approx. 10-20)
- Conduct Skype interview, reference checks, social media and Google search of select group
- Presentation of candidates with client (candidate pool narrowed for interview)
- Schedule candidate interviews
- Full background screening, additional reference checks and news media search conducted
- Present draft interview questions
- Consultant will facilitate interviews of top candidates
- Assist with negotiations and offer to selected candidate
- Notify all applicants of appointed candidate

EXECUTIVE RECRUITMENT LIMITED SCOPE *Call for Quote*

- Develop two-page flyer and position announcement
- Post position announcement to approved advertising sources, GovHR's social media sources and extensive email outreach
- Candidate evaluation/top candidates selected (approx. 10-20)
- Conduct Skype interview, reference checks, social media and Google search of select group
- Presentation of candidates with client (candidate pool narrowed for interview)
- Notify all applicants of appointed candidate

VIRTUAL RECRUITMENT \$8,000 *(plus advertising)*

- Develop position announcement
- Post position announcement to approved advertising sources and GovHR's social media sources and extensive email outreach
- Share announcement with GovHR's professional network
- Prepare assessment matrix that matches candidate's qualifications against position requirements
- Submit top tier candidates to client along with all recruitment applications.



PROFESSIONAL OUTREACH \$3,000 *(plus advertising)*

- Develop position announcement
- Post position announcement to approved advertising sources and GovHR's social media sources and extensive email outreach
- Share announcement with GovHR's professional network
- Submit all resumes to client immediately after deadline



GovHR USA
847-380-3240
info@GovHRusa.com
www.GovHRusa.com

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: WORK SESSION ITEM VI.A.

SUBJECT

Discussion regarding potential issuance of Certificates of Obligations (CO) in the amount of \$6 million and related projects

ORIGINATED BY

Lakeita Sutton, Director of Finance and Information Technology

SUMMARY

As the Council is aware, an item to consider a Resolution of Intent related to this potential \$6m CO issuance appeared on the last regular agenda, but was not heard. Since, staff has provided an informal staff report (attached) as well as some supporting documents. Although our financial advisor is not able to attend this meeting, staff will be available to answer questions from the Council regarding this item.

RECOMMENDATION

At this time, staff would request Council direction regarding the placement (or omission) of this item on the agenda for the regular meeting scheduled for next Tuesday, June 20, 2021. If the item is placed on the agenda, staff will coordinate with Andrew Friedman of SAMCO to hopefully be in attendance. He has another Council meeting already scheduled for that evening but has indicated that, if the item is near the end of our agenda, he could likely join us in person for discussion and to answer questions.

Of note: On page 6 of the ISR (in the second to last paragraph), staff incorrectly referred to Mr. Andrew Friedman of SAMCO as "Bond Counsel" rather than the City's Financial Advisor.

ATTACHMENTS

1.	2021_07.06 ISR - Potential CO Issuance	2021_07.06 ISR - Potential CO Issuance.pdf
2.	2021_06.15 RESOLUTION - Notice of Intent to Issue Debt (CO)	2021_06.15 RESOLUTION - Notice of Intent to Issue Debt (CO).pdf
3.	NOI Presentation (SAMCO)	NOI Presentation (SAMCO).pdf

INFORMAL STAFF REPORT

to the Mayor and City Council

DATE: TUESDAY, JULY 6, 2021

SUBJECT: UPDATE REGARDING POTENTIAL CO ISSUANCE

ORIGINATED BY: LAKEITA SUTTON, DIRECTOR OF FINANCE & IT

As the Council is aware, because formerly issued debt is being paid off, the City can secure \$14m in Certificates of Obligation (CO) over the next five years without increasing the I&S (Interest and Sinking) – or “debt service” – portion of the property tax rate. The proposed CO issuances are \$6m in 2021 and \$8m in 2024. During past meetings, staff presented a prioritized five-year capital project list with \$90m in identified needs. Though a “Notice of Intent to Sell” was on your June agenda, the item was not heard.

ELEMENTS OF THE AD VALOREM (PROPERTY) TAX RATE

Maintenance and Operations (M&O)
The portion of the tax rate that supports ongoing General Fund operations

Interest and Sinking (I&S) or Debt Service
The portion of the tax rate that supports payments on debt for general government (not utility) improvements

Total Tax Rate = M&O + I&S

Because three current Councilmembers were not yet elected when some of the preliminary discussions and decisions affecting this proposed debt issuance were made, the purpose of this staff report is to provide the current Council with a summary of the updated timing of the proposed sale as well as potential consequences if this issuance does not occur during FY2021. Typically, the CO process (from publication of the intent to closing) takes ~60 days.

If Council ultimately intends to issue the \$6m CO, staff recommends doing so during the current fiscal year. This requires no change in the I&S portion of the tax rate and would prevent further delay of the purchase of a fire engine. If the \$6m CO is not issued *prior* to adoption of the tax rate, any similar issuance would be delayed until at least January. By not issuing the COs, the I&S portion of the tax rate would fall by about \$0.036399.

If the Council desires to proceed with the CO within the current fiscal year (with that debt to be included with the 2021 tax rate calculation), it is still possible, but the timeline would be tight.

Below is a potential timeline for Council’s further consideration of this debt issuance:

Tuesday, July 13	Work Session discussion regarding these potential COs
Tuesday, July 20	Resolution of “Notice of Intent to Sell” on Council’s regular meeting agenda
Friday, July 23	If Resolution adopted by the Council: First publication of Notice of Intent to Sell (Minimum of 46 days prior to the date the CO Ordinance is scheduled to be approved)
Friday, July 30	Second newspaper publication of Notice of Intent to Sell
Tuesday, August 17	Regular Council Meeting (Work Session discussion, if desired)
Tuesday, September 7	Estimated first possible date for consideration of CO Ordinance
Tuesday, September 21	Regular Council Meeting (FY2022 budget and 2021 tax rate adoption expected)
Thursday, September 30	Last possible day for FY2022 budget and 2021 tax rate adoption

Staff wants to ensure that the current Council is aware of the existing prior commitments related to this debt issuance as well as the potential implications of deciding for or against issuance.

Further Delay of Priority Capital Street Projects

In March of 2020, the previous Council directed staff to move forward with securing the \$14m in COs. Since, the following street projects were prioritized by staff and affirmed by Council:

- Beacon Hill Drainage Improvements
- Valley Lane *(photo at right) >>*
- Peggy Lane
- Trent Street Construction
- Linda Road Infrastructure Improvements
- Little Road Extension from Kennedale Parkway to New Hope Road
- Winding Creek Erosion
- New Hope Road right-of-way (ROW) and Reconstruction of Two Lanes
- Shade Structures Throughout the Park System
- Kennedale Sublett Realignment at Kennedale Parkway
- Little Road Extension from Kennedale Parkway to New Hope Road



During the March 16 meeting, Council also directed staff to submit the following projects to the Tarrant County Transportation Bond Program for consideration¹:

Little School Road Extension	\$ 13,884,000
Kennedale Sublett Realignment	9,634,608
Collett Sublett Road	2,244,880
Valley Lane Erosion (<i>photo at right</i>) >>	1,853,230
TOTAL	\$ 27,616,718



The City would pay for any accepted project(s) up front and then be reimbursed afterwards. The City currently has less than \$2m available for Capital Street Projects (of which more than \$1m is earmarked). **If the City does not move forward with the \$6m CO (followed by the \$8m in 2024), the application becomes annulled due to lack of funding.**

General Fund Balance Draw Down of \$254,040 for Ambulance Purchase

During Council meetings in February, March, and April of 2021, Council discussed and approved the purchase of an ambulance to be funded by the \$6m CO. Staff has ordered the ambulance.

If the CO is not issued, the General Fund balance will be drawn down by \$254,040.

Loss of ~ \$165,000 in Secured Grant Funding Towards a Fire Engine

As the Council is aware, the City's vehicle replacement policy calls for engines to be in frontline service for 10 years, followed by 10 years in reserve. Our frontline engine is now 11 years old.

During their October 20, 2020 meeting, the Council discussed funding a fire engine with the \$6m CO issuance (with this portion of the debt structured to reflect the ten-year service life of the apparatus). Following the February 23 meeting, it was the consensus of the Council to prioritize the purchase of both a fire engine and an ambulance in the CO issuance tentatively scheduled for August 2021 and staff moved forward with preliminary work to order the items.

Chief Brown applied for (and was notified in April that the City had received) a grant through the North Central Texas Council of Governments (NCTCOG) that would reimburse up to 25% (of eligible costs) of the purchase price of a new fire truck. Chief Brown and I attended a grant kick-

off meeting in April and the City Attorney is currently reviewing a contract for acceptance of this grant funding. The acceptance document has not yet been signed as staff is currently unable to guarantee that local funding will be available for this purchase.

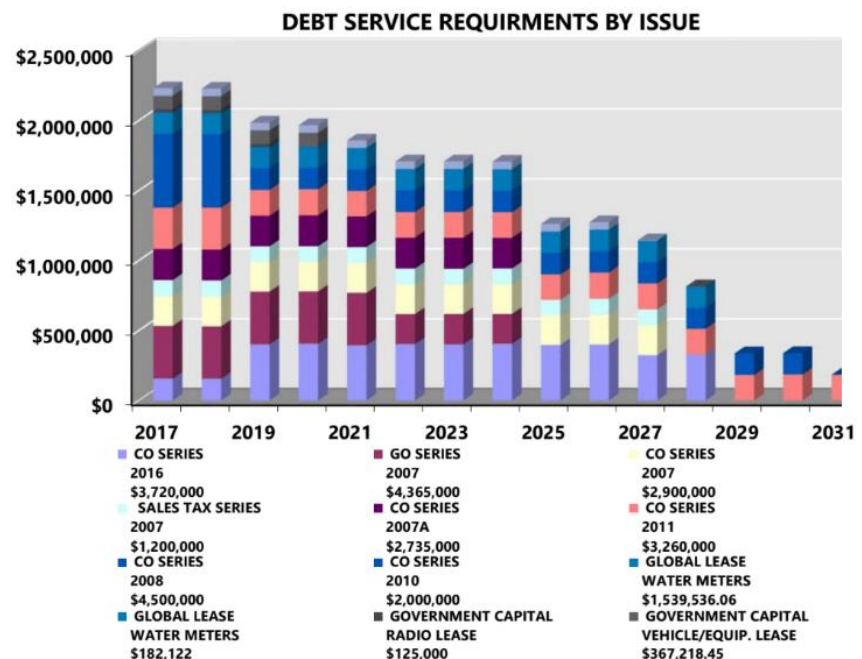
If the \$6m CO is not issued in FY2021, it is expected that this grant award (of ~\$165,000) will be forfeited. It is also possible that future grant applications to NCTCOG will not be viewed as favorably. And, of course, the replacement of the fire engine will be further delayed.

Tax Rate Implications

As mentioned, the “Notice of Intent to Sell” appeared on the June 15 agenda but was not heard. Therefore, the scheduling of the sale has been affected. Staff would not typically approach the Council with a debt issuance with such tight timing. If the Council does decide to proceed with the issuance, there are considerations and potential issues.

First, the debt must be issued prior to the City setting the tax rate. Again, it typically takes about 60 days from the publication date to closing of the sale for this type of debt. The dates on the second page of this report show the small margin of error that this timing allows.

If the Council does choose to proceed with the issuance of the proposed \$6m in COs for inclusion in the 2021 tax rate calculation, staff can work with the Bond Counsel to provide a payment schedule of the debt prior to the actual sale. However, the formal setting of the tax rate would have to be done after the sale of the bonds. Although it would be tight timeline, we may still have the option of securing this \$6m in debt prior to setting our 2021 tax rate.



Staff is aware that the Council is committed to being good financial stewards for the community and, therefore, did not want to allow the potential loss of, in particular, this grant money without full explanation. However, staff also understands that the Council has many considerations when deciding upon an item as complicated and nuanced as debt issuance and property taxes.

The City's current I&S rate is \$0.191399. Acquiring the \$6m in COs during this current fiscal year would keep that portion of the rate flat, but only if it is acquired prior to setting the tax rate (which *must* occur no later than September 30 but would be expected to happen during the September 21 regular meeting). **Not acquiring the \$6m would, instead, cause the I&S rate to drop from \$0.191399 to approximately \$0.155000 (a decrease of \$0.036399).**

If the Council indicates an intent to proceed (by the passing of a "Resolution of Intent to Sell" during the July 20 meeting), all budget discussions and planning will be based on a tax rate including the new \$6m debt. Further, the City's tax rate notices will also be based on the assumed issuance. If staff plans for this debt in the 2021 tax rate calculation (which is included in those public notices) and the debt is not actually issued, the public tax rate notices will be annulled.

Of course, if Council does not pass the "Resolution of Intent to Sell" during the July 20 regular meeting, upcoming budget development and discussions will be based on the assumption that this debt will not be issued.

Staff Recommendation

Again, the purpose of this report is to ensure that the Council is aware of the projects that are dependent upon this CO issuance as well as the potential implications of issuing this debt on such a tight timeline or choosing not to issue the debt during this fiscal year.

Though staff is aware that three of the current Councilmembers were not yet elected to the Council at the time many of the above outlined decisions were made, staff would respectfully recommend that the current Council consider taking the necessary steps, as planned, to secure the \$6m CO debt during the current fiscal year. Again, this issuance would result in no change to the I&S portion of the tax rate, would allow for the critical purchase of a new fire engine (while reducing the City's liability by an estimated \$165,000 in already-secured grant funding), and

would prevent the new ambulance (already under contract) from necessitating a \$254,040 drawdown of the General Fund reserves. Further, it could provide the necessary funding to take advantage of a potential 50% Tarrant County match on those programs submitted to the bond program, including the critical erosion stabilization needed on Valley Laneⁱⁱ. Of course, the projects would have to be selected for participation and Tarrant County voters would have to vote to approve the bond package.

Though staff does recommend securing the \$6m debt prior to setting the 2021 tax rate, the Council should **only** move forward (by passing the “Resolution of Intent to Sell” on July 20) if there is a strong consensus to also adopt the Ordinance in September necessary to actually secure the \$6m CO. Planning to secure the debt and not following through would, as mentioned, null the City’s tax rate noticing and budget discussions during the coming months.

Bond Counsel is not available during special meeting on July 13, but a discussion item will appear on that agenda and staff will be available to answer questions from the Council. Staff is currently coordinating with Bond Counsel regarding attendance (either in-person or, perhaps, virtually) for the regular meeting on July 20, if Council indicates a desire to move forward with this issuance during the current fiscal year.

We will, of course, keep you informed of any updates regarding this report and welcome Council’s questions both before and during these upcoming meetings.

SHOULD YOU HAVE ANY QUESTIONS REGARDING THIS REPORT, PLEASE CONTACT FINANCE DIRECTOR LAKEITA SUTTON AT 817-985-2110 OR EMAIL LSUTTON@CITYOFKENNEDEALE.COM.

ⁱAs expected by Mayor Pro Tem Rhodes, the project committee is now requesting a priority ranking for submitted projects. An item for discussion of this ranking is expected to appear on the Council’s July 13 agenda (before the next committee meeting on July 15). Staff informed the County that (regarding shovel-ready status) that Collett Sublett is ready to break ground; that Valley Lane could be ready soon; but that plans nor engineering exist for the Kennedale Sublett realignment nor the extension of Little. Therefore, these more costly projects (assuming inclusion in the bond program and local funding availability) could not break ground before 2024 – at the absolute earliest.

ⁱⁱ At the recommendations of Shield – the City’s engineering firm – staff recently submitted an “Intent to Apply” form to the Texas Water Development Board (TWDB) for Valley Lane funding. This does not commit City funding for this project but does allow Valley to remain in the consideration process for a program that could serve as an alternative – or even an additional – 50% match. Though it can in no way be expected to happen, if the City were fortunate enough for Valley to qualify for funding both via the Tarrant County Transportation Bond Program and the TWDB Flood Infrastructure Fund, the project could be completed at minimal cost to the City. We are currently ranked sixth in the TWDB consideration process.

RESOLUTION NO. ____

RESOLUTION AUTHORIZING PUBLICATION OF NOTICE OF INTENTION TO ISSUE CERTIFICATES OF OBLIGATION TO FINANCE STREET, SIDEWALK AND RELATED DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY AND THE ACQUISITION OF PUBLIC SAFETY VEHICLES AND EQUIPMENT

THE STATE OF TEXAS
COUNTY OF TARRANT
CITY OF KENNEDALE

§
§
§

WHEREAS, the City Council of the **CITY OF KENNEDALE, TEXAS** (the "**City**") hereby determines that it is necessary and desirable to acquire, construct and equip street, sidewalk and related drainage improvements a various locations in the City and to acquire public safety equipment including a fire truck, an ambulance and related equipment (collectively, the "**Projects**"); and

WHEREAS, the City Council of the City intends to finance the Projects from proceeds derived from the sale of one or more series of "*Combination Tax and Revenue Certificates of Obligation*" issued by the City pursuant to Sections 271.041 - 271.064, Texas Local Government Code, as amended; and

WHEREAS, pursuant to Section 271.049, Texas Local Government Code, the City Council deems it advisable to give notice of intention to issue certificates of obligation in an amount not to exceed an aggregate of \$6,000,000 for the purpose of paying, in whole or in part, the Projects, to pay all or a portion of the legal, fiscal and engineering fees in connection with the Projects, and to pay the costs of issuance related to the certificates of obligation; and

WHEREAS, it is hereby officially found and determined that the meeting at which this resolution was passed was open to the public, and public notice of the time, place and purpose of said meeting was given, all as required by Chapter 551, Texas Government Code;

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

SECTION 1. APPROVAL OF NOTICE OF INTENTION. Attached hereto as Exhibit A is a form of the "*Notice of Intention to Issue Combination Tax and Revenue Certificates of Obligation*," the form and substance of which is hereby adopted and approved. The City Manager, City Secretary, and Director of Finance of the City are each authorized to make changes to the Notice as necessary prior to its publication and posting as described in Sections 3 and 4 below.

SECTION 2. DESIGNATION OF SELF-SUPPORTING DEBT. In connection with providing the information contained in the Notice approved in Section 1 above, attached hereto as Exhibit B is a list of outstanding debt obligations of the City which the City hereby designates as self-supporting debt for the purposes of Section 271.049(e), Texas Local Government Code.

SECTION 3. PUBLICATION OF NOTICE OF INTENTION IN NEWSPAPER. The City Secretary shall cause the Notice to be published in substantially the form attached hereto in a newspaper, as defined by Subchapter C, Chapter 2051, Government Code, that is of general circulation in the area of the City, on the same day in each of two consecutive weeks, the date of the first publication thereof to be at least 46 days before the date tentatively set for the passage of the ordinance authorizing the issuance of such certificates of obligation as shown in the Notice.

SECTION 4. POSTING OF NOTICE OF INTENTION ON CITY'S WEBSITE. The City Secretary shall further cause the Notice to be posted on the City's internet website beginning at least 45 days before, and continuing through, the date tentatively set for the passage of the ordinance authorizing the issuance of such certificates of obligation as shown in the Notice.

SECTION 5. INCORPORATION OF RECITALS. The City Council hereby finds that the statements set forth in the recitals of this Resolution are true and correct, and the City Council hereby incorporates such recitals as a part of this Resolution.

SECTION 6. EFFECTIVE DATE. This Resolution shall become effective immediately upon passage.

[The remainder of this page intentionally left blank]

***PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE,
TEXAS AT A REGULAR MEETING ON JUNE 15, 2021, AT WHICH MEETING A QUORUM
WAS PRESENT.***

Mayor Brian Johnson
City of Kennedale, Texas

Attest:

City Secretary Leslie E. Galloway
City of Kennedale, Texas

(City Seal)

Signature Page to Notice of Intention Resolution Relating to the Issuance of
City of Kennedale, Texas Combination Tax and Revenue Certificates of Obligation

EXHIBIT A

**CITY OF KENNEDALE, TEXAS
NOTICE OF INTENTION TO ISSUE
COMBINATION TAX AND REVENUE CERTIFICATES OF OBLIGATION**

The City Council of the City of Kennedale, Texas (the "City") does hereby give notice of intention to issue one or more series of *City of Kennedale, Texas Combination Tax and Revenue Certificates of Obligation* in the maximum aggregate principal amount not to exceed \$6,000,000 for the purpose of paying, in whole or in part, contractual obligations to acquire, construct and equip street, sidewalk and related drainage improvements at various locations in the City and to acquire public safety equipment including a fire truck, an ambulance and related equipment (collectively, the "Projects"), and paying all or a portion of the legal, fiscal, and engineering fees in connection with the Projects and costs of issuance related to such Certificates of Obligation. The City proposes to provide for the payment of such Certificates of Obligation from the levy and collection of ad valorem taxes in the City as provided by law and from a lien on and pledge of "Surplus Revenues," if any, received by the City from the ownership and operation of the City's municipal waterworks and sewer system. The current principal of all currently outstanding debt obligations of the City is \$6,846,675, the combined principal and interest required to pay all currently outstanding debt obligations of the City on time and in full is \$7,317,938, the estimated combined principal and interest required to pay the proposed Certificates on time and in full is \$8,171,500, the estimated interest rate for the proposed Certificates is 3.00%, and the maximum maturity date of the proposed Certificates is February 1, 2041. The prior statements regarding currently outstanding debt obligations of the City do not include debt that the City has designated as self-supporting and payable from revenues other than ad valorem taxes. The City Council proposes to authorize the issuance of such Certificates of Obligation at 5:30 p.m. on Tuesday, August 17, 2021, at a Regular Meeting at the City Hall, City of Kennedale, Texas.

/s/ Brian Johnson
Mayor, City of Kennedale, Texas

EXHIBIT B

DESIGNATION OF SELF-SUPPORTING INDEBTEDNESS SECURED WITH AD VALOREM TAXES

<u>TITLE OF OUTSTANDING OBLIGATIONS</u>	<u>OUTSTANDING PRINCIPAL AMOUNT (\$)</u>	<u>AMOUNT DESIGNATED AS SELF-SUPPORTING (\$)</u>
General Obligation Refunding Bond, Series 2020A	1,540,000	0
General Obligation Refunding Bond, Series 2020	1,145,000	1,145,000
Tax Notes, Series 2019	1,805,000	0
General Obligation Refunding Bonds, Series 2016	2,500,000	0
Combination Tax and Revenue Certificates of Obligation, Series 2007A	625,000	0
Combination Tax and Revenue Certificates of Obligation, Series 2007	1,130,000	1,130,000
General Obligation Refunding Bonds, Series 2007	<u>610,000</u>	<u>233,325</u>
TOTALS	<u><u>9,355,000</u></u>	<u><u>2,508,325</u></u>

CERTIFICATE FOR RESOLUTION

**THE STATE OF TEXAS
COUNTY OF TARRANT
CITY OF KENNEDALE**

§
§
§

I, the undersigned City Secretary of the **CITY OF KENNEDALE, TEXAS** (the "**City**"), hereby certify as follows:

1. The City Council of the City (the "**City Council**") convened in Regular Meeting on June 15, 2021, at the designated meeting place (the "**Meeting**"), and the roll was called of the duly constituted officers and members of the City Council, to wit:

Brian Johnson, Mayor
Jan Joplin, Councilmember Place 1
Gary Mitchell, Councilmember, Place 2
Julie Jacobson, Councilmember, Place 3
Linda Rhodes, Mayor Pro Tem, Place 4
James Connor, Councilmember, Place 5

and all of the officers and members of the City Council were present, except the following absentees: _____, thus constituting a quorum.
Whereupon, among other business, the following was transacted at the Meeting: a written

**RESOLUTION AUTHORIZING PUBLICATION OF NOTICE OF INTENTION TO
ISSUE CERTIFICATES OF OBLIGATION TO FINANCE STREET, SIDEWALK
AND RELATED DRAINAGE IMPROVEMENTS AT VARIOUS LOCATIONS IN
THE CITY AND THE ACQUISITION OF PUBLIC SAFETY VEHICLES AND
EQUIPMENT**

(the "**Resolution**") was duly introduced for the consideration of the City Council. It was then duly moved and seconded that the Resolution be adopted; and, after due discussion, said motion carrying with it the adoption of the Resolution, prevailed and carried by the following vote:

AYES: _____ NOES: _____ ABSTENTIONS: _____

2. A true, full and correct copy of the Resolution adopted at the Meeting described in the above and foregoing paragraph is attached to and follows this Certificate; the Resolution has been duly recorded in the City Council's minutes of the Meeting; the above and foregoing paragraph is a true, full and correct excerpt from the City Council's minutes of the Meeting pertaining to the passage of the Resolution; the persons named in the above and foregoing paragraph are the duly chosen, qualified and acting officers and members of the City Council as indicated therein; each of the officers and members of the City Council was duly and sufficiently notified officially and personally, in advance, of the time, place and purpose of the Meeting, and that the Resolution would be introduced and considered for passage at the Meeting, and each of the officers and members consented, in advance, to the holding of the Meeting for such purpose, and that the Meeting was open to the public and public notice of the time, place and purpose of the Meeting was given, all as required by Chapter 551, Texas Government Code.

SIGNED AND SEALED the 15th day of June, 2021.

(SEAL)

Leslie E. Galloway
City Secretary, City of Kennedale, Texas

City of Kennedale, Texas

Notice of Intention Resolution and Financing Discussion

June 15, 2021

Mark M. McLiney
SENIOR MANAGING DIRECTOR



MEMBER: FINRA/SIPC
www.samcocapital.com

(210) 832-9760 (San Antonio)
(214) 765-1439 (Dallas)
mmcliney@samcocapital.com

Andrew T. Friedman
MANAGING DIRECTOR



MEMBER: FINRA/SIPC
www.samcocapital.com

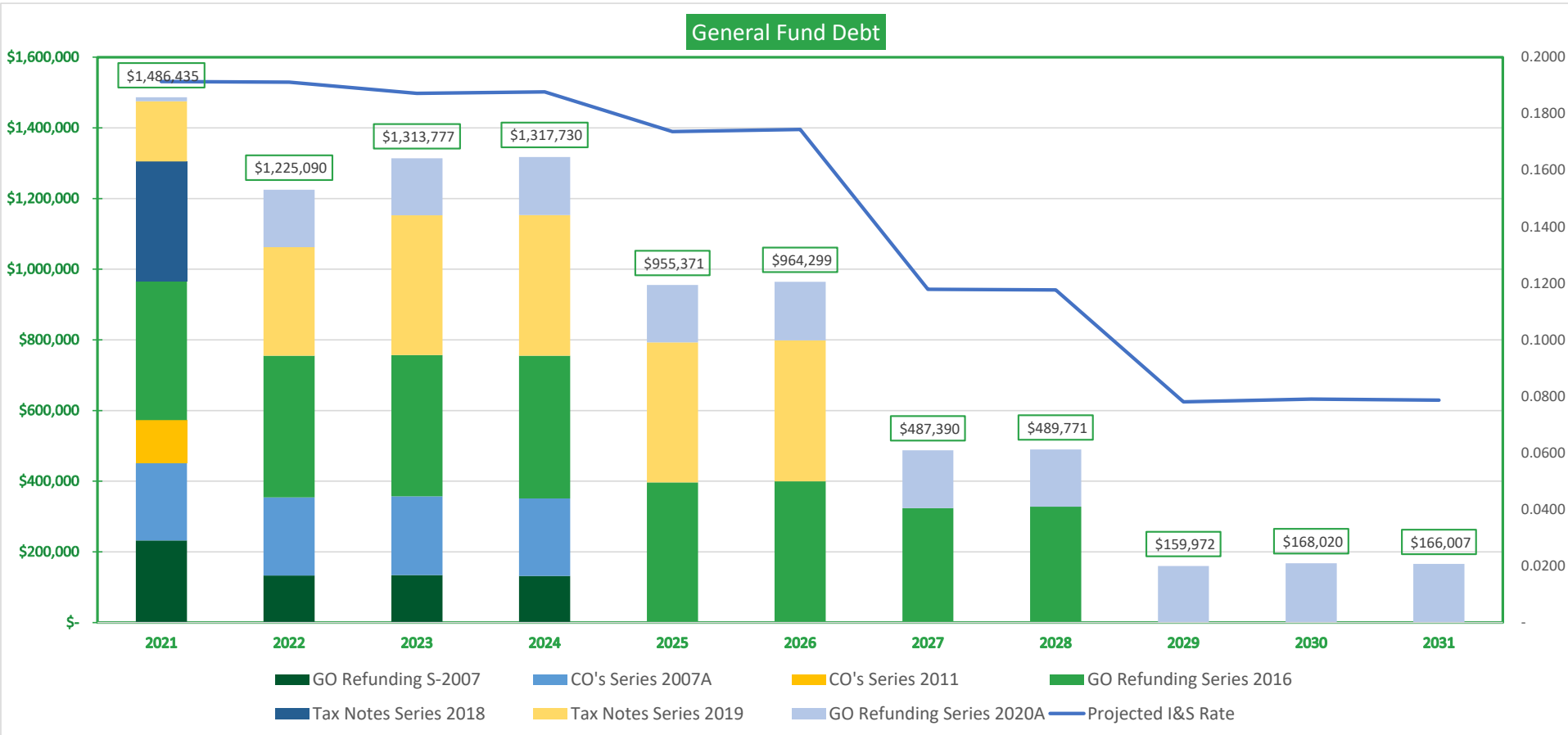
(210) 832-9760 (San Antonio)
(214) 765-1439 (Dallas)
afriedman@samcocapital.com



Use of Proceeds of Outstanding Debt

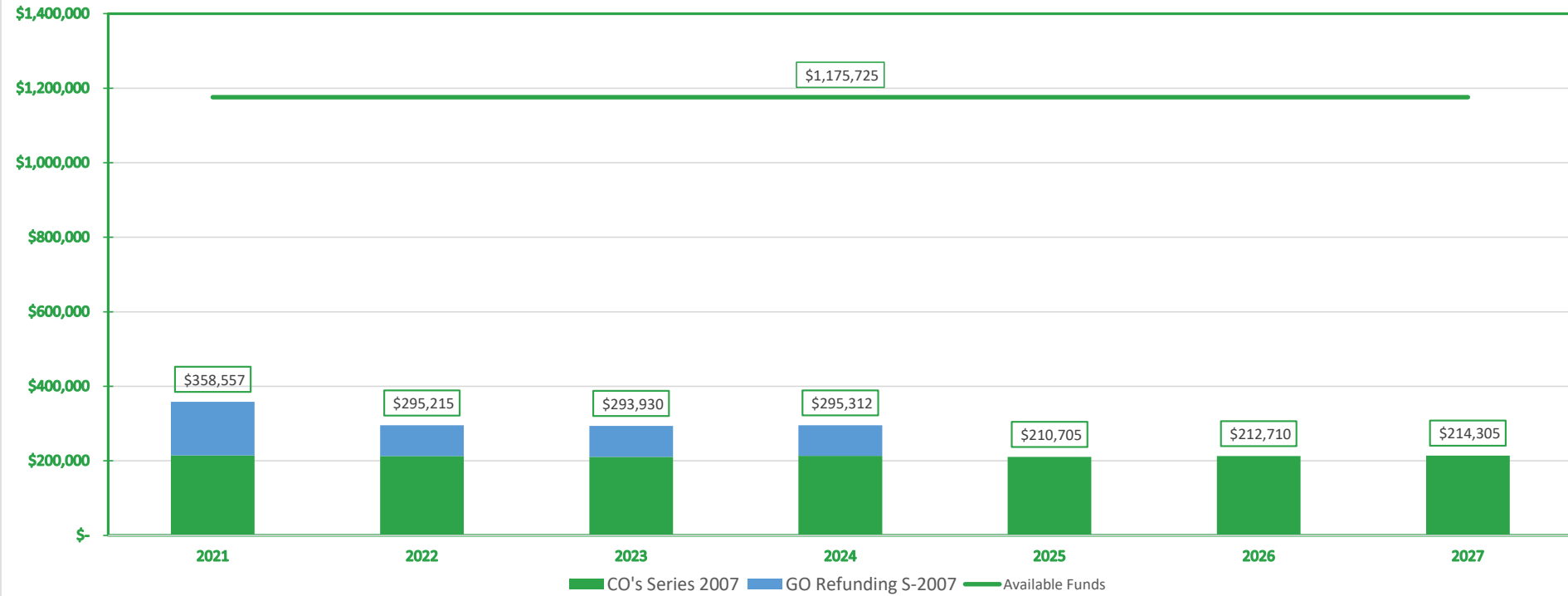
Series	Use of Proceeds
GO Refunding Bonds, Series 2007	Refunded Series 1998 (originally for municipal complex, water system improvements, and street improvements) for debt service savings; Supported by General Fund (100%)
Certificates of Obligation, Series 2007	W&S Improvements (100%)
Certificates of Obligation, Series 2007A	Street Improvements (100%)
GO Refunding Bonds, Series 2016	Refunded Series 2005 (originally for new library and community center) and 2008 Obligations (originally for street improvements) for debt service savings; Supported by General Fund (100%)
Tax Notes, Series 2018	Street Improvements (100%)
Tax Notes, Series 2019	Street Improvements (100%)
GO Refunding Bonds, Series 2020	Refunded Series 2010 Obligations (originally for water and sewer system improvements, street improvements, relocate and restore historic building, provide local match for federal grant related to street improvements) for debt service savings; Supported by EDC (100%)
GO Refunding Bonds, Series 2020A	Refunded Series 2011 Obligations (originally for street improvements, and public safety vehicles – fire truck and ambulance) for debt service savings; Supported by General Fund (100%)

City's Outstanding Debt



City's Outstanding Debt

Utility Fund Debt



Comparative Analysis with Similar Cities

Ranking of Comparable DFW Cities by Debt per Capita		
Rank	City	Debt/Capita
1	Town of Addison	\$ 5,400.94
2	City of Roanoke	3,802.68
3	City of Richland Hills	2,155.39
4	City of Hutchins	1,520.66
5	Town of Trophy Club	1,434.88
6	City of Red Oak	1,360.61
7	City of Glenn Heights	1,264.50
8	City of Crowley	1,158.93
9	City of Joshua	1,065.54
10	City of Kennedale	925.88
11	City of Azle	922.08
12	City of Keene	841.03
13	City of White Settlement	702.19
14	City of Benbrook	391.19

*Cities with a population between 7,500 and 20,000.

Tax Rate Impact Analysis for Potential New Money Debt Issuance

City of Kennedale, Texas \$21,000,000 Tax Rate Impact Analysis June 7, 2021

2020 Current Tax Rate

M&O	\$	0.5827	74.07%
I&S		<u>0.1914</u>	<u>25.93%</u>
Total	\$	0.7741	100.00%

Key Assumptions

Taxable Assessed Value Growth:	7% in 2022 and 3% in 2023 - 2024
2020 Certified Values TAD	\$ 761,160,967
I&S Fund Balance on 9/30/2019:	\$ 315,015

Historical Valuations

Tax Year	Fiscal Year Ending 9/30	Taxable Values	Growth Rate
2012	2013	\$ 475,413,575	--
2013	2014	480,459,481	1.06%
2014	2015	529,387,225	10.18%
2015	2016	549,420,142	3.78%
2016	2017	567,759,225	3.34%
2017	2018	623,852,142	9.88%
2018	2019	693,034,899	11.09%
2019	2020	781,196,930	12.72%
2020	2021	761,160,967	<u>-2.56%</u>
Average Growth Rate since TY 2012			6.19%

Tax Rate Impact Analysis for Potential New Money Debt Issuance

1	2	3	4	5	6	7	8	9
Fiscal Year	Projected	Existing Debt	\$6MM CO	Net Total	Projected I&S	\$15MM GO		Projected I&S
Ending 9/30	Taxable Values	Service	Series 2021 ⁽¹⁾	Debt Service	Tax Rate	Series 2022 ⁽²⁾	Totals	Tax Rate
2020	\$ 781,196,930	\$ 1,479,059		\$ 1,479,059	0.1905		\$ 1,479,059	0.1905
2021	761,160,967	1,536,023		1,536,023	0.1914		1,536,023	0.1914
2022	814,442,235	1,245,287	\$ 310,731	1,556,018	0.1911		1,556,018	0.1911
2023	838,875,502	1,335,643	271,306	1,606,949	0.1916	\$ 667,463	2,274,411	0.2711
2024	864,041,767	1,336,095	316,656	1,652,752	0.1913	682,038	2,334,789	0.2702
2025	864,041,767	975,066	414,681	1,389,748	0.1608	799,075	2,188,823	0.2533
2026	864,041,767	985,054	415,981	1,401,036	0.1621	793,838	2,194,873	0.2540
2027	864,041,767	508,937	416,981	925,918	0.1072	1,151,950	2,077,868	0.2405
2028	864,041,767	511,909	417,681	929,590	0.1076	1,153,063	2,082,653	0.2410
2029	864,041,767	182,500	418,081	600,581	0.0695	1,153,300	1,753,881	0.2030
2030	864,041,767	185,700	418,181	603,881	0.0699	1,152,663	1,756,544	0.2033
2031	864,041,767	183,600	413,056	596,656	0.0691	1,151,150	1,747,806	0.2023
2032	864,041,767	-	369,906	369,906	0.0428	1,148,763	1,518,669	0.1758
2033	864,041,767	-	368,756	368,756	0.0427	1,150,413	1,519,169	0.1758
2034	864,041,767	-	367,506	367,506	0.0425	1,151,013	1,518,519	0.1757
2035	864,041,767	-	371,106	371,106	0.0430	1,150,563	1,521,669	0.1761
2036	864,041,767	-	369,556	369,556	0.0428	1,149,063	1,518,619	0.1758
2037	864,041,767	-	367,906	367,906	0.0426	1,151,425	1,519,331	0.1758
2038	864,041,767	-	366,156	366,156	0.0424	1,152,563	1,518,719	0.1758
2039	864,041,767	-	369,256	369,256	0.0427	1,152,475	1,521,731	0.1761
2040	864,041,767	-	366,984	366,984	0.0425	1,151,163	1,518,147	0.1757
2041	864,041,767	-	369,106	369,106	0.0427	1,148,625	1,517,731	0.1757
2042	864,041,767	-	-	-	-	1,149,775	1,149,775	0.1331
		\$ 10,464,873	\$ 7,499,578			\$ 21,360,375	\$ 39,324,826	

⁽¹⁾ Interest calculated at an assumed rate of 2.13% for illustrative purposes only. \$435,000 for ambulance and equipment amortized over 10 years; remainder over 20 years.

⁽²⁾ Interest calculated at an assumed rate of 3.50% for illustrative purposes only.

Timetable of Events

Date	Scheduled Event
June 15 th	Council authorizes Notice of Intent Resolution to proceed with the issuance of Certificates of Obligation
Week of July 26 th	Conduct a rating call with Standard and Poor's Investor Service
August 10 th	Post the Notice of Sale and Preliminary Official Statement
August 17 th	- Bids received at 11AM - Council meets to review the bids and authorize an Ordinance selling the Obligations
September 14 th	Bond Closing

MEETING DATE: JULY 13, 2021

AGENDA ITEM NUMBER: WORK SESSION ITEM VI.B.

SUBJECT

Discuss and establish a priority ranking of those projects submitted for consideration for inclusion in the November 2021 Tarrant County Transportation Bond Package

ORIGINATED BY

Leslie E. Galloway, Temporary Interim City Manager

SUMMARY

Staff discussed the Tarrant County Transportation Bond Committee's selection process with Chris Bosco on Monday, June 28. As shovel-readiness is a consideration, staff provided input that Collett Sublett was fully designed and ready to break ground, that Valley Lane had engineering design and specifications, and that the extension of Little Road and the realignment of Sublett did not have any planning or engineering completed.

The next ranking committee meeting is scheduled for July 15, and there is a request that the Council provide to them a priority ranking of these four submitted projects. The County Commissioners Court is expected to officially rank projects (based on this committee's recommendations) on July 27. The official project list is expected to be presented and the related election called by the County at the Commissioners meeting on August 3.

There are three divisions of funding: the open call for projects (which is the portion for which these projects have been submitted for consideration), discretionary funds allocated by Commissioners, and strategic partnership funds. Applications are not required for discretionary funding requests. If Council would like for staff to compose a letter to request funding for any of these projects directly from Commissioner Devan Allen, we will be glad to do so.

RECOMMENDATION

At this time, staff respectfully requests discussion by the Council and direction as to the ranking of these projects that should be reported to the committee. Their next meeting is expected to be Thursday, June 15. The ranking will be provided via email. No formal action nor document is required.

ATTACHMENTS

1.	2021_01.28 Transportation Bond Program Letter 031021	2021_01.28 Transportation Bond Program Letter 031021.pdf
2.	Kennedale - Collett Sublett	Kennedale - Collett Sublett.pdf
3.	Kennedale - Kennedale Sublett	Kennedale - Kennedale Sublett.pdf
4.	Kennedale - Little School Road	Kennedale - Little School Road.pdf
5.	Kennedale - Valley Lane	Kennedale - Valley Lane.pdf



FEB 05 2021



TARRANT COUNTY COMMISSIONERS COURT

**G. K. MAENIUS
COUNTY ADMINISTRATOR**

January 28, 2021

Tarrant County Mayors

Re: Tarrant County 2021 Transportation Bond Program – Call For Projects

Dear Mayor:

As our region continues to experience tremendous growth, we recognize the important role a dependable and efficient transportation system plays in the preservation of economic vitality and goods movement. In 2006, voters approved a \$200 million Transportation Bond Program that funded much needed improvements to many of the arterials and highways that traverse our municipalities. Since 2006, however, Tarrant County has become one of the fastest growing counties in the nation, resulting in an increased demand on our transportation system. In response to this challenge, the Tarrant County Commissioners Court (the Court) is developing a new Transportation Bond Program (Program) for voter approval in November of this year. The attached 2021 Transportation Bond Program Policy (Bond Policy), approved by the Court on January 19, 2021, provides additional information about this Program.

The Tarrant County Commissioners Court invites your municipality to submit to the County any projects that meet the requirements of the Bond Policy's Call for Projects category. In order for projects to be selected for funding in this Program, the submitting agency must certify that its required fifty percent (50%) funding share is identified and available and that construction can begin within five (5) years from the date the Program is approved by voters. Please review this policy carefully when considering projects for submittal through the Call for Projects. Project submittals must be no more than ten (10) pages in length and include the following information:

1. Letter of Request from the City's Mayor;
2. City Resolution by the governing body supporting the project(s) submittal;
3. Identification of each project's cost estimate and funding sources;
4. Detailed description of each project, including concept drawings or preliminary schematics;
5. If the project is included in a local planning document (e.g. Master Thoroughfare Plan), please identify the plan and the date of its adoption by the submitting agency.

Please email each project submittal to tc-transportation@tarrantcounty.com by 5:00 p.m. Central Time on Friday, April 16, 2021. Staff from our Transportation Services Department will review the submittals and reach out to your staff should additional information be required. If you have any questions related to the submittal process, please contact Jessica Phillips at 817-884-1250.

As our County continues to grow, the Commissioners Court remains committed to meeting the challenges to our transportation system through strategic cooperation with our municipal and regional stakeholders. Please contact Mike Galizio, Planning Manager, at 817-884-1653 or Randy Skinner, Director of Transportation Services, should you have any questions about this Program.

Thank you for your interest in this strategic partnership opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "G.K. Maenius". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

G.K. Maenius

Cc: Tarrant County Commissioners Court Members
Michael Morris, Director of Transportation, NCTCOG
Carl Johnson, District Engineer, TxDOT
Randall Skinner, Director of Transportation Services

TARRANT COUNTY 2021 TRANSPORTATION BOND PROGRAM POLICY

Tarrant County continues to experience significant population growth, placing demands on the current transportation system. As the County continues to grow to an estimated 3 million residents by 2045, it will require a maturing local arterial system that connects to expanded highways designed to facilitate the efficient movement of goods and people. Transportation improvements of this nature have typically been funded through municipal bond Programs, cash-on-hand capital improvement programs or the distribution of state and federal dollars. Unfortunately, these funds do not meet the growing need for transportation improvements countywide.

In 2006, residents of Tarrant County overwhelmingly approved a \$200 million Transportation Bond Program to fund approximately 120 road improvement projects across the county. Many of these projects resulted in roadway expansions and intersection improvements that decreased commuting times while addressing safety concerns. The addition of turn lanes at intersections reduced traffic queues, resulting in positive impacts to air quality. However, since 2006, population increases and strong economic development within Tarrant County have once again highlighted the need for further improvements to our transportation system. These improvements, including, but not limited to, congestion mitigation, safety enhancements and system connectivity, will be critical to ensuring a safe and reliable roadway network.

In recent years, improvements to the Interstate Highways within the County have provided much-needed additional capacity designed to improve traffic flow. Some of these improvements were funded through public-private partnerships with TxDOT and the federal government. However, in order for mobility to reach its potential, the supporting thoroughfare system must be improved. Many of the major thoroughfares and local arterials in need of expansion and upgrades are located within municipalities that face limited funding options for transportation improvements.

For these reasons, the Tarrant County Commissioners Court ("Commissioners Court") supports the development of a new Transportation Bond Program ("Program") designed to meet the critical transportation infrastructure needs across Tarrant County through the shared financing of strategically significant transportation projects. The Commissioners Court recommends that this Program consist of the following five elements:

I. PROGRAM GOALS

With voter approval, Tarrant County will implement a Program aimed at increasing mobility, reducing congestion, enhancing safety and improving connectivity. On March 7, 2006, the Tarrant County Commissioners Court approved a resolution expressing its intent to be fiscally responsible in the issuance of the bonds that are approved by voters. The intent is to only issue bonds if the County has the capacity to repay the bonds without a tax rate increase. It is the goal of the Program to be open to a broad range of projects and to encourage participation from a broad range of public agencies. Funding priority will be given to "shovel ready" projects that are fully funded and can begin construction within five years from the date that the bond election is approved by voters.

II. PROGRAM STRUCTURE

The intent of this Program is to provide financial support for the purpose of advancing transportation improvements throughout Tarrant County. This support will be manifested through a voter-approved

Transportation Bond Program of up to \$400 million. The Program will include the following three main funding categories:

A. Call for Projects (*Fund Allocation: up to \$200 million*)

This funding category is designed to leverage resources through a Call for Projects with municipalities to maximize the cost-effectiveness of each bond funded project. The Tarrant County Transportation Services Department ("Transportation Services") will notify all municipalities in Tarrant County of the proposed Program and will request project submittals for review and evaluation in the Call for Projects. Other public agencies may submit projects for consideration but must include a letter of support from the municipality where the project is located. Private entities may not submit projects; however, private entities are encouraged to participate in the funding of a bond project by partnering with a public agency. Projects in this category will require a local funding match of at least fifty percent (50%) of the total project cost identified in the municipality's project submittal. Upon voter approval of the Program, the specific dollar amount obligated to each project in this category will remain unchanged; cost overruns will not be funded in this category. However, if a project's final cost is less than the amount obligated in the Program, the County will only fund up to fifty percent (50%) of the lead agency's actual costs.

B. Discretionary (*Fund Allocation: up to \$75 million*)

This funding category will allocate \$15 million to each of the five Commissioners Court members for any transportation-related project as described in this policy. A funding match from a public agency is desired, but is not required for projects in this category. At the discretion of the respective Commissioners Court member in whose district the project is located, and with full Commissioners Court approval, funds in this category may also be allocated to projects programmed in the other two funding categories identified in this policy.

C. Countywide Initiatives and Partnerships (*Fund Allocation: up to \$125 million*)

This funding category will reserve funding for strategic projects identified by the Commissioners Court aimed at providing multi-jurisdictional benefits and enhancing financial leveraging opportunities. The following initiatives or partnership projects are eligible for funding:

- Texas Department of Transportation (TxDOT) rural arterial expansions and other "on-system" improvement projects;
- National Highway System (NHS) "off-system" pavement and bridge projects that support the attainment of federal performance measure targets identified by TxDOT and the North Central Texas Council of Governments (NCTCOG);
- Partnership projects to leverage funding for federal discretionary grant applications submitted by municipalities, TxDOT, and NCTCOG;
- Specific transportation projects within priority corridors (e.g. West Tarrant Transportation Initiative) earmarked by the Commissioners Court;
- Grade separations at arterial intersections or at railroad crossings associated with roadway improvement projects;
- County initiatives (e.g. drainage improvements impacting roadways, shoulder improvements) aimed at improving mobility or safety on the roadway system;
- Bicycle/pedestrian projects that provide safe routes to schools, address gaps in the regional bicycle/trail network, or promote connectivity to other modes of travel;

- Contingency/emergency events (\$1 million will be reserved for this purpose).

At the discretion of the Commissioners Court, initiatives other than those listed above may be funded in this category. The matching fund requirement for projects in this category will be determined by the Commissioners Court on a case-by-case basis.

III. PROJECT ELIGIBILITY CRITERIA

Projects submitted to the County through the Call for Projects must meet the following criteria:

- Each project submittal must include a City Council resolution supporting the proposed project and certifying the local funding commitment, a description of the municipality's funding plan, and a concept or preliminary design drawing of the proposed project.
- The lead agency is responsible for providing all information requested by the County to evaluate and rank the project.
- Each phase of a multi-phase project should be submitted as separate projects.
- Overlays and reconstruction projects are eligible but are subject to the evaluation process and the fifty percent (50%) local match requirements.
- Neighborhood streets that provide connectivity to major thoroughfares are eligible for funding.
- The lead agency's direct costs (e.g. staff or consultant time for project management and inspection) are not eligible for reimbursement; however, the cost for any inspection required by other agencies (e.g. TxDOT) or entities (e.g. railroad companies) are eligible.
- Project costs incurred prior to the date of the bond election are ineligible for reimbursement.

The following criteria will be applicable to all three funding categories:

- Projects that are located in more than one municipality or jurisdiction are eligible. However, this Program will require that one entity be designated as the lead agency for project implementation and coordination. Any agreements between participating municipalities to identify the lead agency must be executed prior to the obligation of bond funding.
- Projects located within special districts (e.g. Tax Increment Financing districts) will be considered on a case-by-case basis.
- The Program will reimburse for only transportation-related costs (preliminary engineering, design, right-of-way acquisition, and construction) as determined by Transportation Services. Enhancements, including park benches, landscape lighting, trees, monuments, etc. are not eligible for reimbursement. Expenses related to the construction of sidewalks, multi-use paths, street lighting, drainage, and the relocation or replacement of utilities and water/sewer infrastructure are eligible for reimbursement by the County if such improvements are directly related to, or are necessary for, a roadway improvement selected for funding in this Program.

In addition to the above criteria, the Commissioners Court may consider other factors when determining the eligibility of a project funded in this Program.

IV. PROJECT EVALUATION AND SELECTION

Projects eligible for funding in this Program will be evaluated as described below.

A. Call for Projects

The Commissioners Court will appoint three members each to a Project Evaluation Committee (PEC). The fifteen (15) member PEC will convene regularly to develop the evaluation criteria for scoring the project submittals. The PEC will evaluate each project and establish a prioritized list of projects for submittal to the Commissioners Court. The Court may modify this list at its discretion. Once the final project list is approved by the Commissioners Court, Transportation Services will execute an Agreement with the lead agency to obligate the funds to the top ranked projects in this funding category.

B. Discretionary

Each Commissioners Court member will have full discretion to select Program eligible projects in this category. The Commissioners Court members or their staff will provide written notification to the Transportation Services Department of commitments to fund projects in this category. Each project funded in this category will require the approval of the entire Commissioners Court through the execution of an Agreement.

C. Countywide Initiatives and Partnerships

Projects in this category will be selected by the Commissioners Court. Transportation Services staff, with consultant assistance and in coordination with local and regional partners, will evaluate specific projects aimed at addressing transportation needs as described in this policy. Once projects have been identified by staff, the Commissioners Court will take action on Program funding eligibility.

V. PROGRAM IMPLEMENTATION AND ADMINISTRATION

The Program will be implemented and administered by Transportation Services with consultant assistance. The consultant will provide assistance with the development of evaluation criteria, PEC materials, and the prioritization list to be presented for the Commissioners Court for consideration, as well as other tasks as needed.

Prior to the start of a project approved for funding in the Call for Projects category, Tarrant County and the lead agency must enter into an Agreement that clearly defines the project scope, schedule, and conditions that must be met for reimbursement. However, for projects funded in the Discretionary or Countywide Initiatives and Partnerships categories, the County may enter into an Agreement with a lead agency at any time during the project, if deemed necessary by the Commissioners Court. The term of the Agreement will be dependent upon bond funding availability and the project schedule provided by the lead agency. All scope changes, implementation schedule extensions, and funding modifications are subject to Commissioners Court approval. Reimbursement requests are also subject to the approval of the Commissioners Court member for the County precinct where the project is located and must also be submitted by the Tarrant County Auditor's Office as a payment claim for Commissioners Court approval.

Except for County-initiated projects located outside of municipal limits, Tarrant County staff and elected officials will not be responsible for direct project management responsibilities pertaining to any project funded in this Program. The lead agency will be responsible for project implementation and on-going costs for operations and maintenance. However, to provide accountability and transparency regarding the use of bond funds, Transportation Services will utilize consultant assistance to ensure compliance with the terms of this policy and to assist in the tracking of project schedules and the administration of bond funds. Other services to be provided by the consultant may include assistance with the timely processing of Agreements and Amendments, reimbursement requests, and status reports. In addition, other consultant services may include project oversight, website updates, public relations, and promotional efforts.

If any project in the Program experiences significant delays or funding problems, the Commissioners Court reserves the right to remove a project from this Program. Consistent with the Excess Funds Policy approved for the 2006 Program, any excess funds resulting from a withdrawn project or cost savings from a completed project will be divided equally among the five Commissioner Court members.

BOND ELECTION

Implementation of this Program will be contingent upon the Commissioners Court approval of a final project list and subsequent action to call a bond election. If approved by Tarrant County voters, the bonds will be issued over a period of time to ensure the property tax rate will not increase.

County Bond Election Schedule of Events for November 2, 2021 Election Date <i>(These dates are subject to changes enacted during the 2021 legislative session)</i>			
Event	Time Required	Date	Statutory Reference
Commissioners Court Adopts Order Calling Election¹	Not earlier than 90 days or later than 78 days prior to election day	No earlier than August 4, 2021 and no later than August 16, 2021	Tex. Govt. Code § 1251.003(c); Tex. Elec. Code § 3.005(c)
Delivery of Notice of Election to Election Official²	Not later than the 60 th day before election day	Not later than September 3, 2021	Tex. Elec. Code § 4.008(a)
Publish First Notice of Election (with all translations) in Newspaper of General Circulation	Not earlier than the 30 th day and not later than the 14 th day prior to election day	No earlier than October 3, 2021 and no later than October 16, 2021 ³	Tex. Govt. Code § 1251.003(d)&(e); Tex. Elec. Code § 4.003(a)(1)&(c)
Post Notice of Election (all translations) at: - County Courthouse on Bulletin Board - County Website 3 Public Places within the County	At least/Not less than 21 days before election day	Not later than October 12, 2021	Tex. Elec. Code § 4.003(b); Tex. Elec. Code § 4.003(f)(2); Tex. Elec. Code § 4.003(f)(3); Tex. Govt. Code § 1251.003(d)
Post Notice of Election at Each Polling Location	On election day and during early voting by personal appearance	October 18 through October 29, 2021 and on May 1, 2021	Tex. Elec. Code § 4.003(f)(1)
Publish Second Notice of Election (with all translations) in Newspaper of General Circulation	Exactly one week after the publication of the first notice	Exactly one week following first publication but no later than October 23, 2021 ⁴	Tex. Govt. Code § 1251.003(d)&(e); Tex. Elec. Code § 4.003(a)(1)&(c)
Notice to Election Judge	Not later than the 15 th day before election day or the 7 th day after election order adopted (whichever is later)	Not later than October 18, 2021	Tex. Elec. Code § 4.007
First Day of Early Voting	17 days prior to election (unless weekend or holiday)	October 18, 2021 ⁵	Tex. Elec. Code § 85.001(a) & (c)
Last Day of Early Voting	4 days prior to election	October 29, 2021	Tex. Elec. Code § 85.001(a)
Election Day	(Uniform Election Date)	Tuesday, November 2, 2021	Tex. Elec. Code § 41.001(a)
Canvass Election Returns	Not earlier than the later of: (1) the 3rd day after the election; (2) the date the provisional ballots have been counted; or (3) the date that all timely cast overseas ballots have been counted, and not later than the 11 th day after the election	Not earlier than November 5, 2021, and no later than November 13, 2021	Tex. Elec. Code § 67.003(b)&(c)
End of Contest Period	Not later than the 30 th day after canvass date	Determined by canvass date	Tex. Elec. Code § 233.006

¹ Note: several changes related to bond elections were enacted pursuant to the 86th Legislature in 2019, including HB 477 and SB 30, which modified the requirements of election orders, notices and bond propositions.

² Translation into Spanish and Vietnamese required.

³ The Fort Worth Star-Telegram does not publish legal notices on Mondays or Tuesdays and Sunday publication costs are generally significantly higher.

⁴ Note: there may be a longer period of time to publish the second notice, however, this is the most conservative date.

⁵ 17th day before the election is Saturday, October 16, 2021, and so first day moved to Monday, October 18, 2021 pursuant to Section 85.001(c) of the Texas Election Code.

Transportation Bond Program of up to \$400 million. The Program will include the following three main funding categories:

A. Call for Projects (Fund Allocation: up to \$200 million)

This funding category is designed to leverage resources through a Call for Projects with municipalities to maximize the cost-effectiveness of each bond funded project. The Tarrant County Transportation Services Department ("Transportation Services") will notify all municipalities in Tarrant County of the proposed Program and will request project submittals for review and evaluation in the Call for Projects. Other public agencies may submit projects for consideration but must include a letter of support from the municipality where the project is located. Private entities may not submit projects; however, private entities are encouraged to participate in the funding of a bond project by partnering with a public agency. Projects in this category will require a local funding match of at least fifty percent (50%) of the total project cost identified in the municipality's project submittal. Upon voter approval of the Program, the specific dollar amount obligated to each project in this category will remain unchanged; cost overruns will not be funded in this category. However, if a project's final cost is less than the amount obligated in the Program, the County will only fund up to fifty percent (50%) of the lead agency's actual costs.

B. Discretionary (Fund Allocation: up to \$75 million)

This funding category will allocate \$15 million to each of the five Commissioners Court members for any transportation-related project as described in this policy. A funding match from a public agency is desired, but is not required for projects in this category. At the discretion of the respective Commissioners Court member in whose district the project is located, and with full Commissioners Court approval, funds in this category may also be allocated to projects programmed in the other two funding categories identified in this policy.

C. Countywide Initiatives and Partnerships (Fund Allocation: up to \$125 million)

This funding category will reserve funding for strategic projects identified by the Commissioners Court aimed at providing multi-jurisdictional benefits and enhancing financial leveraging opportunities. The following initiatives or partnership projects are eligible for funding:

- Texas Department of Transportation (TxDOT) rural arterial expansions and other "on-system" improvement projects;
- National Highway System (NHS) "off-system" pavement and bridge projects that support the attainment of federal performance measure targets identified by TxDOT and the North Central Texas Council of Governments (NCTCOG);
- Partnership projects to leverage funding for federal discretionary grant applications submitted by municipalities, TxDOT, and NCTCOG;
- Specific transportation projects within priority corridors (e.g. West Tarrant Transportation Initiative) earmarked by the Commissioners Court;
- Grade separations at arterial intersections or at railroad crossings associated with roadway improvement projects;
- County initiatives (e.g. drainage improvements impacting roadways, shoulder improvements) aimed at improving mobility or safety on the roadway system;
- Bicycle/pedestrian projects that provide safe routes to schools, address gaps in the regional bicycle/trail network, or promote connectivity to other modes of travel;



Thursday, April 15, 2021

G.K. Maenius
Tarrant County Administrator
100 E. Weatherford
Fort Worth, TX 76196

RE: TARRANT COUNTY 2021 TRANSPORTATION BOND PROGRAM

Mr. Maenius:

Sustained growth and development are overwhelming key areas of the City of Kennedale's roadway infrastructure. System expansion and targeted mitigation, repair, and replacement are imperative to address increasing demand and wear on aging infrastructure. Upon recommendation by staff, the Kennedale City Council has identified the following project for consideration of inclusion in the Tarrant County 2021 Transportation Bond Program:

The **reconstruction and widening of Collett Sublett Road** is a 'shovel ready' project designed to increase capacity, improve aging infrastructure, and further connect the community. The proposal includes replacing a 14-foot asphalt and bar ditch roadway with a 29-foot concrete roadway, replacing and enlarging adjacent asbestos water line and clay sewer line, relocation of the stormwater infrastructure underground, and downstream ditch improvements for increased stormwater system capacity. Kennedale's Comprehensive Plan prioritizes connected neighborhoods. These improvements will provide a safe pedestrian and vehicular connection between the Magnolia Hills and Oliver Acres neighborhoods.

This project is included in the City's Master Thoroughfare Plan and is designed to further connect the city, improve traffic flow, and reduce congestion. I would now, therefore, respectfully request your consideration of including the reconstruction and widening of Collett Sublett Road (at a preliminary estimated project cost of **\$2,244,880**, updated from the Council resolution) in the Tarrant County 2021 Transportation Bond Program.

Sincerely,

KENNEDALE MAYOR BRIAN JOHNSON
MAYOR@CITYOFKENNEDEALE.COM
817-985-2101

RESOLUTION

RESOLUTION NO. 581

A RESOLUTION OF THE CITY OF KENNEDALE, TEXAS, IDENTIFYING AND SUPPORTING CAPITAL TRANSPORTATION PROJECTS TO BE SUBMITTED BY THE CITY OF KENNEDALE TO TARRANT COUNTY FOR CONSIDERATION OF INCLUSION IN A TARRANT COUNTY BOND PROGRAM EXPECTED TO BE PRESENTED TO VOTERS AT AN ELECTION IN NOVEMBER 2021; CERTIFYING FUNDING FOR THE CITY'S PARTICIPATION IN SUCH PROJECTS; AND CERTIFYING TIME FOR COMMENCEMENT OF CONSTRUCTION.

WHEREAS, the Tarrant County Commissioners Court approved, on January 19, 2021, a Transportation Bond Program Policy; and

WHEREAS, the Tarrant County Commissioners Court has invited the City of Kennedale to submit projects meeting the requirements of the Bond Policy's Call for Projects category; and

WHEREAS, the City of Kennedale is experiencing unprecedented growth that places significant demand on the transportation network of the City, the County, and the region; and

WHEREAS, the City of Kennedale has identified and planned for numerous projects meeting the criteria for inclusion in the County's Call for Projects for consideration by voters in a County Transportation Bond authorization election in November 2021; and

WHEREAS, the City Council of the City of Kennedale wishes to submit projects, identified below, for consideration in such a County Bond program; and

WHEREAS, the City Council of the City of Kennedale wishes to certify that funds are available and will be appropriated for the City's fifty percent (50%) share of projects costs pursuant to the County's established policy.

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

SECTION 1.

Projects to be submitted to Tarrant County for inclusion in the County's 2021 Bond Program include:

- Little School Road Extension (including a bridge over the Union Pacific railroad) at a preliminary estimated cost of \$11,998,600;
- Kennedale Sublett Road Realignment at a preliminary estimated cost of \$4,594,000;
- Collett Sublett Road widening and reconstruction at a preliminary estimated cost of \$1,868,900; and
- Valley Lane roadway erosion mitigation at a preliminary estimated cost of \$2,331,250

SECTION 2.

The City of Kennedale hereby certifies that funding for the City's fifty percent (50%) share of projects costs is now available in the City's fund balance reserves or in Certificate of Obligation debt scheduled for issuance in August of 2021 and 2024, and construction for the projects can begin within five years from the date the County's Transportation Bond Program is approved by the voters.

SECTION 3.

This resolution shall become effective immediately upon its passage and approval.

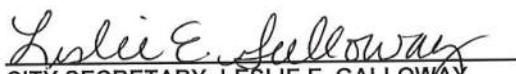
DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE ON THE 16TH DAY OF MARCH 2021.

APPROVED:



MAYOR, BRIAN JOHNSON

ATTEST:



CITY SECRETARY, LESLIE E. GALLOWAY

APPROVED AS TO FORM AND LEGALITY:



CITY ATTORNEY, DREW LARKIN



PROJECT ESTIMATE

SHIELD ENGINEERING GROUP
1600 W 7th ST. STE 200, FORT WORTH, TEXAS 76102
PHONE NO. (817) 810-0696

PRELIMINARY OPINION OF PROBABLE COSTS: 100% SUBMITTAL

Collett Sublett Road Improvements
city of Kennedale

PROJECT NO.: 2019035.01

DATE: 8-Mar-21

PREPARED FOR: city of Kennedale

PROJECT COSTS

WATER IMPROVEMENTS	\$366,942
SEWER IMPROVEMENTS	\$250,393
PAVING IMPROVEMENTS	\$1,291,134
DRAINAGE IMPROVEMENTS	\$336,411
NET CONSTRUCTION COST	\$2,244,880

WATER IMPROVEMENTS

ITEM #	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	AMOUNT
1	Mobilization	LS	1	\$ 100,000	\$100,000
2	Flowable Fill for Abandonment of Waterline	CY	9	\$ 215	\$1,935
3	Remove & Salvage Fire Hydrant	EA	3	\$ 675	\$2,025
4	Remove & Salvage Water Meter	EA	16	\$ 90	\$1,440
5	Remove & Dispose Exist 6" AC Waterline	LF	112	\$ 65	\$7,280
6	Install New Fire Hydrant and Assembly	EA	4	\$ 4,500	\$18,000
7	Install 6" Abandonment Plug	EA	27	\$ 750	\$20,250
8	Connect to Exist 12" Waterline	EA	2	\$ 1,500	\$3,000
9	12" PVC Waterline	EA	1365	\$ 85	\$116,025
10	Waterline Concrete Encasement	LF	20	\$ 80	\$1,600
11	Install 12" Gate Valve & Box	EA	4	\$ 2,500	\$10,000
12	Install New Meter Box & Water Meter	EA	18	\$ 250	\$4,500
13	Connect 1" Copper Water Service	EA	18	\$ 1,100	\$19,800
14	Ductile Iron Water Fittings (AWWA C-153) with Restraint	TON	0.61	\$ 5,000	\$3,025
15	Temporary Water Service	LS	1	\$ 20,000	\$20,000
16	Temporary Asphalt Pavement Repair	LF	70	\$ 25	\$1,750
17	Trench Safety	LF	1477	\$ 2	\$2,954
CONSTRUCTION SUBTOTAL					\$333,584
CONTINGENCY (10%)					\$33,358
NET WATER IMPROVEMENTS COST					\$366,942

SEWER IMPROVEMENTS

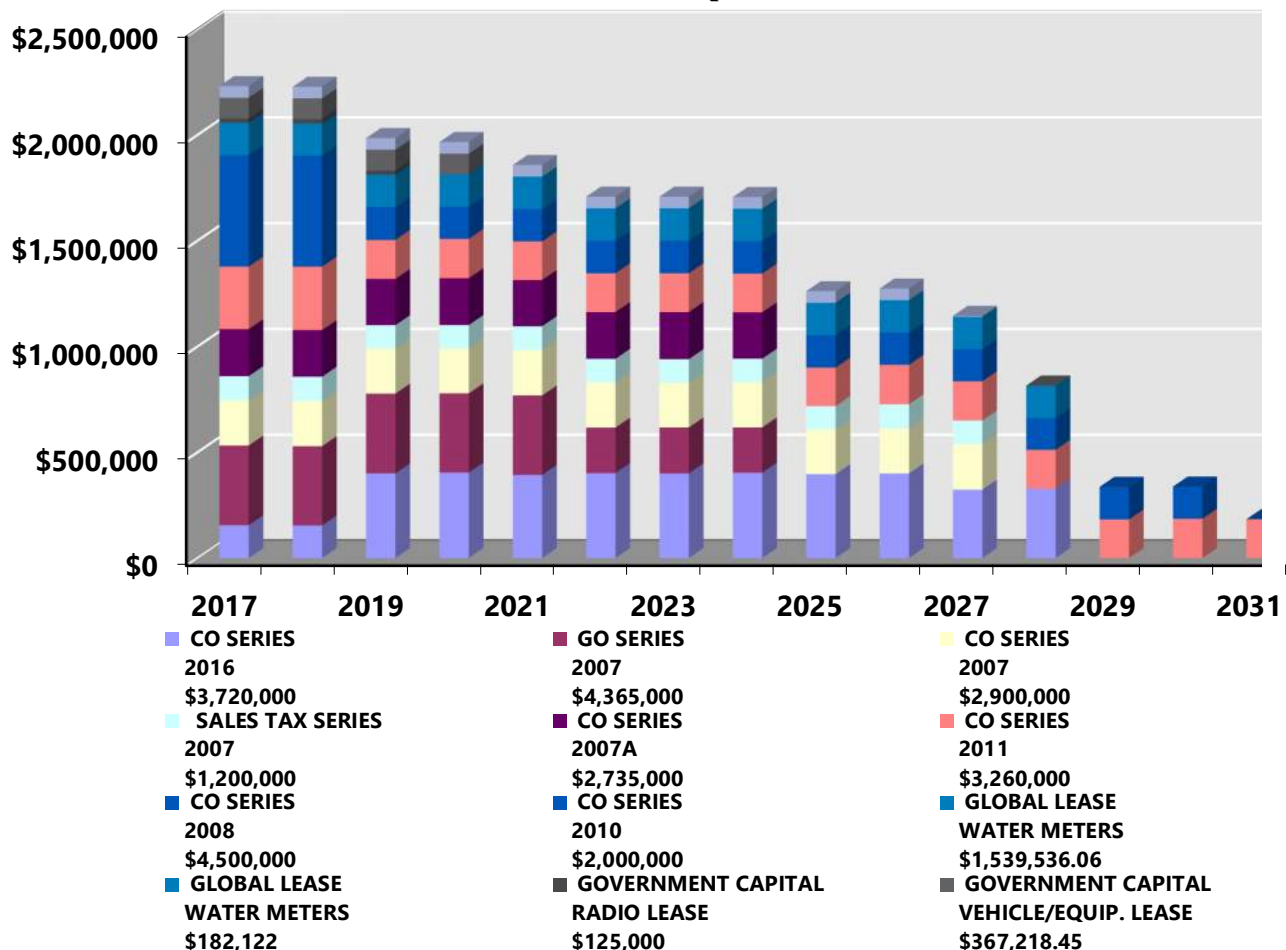
ITEM #	DESCRIPTION	UNIT	EST. QTY.	UNIT PRICE	AMOUNT
1	Remove & Dispose Exist 8" Sanitary Sewer Pipe	LF	629	\$ 15	\$9,435
2	Remove & Dispose 4' Manhole	EA	3	\$ 1,000	\$3,000
3	Remove & Dispose Metal Cleanout	EA	2	\$ 305	\$610
4	Manhole Adjustment with Concrete Collar	EA	1	\$ 3,300	\$3,300
5	Flowable Fill for Abandonment of Sanitary Sewer Line	CY	9	\$ 215	\$1,935
6	8" Sanitary Sewer Plug	EA	9	\$ 825	\$7,425
7	Manhole Vacuum Testing	EA	5	\$ 275	\$1,375
8	Install 8" PVC Sanitary Sewer Pipe by Open Cut	LF	1312	\$ 85	\$111,520
9	Sanitary Sewer Concrete Encasement	LF	72	\$ 70	\$5,040
10	Install 4' Manhole	EA	4	\$ 5,800	\$23,200
11	Install Extra Depth Manhole	VF	9	\$ 300	\$2,700
12	Adjust Manhole to Grade	EA	1	\$ 1,250	\$1,250
13	Reconnect 4" Services w/ 2 Way Cleanout	EA	16	\$ 865	\$13,840
14	Post CCTV Inspection	LF	1312	\$ 4	\$5,248
15	Temporary Asphalt Repair	LF	1312	\$ 25	\$32,800
16	Trench Safety	LF	1941	\$ 2	\$3,882
17	Adjust Cleanout Elevation	EA	2	\$ 535	\$1,070
CONSTRUCTION SUBTOTAL					\$227,630
CONTINGENCY (10%)					\$22,763
NET SEWER IMPROVEMENTS COST					\$250,393

PAVING IMPROVEMENTS					
ITEM #	DESCRIPTION	UNIT	EST. QTY	UNIT PRICE	AMOUNT
1	Preparing ROW	STA	16	\$ 4,500	\$72,000
2	Unclassified Excavation	CY	1222	\$ 35	\$42,770
3	Remove and Dispose Concrete Driveway	SF	5554	\$ 4	\$22,216
4	Remove and Dispose Gravel Driveway	SF	2898	\$ 2	\$5,796
5	Remove and Dispose Asphalt Pavement	SY	3425	\$ 9	\$30,825
6	Remove and Replace Pipe Fence	LF	683	\$ 75	\$51,225
7	Remove and Replace Brick Column	EA	2	\$ 4,500	\$9,000
8	Remove and Replace Barbwire Fence	LF	617	\$ 15	\$9,255
9	Remove and Replace Wood Fence	LF	94	\$ 50	\$4,700
10	Remove and Replace Chain Link Fence	LF	199	\$ 30	\$5,970
11	Remove Fence and Replace with Wrought Iron Fence	LF	30	\$ 75	\$2,250
12	Remove and Replace Private Sign	EA	3	\$ 550	\$1,650
13	Remove and Replace Sign	EA	3	\$ 550	\$1,650
14	Install New Sign and Assembly	EA	2	\$ 700	\$1,400
15	Remove and Replace Post Mailbox	EA	13	\$ 1,000	\$13,000
16	Remove and Replace Brick Mailbox	EA	2	\$ 2,000	\$4,000
17	6" Concrete Driveway	SF	6530	\$ 14	\$91,420
18	Install Gravel Driveway	SF	991	\$ 2	\$1,982
19	Type I ADA Ramp	EA	2	\$ 2,800	\$5,600
20	Type II ADA Ramp	EA	1	\$ 2,800	\$2,800
21	Type 7 ADA Ramp	EA	2	\$ 2,800	\$5,600
22	4" Concrete Sidewalk	SF	13367	\$ 10	\$133,670
23	6" Type "B" HMAC Base Course	SY	215	\$ 40	\$8,600
24	2" Type "D" HMAC Surface Course	SY	215	\$ 15	\$3,225
25	6" Concrete Pavement	SY	4768	\$ 75	\$357,600
26	6" Concrete Curb	LF	3120	\$ 15	\$46,800
27	Thermal Plastic Reflective Striping (W) 24" Solid	LF	20	\$ 3	\$60
28	Cellulose Fiber Mulch	SY	2500	\$ 2	\$3,750
29	Tree Removal	CALIPER INCH	846	\$ 200	\$169,200
30	Tree Protection	EA	12	\$ 250	\$3,000
31	Traffic Control	LS	1	\$ 50,000	\$50,000
32	SWPPP	LS	1	\$ 7,500	\$7,500
33	Silt Fence	LF	2324	\$ 1	\$2,324
34	Inlet Protection	EA	10	\$ 100	\$1,000
35	Rock Check Dam	LF	64	\$ 30	\$1,920
CONSTRUCTION SUBTOTAL					\$1,173,758
CONTINGENCY (10%)					\$117,376
NET PAVING IMPROVEMENTS COST					\$1,291,134
DRAINAGE IMPROVEMENTS					
ITEM #	DESCRIPTION	UNIT	EST. QTY	UNIT PRICE	AMOUNT
1	Channel Excavation	CY	399	\$ 35	\$13,965
2	Remove and Dispose 4'x4' Drop Inlet	EA	1	\$ 1,000	\$1,000
3	Remove and Dispose 2'x2' Drop Inlet	EA	1	\$ 750	\$750
4	Remove and Dispose 18" RCP	LF	39	\$ 15	\$585
5	Remove and Dispose 16" RCP	LF	232	\$ 15	\$3,480
6	Remove and Dispose 8" RCP	LF	14	\$ 15	\$210
7	Remove and Dispose 16" CMP	LF	76	\$ 15	\$1,140
8	10' Curb Inlet	EA	5	\$ 5,500	\$27,500
9	15' Double Sided Curb Inlet	EA	1	\$ 6,000	\$6,000
10	4'x4' Drop Inlet	EA	1	\$ 4,700	\$4,700
11	4' Storm Junction Box	EA	2	\$ 5,800	\$11,600
12	18" Class III RCP	LF	41	\$ 140	\$5,740
13	24" Class III RCP	LF	498	\$ 170	\$84,660
14	27" Class III RCP	LF	153	\$ 175	\$26,775
15	18" Class IV RCP	LF	64	\$ 180	\$11,520
16	27" Class IV RCP	LF	91	\$ 340	\$30,940
17	18" Double Sloping Headwall	EA	2	\$ 6,000	\$12,000
18	27" Sloping Headwall	EA	1	\$ 4,500	\$4,500
19	Weir	EA	1	\$ 8,000	\$8,000
20	4" Concrete RipRap	SY	163	\$ 90	\$14,670
21	Temporary Asphalt Repair	LF	847	\$ 25	\$21,175
22	Post CCTV Inspection	LF	847	\$ 4	\$3,388
23	Trench Safety	LF	806	\$ 5	\$4,030
24	SWPPP	LS	1	\$ 7,500	\$7,500
CONSTRUCTION SUBTOTAL					\$305,828
CONTINGENCY (10%)					\$30,583
NET DRAINAGE IMPROVEMENTS COST					\$336,411

FUNDING PLAN

The City of Kennedale is positioned to incur future bond indebtedness should this project be selected. The city has experienced a steady growth in housing starts over the last three years and continues to attract more development, increasing property values and property tax income. The city's overall debt capacity has been very well managed over the years, using a disciplined and defined approach to financing capital needs. Debt service burden is kept at acceptable levels to allow for instances in which capital improvements cannot be financed from current revenues. Kennedale's current debt capacity allows Certificates of Obligation (C/O's) which will be used towards funding this project. The city anticipates \$4,800,000 in C/O's in August of 2021, and an additional \$8,000,000 in C/O's in 2024. Constituents have expressed considerable interest in city infrastructure needs, to the extent of and having the option to vote in favor of them in a local bond election. Accordingly, General Obligation Bonds up to \$15,000,000 from a Kennedale local bond election have been discussed among the governing body, as an option to provide supplemental funding for this project. Those discussions commenced in 2020, and an election could occur as early as November 2021. The electorate has consistently, over the years supported bond elections and debt issuances for infrastructure needs. Finally, should this project require any water sewer capital, up to \$5,000,000 in revenue bonds are available without an increase in city water sewer rates. The city structures its debt with level or declining debt service payments over the life of each individual bond issue or loan to ensure a timely pay-off. This method ensures that infrastructure projects with funding match requirements can be funded fluently when the opportunity presents itself. See the chart below illustrating the payment plan for current remaining debts through years 2031:

DEBT SERVICE REQUIREMENTS BY ISSUE



CITY OF KENNEDALE, COLLETT SUBLETT ROAD, KENNEDALE, TX

Overview

The Collett-Sublett Infrastructure Improvements project is a “shovel-ready” roadway project located in Kennedale, Texas. The primary goals for this project are to increase mobility and improve connectivity for the citizens of Kennedale, while also enhancing the safety for drivers and pedestrians by reducing vehicle congestion in the area. By upgrading the utilities, this project will immediately benefit the citizens of Kennedale as well as allow for future development.

Scope

The Collett-Sublett project will consist of upgrading approximately 1,560LF of existing 14’ asphalt and borrow ditch road to a full 29’ section roadway with sidewalks, curbing and gutters. Half of this full section road is already built, however it is not completed and is connecting to an old 14’ section which does not match the City of Kennedale’s Master Throughfare Plan. Also included in this project is the replacement of approximately 1,365LF water main and 18 residential service lines. The existing water main was constructed with asbestos concrete pipe which needs to be replaced to prevent harmful chemicals from entering the water supply. These plans call for increasing the size of the main asbestos concrete line and replacing it with PVC material, which is much safer and will last longer. Additionally, the plans call for the replacement of approximately 1,312LF of sanitary sewer lines and 16 residential services. The sanitary sewer replacement will address numerous breaks and leaks that have been identified in the existing system. Finally, this project calls for the addition of 847LF of storm drainpipe, seven storm drain inlets and two new channels in order to keep the water in a contained underground system. Two channels will also be constructed to convey storm water to existing ponds.



Purpose

As part of the City of Kennedale's 2012 Master Throughfare Plan (MTP), Collett-Sublett road is an important collector road and a key connection between two major arterial roads that connect Kennedale to Arlington and Highway 287. Due to the addition of the Magnolia Hills subdivision as well as an overall increase in the City of Kennedale's population, Collett-Sublett road has become grossly undersized for the amount of vehicle and pedestrian traffic it is now serving. The currently constructed 14' asphalt road with bar ditch and culvert drainage system is dangerous for drivers and even more treacherous for pedestrians. At the completion of this project, Collett-Sublett Road will be an example of the city's complete roadway buildout that is included in the City of Kennedale's Master Throughfare Plan and will ultimately increase the overall mobility and safety of vehicles, bicyclists, pedestrians and residents.

Adding sidewalks will provide many benefits to the citizens of Kennedale, such as safety, mobility, and a healthier community. These sidewalks will not only also reduce the number of pedestrians walking on and around the roadway, but even increase the number of trips made by walking, thus reducing the number of cars on the road and mitigating congestion. Also, by moving pedestrians off of the travel lanes, vehicle operations will be improved, and roadway capacity will be increased.

The City of Kennedale has an intense focus on the safety of its citizens and the Collett-Sublett Infrastructure Improvements project will help the city accomplish this goal. Not only will safety along Collett-Sublett be



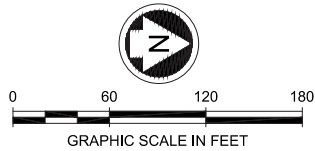
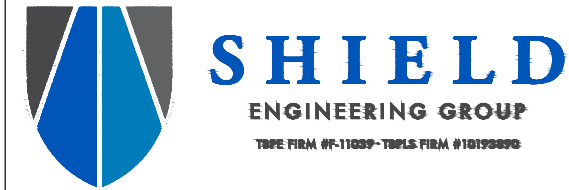
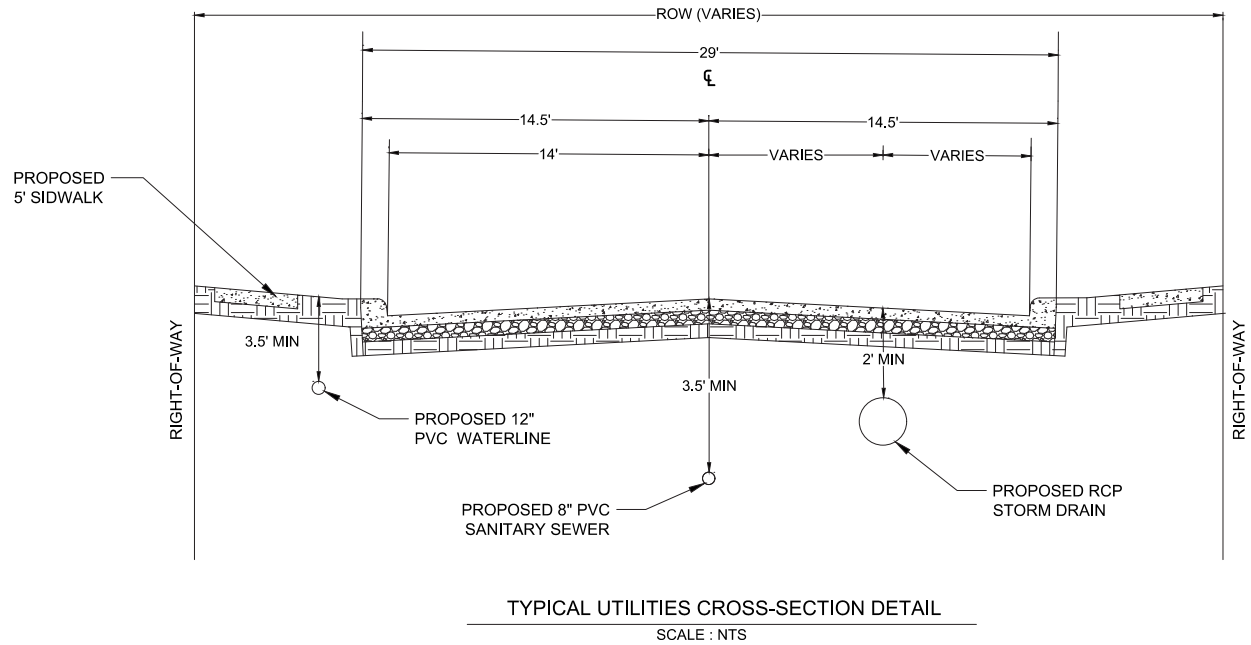
enhanced by the roadway improvements, but in addition, by replacing/rehabilitating the water and sewer lines while also creating a contained underground storm water system, Kennedale is efficiently ensuring the wellbeing of their citizens. Replacing deteriorating asbestos pipes to ensure that the citizens of Kennedale have clean, healthy drinking water at their disposal will not only improve the quality of life for existing residents but will also spur development in the area because of increased flows and pressure within the water system. Addressing sewer lines that are known to have multiple breaks and leakages will improve performance of the overall system and eliminate environmental dangers facing the city. Finally, by adding an appropriately sized storm drain system, this project will properly mitigate flooding on Collett-Sublett Road, which will enhance safety for drivers and pedestrians in the occurrence of heavy rainfall.

In conclusion, the "shovel ready" project of Collett-Sublett Infrastructure Improvements will make the roadway much safer for vehicle and pedestrian traffic leading to greatly increased mobility, improved connectivity and reduced congestion to benefit the citizens of Kennedale.



LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT
- PROPOSED RIPRAP
- PROPOSED STORM
- PROPOSED WATER
- PROPOSED SANITARY SEWER

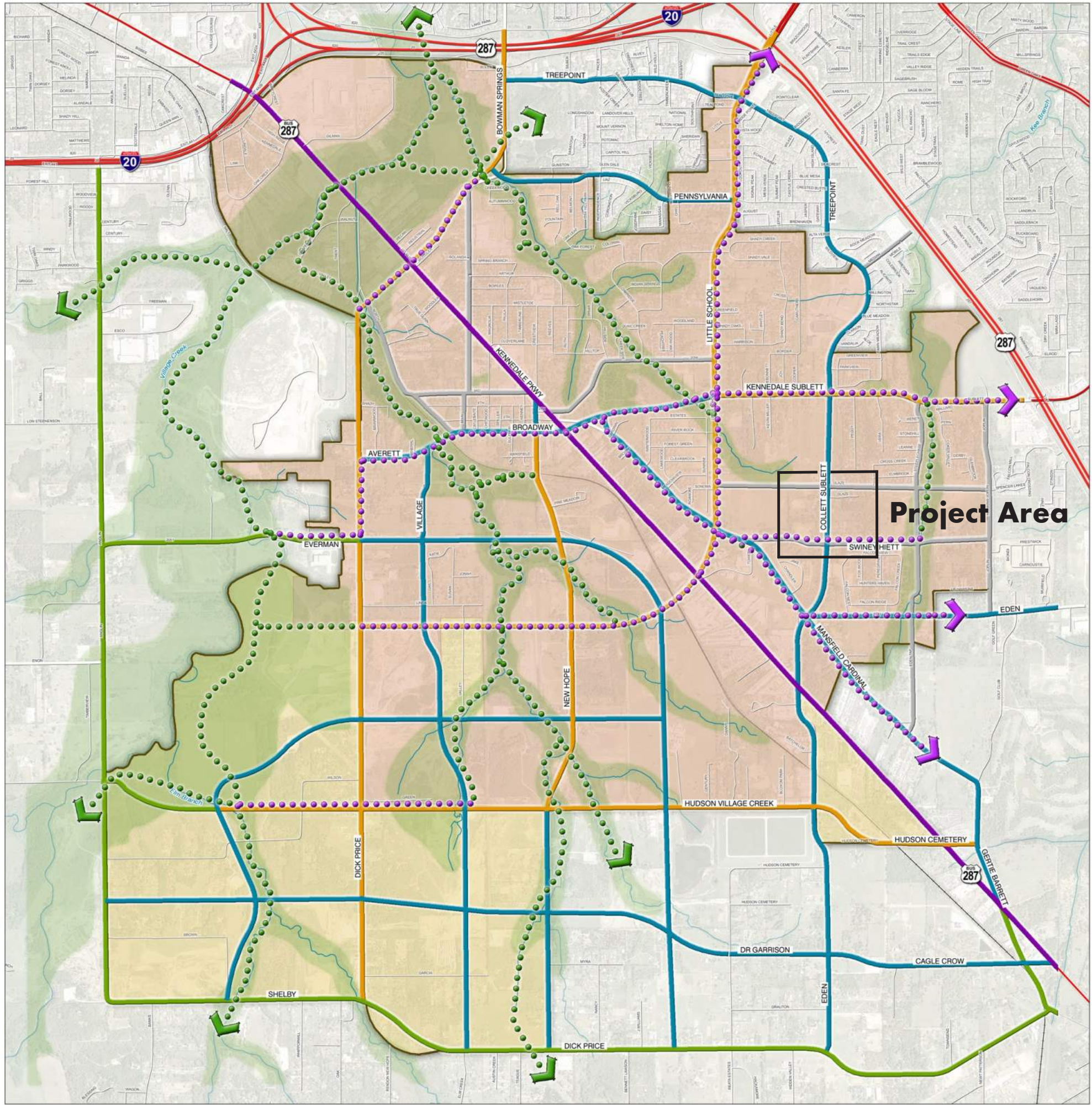


CITY OF KENNEDALE, TEXAS
TRANSPORTATION

COLLETT SUBLETT ROAD
IMPROVEMENTS

COLLETT SUBLETT ROAD IMPROVEMENTS
FINAL PLAN

DESIGNED: MJA	SCALE: 1" = 60'	DATE: APR 2021	SHEET: 1 OF 1
DRAWN: CSD			



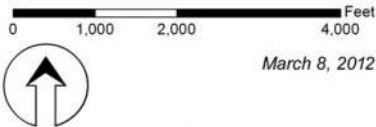
KENNEDALE COMPREHENSIVE PLAN UPDATE

FUTURE TRANSPORTATION PLAN: THOROUGHFARE TYPOLOGY

LEGEND

Planned Thoroughfare Type

- Freeway
- Parkway
- Boulevard
- Avenue
- Rural Road
- Street
- Trails
- Priority Bicycle/
Pedestrian Projects



KENNEDALE
You're Here, Your Home





Thursday, April 15, 2021

G.K. Maenius
Tarrant County Administrator
100 E. Weatherford
Fort Worth, TX 76196

RE: TARRANT COUNTY 2021 TRANSPORTATION BOND PROGRAM

Mr. Maenius:

Sustained growth and development are overwhelming key areas of the City of Kennedale's roadway infrastructure. System expansion and targeted mitigation, repair, and replacement are imperative to address increasing demand and wear on aging infrastructure. Upon recommendation by staff, the Kennedale City Council has identified the following project for consideration of inclusion in the Tarrant County 2021 Transportation Bond Program:

The **realignment of Kennedale Sublett Road** is designed to reduce congestion, improve driver and pedestrian safety, and increase connectivity. This is one of Kennedale's primary arterial streets and is specifically relied upon for school-related traffic. However, it currently approaches Kennedale Parkway (Business 287) at an unsafe acute angle, reducing visibility. Further, the intersection is not signalized. The proposed project would realign the section of Kennedale Sublett that lies east of Business 287, extend the roadway west of Business 287, and realign a section of Mansfield Cardinal Road to the southeast. This proposal includes 29-foot concrete roadways, 5-foot sidewalks, a roundabout to promote efficiency and motorist safety, the replacement and enlargement of the aging adjacent 6-inch water and sewer lines, and relocation of the stormwater infrastructure underground. The existing roadway culvert on the east end currently overtops during heavy storm events. Full design would raise the road and eliminate this 'low water crossing', improving both mobility and safety. Finally, this proposal would better allow for future urban village development consistent with the goals of the Comprehensive Plan in this immediate area, which is not feasible without the increased safety resulting from the realignment.

This project is included in the City's Master Thoroughfare Plan and is designed to further connect the city, improve traffic flow, and reduce congestion. I would now, therefore, respectfully request your consideration of including the realignment of Kennedale Sublett Road (at a preliminary estimated project cost of **\$9,634,608**, updated from the Council resolution) in the Tarrant County 2021 Transportation Bond Program. If this project is not selected for inclusion in the 'Call for Projects' category, I would appreciate further consideration for inclusion in the county-wide projects selected by the Commissioners Court due to its importance in providing the traveling public with as safe roadway by eliminating the existing low water crossing through the FEMA regulated floodplain.

Sincerely,

KENNEDALE MAYOR BRIAN JOHNSON
MAYOR@CITYOFKENNEDEALE.COM
817-985-2101

RESOLUTION

RESOLUTION NO. 581

A RESOLUTION OF THE CITY OF KENNEDALE, TEXAS, IDENTIFYING AND SUPPORTING CAPITAL TRANSPORTATION PROJECTS TO BE SUBMITTED BY THE CITY OF KENNEDALE TO TARRANT COUNTY FOR CONSIDERATION OF INCLUSION IN A TARRANT COUNTY BOND PROGRAM EXPECTED TO BE PRESENTED TO VOTERS AT AN ELECTION IN NOVEMBER 2021; CERTIFYING FUNDING FOR THE CITY'S PARTICIPATION IN SUCH PROJECTS; AND CERTIFYING TIME FOR COMMENCEMENT OF CONSTRUCTION.

WHEREAS, the Tarrant County Commissioners Court approved, on January 19, 2021, a Transportation Bond Program Policy; and

WHEREAS, the Tarrant County Commissioners Court has invited the City of Kennedale to submit projects meeting the requirements of the Bond Policy's Call for Projects category; and

WHEREAS, the City of Kennedale is experiencing unprecedented growth that places significant demand on the transportation network of the City, the County, and the region; and

WHEREAS, the City of Kennedale has identified and planned for numerous projects meeting the criteria for inclusion in the County's Call for Projects for consideration by voters in a County Transportation Bond authorization election in November 2021; and

WHEREAS, the City Council of the City of Kennedale wishes to submit projects, identified below, for consideration in such a County Bond program; and

WHEREAS, the City Council of the City of Kennedale wishes to certify that funds are available and will be appropriated for the City's fifty percent (50%) share of projects costs pursuant to the County's established policy.

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

SECTION 1.

Projects to be submitted to Tarrant County for inclusion in the County's 2021 Bond Program include:

- Little School Road Extension (including a bridge over the Union Pacific railroad) at a preliminary estimated cost of \$11,998,600;
- Kennedale Sublett Road Realignment at a preliminary estimated cost of \$4,594,000;
- Collett Sublett Road widening and reconstruction at a preliminary estimated cost of \$1,868,900; and
- Valley Lane roadway erosion mitigation at a preliminary estimated cost of \$2,331,250

SECTION 2.

The City of Kennedale hereby certifies that funding for the City's fifty percent (50%) share of projects costs is now available in the City's fund balance reserves or in Certificate of Obligation debt scheduled for issuance in August of 2021 and 2024, and construction for the projects can begin within five years from the date the County's Transportation Bond Program is approved by the voters.

SECTION 3.

This resolution shall become effective immediately upon its passage and approval.

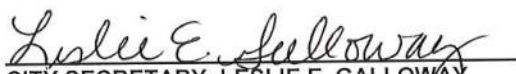
DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE ON THE 16TH DAY OF MARCH 2021.

APPROVED:



MAYOR, BRIAN JOHNSON

ATTEST:



CITY SECRETARY, LESLIE E. GALLOWAY

APPROVED AS TO FORM AND LEGALITY:



CITY ATTORNEY, DREW LARKIN



PROJECT ESTIMATE

		SHIELD ENGINEERING GROUP, PLLC 1600 W 7th STREET SUITE 200, FORT WORTH, TEXAS 76102 PHONE NO. (817) 810-0696	
PRELIMINARY OPINION OF PROBABLE COSTS: KENNEDALE SUBLETT Kennedale Sublett Road Realignment city of Kennedale		PROJECT NO.: 2020048.01 DATE: 15-Apr-21 PREPARED FOR: city of Kennedale	
SUMMARY OF TOTAL PROJECT COSTS			
KENNEDALE SUBLETT ROAD REALIGNMENT			
KENNEDEALE SUBLETT ROAD - TOTAL CONSTRUCTION COST			\$6,116,636
ENGINEERING & SURVEY COSTS (15%)			\$917,495
MISCELLANEOUS COSTS			\$477,250
KENNEDALE SUBLETT ROAD - NET COST			\$7,511,381
MANSFIELD CARDINAL ROAD			
MANSFIELD CARDINAL ROAD - TOTAL CONSTRUCTION COST			\$1,103,981
ENGINEERING & SURVEY COSTS (15%)			\$165,597
MISCELLANEOUS COSTS			\$196,500
MANSFIELD CARDINAL ROAD - NET COST			\$1,466,079
E BROADWAY STREET			
E BROADWAY STREET - TOTAL CONSTRUCTION COST			\$180,322
ENGINEERING & SURVEY COSTS (15%)			\$27,048
MISCELLANEOUS COSTS			\$14,000
E BROADWAY STREET - NET COST			\$221,370
4TH STREET			
4TH STREET - TOTAL CONSTRUCTION COST			\$192,534
ENGINEERING & SURVEY COSTS (15%)			\$28,880
MISCELLANEOUS COSTS			\$8,000
4TH STREET - NET COST			\$229,415
SHORT STREET			
SHORT STREET - TOTAL CONSTRUCTION COST			\$59,280
ENGINEERING & SURVEY COSTS (15%)			\$8,892
MISCELLANEOUS COSTS			\$8,000
SHORT STREET - NET COST			\$76,172
W 5TH STREET			
W 5TH STREET - TOTAL CONSTRUCTION COST			\$104,949
ENGINEERING & SURVEY COSTS (15%)			\$15,742
MISCELLANEOUS COSTS			\$9,500
W 5TH STREET - NET COST			\$130,192
NET PROJECT COST			\$9,634,608



SHIELD ENGINEERING GROUP, PLLC
1600 W 7th STREET SUITE 200, FORT WORTH, TEXAS 76102
PHONE NO. (817) 810-0696

PRELIMINARY OPINION OF PROBABLE COSTS: KENNEDALE SUBLETT
Kennedale Sublett Road Realignment
city of Kennedale

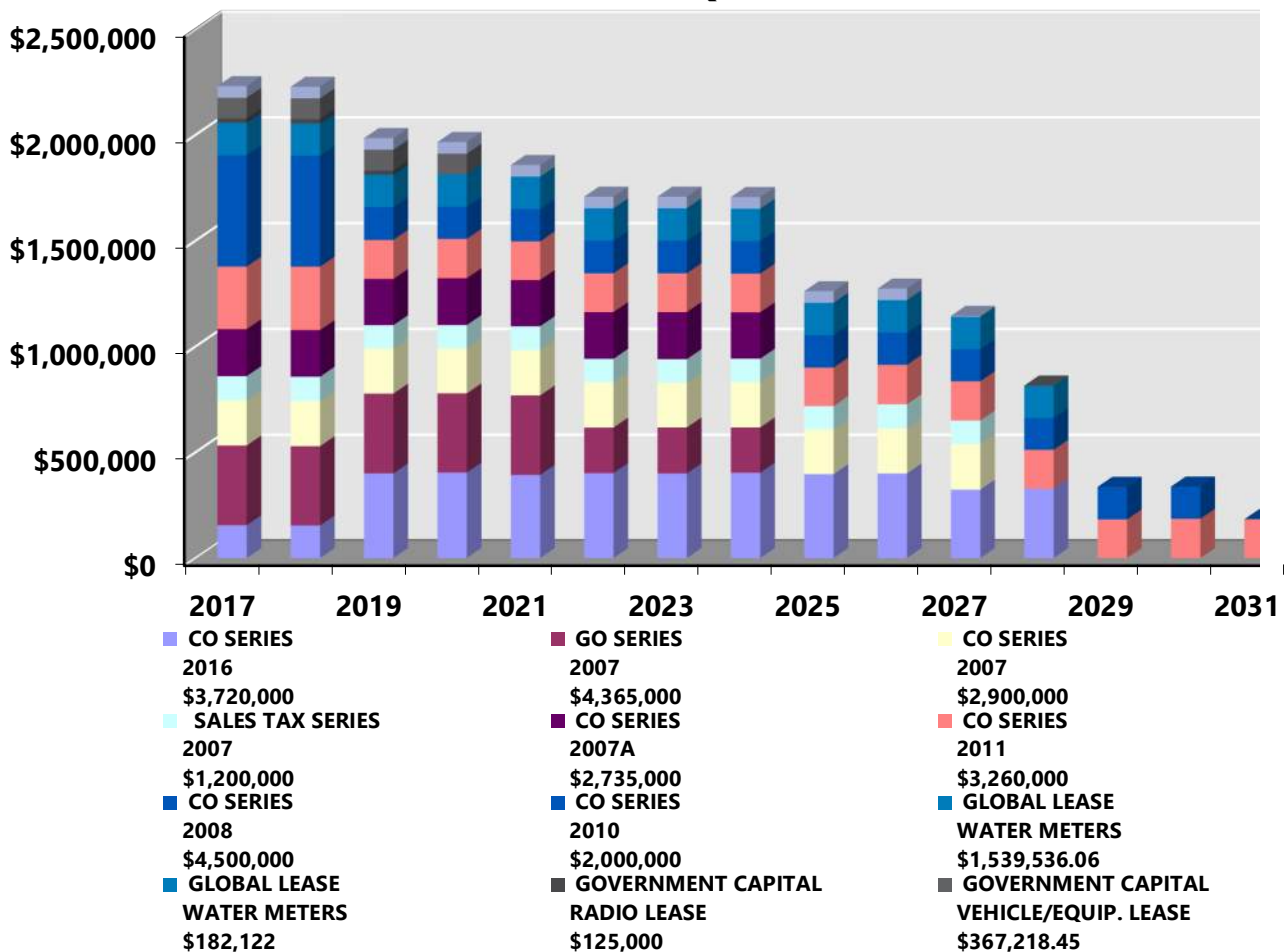
PROJECT NO.: 2020048.01
DATE: 15-Apr-21
PREPARED FOR: city of Kennedale

KENNEDALE SUBLETT ROAD REALIGNMENT	
WATER IMPROVEMENTS	\$1,125,000
SEWER IMPROVEMENTS	\$195,500
PAVING IMPROVEMENTS	\$2,878,056
DRAINAGE IMPROVEMENTS	\$898,640
CONSTRUCTION SUBTOTAL	\$5,097,196
CONTINGENCY (20%)	\$1,019,439
ENGINEERING & SURVEY COSTS (15%)	\$917,495
MISCELLANEOUS	\$477,250
KENNEDALE SUBLETT ROAD - NET PROJECT TOTAL	\$7,511,381
MANSFIELD CARDINAL ROAD	
WATER IMPROVEMENTS	\$174,000
SEWER IMPROVEMENTS	\$150,000
PAVING IMPROVEMENTS	\$464,584
DRAINAGE IMPROVEMENTS	\$131,400
CONSTRUCTION SUBTOTAL	\$919,984
CONTINGENCY (20%)	\$183,997
ENGINEERING & SURVEY COSTS (15%)	\$165,597
MISCELLANEOUS	\$196,500
MANSFIELD CARDINAL ROAD - NET PROJECT TOTAL	\$1,466,079
E BROADWAY STREET	
PAVING IMPROVEMENTS	\$150,268
CONSTRUCTION SUBTOTAL	\$150,268
CONTINGENCY (20%)	\$30,054
ENGINEERING & SURVEY COSTS (15%)	\$27,048
MISCELLANEOUS	\$14,000
E BROADWAY STREET - NET PROJECT TOTAL	\$221,370
4TH STREET	
PAVING IMPROVEMENTS	\$160,445
CONSTRUCTION SUBTOTAL	\$160,445
CONTINGENCY (20%)	\$32,089
ENGINEERING & SURVEY COSTS (15%)	\$28,880
MISCELLANEOUS	\$8,000
4TH STREET - NET PROJECT TOTAL	\$229,415
SHORT STREET	
PAVING IMPROVEMENTS	\$49,400
CONSTRUCTION SUBTOTAL	\$49,400
CONTINGENCY (20%)	\$9,880
ENGINEERING & SURVEY COSTS (15%)	\$8,892
MISCELLANEOUS	\$8,000
SHORT STREET - NET PROJECT TOTAL	\$76,172
W 5TH STREET	
PAVING IMPROVEMENTS	\$87,458
CONSTRUCTION SUBTOTAL	\$87,458
CONTINGENCY (20%)	\$17,492
ENGINEERING & SURVEY COSTS (15%)	\$15,742
MISCELLANEOUS	\$9,500
W 5TH STREET - NET PROJECT TOTAL	\$130,192

FUNDING PLAN

The City of Kennedale is positioned to incur future bond indebtedness should this project be selected. The city has experienced a steady growth in housing starts over the last three years and continues to attract more development, increasing property values and property tax income. The city's overall debt capacity has been very well managed over the years, using a disciplined and defined approach to financing capital needs. Debt service burden is kept at acceptable levels to allow for instances in which capital improvements cannot be financed from current revenues. Kennedale's current debt capacity allows Certificates of Obligation (C/O's) which will be used towards funding this project. The city anticipates \$4,800,000 in C/O's in August of 2021, and an additional \$8,000,000 in C/O's in 2024. Constituents have expressed considerable interest in city infrastructure needs, to the extent of and having the option to vote in favor of them in a local bond election. Accordingly, General Obligation Bonds up to \$15,000,000 from a Kennedale local bond election have been discussed among the governing body, as an option to provide supplemental funding for this project. Those discussions commenced in 2020, and an election could occur as early as November 2021. The electorate has consistently, over the years supported bond elections and debt issuances for infrastructure needs. Finally, should this project require any water sewer capital, up to \$5,000,000 in revenue bonds are available without an increase in city water sewer rates. The city structures its debt with level or declining debt service payments over the life of each individual bond issue or loan to ensure a timely pay-off. This method ensures that infrastructure projects with funding match requirements can be funded fluently when the opportunity presents itself. See the chart below illustrating the payment plan for current remaining debts through years 2031:

DEBT SERVICE REQUIREMENTS BY ISSUE



CITY OF KENNEDALE, KENNEDALE SUBLETT ROAD, KENNEDALE, TX

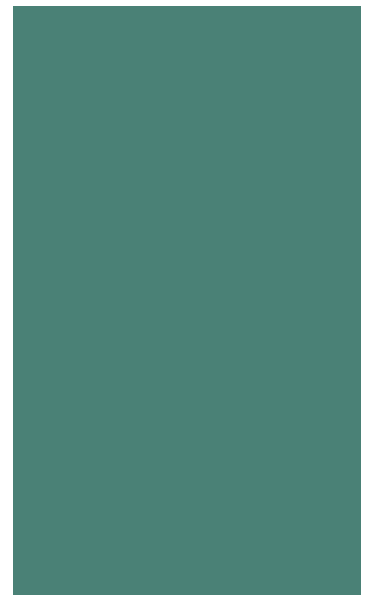
Overview

The Kennedale Sublett Roadway Realignment project is a roadway improvement project located in Kennedale, Texas. The primary goals for this project are to reduce congestion, improve connectivity and mobility as well as provide a safer route for vehicles and pedestrians on what is an already busy street. This project will also include utility improvements with the goal of spurring further development along Kennedale Sublett Road and Mansfield Cardinal Road which will immediately benefit the citizens of Kennedale.

Scope

The Kennedale Sublett Roadway Realignment project consists of the realignment of a section Kennedale Sublett Road, North of Business 287, and a road extension of Kennedale Sublett Road to the South of Business 287. Additionally, to be in compliance with TxDOT roadway standards, this project will require a section of Mansfield Cardinal to be realigned to the Southeast through what is now a vacant lot. The realignment of the two roads will also allow the City of Kennedale to improve 5,100LF of existing 24' asphalt and borrow ditch roads to a 29' full section roadways that include sidewalks, curb and gutter. A traffic circle will also be installed to improve traffic efficiency and mobility, while reducing congestion at the intersection.

The construction of Kennedale Sublett will also bring overall drainage improvements to the area by not only installing 2,045LF of underground drainage infrastructure, but also by upsizing and reconstructing an existing roadway culvert. The construction of this culvert will replace the aged and severely undersized culvert which, in current conditions, causes roadway overtopping in regular storm events. Finally, the roadway realignment will allow the City of Kennedale to remove and replace the existing 8" waterline on Kennedale Sublett with a new 8" PVC waterline, which will improve the water quality and fix flow and pressure throughout the system. The existing 6" sanitary sewer line along Kennedale Sublett will also be upsized to an 8" PVC pipe, which will fix breaks in the system and upgrade the existing manholes. The current undersized 6" sanitary sewer system along Mansfield Cardinal Road will be replaced with a new 8" PVC sanitary sewer system, which will fix numerous breaks in the existing system and improve reliability. This line will also help bring in further development along Mansfield Cardinal, which is currently in negotiation with the City of Kennedale.



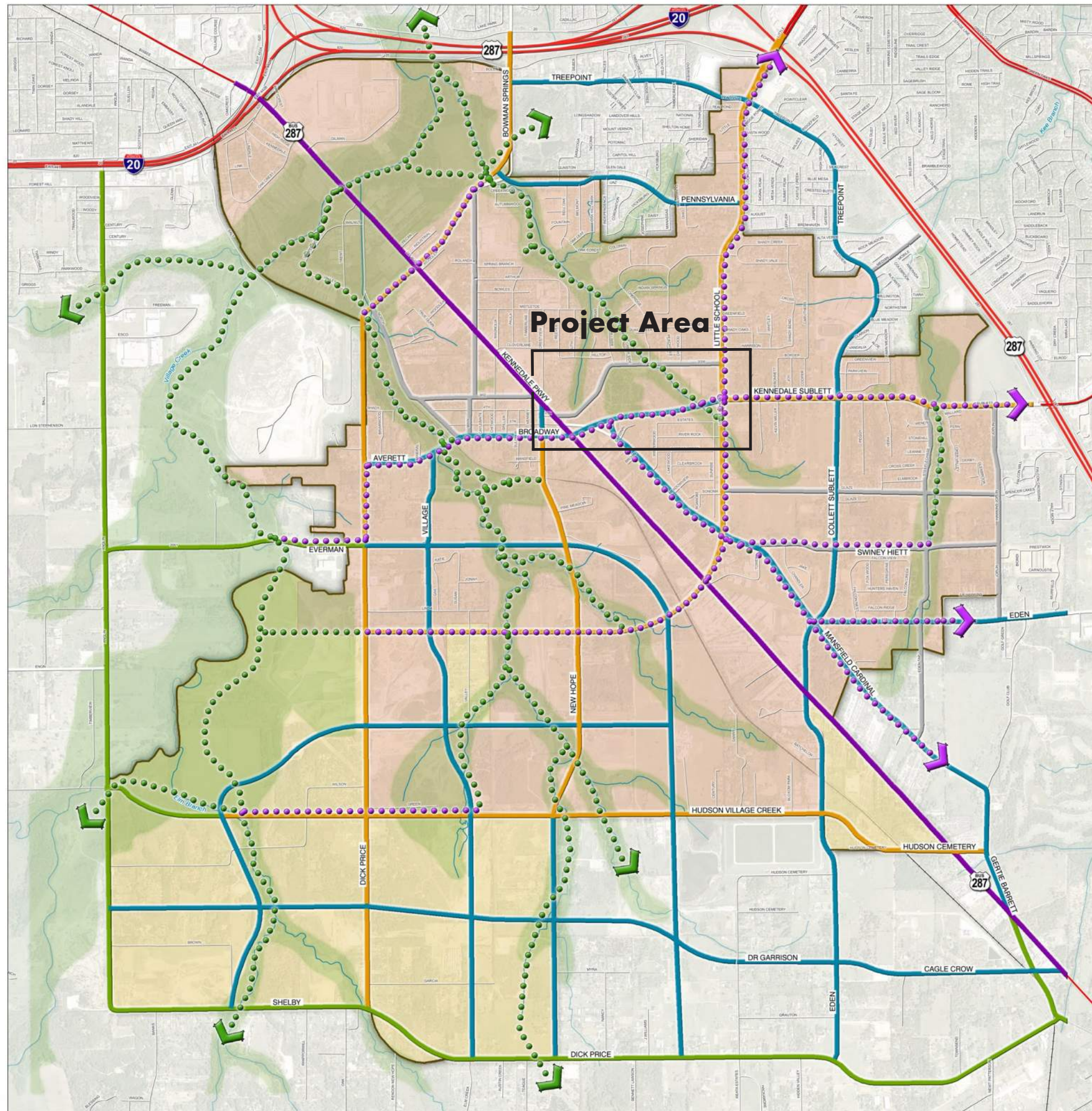
Purpose

The realignment of Kennedale Sublett Road will reduce congestion and provide a safer route for vehicles and pedestrians on an already busy street. According to the City of Kennedale's accident reports, the number of major accidents that occurred on Kennedale Sublett has grown within the past four years, making the need for reconstruction a priority to ensure the community's safety. Multiple roadway connections to Business 287 will be permanently abandoned for Kennedale Sublett Roadway Realignment project. Overall, this will decrease the access points to Business 287, which will provide both a benefit to TxDOT and the City of Kennedale by controlling the flow of traffic and increasing overall safety. The realignment and roadway connection removal will also update the overall Business 287 layout and help bring the roadway into conformance with TxDOT standards for road and driveway connection spacing. In total, four street connections will be abandoned including: Short Street, W 5th Street, E Broadway Street and New Hope Road.

This project will also include widened roadways, sidewalks and curbs that will ease the flow of traffic, increase mobility for pedestrians and reduce congestion. Improving Kennedale Sublett and Mansfield Cardinal will help steady the flow of traffic, especially during peak hours, since this road is commonly used as an alternate to the busy highway traffic from the 287/120/1820 interchange. Additionally, the improved roadway alignment for both Kennedale Sublett and Mansfield Cardinal will enhance driver safety by decreasing traffic blind spots as well as bettering sight triangles for vehicles turning onto and off of both roadways.

When completes, this project will be a representation of the City of Kennedale's complete roadway buildout as listed in the City's Master Throughfare Plan (MTP). In conclusion, the Kennedale Sublett Roadway Realignment project will improve future and current developments built along Kennedale Sublett Road, Mansfield Cardinal and Business 287 by enriching the community with safe and aesthetic roadways and sidewalks. This will further reduce congestion and increase the mobility of the local and nonlocal vehicles, pedestrians and bicyclists, as well as provide a great benefit to the citizens of Kennedale.





KENNEDALE COMPREHENSIVE PLAN UPDATE

FUTURE TRANSPORTATION PLAN: THOROUGHFARE TYPOLOGY

LEGEND

Planned Thoroughfare Type

- Freeway
- Parkway
- Boulevard
- Avenue
- Rural Road
- Street

- Trails
- Priority Bicycle/
Pedestrian Projects

0 1,000 2,000 4,000 Feet



March 8, 2012



KENNEDALE
You're Here, Your Home





Thursday, April 15, 2021

G.K. Maenius
Tarrant County Administrator
100 E. Weatherford
Fort Worth, TX 76196

RE: TARRANT COUNTY 2021 TRANSPORTATION BOND PROGRAM

Mr. Maenius:

Sustained growth and development are overwhelming key areas of the City of Kennedale's roadway infrastructure. System expansion and targeted mitigation, repair, and replacement are imperative to address increasing demand and wear on aging infrastructure. Upon recommendation by staff, the Kennedale City Council has identified the following project for consideration of inclusion in the Tarrant County 2021 Transportation Bond Program:

The **extension of Little School Road** is designed to increase mobility and connectivity, improve public safety response times, catalyze development, and promote public health. Little School Road currently terminates at Kennedale Parkway (Business 287). This proposal would extend Little west of the Parkway to intersect with S New Hope Road. This new portion of a 4-laned 64-foot concrete roadway would include 10-foot hike and bike trails on either side (in preparation for connection to the regional Veloweb) and installation of an underground stormwater system. Most importantly, however, the project would include an elevated (grade-separated) crossing of the Union Pacific railway, which would not only facilitate traffic flow but also provide first responders access to the western portion of Kennedale (and unincorporated ETJ) when a train is blocking the tracks. Finally, this additional connection of a primary arterial (which, to the north, intersects Interstate 20 as Little Road and becomes Green Oaks Boulevard) could serve as a catalyst for further residential development in the southwest portion of the city, including the TIRZ.

This project is included in the City's Master Thoroughfare Plan and is designed to further connect the city, improve traffic flow, and reduce congestion. I would now, therefore, respectfully request your consideration of including the extension of Little School Road (at a preliminary estimated project cost of **\$13,884,000**, updated from the Council resolution) in the Tarrant County 2021 Transportation Bond Program. If this project is not selected for inclusion in the 'Call for Projects' category, I would appreciate further consideration for inclusion in the county-wide projects selected by the Commissioners Court due to its importance in connecting major corridors between city jurisdictions and because of its public safety importance as a grade-separated railroad crossing.

Sincerely,

KENNEDALE MAYOR BRIAN JOHNSON
MAYOR@CITYOFKENNEDEALE.COM
817-985-2101

RESOLUTION

RESOLUTION NO. 581

A RESOLUTION OF THE CITY OF KENNEDALE, TEXAS, IDENTIFYING AND SUPPORTING CAPITAL TRANSPORTATION PROJECTS TO BE SUBMITTED BY THE CITY OF KENNEDALE TO TARRANT COUNTY FOR CONSIDERATION OF INCLUSION IN A TARRANT COUNTY BOND PROGRAM EXPECTED TO BE PRESENTED TO VOTERS AT AN ELECTION IN NOVEMBER 2021; CERTIFYING FUNDING FOR THE CITY'S PARTICIPATION IN SUCH PROJECTS; AND CERTIFYING TIME FOR COMMENCEMENT OF CONSTRUCTION.

WHEREAS, the Tarrant County Commissioners Court approved, on January 19, 2021, a Transportation Bond Program Policy; and

WHEREAS, the Tarrant County Commissioners Court has invited the City of Kennedale to submit projects meeting the requirements of the Bond Policy's Call for Projects category; and

WHEREAS, the City of Kennedale is experiencing unprecedented growth that places significant demand on the transportation network of the City, the County, and the region; and

WHEREAS, the City of Kennedale has identified and planned for numerous projects meeting the criteria for inclusion in the County's Call for Projects for consideration by voters in a County Transportation Bond authorization election in November 2021; and

WHEREAS, the City Council of the City of Kennedale wishes to submit projects, identified below, for consideration in such a County Bond program; and

WHEREAS, the City Council of the City of Kennedale wishes to certify that funds are available and will be appropriated for the City's fifty percent (50%) share of projects costs pursuant to the County's established policy.

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

SECTION 1.

Projects to be submitted to Tarrant County for inclusion in the County's 2021 Bond Program include:

- Little School Road Extension (including a bridge over the Union Pacific railroad) at a preliminary estimated cost of \$11,998,600;
- Kennedale Sublett Road Realignment at a preliminary estimated cost of \$4,594,000;
- Collett Sublett Road widening and reconstruction at a preliminary estimated cost of \$1,868,900; and
- Valley Lane roadway erosion mitigation at a preliminary estimated cost of \$2,331,250

SECTION 2.

The City of Kennedale hereby certifies that funding for the City's fifty percent (50%) share of projects costs is now available in the City's fund balance reserves or in Certificate of Obligation debt scheduled for issuance in August of 2021 and 2024, and construction for the projects can begin within five years from the date the County's Transportation Bond Program is approved by the voters.

SECTION 3.

This resolution shall become effective immediately upon its passage and approval.

DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE ON THE 16TH DAY OF MARCH 2021.

APPROVED:



MAYOR, BRIAN JOHNSON

ATTEST:



CITY SECRETARY, LESLIE E. GALLOWAY

APPROVED AS TO FORM AND LEGALITY:



CITY ATTORNEY, DREW LARKIN



PROJECT ESTIMATE



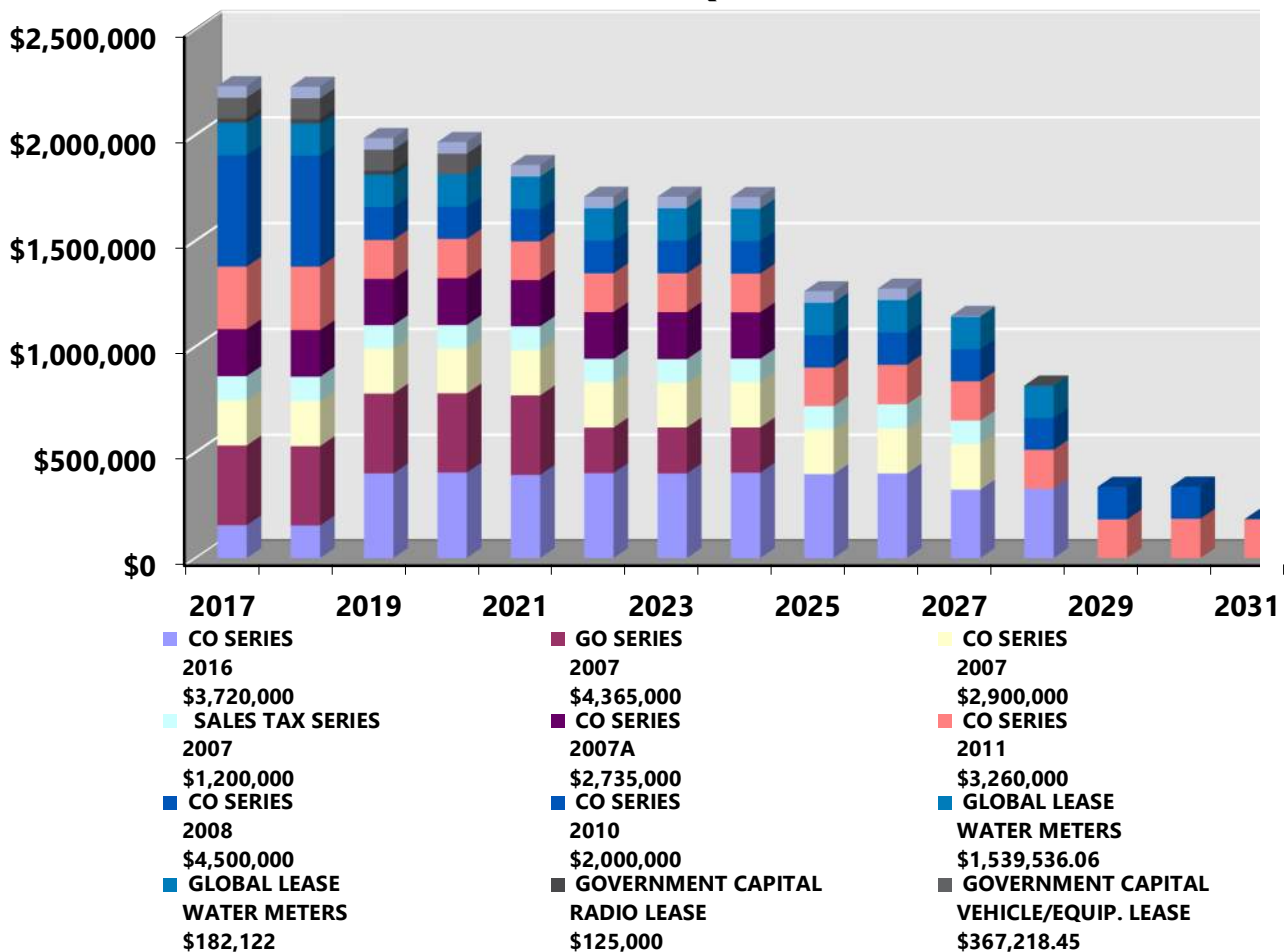
City of Kennedale, Texas
Engineer's Opinion of Probable Construction Cost Estimate
Little School Road From New Hope Road to Kennedale Parkway
March-21

Roadway Description:		Quantity	Unit	Project Limits:	
Roadway Length		3,000	FT	Little School Road	
Right-of-Way Width		120	FT	From: New Hope Road	
Roadway Width (One Side B-B)		25	FT	To: Kennedale Parkway	
Median Width (B-B)		15	FT	Classification:	
4-Lane Divided Section				Type "B" Minor Arterial	
Item No.	Item Description	Quantity	Unit	Unit Cost	Total Cost
Paving Improvements					
1	Mobilization (5% of Construction Cost)	1	LS	\$434,000.00	\$434,000
2	Right of Way Preparation	30	STA	\$2,000.00	\$60,000
3	Unclassified Street Excavation	24,000	CY	\$15.00	\$360,000
4	Embankment	50,000	CY	\$20.00	\$1,000,000
5	8" Reinforced Concrete Pavement	16,700	SY	\$70.00	\$1,169,000
6	8" Stabilized Base	18,000	SY	\$10.00	\$180,000
7	Lime or Cement for Stabilization (27 lbs/SY)	250	TON	\$200.00	\$50,000
8	Monolithic Curb	12,000	LF	\$5.00	\$60,000
9	5" Sidewalks (10')	7,000	SY	\$70.00	\$490,000
10	ADA Ramps	16	EA	\$1,500.00	\$24,000
11	Hydromulching	30,000	SY	\$1.00	\$30,000
12	Block Sodding	30,000	SY	\$5.00	\$150,000
13	Pavement Markings & Signage	1	LS	\$50,000.00	\$50,000
14	Traffic Control	12	MON	\$7,500.00	\$90,000
15	Erosion Control	1	LS	\$15,000.00	\$15,000
Paving Subtotal:					\$4,162,000
Drainage Improvements					
1	20' Storm Sewer Inlets	30	EA	\$6,000.00	\$180,000
2	4' x 4' Manholes	5	EA	\$7,500.00	\$37,500
3	Storm Sewer Laterals (Class III RCP)(18")	1,080	LF	\$65.00	\$70,200
4	Storm Sewer Main (Class III RCP)(24")	2,400	LF	\$80.00	\$192,000
5	Storm Sewer Main (Class III RCP)(36")	300	LF	\$100.00	\$30,000
6	Concrete Box Culvert	200	LF	\$1,000.00	\$200,000
7	Headwalls	4	EA	\$15,000.00	\$60,000
Drainage Subtotal:					\$770,000
Bridge					
1	Bridge (200' x 90')	18,000	SF	\$110.00	\$1,980,000
2	Bridge Embankment	30,000	CY	\$10.00	\$300,000
3	Bridge Retaining Walls	20,000	SF	\$65.00	\$1,300,000
Bridge Subtotal :					\$3,580,000
Misc. Improvements					
1	Roundabout/Traffic Signal at New Hope Road	1	EA	\$250,000.00	\$250,000
2	Traffic Signal at Little School Rd and 287	1	EA	\$250,000.00	\$250,000
3	Railroad Crossing	-	EA	\$300,000.00	\$0
4	Landscaping / Irrigation System	1	EA	\$100,000.00	\$100,000
Misc. Subtotal:					\$600,000
	Subtotal Construction Cost Estimate	\$9,112,000.00			
	Contingency	20% \$1,830,000.00			
	Total Construction Cost Estimate	\$10,942,000.00			
	Right-of-Way Cost	360,000	SF	\$2.00	\$720,000.00
	Permanent Drainage Easement	20,000	SF	\$0.80	\$16,000.00
	Temporary Construction Easement	30,000	SF	\$0.20	\$6,000.00
	Property Demolition	-	EA	\$40,000.00	\$0.00
	Cost Per Parcel (Land Agent / Survey / Legal)	8	EA	\$15,000.00	\$120,000.00
	Residential and Commercial Relocations	-	EA	\$500,000.00	\$0.00
	Engineering Services	10.0%	\$1,094,200.00		
	Surveying Services	1.0%	\$109,500.00		
	Geotechnical Services	0.5%	\$54,800.00		
	Construction Inspection Services	6.0%	\$656,600.00		
	Administrative and Legal	0.5%	\$54,800.00		
	Construction Materials Testing	1.0%	\$109,500.00		
	Total Capital Cost (Based on Unit Prices for October 2020)	\$13,884,000.00			
	Total Capital Cost Per Foot	\$4,630.00			
Notes:					

FUNDING PLAN

The City of Kennedale is positioned to incur future bond indebtedness should this project be selected. The city has experienced a steady growth in housing starts over the last three years and continues to attract more development, increasing property values and property tax income. The city's overall debt capacity has been very well managed over the years, using a disciplined and defined approach to financing capital needs. Debt service burden is kept at acceptable levels to allow for instances in which capital improvements cannot be financed from current revenues. Kennedale's current debt capacity allows Certificates of Obligation (C/O's) which will be used towards funding this project. The city anticipates \$4,800,000 in C/O's in August of 2021, and an additional \$8,000,000 in C/O's in 2024. Constituents have expressed considerable interest in city infrastructure needs, to the extent of and having the option to vote in favor of them in a local bond election. Accordingly, General Obligation Bonds up to \$15,000,000 from a Kennedale local bond election have been discussed among the governing body, as an option to provide supplemental funding for this project. Those discussions commenced in 2020, and an election could occur as early as November 2021. The electorate has consistently, over the years supported bond elections and debt issuances for infrastructure needs. Finally, should this project require any water sewer capital, up to \$5,000,000 in revenue bonds are available without an increase in city water sewer rates. The city structures its debt with level or declining debt service payments over the life of each individual bond issue or loan to ensure a timely pay-off. This method ensures that infrastructure projects with funding match requirements can be funded fluently when the opportunity presents itself. See the chart below illustrating the payment plan for current remaining debts through years 2031:

DEBT SERVICE REQUIREMENTS BY ISSUE



CITY OF KENNEDALE, LITTLE SCHOOL ROAD, KENNEDALE, TX

Overview

The Little School Road Extension project is a roadway improvement project located in Kennedale, Texas. The primary goals for this project are to increase mobility, reduce congestion and to improve connectivity while enhancing driver and pedestrian safety. The construction of this project will benefit the citizens of Kennedale, as well as drivers and pedestrians in the area.

Scope

The Little School Road Extension project is planned to construct approximately 3,000LF of new roadways and bridges between Little School Road and S New Hope Road and Business 287. Also included in this project are two 10' wide shared use pathways on either side of the road for bicyclists and/or pedestrians which will ultimately increase mobility while enhancing the safety of the community. As part of this project, an elevated bridge is proposed to cross over the existing railroad along the west side of Kennedale Parkway, which will decrease congestion by providing vehicles an alternate route and connection to the west side of the railroad. This bridge will be the first elevated rail crossing in the City of Kennedale and will reduce congestion at the currently constructed four at-grade rail crossings, as well as improve mobility for drivers traveling east/west. The construction of this bridge will also enhance safety for bicyclists and pedestrians across the railroad.

To address flooding and safety concerns for drivers on Little School Road, storm lines are planned to capture and contain storm water underground to keep drivers safe in the event of heavy rainfall and adverse weather conditions. Additional roadway culverts will also be installed to allow for safe travel across the existing FEMA floodplain, reducing chances of roadway overtopping during heavy rainfall events.



Purpose

The roadway addition of Little School Road will help stimulate current and further developments in the City of Kennedale between S New Hope Road and Kennedale Parkway by providing access to acres of land that are currently not easily accessible. Additionally, developments are already being proposed for this area and the construction of this road will only spark further interest from developers.

Once this project is completed, Little School Road will be a representation of the City of Kennedale's complete roadway buildout as listed in the City's 2012 Master Throughfare Plan (MTP). Overall, this project will increase driver mobility, enhance the safety of vehicles and pedestrians and reduce congestion by giving an alternate route to drivers which will greatly benefit the citizens of Kennedale.

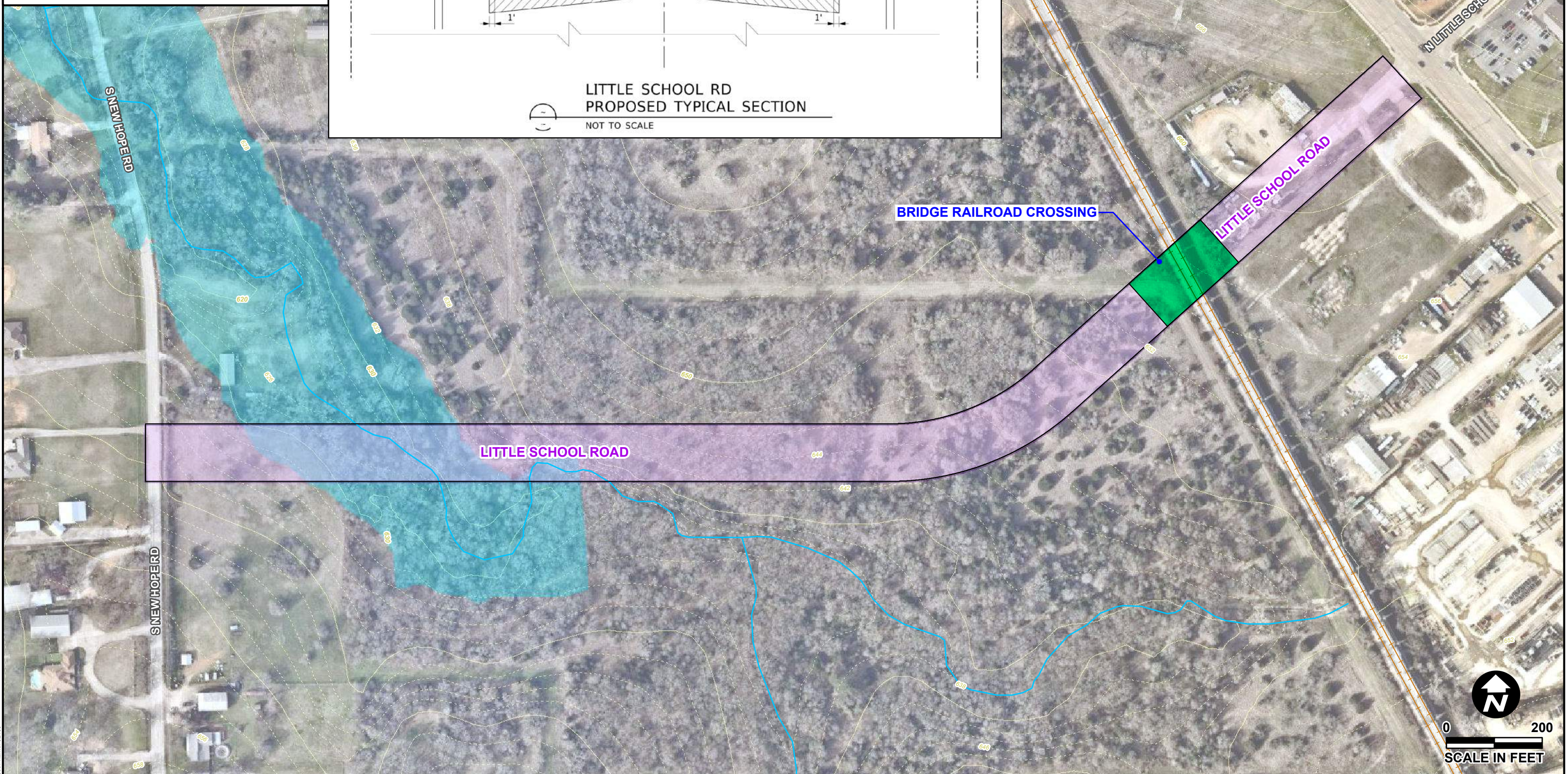
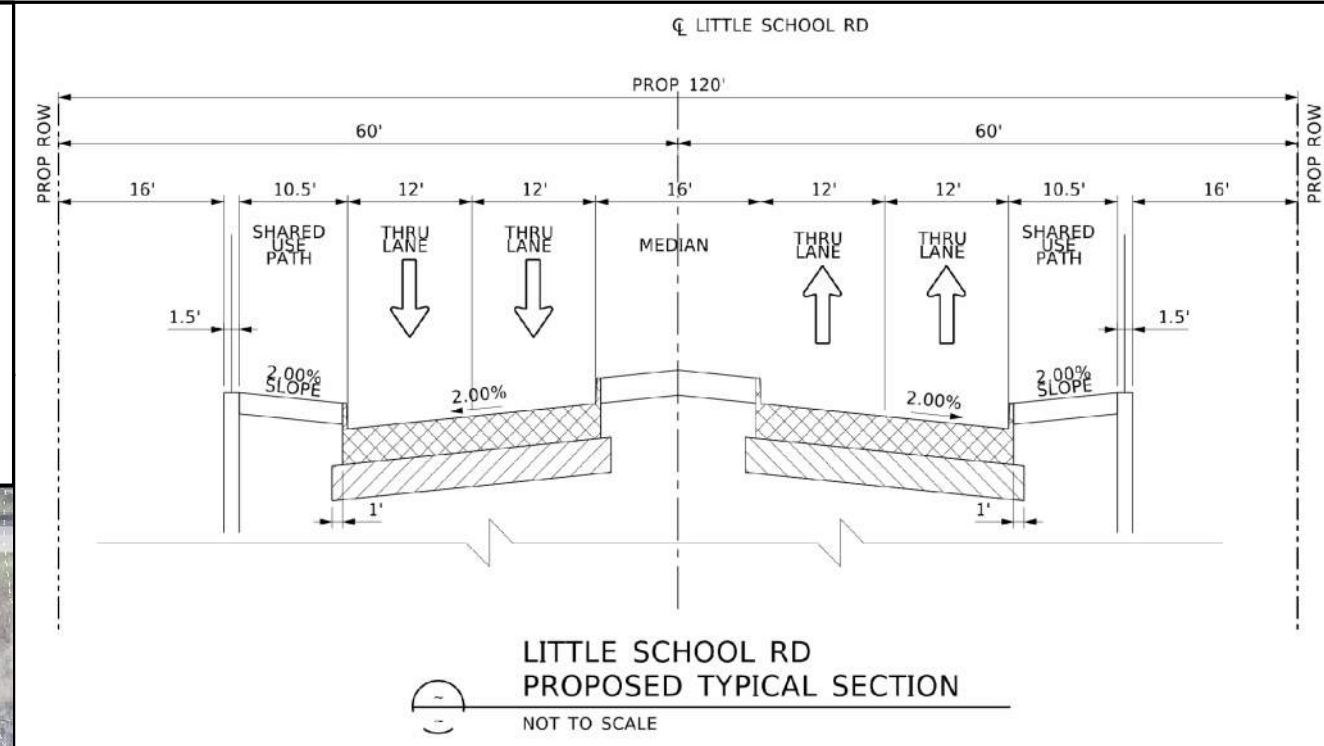


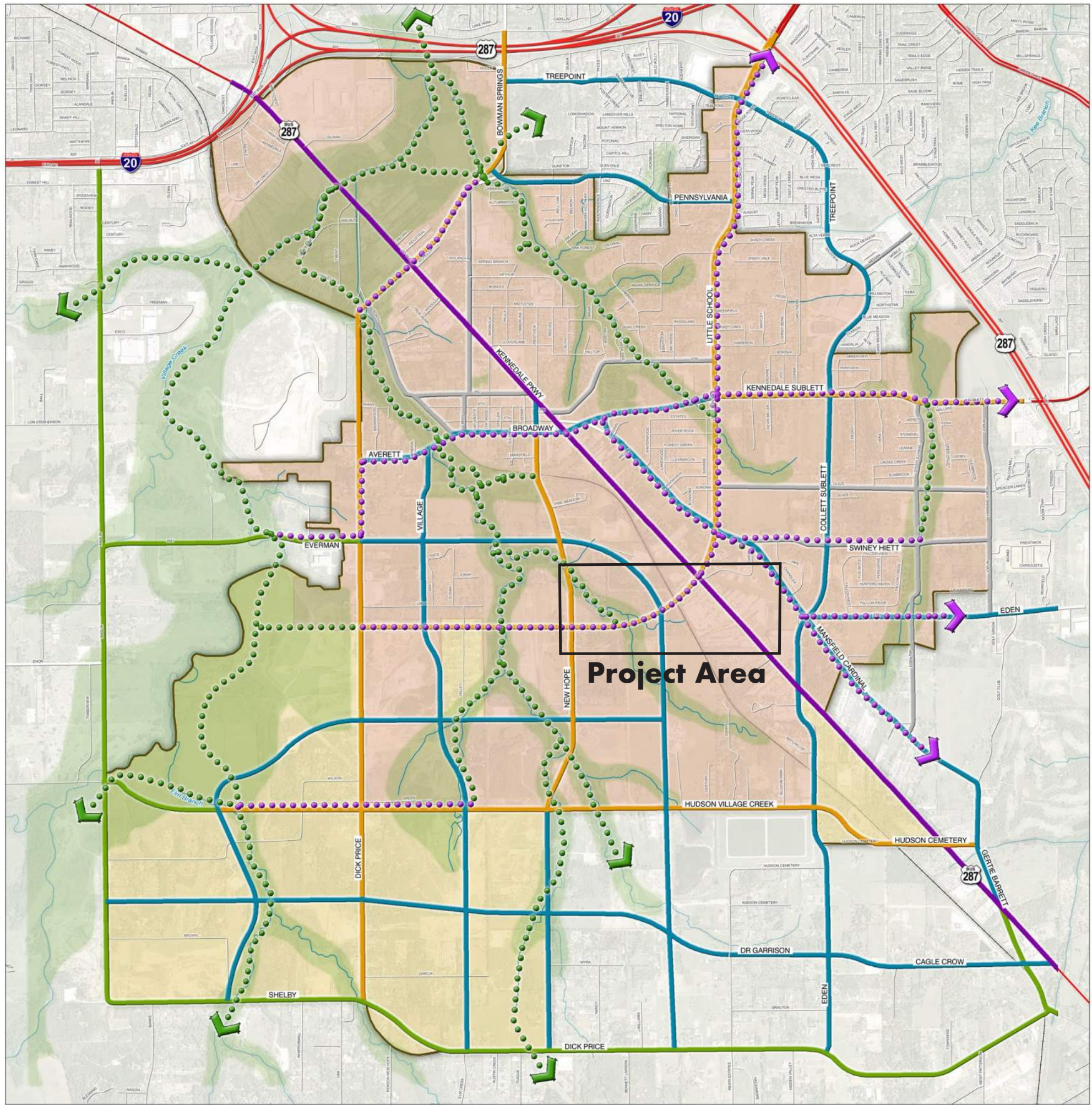
CITY OF KENNEDALE

LITTLE SCHOOL ROAD EXTENSION

LEGEND

- Little School Road Extension
- Stream
- 100-Yr Floodplain
- 10-ft Contour
- 2-ft Contour
- Railroad
- City Limit





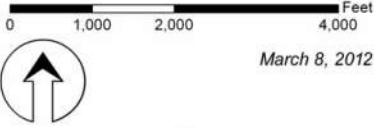
KENNEDALE COMPREHENSIVE PLAN UPDATE

FUTURE TRANSPORTATION PLAN: THOROUGHFARE TYPOLOGY

LEGEND

Planned Thoroughfare Type

- Freeway
- Parkway
- Boulevard
- Avenue
- Rural Road
- Street
- Trails
- Priority Bicycle/
Pedestrian Projects



KENNEDALE
You're Here, Your Home





Thursday, April 15, 2021

G.K. Maenius
Tarrant County Administrator
100 E. Weatherford
Fort Worth, TX 76196

RE: TARRANT COUNTY 2021 TRANSPORTATION BOND PROGRAM

Mr. Maenius:

Sustained growth and development are overwhelming key areas of the City of Kennedale's roadway infrastructure. System expansion and targeted mitigation, repair, and replacement are imperative to address increasing demand and wear on aging infrastructure. Upon recommendation by staff, the Kennedale City Council has identified the following project for consideration of inclusion in the Tarrant County 2021 Transportation Bond Program:

The **stabilization of Valley Lane** is designed to mitigate critical erosion damage to a roadway that serves as the sole access point to certain businesses and residences by constructing streambank stabilization improvements between the roadway and the adjacent Kennedale Branch of Village Creek (which runs along the west side of Valley Lane from Kennedale Parkway (Business 287) to N Dick Price Road). The proposal includes installing gabion walls, concrete riprap, turf reinforcement mats, hydromulch, and soil retention blankets between the creek and the roadway to armor and stabilize the slopes to prevent further roadway failures. In keeping with the "Kennedale Greenways" project (kennedalegreenways.org), the plans are designed to minimize any changes to the centerline of the stream and to preserve the natural western stream bank. Finally, the addition of shoulders, mowing strips, and metal beam guard fences will provide additional safety for motorists. The stabilization of the streambank will further allow for potential future infrastructure improvements including pavement, sewer, and hike and bike trails.

This project is designed to prevent further streambank failures, increase reliability of the existing roadway infrastructure, and improve safety to the traveling public. I would now, therefore, respectfully request your consideration of including the stabilization of Valley Lane (at a preliminary estimated project cost of **\$1,853,230**, updated from the Council resolution) in the Tarrant County 2021 Transportation Bond Program. If this project is not selected for inclusion in the 'Call for Projects' category, I would appreciate further consideration for inclusion in the county-wide projects selected by the Commissioners Court due to its importance in providing the traveling public with as safe and reliable roadway which will promote future connectivity through hike and bike trails.

Sincerely,

KENNEDALE MAYOR BRIAN JOHNSON
MAYOR@CITYOFKENNEDEALE.COM
817-985-2101

RESOLUTION

RESOLUTION NO. 581

A RESOLUTION OF THE CITY OF KENNEDALE, TEXAS, IDENTIFYING AND SUPPORTING CAPITAL TRANSPORTATION PROJECTS TO BE SUBMITTED BY THE CITY OF KENNEDALE TO TARRANT COUNTY FOR CONSIDERATION OF INCLUSION IN A TARRANT COUNTY BOND PROGRAM EXPECTED TO BE PRESENTED TO VOTERS AT AN ELECTION IN NOVEMBER 2021; CERTIFYING FUNDING FOR THE CITY'S PARTICIPATION IN SUCH PROJECTS; AND CERTIFYING TIME FOR COMMENCEMENT OF CONSTRUCTION.

WHEREAS, the Tarrant County Commissioners Court approved, on January 19, 2021, a Transportation Bond Program Policy; and

WHEREAS, the Tarrant County Commissioners Court has invited the City of Kennedale to submit projects meeting the requirements of the Bond Policy's Call for Projects category; and

WHEREAS, the City of Kennedale is experiencing unprecedented growth that places significant demand on the transportation network of the City, the County, and the region; and

WHEREAS, the City of Kennedale has identified and planned for numerous projects meeting the criteria for inclusion in the County's Call for Projects for consideration by voters in a County Transportation Bond authorization election in November 2021; and

WHEREAS, the City Council of the City of Kennedale wishes to submit projects, identified below, for consideration in such a County Bond program; and

WHEREAS, the City Council of the City of Kennedale wishes to certify that funds are available and will be appropriated for the City's fifty percent (50%) share of projects costs pursuant to the County's established policy.

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

SECTION 1.

Projects to be submitted to Tarrant County for inclusion in the County's 2021 Bond Program include:

- Little School Road Extension (including a bridge over the Union Pacific railroad) at a preliminary estimated cost of \$11,998,600;
- Kennedale Sublett Road Realignment at a preliminary estimated cost of \$4,594,000;
- Collett Sublett Road widening and reconstruction at a preliminary estimated cost of \$1,868,900; and
- Valley Lane roadway erosion mitigation at a preliminary estimated cost of \$2,331,250

SECTION 2.

The City of Kennedale hereby certifies that funding for the City's fifty percent (50%) share of projects costs is now available in the City's fund balance reserves or in Certificate of Obligation debt scheduled for issuance in August of 2021 and 2024, and construction for the projects can begin within five years from the date the County's Transportation Bond Program is approved by the voters.

SECTION 3.

This resolution shall become effective immediately upon its passage and approval.

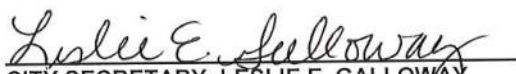
DULY PASSED AND APPROVED BY THE CITY COUNCIL OF THE CITY OF KENNEDALE ON THE 16TH DAY OF MARCH 2021.

APPROVED:



MAYOR, BRIAN JOHNSON

ATTEST:



CITY SECRETARY, LESLIE E. GALLOWAY

APPROVED AS TO FORM AND LEGALITY:



CITY ATTORNEY, DREW LARKIN



PROJECT ESTIMATE

Estimated Engineering Cost

Federal Permitting	\$14,500
Geotechnical Engineering Study	\$19,800
Design Surveys	\$40,400
Floodplain Study	\$25,000
Floodplain Development Permit and CLOMR	\$22,150
LOMR	\$43,300
Design Phase Services	\$115,000
Bidding and Construction Phase Services	\$29,600
Record Drawings	\$2,500
Total Estimated Engineering Cost	\$312,250

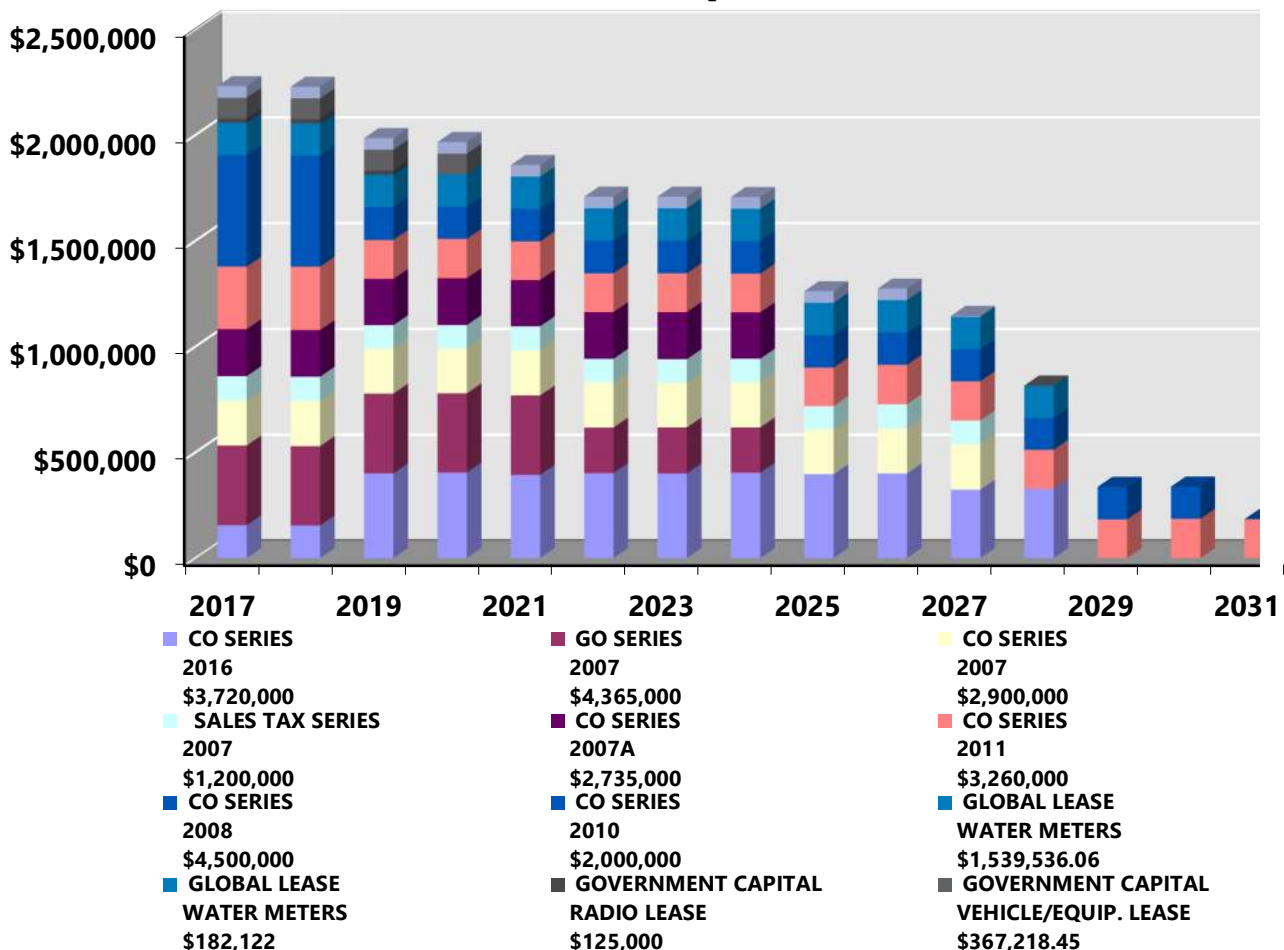
Total Estimated Cost

Construction Cost Total	\$1,540,980
Engineering Cost Total	\$312,250
Total Estimated Cost	\$1,853,230

FUNDING PLAN

The City of Kennedale is positioned to incur future bond indebtedness should this project be selected. The city has experienced a steady growth in housing starts over the last three years and continues to attract more development, increasing property values and property tax income. The city's overall debt capacity has been very well managed over the years, using a disciplined and defined approach to financing capital needs. Debt service burden is kept at acceptable levels to allow for instances in which capital improvements cannot be financed from current revenues. Kennedale's current debt capacity allows Certificates of Obligation (C/O's) which will be used towards funding this project. The city anticipates \$4,800,000 in C/O's in August of 2021, and an additional \$8,000,000 in C/O's in 2024. Constituents have expressed considerable interest in city infrastructure needs, to the extent of and having the option to vote in favor of them in a local bond election. Accordingly, General Obligation Bonds up to \$15,000,000 from a Kennedale local bond election have been discussed among the governing body, as an option to provide supplemental funding for this project. Those discussions commenced in 2020, and an election could occur as early as November 2021. The electorate has consistently, over the years supported bond elections and debt issuances for infrastructure needs. Finally, should this project require any water sewer capital, up to \$5,000,000 in revenue bonds are available without an increase in city water sewer rates. The city structures its debt with level or declining debt service payments over the life of each individual bond issue or loan to ensure a timely pay-off. This method ensures that infrastructure projects with funding match requirements can be funded fluently when the opportunity presents itself. See the chart below illustrating the payment plan for current remaining debts through years 2031:

DEBT SERVICE REQUIREMENTS BY ISSUE



CITY OF KENNEDALE, VALLEY LANE STREAMBANK STABILIZATION, KENNEDALE, TX

Overview

The Valley Lane stabilization project will stabilize the failing streambank along Kennedale Branch, help prevent additional failures of the road and provide much needed roadside safety measures along Valley Lane. Additionally, this project is the first step in a chain of projects for Valley Lane that will enhance the safety of drivers, protect access to businesses, provide adequate utility services to Kennedale and develop a pedestrian/ bicycle trail system.

Scope

The objective of the Valley Lane Stabilization project is to enhance the safety of Valley Lane through the construction of streambank stabilization improvements along Kennedale Branch which runs on the west side of Valley Lane between West Kennedale Parkway and North Dick Price Road. Conceptual plans and a preliminary project evaluation for the streambank stabilization were completed in July 2020, by Halff Associates, Inc. The proposed improvements include the installation of gabion walls, a concrete riprap, a turf reinforcement mat and hydro mulch with soil retention blankets along the eastern side of Kennedale Branch to armor and stabilize the existing slopes. Also, this will minimize changes to the centerline of the stream and keep the west bank naturalized. Additionally, roadside safety measures such as shoulders, mow strips and metal beam guard fences will be installed to provide further protection to the traveling public. All improvements will be located within city owned right-of-way.

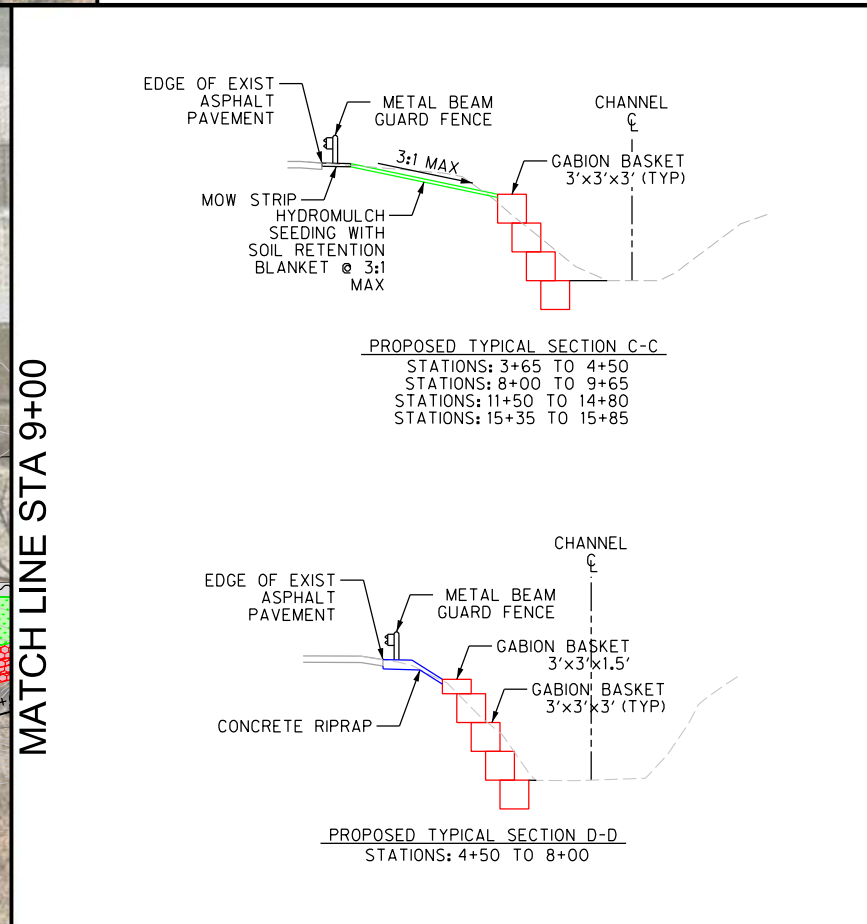
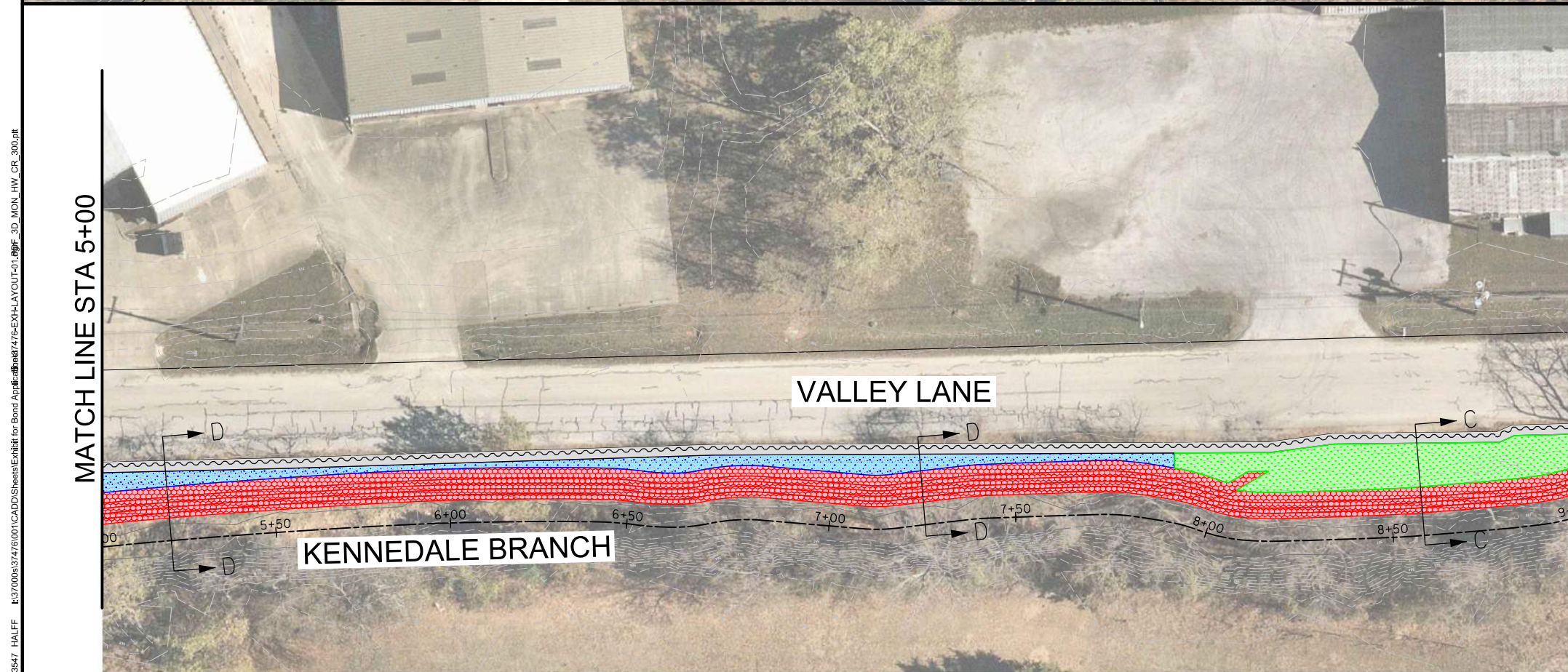
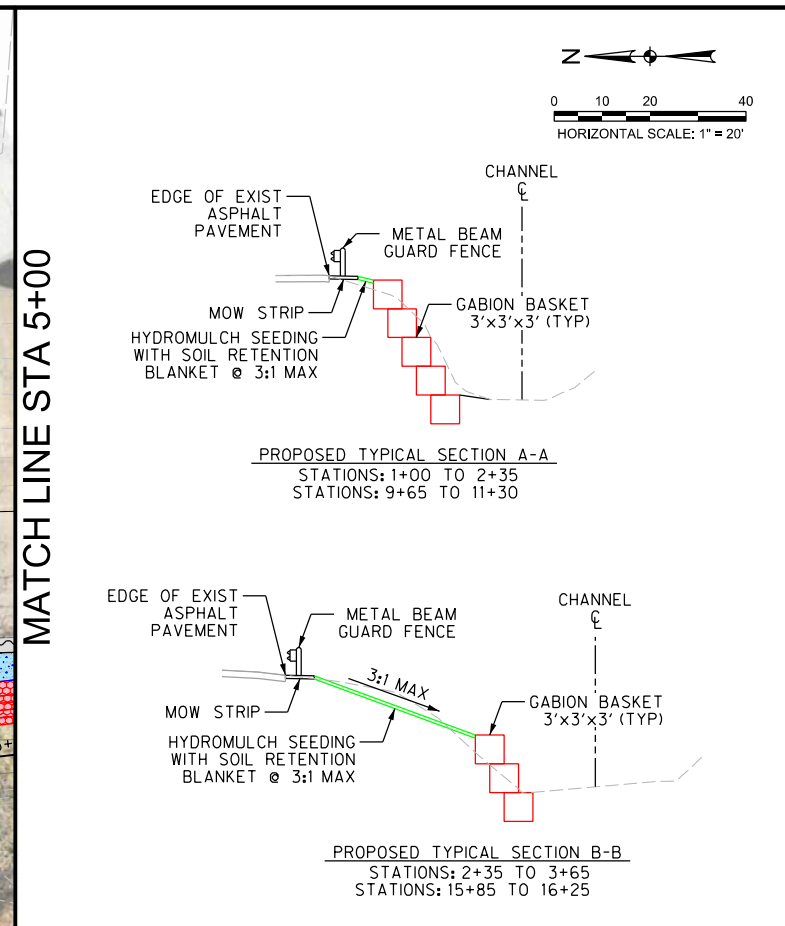
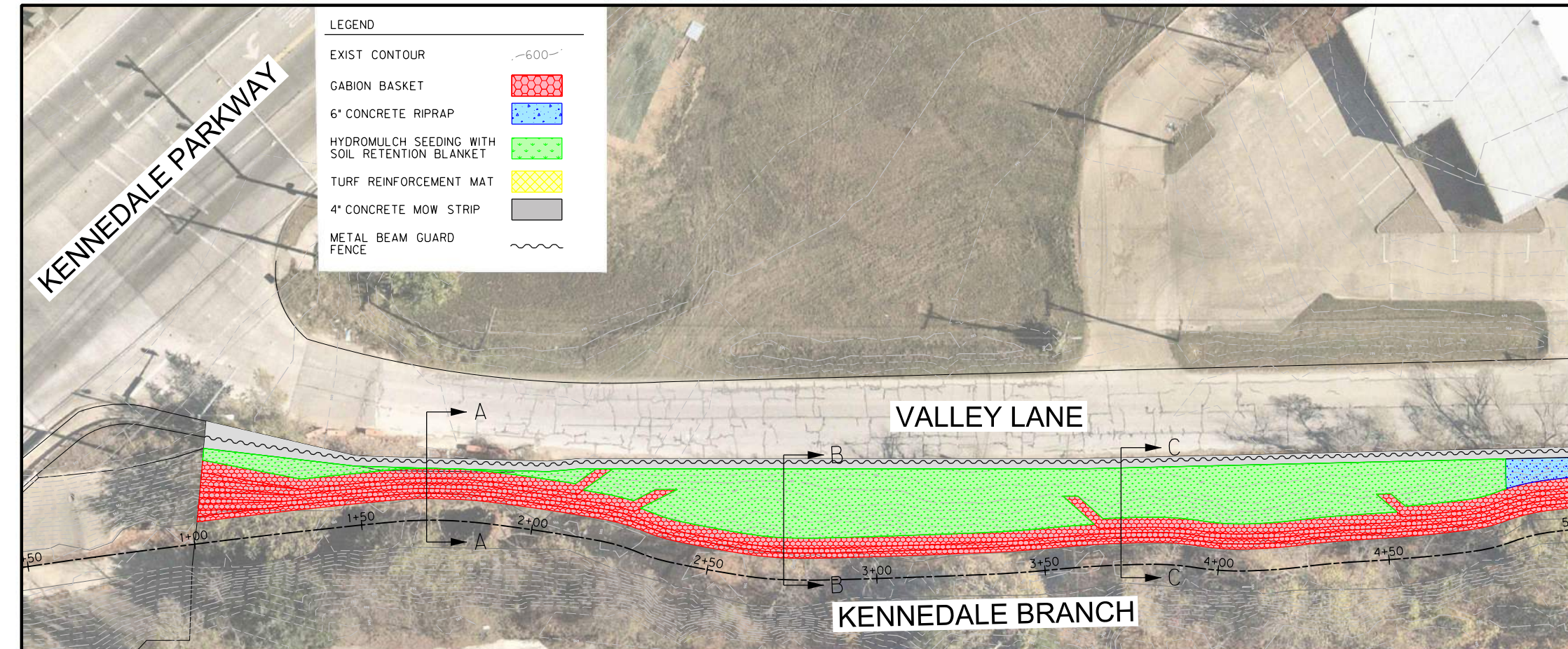


Purpose

The City of Kennedale also has multiple planned projects for the area, all of which are contingent upon the roadbed being properly stabilized. An 8-inch sewer line within the Valley Lane right-of-way serves the southern half of Kennedale and has been identified in the 2014 Kennedale Water and Wastewater Master Plan as needing to be upsized to a 15-inch main. This sewer rehabilitation is scheduled to be included in Kennedale's Capital Outlay Bond in November 2021. The City of Kennedale is also working in partnership with the National Park Service to develop sustainable plans for greenways within the city. As a part of this plan, the 2020 Kennedale Greenways Concepts and Recommendations identifies the Village Creek area in which Valley Lane is located as a "priority zone" for establishing a greenway and trail system. Future plans to rehabilitate the Valley Lane Roadway, after completion of the Kennedale Branch Stabilization, include a 10' wide shared use path for pedestrians and bicyclists. Additionally, the bridge at North Road is scheduled to receive funding through the Texas Department of Transportation match for safety and stabilization improvements including rails, riprap and gabion walls.

In conclusion, Valley Lane and the adjacent Kennedale Branch Creek have experienced severe erosion which threatens the integrity of the roadway that serves as the singular access point for multiple businesses. These improvements are imperative as they will be the first step in stabilizing the Valley Lane roadbed while providing a safe route for the businesses in the Oak Crest area that rely on this singular access point.





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NE STREAMBANK STABILIZATION

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MATCH LINE STA 9+00

MATCH LINE STA 13+00

MATCH LINE STA 13+00

LEGEND

EXIST CONTOUR

600

GABION BASKET

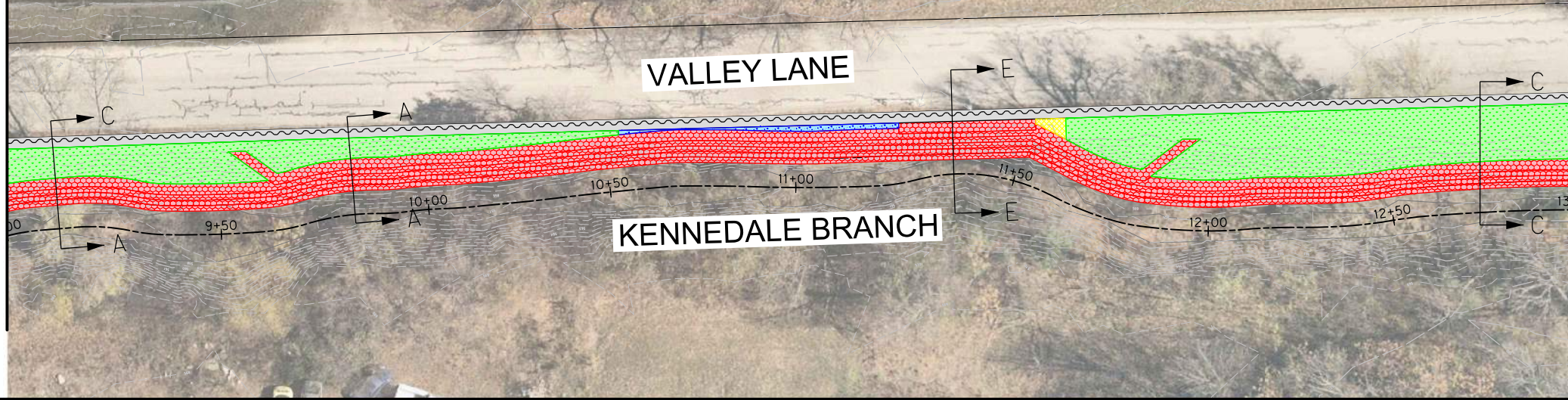
6" CONCRETE RIPRAP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET

TURF REINFORCEMENT MAT

4" CONCRETE MOW STRIP

METAL BEAM GUARD FENCE



EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION A-A

STATIONS: 1+00 TO 2+35

STATIONS: 9+65 TO 11+30

EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION B-B

STATIONS: 2+35 TO 3+65

STATIONS: 15+85 TO 16+25

EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION C-C

STATIONS: 3+65 TO 4+50

STATIONS: 8+00 TO 9+65

STATIONS: 11+50 TO 14+80

STATIONS: 15+35 TO 15+85

EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x1.5'

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION E-E

STATIONS: 11+30 TO 11+50

EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

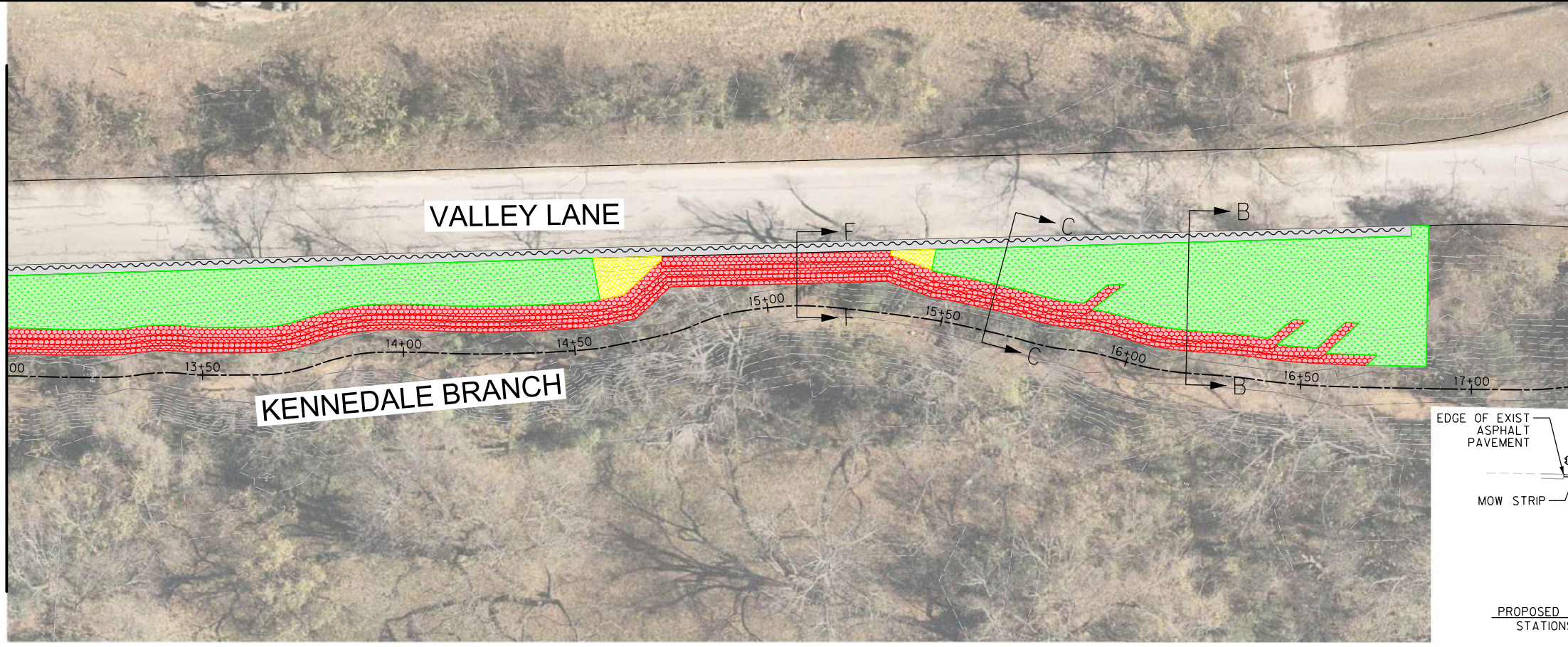
GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION F-F

STATIONS: 14+80 TO 15+35

0 10 20 40

HORIZONTAL SCALE: 1" = 20'



EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION D-D

STATIONS: 4+50 TO 5+35

STATIONS: 10+00 TO 11+50

EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION E-E

STATIONS: 11+30 TO 11+50

EDGE OF EXIST ASPHALT PAVEMENT

METAL BEAM GUARD FENCE

MOW STRIP

HYDROMULCH SEEDING WITH SOIL RETENTION BLANKET @ 3:1 MAX

CHANNEL

GABION BASKET 3'x3'x3' (TYP)

PROPOSED TYPICAL SECTION F-F

STATIONS: 14+80 TO 15+35

HALFF
DESIGNED

SCALE



PROJECT LAYOUT

SHEET

VALLEY L

NE STREAMBANK STABILIZATION

Kennedale

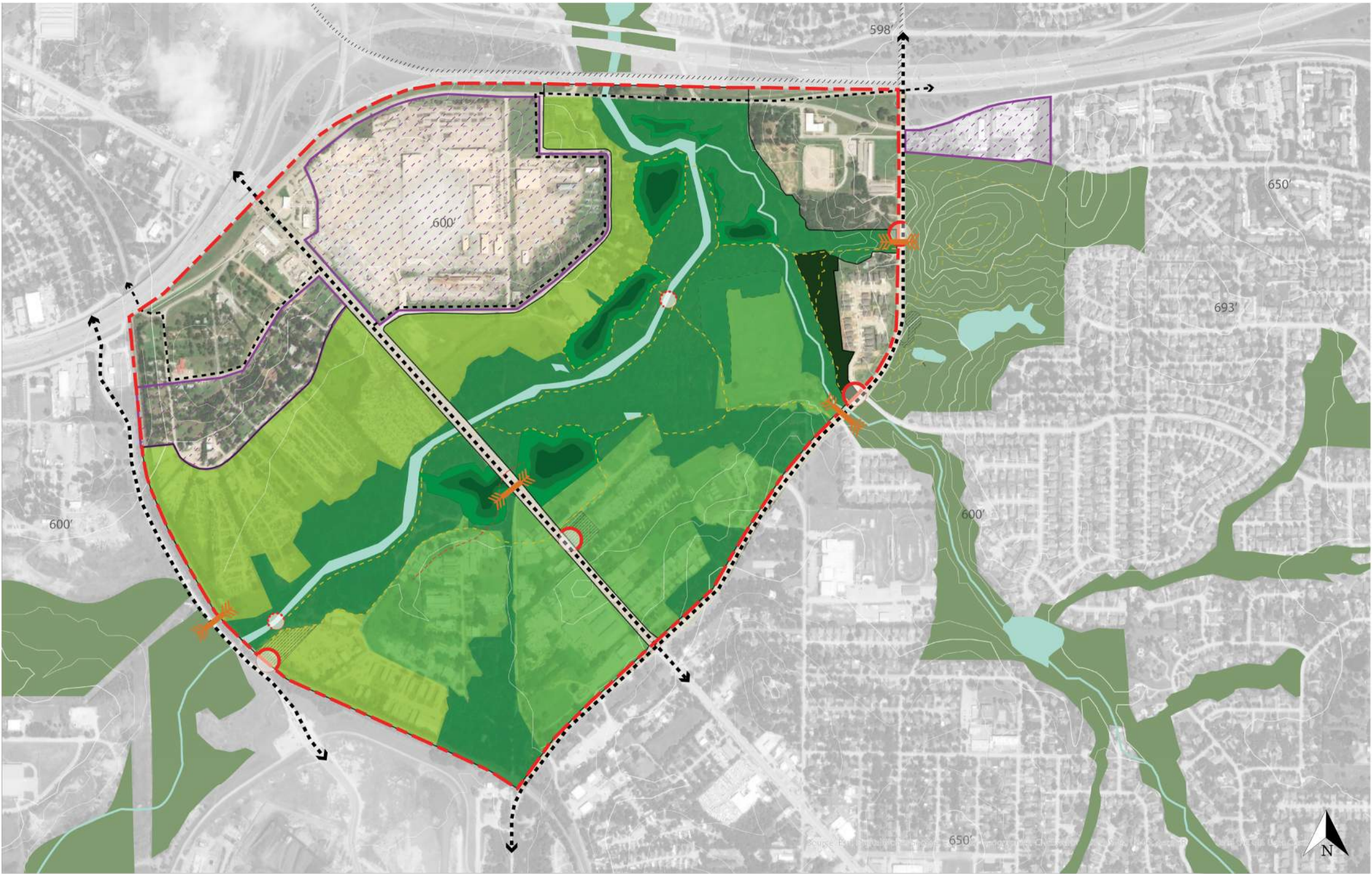
Village Creek Zone V

Project Key Components:

- 1. Identify and Acquire land for dual purposes: stormwater detention + wildlife habitat. This land will act to slow floodwater down during high flow events, reducing downstream flood impacts
- 2. Designate a paddle trail along Village Creek, with developed kayak/canoe launches - a designated put-in and a designated take-out
- 3. Create a wildlife crossing, a land bridge or tunnel, to connect Southwest Nature Preserve with Village Creek and Winding Creek wildlife travel corridors
- 4. Create constructed wetlands to filter out pollutants through the wetlands
- 5. Create Nature Park at Arts and Culture Foundation property, to include creekside trail and viewing platforms and a small parking lot with pervious pavement. Park should include informational kiosk about Kennedale Parks System with wayfinding map. Kiosk could be designed as "welcoming gateway to Kennedale" on northside.

Conceptual design produced by:

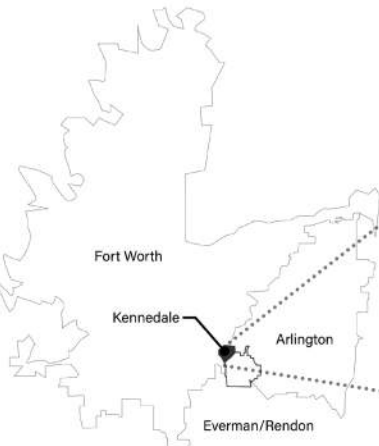
 **Rivers, Trails and Conservation Assistance Program**
Maria Fernanda Treviño, Environmental Designer



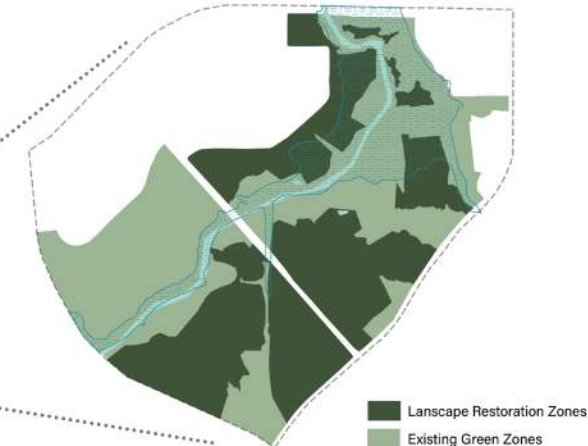
Legend:

- | | |
|---|---|
|  Water Bodies |  Fishing Stations |
|  Village Creek Park |  Paddle Stations |
|  Existing Landscape |  Gateways & Entrances |
|  Ecological Restoration |  Wildlife Corridors |
|  Brownfield Remediation |  Main Streets |
|  Constructed Wetlands |  Site Boundary |
|  Possible Pollution Source |  Lake Arlington Master Plan Area |
|  Parking Locations | |

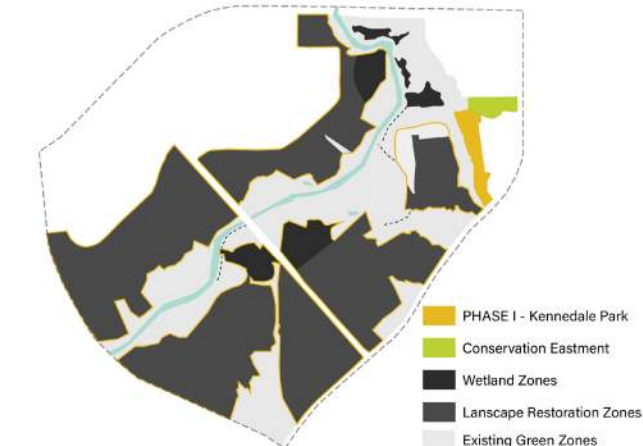
Location:



Ecology & Flood Zone:



Purchased Land & Area Distribution:



Mobility & Connectivity:

