

MEETING OF THE BOARD OF DIRECTORS OF THE
TIRZ 17 REDEVELOPMENT AUTHORITY
MEMORIAL CITY REDEVELOPMENT AUTHORITY
HOUSTON, TEXAS

Notice is hereby given that the Board of Directors of the TIRZ 17 Redevelopment Authority (aka the Memorial City Redevelopment Authority), City of Houston, Texas, will hold a special meeting on Monday, September 14, 2015, at 2:30 p.m., at Four Points by Sheraton, 10655 Katy Freeway, Wycliffe Room, Houston, Texas 77024, open to the public, to discuss and adopt such orders, resolutions or motions, and take direct or indirect actions as may be necessary, convenient, or desirable with respect to the following matters:

AGENDA

1. Establish quorum and call meeting to order.
2. Receive public comments.
3. Receive and consider proposed CIP.
4. Discussion on benefit cost analysis for Authority projects.
5. Adjournment.



Executive Director for Authority

Persons with disabilities who plan to attend this meeting and would like to request auxiliary aids or services are requested to contact the District's Executive Director at (713) 595-1200 at least three business days prior to the meeting so that the appropriate arrangements can be made.

TIRZ 17 CIP Scenario 4

Noted Changes

- North Gessner is funded in its entirety from I-10 to Long Point. The anticipated \$2.7M TIP grant funding for North Gessner is incorporated, and estimated North Gessner construction costs are now less than anticipated in the previous CIP scenarios.
- Funding for the reconstruction of Memorial Drive is reduced. TIRZ 17 will seek to repackage the project as a complete reconstruction project from Beltway 8 to Gessner, and will seek additional local government partners and additional TIP funds for the project through H-GAC.
- Funding for the acquisition of land and construction of South Detention Basin A is included starting this fiscal year. The conveyance system along Kingsride and Frostwood that is necessary to bring storm water to the basin is also funded starting in 2019 to coincide with completion of the basin.
- Funding for W-140 improvements is maintained along with Bunker Hill Bridge adjustments and the straws project.
- Funding for South Detention Basin B is pushed back. The project will not be undertaken until FY2023 on this CIP, but may be started earlier if future increment allows.
- The Lipex Agreement is paid out over time. 4% annual interest is added to the amounts owed the developer per the development agreement.
- Funding for Town and Country Boulevard is broken up and sequenced over 2 years due to delays from drainage design changes.

**MAJOR TOROUGHFARE AND COLLECTOR (NO CHANGE IN CLASSIFICATION)
CANDIDATE PROJECT PRIORITY SCORE**

Need Area Memorial Drive from Beltway 8 to Tallowood Drive
Alternative 1
Firm Lockwood, Andrews, & Newnam, Inc.
Date 09/2015

Infrastructure Category	Weight	SubCategory	Point Range	Comment	Sub-Category	Points	Total
Streets	75%	Pavement Condition	0-60	Replacing Asphalt		60.00	
		Traffic Level of Service	0-15	Pvmt with 11" Thick Concrete Pvmt		10.0	
Drainage	15%		0-15				
Drainage Key		Extreme Event Level of Service	0-5			3	
		Design Event Level of Service	0-10	AVERAGE	13.00	10	
Water	5%	WIRP Rank	0-5	Replacing All Lateral Connections	Keymap 489G/489H	3.00	3.00
Wastewater	5%	Sanitary Sewer Overflows or Agreed Order	0-5	Replacing All Damaged/Old Lines		1.00	1.00
					Service Area Benefit Factor	87.00	

Benefitted Population	35% Current ADT + 65% Future ADT + Current Metro Ridership	25614
	35% of Current ADT=	7800
	65% of Current ADT=	17400
	Metro Ridership=	414

Candidate Project Priority Score = Service Area Benefit Factor x (Benefitted Population/City ReBuild Houston Funds) X Project Center Line Miles

Service Area Benefit Factor = 87.00
 Benefitted Population = 25,614
 TIRZ 17 Funds = \$ 16,000.00
 Project Center Line Miles = 1.00

Candidate Project Priority Score =	139.28
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Candidate Project Priority Score Determination Local Streets (Non-Residential)

Need Area: Kingsride/Frostwood

Alternative: No.1

Firm: LAN, Inc.

Date: Wednesday, August 26, 2015

Infrastructure

Category	Weight	Criteria	Measurement of Calculation	Point Range	Points
Streets	60%	Pavement Condition	Pre-Project PCR = 59 0.5 X (100 - PCR)	0-50	20.5
		Pavement Width	Width < 28' = 0 Width 28' to 40' = 5 Width > 40' = 10	0-10	10
Drainage	20%	Extreme Event	Does not convey extreme event = 0 Partially conveys extreme event = 6 Conveys extreme event = 12	0-12	12
		Design Event	Does not convey design event = 0 Partially conveys design event = 4 Conveys design event = 8	0-8	8
Water	10%	WIRP Rank	Replaced since 2000 = 0 (Total WIPR Areas - WIRP Rank)/ Total WIRP Areas	0-10	10
Wastewater	10%	Overflows	No overflows = 0 Sanitary Overflows = 1 Repeat Overflows = 2	0-3	3
		Maintenance	Less than 5 Repairs = 0 5-10 Repairs = 1 More than 10 Repairs = 2	0-4	4
		Age of Pipe	30 Years or less = 0 More than 30 years = 2 Agreed Order = 3	0-3	3

Replacing all WL's

Replacing San Swrs

Replacing San Swrs

Replacing San Swrs

Service Area Benefit Factor 70.5

Benefitted Population (ADT) 10097

City Rebuild Houston Funds \$8,000,000

Priority Score 88.98

Candidate Project Priority Score Determination Local Streets (Non-Residential)

Need Area: Town & Country

Alternative: No.1

Firm: LAN, Inc.

Date: Wednesday, August 26, 2015

Infrastructure

Category	Weight	Criteria	Measurement of Calculation	Point Range	Points
Streets	60%	Pavement Condition	Pre-Project PCR = 59 0.5 X (100 - PCR)	0-50	20.5
		Pavement Width	Width < 28' = 0 Width 28' to 40' = 5 Width > 40' = 10	0-10	10
Drainage	20%	Extreme Event	Does not convey extreme event = 0 Partially conveys extreme event = 6 Conveys extreme event = 12	0-12	12
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Replacing all WL's

Replacing San Swr Pipes

Replacing San Swr Pipes

Replacing San Swr Pipes

Service Area Benefit Factor 70.5

Benefitted Population (ADT) 11597

City Rebuild.Houston Funds \$8,000,000

Priority Score 102.20

CANDIDATE PROJECT PRIORITY SCORE Calculations

Need Area **TIRZ 17**
 Alternative **North Gessner - IH 10 to Long Point (T-1732 A & B)**
 Date **9/9/2015**

Infrastructure Category	Weight	SubCategory	Point Range	Formula	Points Sub-Category	Points Total
Streets	75%	Pavement Condition (60%)	0-60	0.60 x (100-61.32)	23,208	23,21
		Length (Ln-Mi)		composite		
IH-10	63.6	0.09		5,724		
	74.09	0.14		10,3726		
	71.57	0.08		5,7256		
	65.92	0.1		6,592		
	69.95	0.04		2,798		
	71.84	0.08		5,7472		
	70.22	0.08		5,6176		
	71.45	0.15		11,432		
	63.28	0.05		3,164		
	57.1	0.07		3,957		
	679.02	0.89		61.17		
avg	67.902		68.73 WT Avg			
Westview	57.87	0.08		4,6296		
	68.46	0.08		5,4768		
	67.94	0.1		6,794		
	61.8	0.22		13,596		
	256.07	0.48		30,4964		
Long Point	64.0175		63.53 WT Avg			
Total Project	935.09	1.37	91.6664			
	66.79214286		66.91 WT Avg			
Traffic Level of Service (15%)						
			0-15	Intersections Score	2015	Score
				Long Point - AM	C to C	0
				Long Point - PM	E to D	3
				Westview - AM	C to B	2
				Westview - PM	D to D	0
				Avg	Avg	1.25
Current ADT	ADT					
	48543	2013 ADT (CoH GIMS)				
	50504	2015 ADT (@2%/yr growth)				
Current METRO Ridership (Daily Boardings) METRO Bus Routes (Third July 2015)						
				Avg. Weekday Boardings (Oct - Dec 2014)		Current METRO Ridership
		Route 20 (Canal / Long Point Limited)		2526		8836
		Route 46 (Gessner, Crosstown)		5560		
		Route 72 (Westview Circulator)		750		
		Total		8836		
CIP Funds Required for Project						
		Estimated Project Costs		Total Project		Total w/o Drainage Drainage / Detention Only
		T-1732A (IH-10 to Westview - 410 Cost)	\$	9,012,485	\$	5,330,298
		T-1732B (Westview to Long Point - 410 Cost)	\$	2,351,161	\$	3,682,187
		25% Contingency	\$	2,840,912	\$	1,808,351
		Project Construction Cost w/ Contingency	\$	14,204,558	\$	1,784,662
		Addl Engr & CM Costs (2015 CIP)	\$	975,000	\$	8,923,311
		Other Project Costs (2015 CIP)	\$	200,000	\$	612,496
		Land Acquisition (No Add'l ROW Required)	\$	-	\$	125,640.12
		Total Project Cost	\$	15,379,558	\$	9,661,447
						5,718,111

Candidate Project Priority Score Determination

Need Area: TIRZ 17
 Alternative: Briar Branch - T-1734
 Date: 9/10/2015

Infrastructure Category	Calculation				Point Range	Points	Notes
Drainage	Pre-Project		Post-Project		0-75	50.00	
	Extreme Event	Design Event	Extreme Event	Design Event			
	Totals	0.0	0.0	25.0			
		0.0		50.0			
Streets	No Roadway Improvements				0-15	0.00	
	Pre-Project		Post-Project				
		0.00		0.00			
Water	No Water Line Improvements				0-5	0.00	
Wastewater	No Wastewater Improvements				0-5	0.00	
		Overflows		0			
		Point Repair Criteria		0			
		Age of Pipe		0			
Service Area Benefit Factor						50.000	
Benefitted Population /						2787	
TIRZ 17 CIP Funds	(in \$1,000s)					\$14,811	
Score						9408.558	

BENEFIT/COST RATIO (South Detention A and B)

Background

The City currently doesn't have a 'Candidate Project Priority Score Formula'.

Per the City of Houston's Capital Improvement Plan Process Manual for Infrastructure Programs, Section 3.5 A – Storm Drainage Prioritization Criteria – Area Drainage "Sub-regional detention project are identified in response to solution development of prioritized storm drainage needs or in coordination with other agencies and infrastructure improvements projects. The SWEET Programming Tool is not currently used to prioritize and rank region detention projects."

Below is the Benefit/Cost Ratio analysis for South Detention A and B Basins.

Benefits

- Approximately 766 acres are removed from flooding in the 100-year event.
- Approximately 300 inundated structures are being removed from flooding.
- Proposed basin plus associated storm sewer reconfigurations remove 180 acres from directly contributing to HCFCD W153-00.
- HCFCD W151 watershed also receives relief.

Cost

\$55 million - Includes South Detention A and B basins, and Basin Interconnect

Benefit/Cost Ratio (method used by FEMA and RDS update)

Inside TIRZ = 1.44

Outside TIRZ = 0.98

TOTAL: 2.42